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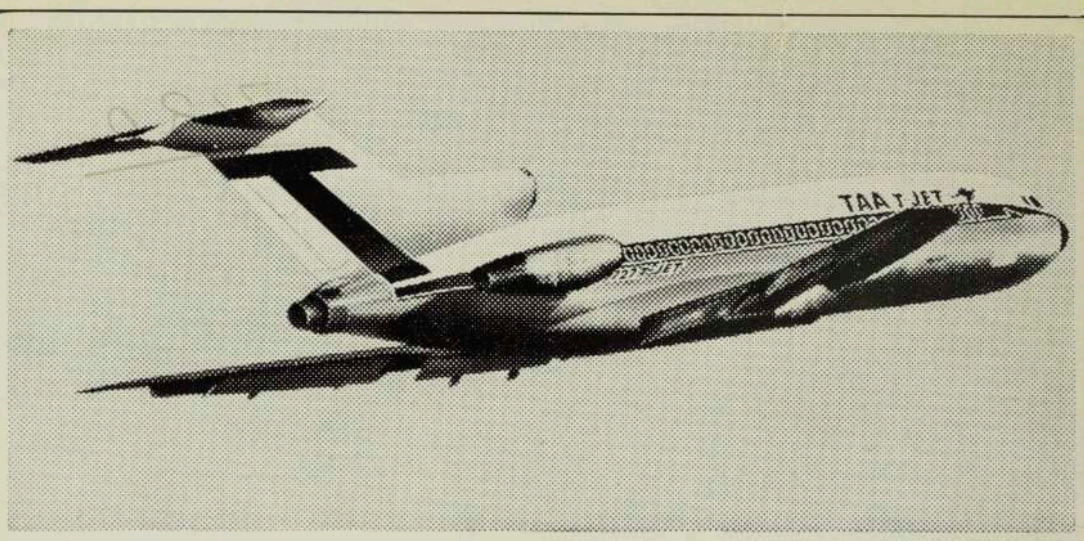


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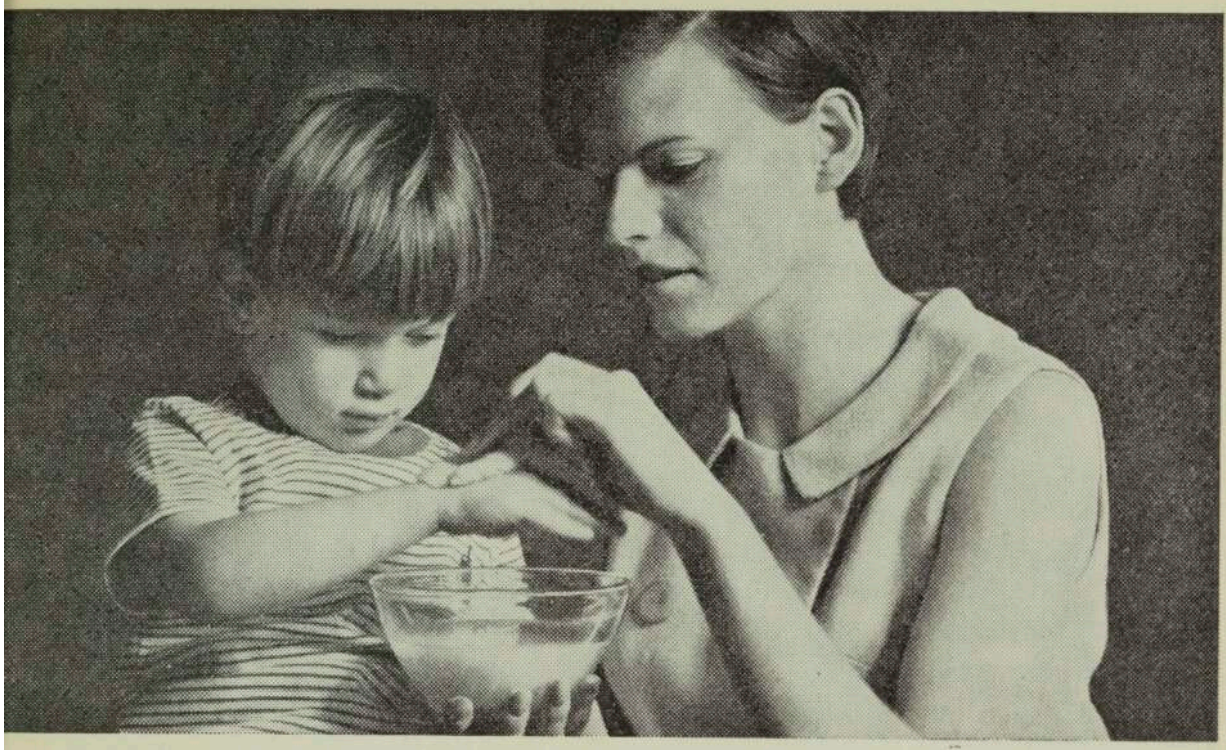
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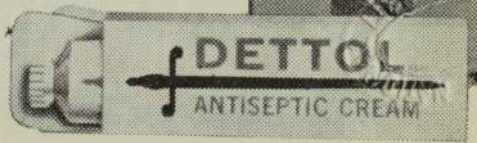


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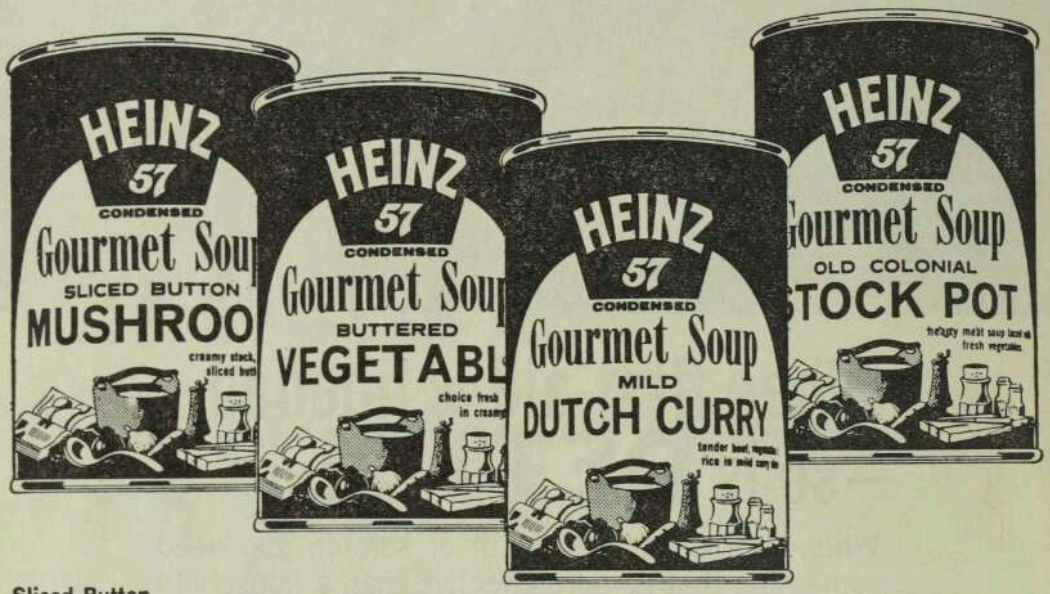
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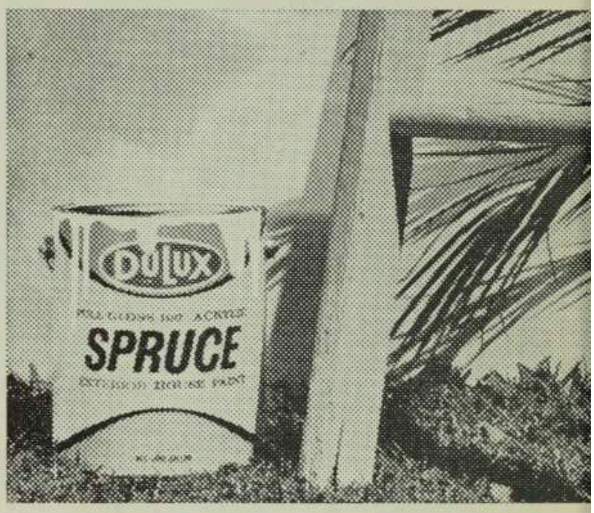
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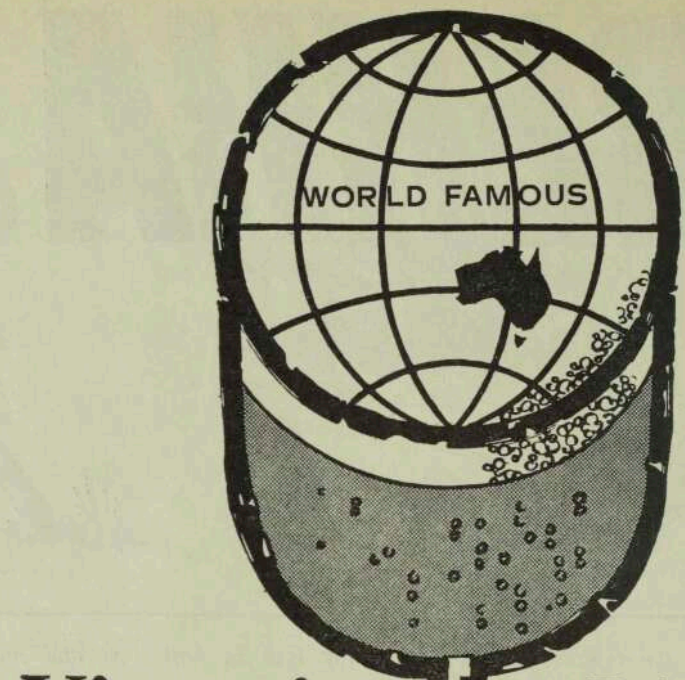
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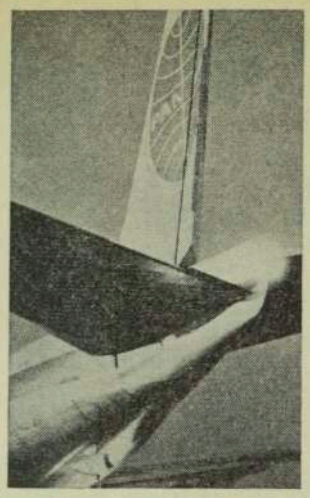
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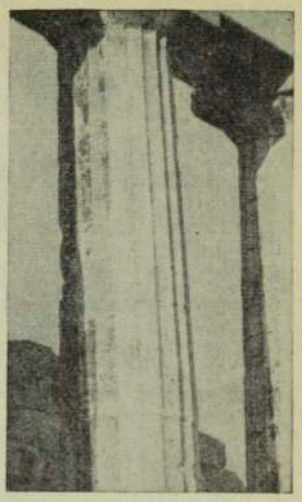
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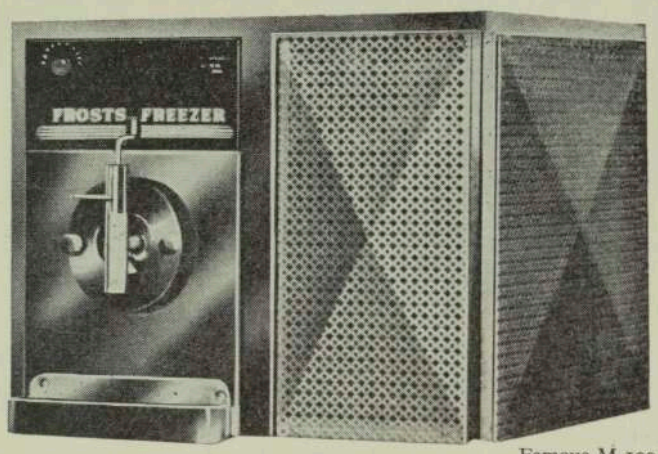
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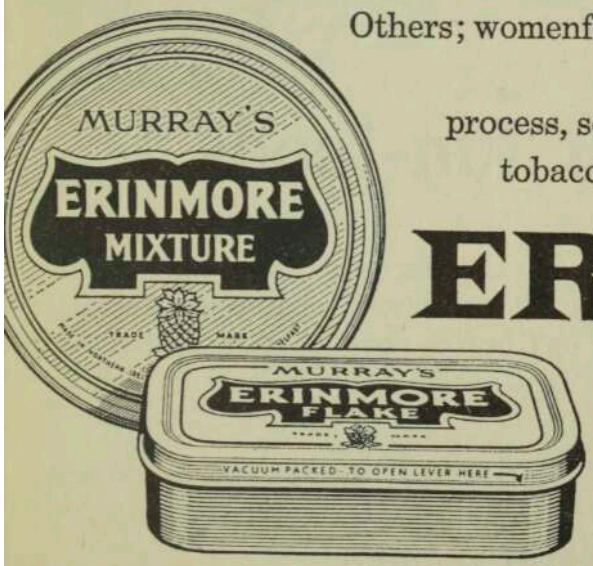
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UP FRONT
with the editor

PIM these days views academics with a more mellow eye than it once did, but whether this is because we now happen to be blessed with a decent bunch in our particular field of interest, or whether academics are changing for the better, I'm not prepared to decide.

SOME people might suggest that perhaps *PIM* itself has mellowed, but I hope not. We don't feel mellow. There must, of course, still be nests of horrible longhairs in ivory towers of the kind we once shot at, but most of the academics I talk to on Pacific affairs these days are practical, often refreshing bods, with something to say, and a clear way of saying it.

On my desk at the moment I have a whopping volume on Islands shipping and trade by A. D. Couper, master-mariner turned academic; who is a nice bloke. What he has to say in this thesis (he did it for his PhD with the Australian National University) is of real value to the Pacific shipping world. There is nothing starry-eyed here, nor in the separate investigation he did for the Fiji Government in 1965.

Samoa

And there is nothing ivory-towerish in Professor J. W. Davidson's analysis of Western Samoa's development to independence, just published as *Samoa mo Samoa;* which is a work that nobody interested in Samoa should really be without.

What he has to say is, as always, both practical and relevant, for Jim Davidson is one of those behind-the-scenes men in the Pacific sphere, always involved with developments in one territory or another, chatting and advising.

Currently he has had a lot to do with the Nauruans; which reminds me that so has another academic whose approach to problems I find is to the point—Dr. Helen Hughes, whose fact-packed paper on Nauru's economy helped set off the chain reaction on phosphate which has put the Nauruans where they are now.

You don't have to know Professor O. H. K. Spate for long before y admire his intellectual abilities a his wit—and, in my case, too, journalistic prowess. A few ye ago I asked this ex-military cen for a review of the main points the Burns Report on Fiji. In the ti it took others to read the repo *he* read and digested this complica blueprint, and turned out 10,(words of constructive comment me plus a 45-minute radio script the Fiji Broadcasting Commission

Plenty of others

These folk—and I could name number of others, and probably v lose some friends because I haven't have something in common. Th have the ability to say what th mean. In my experience, t academics who know what they a at, usually are the ones able express themselves clearly.

I remember once, as a young porter on a Sydney newspaper, cov ing a week-long scientific conferen at the University of Sydney, chairm of which was the British scientist Edward Appleton.

Sir Edward, with his Mor Woolley build, was a delight to reporters because of the way he cou explain complicated radio develo ments in plain terms. Also outstan ingly endowed in that way was CSIRO radio physicist at the co ference named W. N. Christians (now Professor of Electrical E gineering at the University Sydney), who summed up a tw hour scientific paper for us in the terms: "The chap said the sun is n round—it's more like a slight squashed orange!"

At the end of that conference thanked Sir Edward on behalf the Press for all the help he ha

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ven us, and mentioned that for ery academic who could, like him, ve clear explanations to the re- rters, there was another who jected that as a scientist he ouldn't *possibly*" explain the oblems of his field "to lay persons".

Toffee-nosed

Sir Edward Appleton's reply has ven me comfort on the occasions ce that I have run up against ffee-nosed scientists and professional ople. He said: "If any man here unable to make his point in terms t you can understand, you can sure he doesn't undestand it very ll himself".

Those academics who make me d, apart from the fellows who n't explain themselves clearly, are ones who insist on defending each p of their minor theories to the ath, apparently fearing that they ght lose face if their opinions turn t to be untenable in the light of her evidence. Since it is the ademics who most frequently tell that only the truth counts, it ther surprises me to find the mber of them who are sensitive their particular truths being eried. Another academic weakness to be found in the fellows work- g in the Islands who see every ropean resident as a white premicist, and are personally fronted at every loose comment at bar.

But that's just by the way. In my endly mood, I do want to mention . John Cumpston, historian th the Australian Department of ternal Affairs, and one-time Consul New Caledonia, who for years w has been exercising his deep terest in Pacific history and ntarctic exploration by digging out urces and truths for other people use, and not troubling to claim credit. Perhaps John Cumpston an intellectual rather than an ademic, but whatever he is, some his shine rubs off on his friends d colleagues.

—Stuart Inder

The Cover

he Royal Palace on the waterfront Nukualofa is focal point of Tonga's ronation. The Royal Chapel is arby in the palace grounds. We ink it is fitting that this splendid cture, taken especially for the casion, is by Tonga-born August ettig, 71 year-old Nukualofa trader d photographer, with whom PIM s had a long and warm association.

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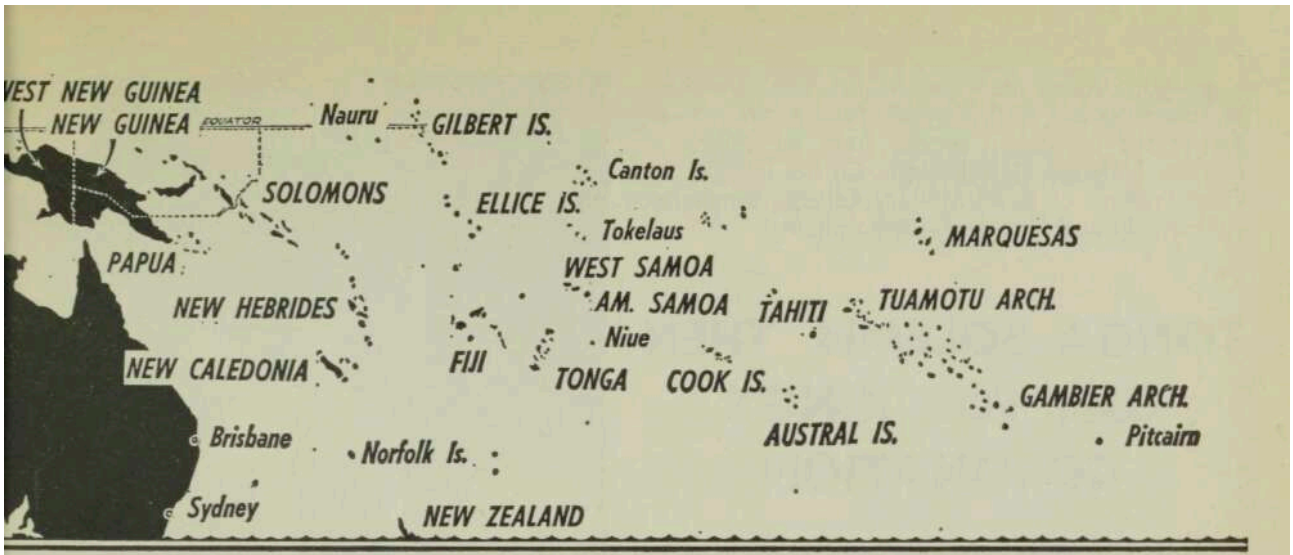


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PACIFIC ISLANDS MONTHLY

n This Issue

ENERAL
ew Novel by Nancy Phelan 97
rthday Honours List 116
opra Highest for 16 Months 129

MERICAN SAMOA
ew Governor Named 22
ty-free Port 32
-operation Urged in Tourism 49
atch Industry 129

OOK ISLANDS
od Short After Floods 75
ew Shipping Service to NZ 103
agua" Makes Record Trip 105
tches on Avatiu Wharf Extensions .. 109

STER ISLAND
ok by Woman Doctor 96

II
ate Taxis 22
ands Society "Crumbling" 29
mp Sum for Banabans 31
urch Murals at Naiserelagi 61
od Costs Rise 70
ince's Landing, Suva 73
vuka Gravestone Mystery 87
va in 1871 91
rvey of Land-Resources 130
terest in Palm Oil 130

ENCH POLYNESIA
rritorial Assembly Elections 21
ipping Service to NZ 103
ntenary of Tahiti's Lighthouse 107

GILBERT and ELLICE ISLANDS COLONY
View on Phosphate Royalties 31
Lump Sum for Banabans 31
New Vessel in Service 105
Unidentified Ships, Planes Seen 106
Sick Man Taken to Christmas Is. 107

LORD HOWE ISLAND
Tourism and the Future 53
Big Fish Catch 103

NAURU
Victory for Head Chief (and Friends) 23
"Little Cuba" 24
Big Ship to be Ordered 101
News in Pictures 117

NEW CALEDONIA
Territorial Assembly Elections 21
"Hole" in Seabed Found 107

NEW HEBRIDES
That Big Bay Wall 38
Overseas Interest in Resorts 52
More Mysterious Ruins Found 90
Book on Martyred Missionary 97
Missionary Cruise 103

NORFOLK ISLAND
New Stamps 22

PAPUA-NEW GUINEA
New Political Party Formed 20
Political Gradualism Needed 28
Fatal Air Crash 30

Public Service Wage Case 37
Aircraft, Airport Problems 55
Public Service Protest March 57
House of Assembly Meeting 59
Old Sailor Retires 64
John Gilmore 65
Young Cricketer Off to South Africa 69
"Blue" Allan, the Soldier 85
Mysterious Ruins on Witu Island 90
"Queen Emma's" Grave 92
Novel on Cargo Cult 97
New Fishing Company Gets Started .. 107
Protest Over Shipbuilding Contracts .. 109
Miss Territory 1967 120
Palm Oil Industry Under Way 130
PI Mines Shares Drop 132
Sulphur Deficiency in Coconuts 132

PITCAIRN ISLAND
Independence? No Thanks 75
"Bounty" Relics 88
Shipping Service to be Dropped 109

SOLOMON ISLANDS
Legco Elections 30

UNITED STATES TRUST TERRITORY
Mystery of Amelia Earhart 94

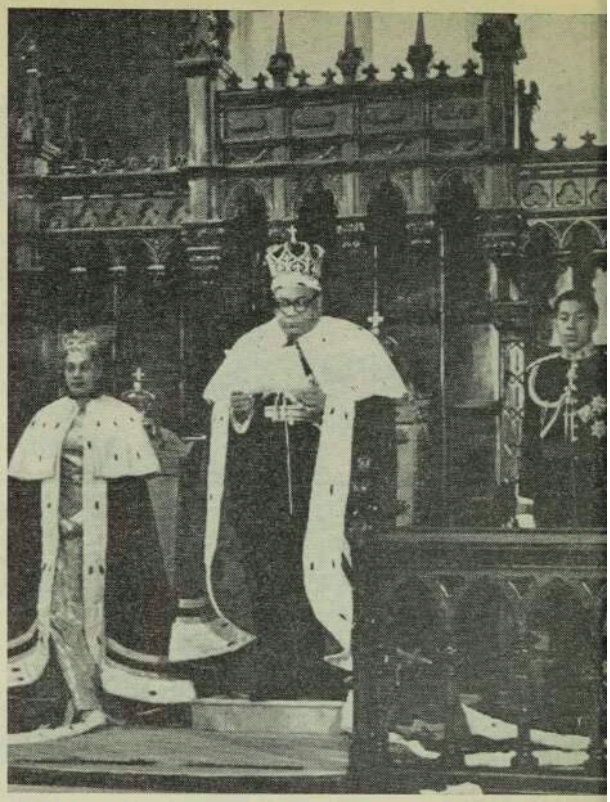
TONGA
King's Coronation 18
Peace Corps Plan 32
An Awakening Sleepy Hollow? 39
Abacus System Going Well 39
Pictorial Series 41
Co-operation Urged in Tourism 49
Fishing Prospects at Minerva Reef 107
Overseas Funds Troubles Over 129

WESTERN SAMOA
Book by Professor Davidson 26
"Heart of Polynesia" Conference 45
Co-operation Urged in Tourism 49
Decimal Currency 129
"Disquieting" Outlook for Future 131

DEPARTMENTS: Up Front with the Editor, 14; Travel, 45; Letters to the Editors, 37; To The Point, with Percy Chatterton, 57; Brett Hilder Profile, 64; From the Islands Press, 76; Magazine Section, 85; Yesterday, 93; New Books, 94; Shipping, 101; Cruising Yachts, 110; People in Pictures, 118; People, 121; Business and Development, 129; Produce Prices, 133; Shipping, Airways Schedules, 135; Deaths of Islands People, 142; Practical Planter, 147.

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● With Queen Mata'aho by his side, the King of Tonga, having been crowned, follows the remainder of the coronation service from the throne in the Royal Chapel at Nukualofa. On his left, in the dress uniform of Royal Military College, Sandhurst, is Crown Prince Tupo'utoa—Radio photo.



TONGA SOLEMN, THEN GAY FOR KING'S CORONATION

From PIM editor STUART INDER and AAP

NUKUALOFA, July 4

Tonga's 21-stone King Taufa'ahau Tupou IV was crowned here today in a glittering European-style ceremony in the tiny wooden chapel in the grounds of his Royal Palace. The day was also the King's 49th birthday. The Pacific had not seen such pageantry since 1918 when the King's mother, the late Queen Salote Tupou III, was crowned in a similar ceremony.

THE King's coronation was signalled to the thousands of Tongans and European guests in the grounds of the Palace and on the nearby malae (green) by a peal of bells from the chapel's tall steeple rung by the Keeper of the Palace Records, the Hon. Ve'ehala.

The King was crowned officially at 10.26 a.m. local time by the Royal Chaplain, the Rev. George Harris, assisted by the President-General of the Methodist Church of Australasia, the Rev. Cecil Gribble.

By the shipload

The movement of Tongans into their capital for the great event began a month ago. By coronation eve thousands of Tongans had come in by small ships from the outer islands. Most of the movements were handled by the Tongan motor vessel *Aoniu*, the ocean going tug *Hifofua* and four smaller craft. They brought people from as far off as Tin Can Island.

As a special gesture by the Tongan Cabinet passengers have had to pay only half fare, and food for the great feasts, gifts of tapa and mats and Tongan handicrafts for sale, plus bed rolls and personal effects, have all been brought in free.

Before coronation week is out at least 50 scheduled aircraft from Fiji and Western Samoa will have arrived or departed from Tonga, plus numbers of charters. Tonga normally gets four regular services a week.

The visitor list includes all the uncrowned heads of the South Pacific —including West Samoa's Premier, Fiame Mataafa, Fiji's Leader of Government Business, Ratu K. K. T. Mara; Governor H. Rex Lee of American Samoa; the Secretary-General of the South Pacific Commission, Sir Gawain Bell.

The list of outsiders come to pay homage is headed by the Duke and Duchess of Kent, representing Britain's royal family; New Zealand's Prime Minister, Keith Holyoake, and Australia's Minister for Education and Science, Senator J. G. Gorton.

Procession

The Press and TV corps numbers more than 50 and some parties have been camped here for a fortnight. Thanks to the TV coverage the world will get a better look at Tonga's coronation than thousands here in Nukualofa. But it's being *here* that matters this week, and there's probably not one of 70,000 Tongans who would give a roomful of TV sets to be anywhere else than Nukualofa for the crowning of Tonga's first monarch in almost 50 years.

As the King, in procession emerged from the Royal Pala for the coronation ceremony, t Tongan Police Band, immaculate white *valas* (skirts) and shirts, a black slouch hats, burst into t Tongan National Anthem.

The King, wearing dark glass paused on the steps of the Pala verandah facing the band and gue seated across the front of the Pala grounds under pavilions covered w canvas.

As the anthem finished, he stepp down on to a long path of ta cloth and walked slowly between lin of Tongan noblewomen sitting besi the path.

He was followed by three pa boys carrying his long scarlet velv cape edged with ermine.

Then came the King's son, Crov Prince Tupo'utoa, a cadet at San hurst military academy, who w clad in the black ceremonial unifor of a major, complete with silver spu and ceremonial sword.

The page boys were dressed cream breeches and white stocking purple jackets, white ruffle-collars a three-cornered hats.

The King, wearing a splend general's uniform, was followed Queen Mata'aho, also wearing

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UNREALITY—AND HANDSTANDS AT THE PALACE

From STUART INDER

NUKUALOFA, July 4.

FOR the first hour of Tonga's coronation today it was as unrealistic as a fairy tale. A sparkling blue Pacific morning; a dazzling wedding cake palace in red and pure white; a king and queen in scarlet, gold and ermine; and page boys in three-cornered hats—all observed by important visitors in top hats and striped morning suits. An impossible spectacle.

But it came good when the unaccustomed pomp was over and ordinary Tongans swarmed all over the Palace grounds, cheering, shouting, and congratulating their newly-crowned monarch.

King Taufa'ahau and Queen Mata'aho, in full robes, but without their weighty crowns, remained almost a full hour on the Palace porch enjoying the demonstration.

For me it was a great relief to see the crowd react and know it was genuine.

Tonga cares for her King and Queen, and Tongans are enjoying their coronation. The King has been enjoying it, too, according to the churchmen who performed the crowning ceremony—the Rev. G. C. Harris and the Rev. C. F. Gribble.

"You would expect something to have gone wrong in the chapel, but it all went without hitch," Mr. Harris said.

That doesn't mean that everybody is happy with today's church service, of course.

The chapel is so small that by the time all the important overseas visitors, the nobles and the choir were seated, there were no seats left for leading Tongans, and there is muttering under breaths in some circles, which may neither forgive nor forget.

"Why should the non-Tongans get priority?" it is being asked.

And the overseas Press thought they could have been given greater access to the tight group of Palace officials who have been stage-managing this spectacle, which is worth millions in publicity. For them, facts have been hard to get on the spot, despite the hard work of the Press liaison officer, Jack Riechelman.

But, overall, these complaints amount to nothing much. If you want an example of popular Tongan reaction, I can offer you nothing better than the man I saw in khaki doing handsprings in the Palace grounds among the top-hatted VIP's.

His clothing bore the legend "Tongan Prisoner". He was a gaolbird who had been granted a coronation amnesty.

rlet cloak edged with ermine, and rest of his immediate family.

Beside the Palace on the King's ht, the Palace guard of 40 men sented arms, their scarlet caps and hes in sharp contrast to their spot- s white uniforms.

Outside the Palace ground stood ard detachments from the Aus- lian destroyer, *Anzac*, the British gate *Sirius* and the Tonga Defence rces.

Formal recognition

As the King and Queen entered chapel, the 90-voice mixed choir, ssed in blue gowns and white lars, broke into a song of greet- and the guests, including the ngan nobles and overseas visitors, od for the formal recognition.

The Royal Chaplain presented the g to the congregation and asked his acceptance by the Tongan ple.

After the congregation spoke its eptance, King Taufa'ahau and the een moved to huge black wooden irs at the front of the chapel ing the people.

Mr. Harris then admonished him "maintain inviolably the doctrine, rship, discipline and government" his scattered kingdom, after which King rose, walked to the com- nion table, and took the corona- n oath before signing it.

Returning to his chair, Mr. Gribble presented him with the Coronation Bible upon which the oath had been sworn as a "rule for the whole life and government of Christian princes".

Rousing hymn

After a rousing hymn from the choir, Mr. Harris anointed the hands and forehead of the King with holy oil before kneeling to pray for "the assistance of heavenly grace" for the King and his people.

The Royal Chaplain then placed a ring on the King's hand.

Intoning a prayer, he placed the heavy crown (made in Australia more than 100 years ago) on Taufa'ahau's head and the congregation roared, "long may the King reign".

This was the signal for a carillon of bells from the chapel tower and the chain reaction throughout the kingdom.

A coronet was then placed on Queen Mata'aho's head.

The King rose from his chair and walked to the throne, a smaller carved wooden chair beneath a canopy of polished wood, with his Queen and Crown Prince on either side.

Mr. Harris stood before the newly-crowned King and said, "Stand firm and hold fast from henceforth the seat and state of royal and imperial dignity, which this day is delivered unto you in the name and by the authority of Almighty God".

The communion prayers were then intoned by the Royal Chaplain and the bread and cup taken to the King and the Queen and the Crown Prince.

The King and Queen rose as the national anthem was sung and a gun salute boomed out across Nukualofa Bay.

As the King emerged from the chapel to return to the Palace, there was silence from the crowd until a solitary cheer broke out from the rows of school children on the edge of the Palace grounds.

Within seconds this was taken up in a wild roar of acclaim, and the King broke into a broad smile as he mounted the steps to the Palace verandah and turned to face the crowd.

Soon Tongans, overseas guests, and photographers were mingling in the Palace grounds before the King, while some 10,000 children marched past, chanting and laughing, accompanied by skin drum bands.

The coronation celebrations will continue throughout the week, with the ancient royal kava installation ceremony being held on July 6.

The week will end with thanksgiving church services on Sunday, July 9.

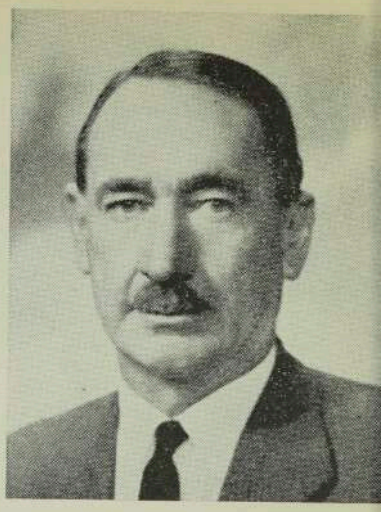
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IN NEW GUINEA THEY'RE HAVING A BALL . . .

Now it's just one darn party after another

From a Port Moresby correspondent

Party politics have been slow in coming to New Guinea, and up to the time of the June meeting of the House of Assembly attempts to set up parties had not aroused much enthusiasm or achieved much success. A couple of years ago, after an initial burst of publicity, Oala Oala Rarua's New Guinea United National Party lapsed into a coma from which little attempt seems to have been made to rouse it. But the picture has changed.



Mr. Barnes.

EARLY this year a new party got away to rather a fumbling start in the Sepik District. After several changes of name it finally settled for "United Christian Democratic Party", and announced a platform which combined Seventh-Statism with a promise of cake for all and no clear indication of where the money to buy the cake was to come from.

Although its New Guinean leaders deny that the U.C.D.P. is a church party, it seems clear that it has a Catholic background and has received advice and guidance from Catholic clergy.

After establishing itself in the Sepik area, it has sent out "missionaries" to various parts of the New Guinea mainland and also to New Britain, and claims to have recruited members in these places, though whether these are "locals" or Sepik people working in those areas is not clear.

The party does not appear to have gained any following in Papua, or to have tried to do so, and one gets the impression that its leaders will need to acquire a good deal more political know-how before it can get off the ground.

Seventh State "out"

It got its first real setback on June 22 when the Australian Minister for Territories, Mr. C. E. Barnes, went on record in Lae as saying quite clearly that the Australian Government had ruled out the possibility of the territory becoming Australia's seventh State.

Mr. Barnes said that what the future might hold he did not know, but the present government was opposed to seventh statehood. Independence or some kind of sovereign status with a close association with Australia would, Mr. Barnes indicated, be more in line with what cabinet expected. Thus an important plank in the United Christian Democratic Party's platform ran into problems, although the party's sponsors bravely state that they will go ahead with this part of their policy nevertheless.

Meanwhile, another new party has been mooted—a Local Government Party. This time the initiative came from Toni Voutas, the young ex-patrol officer who was elected by a substantial majority in the Kaindi by-election to fill the vacancy caused by the death of Bill Bloomfield last year.

Pangu party

Councils were circularised with the suggestion that they should sponsor candidates for the 1968 elections, who, if elected, would form a Local Government Party in the House. This proposal was viewed cautiously by most of the councils, and received its death-blow when the Administration ruled that councils could not use council tax monies for political objectives.

Perhaps it is as well that nothing came of this idea, as it was difficult to envisage how a platform capable of satisfying the aspirations of all the participating councils could have been worked out.

This was the situation when the Assembly met in June and adopted the third and final report of John Guise's Select Committee on Constitutional Development.

Then, three days after the House had adjourned "to a date to be fixed" another new party made a spectacular debut. The so-called "13 angry men" who recently made the headlines with their demand for home rule in 196 (*PIM*, June, p. 63), had coalesced with a group of members of the House to launch "Pangu Pati (Papua-New Guinea Union Party).

There was no fumbling this time. Taking as its motto "Humility Honesty na Hatwok" (and hardwork and as its objective "Evolution no Revolution", it announced a well rounded platform in the following terms:

- Home rule leading to ultimate independence.
- One name, one country, one people.
- Pidgin the principal common language of communication.
- Localisation of the Public Service and creation of a Public Service Board.
- Security of overseas investments.
- Doubling of national income within 10 years.
- National adult literacy programme.
- Adequate housing for all workers urban and rural.
- Joining of Papua and New Guinea by road.
- Land reform through a Land Conversion Ordinance.
- Improved conditions for rural and urban workers.
- Greater subsidies to Missions for education and health.
- Papuan and New Guinean participation in all economic development schemes.

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...umility, honesty, "hatwok" evident

The strengthening of Local Government Councils.

The support of Volunteer Service.

Is this programme an impatient ...ction to the cautious proposals of ... Guise report? The leaders of the ...w party won't be drawn on this ...estion.

...t is certain that a lot of midnight ... had been burned and the main ...s of the party's programme had ...n worked out before the Guise ...ort was tabled. But it could well ... that disappointment with the con...ts of the report decided Pangu's ...genitors to make an immediate ...nouncement of its formation and ...s.

UNP dead

...he first outcome of the formation ... Pangu has been that the United ...ional Party has been given up for ...d and has been accorded a quiet ...eral. Oala Oala Rarua, as one ... the "angry men", has thrown in ... lot with Pangu.

...Where do we go from here? Pangu ...ady has the adherence of nine ...A's—two Europeans and seven ...w Guineans—and hopes to have at ...t 15, and to operate in the House ...a party at the next meeting in ...gust.

...he Europeans are Toni Voutas ... Barry Holloway. Earlier this year (*M*, April, p. 39) these two ...mbers circulated a five-page docu...nt on a proposed presidential ...cture for the territory. They pub...ed their paper to stimulate debate, ... proposed no timetable and made ... concrete proposals.

...he basis of their scheme was for ...residential Head of State to be elected by a national parliament and to be responsible to it. A cabinet would be chosen from the House but the president would be able to appoint additional men outside the House because of their expertise.

Voutas and Holloway are among the youngest members of the Assembly and have been working together recently. Both are former patrol officers, who hold open seats (that is, they stood for election against New Guinean candidates).

Guise will join

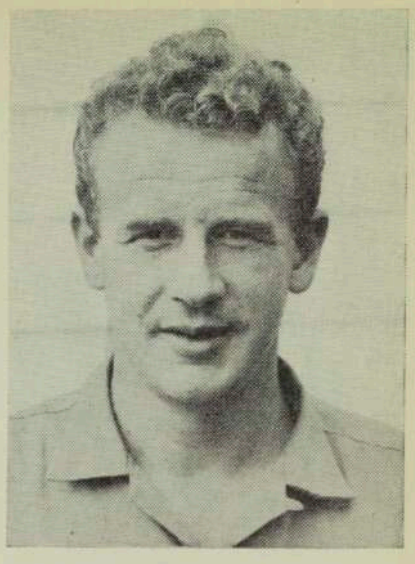
The seven New Guinean members of the Pangu Party who are in the House are Paul Lapun (Bougainville), Nicholas Brokam (New Ireland), Pita Lus (Dreikikir, Sepik), James Meanggarum (Ramu), Paliau Maloat (Manus), Siwi Kurondo (Kerowagi) and Wegra Kenu (Upper Sepik).

It is of interest that Brokam, Lapun and Kenu were all members of the Assembly's Select Committee on Constitutional Development.

Mr. John Guise, chairman of the select committee, says he will also join the Pangu Party if he gets the approval of the majority of his electorate, at Milne Bay.

Oala Oala Rarua will be one of four rotating chairmen on the new party's central executive. Two others are Mike Somare, a journalist, and Joseph Nombri, former patrol officer and now a student at the administrative college in Port Moresby. All three are New Guineans. A fourth chairman is to be named.

It is clear that behind Pangu there is a measure of political realism and organisational ability which has not been present in previous attempts at party making.



Mr. Holloway, one of the European members of Pangu.

But what measure of support can it muster for its policies among the common people of the territory? This is anyone's guess, and with most of the guessers the wish seems to be the father to the thought.

Ballot box will tell

Next year's ballot boxes should give a reasonably reliable answer. It is true that in some electorates candidates will win on personality rather than policy. But there is no reason to suppose that Pangu candidates will have a monopoly of personal charm, and we may assume that over a number of electorates the personal factor will cancel itself out.

While the results in any one electorate may not prove anything, the results over a range of 30 or 40 electorates (if Pangu is able to contest that number) should give a pretty accurate indication of how much support there is for the Pangu programme among the people of the villages, from the Bensbach River to Buka.

Humility, honesty *na hatwok*. It is quite evident that already quite a lot of *hatwok* has gone into this venture, and there is no reason to doubt that honesty is there too. One is entitled to hope that in the hurly-burly of party politics, and in the increased pressure on the political front which is now developing as a result of the nearness of the territory's next general election, humility won't fly out the window.

FRENCH TERRITORIES TO GO TO POLLS

NEW CALEDONIANS will go to the polls on July 9 to elect a new Territorial Assembly. There are 174 candidates for the 35 seats. ...he main parties are the Union Caledonienne (Nationalist) and the ...NR, President de Gaulle's ruling party in France.

PIM's Noumea correspondent says that over the last few years ...e UNR has come "perilously close" to the Union Caledonienne in some ...f its political planks. Among other things it is calling for a drastic curtail...ent of Parisian rule in New Caledonia, and it has been fighting vigorously ...r the introduction of a second smelting company, preferably foreign, to ...mbat the monopolistic Societe le Nickel. "These two ideas, of course, ...re regarded as pure heresy by the French UNR," our correspondent ...lds.

French Polynesian elections for a new Territorial Assembly will be ...eld on September 3.

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Mr. Aspinall.

NEW GOVERNOR FOR AMERICAN SAMOA

Mr. Owen S. Aspinall, who has been Secretary of American Samoa since November, 1962, has been appointed to succeed Governor H. Rex Lee from August 1.

PRESIDENT Johnson announced his appointment on June 28. He said Governor Lee would get a new government position—yet to be announced.

Governor Lee, 57, has been Governor of the seven-island, 76 sq. mile territory since May, 1961—the longest term in the history of US administration of the islands.

Mr. Aspinall, 39, studied at Denver University and the American University (Washington), before serving with the 504th Parachute Regiment, 82nd Airborne Division, in 1945-46. After a short period as a member of the US Capital Police Force, he became deputy district attorney of Mesa County, Colorado.

In January, 1962, he became Attorney-General of American Samoa. Ten months later he was appointed Secretary (deputy governor) of the territory—a position he has held ever since.

Mr. Aspinall has frequently acted as governor during the absences of Governor Lee.

Last December, Mr. Aspinall married his Samoan secretary, formerly Miss Taotafa Lutu.

HOSTILE FUTURE FOR FIJI'S PIRATE TAXIS

From a Suva correspondent

If history takes any notice of the Fiji Legislative Council's June meeting it will record it under the heading of "The battle of the taxis".

AND it was a battle, with plenty of sniping at the Government from the Opposition Federation Party and at the officials of the Transport Department.

But the Government, determined to be masters in their own house, brushed aside all arguments, and, with what the Attorney-General described as "foresight and courage", approved a measure which will give Fiji an ordered taxi industry instead of the chaos which has existed for years.

There were two measures, really, a Bill to amend the Traffic Ordinance, which the Member for Communications and Works, Mr. Charles Stinson, said represented "the declaration of war against pirate taxi operators", and a motion to approve regulations governing the industry.

Both the Bill and regulations, which will have the effect of controlling the number of taxis in the Colony—eventually cutting it to an economic size—and imposing control on similar lines to that which has created an efficient bus industry, met with frenzied opposition from the Federation Party.

1,300 taxis

There are now 1,300 taxis in the colony compared with 700-odd in 1963.

In the Legco debate, Government speakers accused the Opposition of trying to protect the pirates.

This was indignantly denied by the Opposition which pointed out that, on the word of an accuser, an innocent man could be robbed of his right to own a car—that the Licensing Authority became the accuser, judge and executioner, as Mr. A. D. Patel, the Federation Party Leader, put it.

The Government argued that there was a right of appeal and that drastic measures were needed to cope with what had become an evil.

The Opposition then claimed that there was already a law against "pirating" and that the courts should deal with such an offence, not Tran port Department officials.

They blotted their copyboo however, by descending, as they fr quently do, to the level of accusir Government officials of bribery ar corruption—even that the regulatio were being pushed through by t Government to favour vested interes —motor dealers, oil companies ar insurance companies.

Mr. John Falvey (Member witho Portfolio) struck back and the B and the regulations were eventual voted through.



More ship stamps for Norfolk

Norfolk Island will issue four mo stamps in August featuring shi associated with the island's histor Four stamps featuring ships have a ready been issued ("PIM", Feb., 13).

THE new stamps are in denomin tions of 5c, 7c, 9c and 10c.

The 5c stamp depicts the slo *Norfolk*, which was built of Norfo pine in 1798.

Late that year Matthew Flinde and George Bass with a small cre left Sydney in her to discover Ba Strait. *Norfolk* was the first vessel circumnavigate Tasmania.

The 7c stamp will feature H survey cutter *Mermaid*. This shi with the brig *Brutus*, left Sydney May, 1825, with a detachment soldiers, 57 prisoners and a fe women and children to reopen t island as a penal settlement after had been closed for 11 years.

The barque *Lady Franklin* w appear on the 9c stamp.

This vessel carried stores and co victs between Hobart and Norfo during the second settlement.

In 1855 the *Lady Franklin* ma her last trip to the island to transpo some 60 prisoners to Hobart.

The *Morayshire*, which is shov on the 10c stamp, was chartered Governor Denison to carry the whc Pitcairn population, numbering 19 to Norfolk in 1856.

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HOME, $WEET HOME!

How the Head Chief (and friends) won the day

By STUART INDER

With the ownership of Nauru's phosphate deposits safely signed over to them, the 3,000 Nauruans now look like becoming the world's littlest nation on January 31 next year.

N agreement enabling the Nauruans to buy the assets of British Phosphate Commissioners (Australia, NZ and Britain) was signed in a formal but friendly ceremony in Canberra on June 15 (see picture p. 117).

The purchase of the assets will be made over three years from July 1, 1967, at a cost of about $20 million.

The only major point still to be settled by the BPC powers and the Nauruans is the type of association the new Nauru will continue to have with Australia after independence. Most probably Australia will take an interest in Nauru's defence and external affairs through a treaty of friendship.

Nauru's Head Chief Hammer DeRoburt is not averse to an arrangement of this kind so long as independence is granted first and the treaty negotiated afterwards. He knows from practical experience in World War II that in time of war nobody takes much notice of scraps of paper.

And defence and external affairs will be fairly minor matters for Nauru in the next few years, for there are more complex problems in establishing independence.

Behind the success

However these and other details are worked out, little Nauru owes its big success in a very big world to the leadership of DeRoburt and his ability to get people working for him. His victory is the result of his vision, and his personal qualities of sincerity and honesty, which have attracted to him a wide team of experts in the last few years.

DeRoburt is a man who is harder on his friends than his enemies (and so expects his friends to be just as hard on him). Working for him, paid or unpaid, is an experience only for the dedicated. DeRoburt thinks nothing of 3 a.m. meetings when the pressure is on, and will move from Melbourne to Canberra to Sydney and back to Melbourne in the course of a day.

He has made frequent trips to the UN in New York, and has spent long periods away from Nauru in his fight for recognition for Nauru. He is as tenacious as a bulldog, with a strong sense of the "rightness" of things.

Lone battle

The people he has leaned on most are Dr. Helen Hughes, senior research fellow with the Department of Economics at the Australian National University, Canberra; Sydney economic consultants Philip Shrapnel and Ken Walker; Professor J. W. Davidson, Professor of Pacific History at the Australian National University; and publicist Keith Madden, an account executive of the public relations firm of Eric White Associates.

Until 1964 DeRoburt fought virtually a lone battle in his request for phosphate ownership and independence. He was not taken very seriously in Canberra. He was prevented from making his position public by a form of mild blackmail from the Department of Territories, some of whose officials insisted that the Nauruans could put their case only through official channels if they expected it to be heard. They were not permitted outside advisers at their conferences with the department.



Head Chief DeRoburt.



Dr. Helen Hughes.

But there were personnel changes in the department, and in addition, in 1964, the Nauruans were allowed their first adviser at the conference table—Dr. Hughes. Now aged 38, she is a former economics consultant in private practice in Melbourne. She was recommended to the Nauruans by the Australian Council of Trade Unions.

The ACTU had earlier taken an interest in the Nauruan request for a basic wage and a Sydney union advocate, Bill Baker, had gone to Nauru to fight, successfully, for this. Baker had seen that the Nauruans needed professional help if they were to fight the BPC for a fair cut of the phosphate proceeds.

Dr. Hughes decided that facts were wanted on the differences between the costs of production of phosphate on Nauru and the world price. The difficulty was that the BPC was unable to say what the world price was, and its own phosphate economics were so mixed up with those of Christmas Island and Ocean Island that it seemed an impossible task to get an accurate picture. The BPC

(Continued on p. 143)

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Oh dear! Where will it all end?

Nauru: The little Cuba of the South Seas!

By ALAN FITZGERALD, "Canberra Times" humorist and former reporter on "The Fiji Times".

AUSTRALIA'S fears about granting independence to the tiny phosphate island of Nauru and its 3,000 people have been outlined to me by a worried senior official of the Department of Territories. "It could become our Cuba", he said.

"Of course, we have the assurances of the Head Chief, Mr. Hammer DeRoburt, that Nauru has no territorial ambitions—yet. . . ."

"You mean he isn't to be trusted?"

"No, I didn't say that. But he's on record as saying that he wants Nauru to be 'unaligned' ".

"Ah, if you're not with us, then you're against us?"

"That's one way of looking at it; but what worries some of us in the department is DeRoburt's statement that 'later there could be a Pacific community of islands' ".

"That's bad?"

"Depends. Say, for example, DeRoburt starts growing a beard the day after independence, January 31, 1968. Get me? Next thing you know is that aggressive Nauruan expansionism has to be stopped somewhere. Can we depend on LBJ in any showdown between Nauru and us?"

"You're exaggerating, surely?"

"No, we and the EA people are simply realists. We must plan for any eventuality in the Pacific basin . . . like missiles in the Buada Lagoon, a dagger held at the throat of Canberra, as it were, only 2,700 miles away."

"What's the alternative to independence and us retaining control over Nauru's defence and external affairs?"

"Well, we're fully committed in Vietnam now and, frankly, we don't want to be drawn into a prolonged guerrilla war in the Pacific. . . . ."

"You're not suggesting the Nauruans might take to the hills?"

"Not exactly—there aren't any. But it would be no picnic trying to winkle out recalcitrant Nauruan independence fighters from pockets in the coral pinnacles. After all, there are 5,263 acres for them to hide in."

"Then you mean we have no alternative but to grant independence now?"

"The Minister's holding his cards close to his vest, but I can say we are formulating contingency plans in the eventuality of complete Nauruan independence and its emergence on the world stage."

"What exactly do you mean?"

"Look at it, man. Nauru, lacking any natural resources other than phosphate, gets a seat in the UN and has something like $200 million to spend.

"First the Russians offer to build them a salt-water desalination plant for $400 million to replace the island's brackish wells. Next thing you know, Russian officers are training the Nauru Volunteer Rifle Brigade.

"Then in a lightning coup d'etat the wireless station, the London Missionary Society mission, the No. 2 co-operative store, district kindergarten and Administration workshops are seized. DeRoburt is over-thrown and the new man flies to Moscow or, worse, Peking. They do a deal, and we are cut off from our supplies of superphosphate. Hawks in the Country Party demand war, direct intervention with or without the UN.

"In a clandestine operation, ASIO mounts a full-scale invasion, using expatriate Free Nauruan students as a cover. They go ashore at night at the boat harbour, and by morning the old BPC messroom and post office are ours.

"Meanwhile, our paratroops dropped on the western side of the island are working their way inland from the Protestant Youth Centre. They are, of course, Aborigines specially recruited by us for fire-brigade work in the Pacific. Before the black paras reach the Buada Lagoon to defuse the Red missiles they turn on their Australian officers and swap sides, chanting 'A Free Arnhem Land' and 'Long live Nauruan-Australian Aboriginal peace and prosperity!' "

"It sounds like a nightmare."

"Stranger things have happened, believe me."

"But surely our great and powerful friends would stand by us in such a crisis?"

"It depends. The Nauru delegation at the UN outsmarts us, and rams through a motion denouncing us as the aggressors. It's nonsense, of course. . . ."

"Wait a minute, you said we had mounted a clandestine invasion. . . ."

"Yes, but that was only because they might have fired the first shot if we hadn't. There's a distinction, you agree."

"Yes, you do have a fine point there."

"Well, the UN Secretary-General demands a ceasefire. We lobby for time, hoping at least to capture the old BPC staff club and trade store to put us in a better bargaining position. But it's useless."

"You mean we lose the beachhead and the phosphate?"

"Yes, but there are gains. The Suva conference between us and the Nauruans results in the dismantling of the missile pads from the Buada Lagoon and the repatriation of the Russian cadres in the Volunteer Rifle Brigade. We agree to ransom our invasion force for $200 million and to sign a mutual non-aggression pact. The Nauruans agree to postpone testing of their own nuclear weapons. But they retain the right to exercise control over our defence and external affairs."

"Did we win?"

"Not exactly, but losing to the Nauruans would have been worse. After all, they have upped the price of phosphate from 39c a ton two years ago to $6 a ton today. We are lucky to keep our shirts."—*Reprinted by permission from the "Canberra Times".*

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Mr. K. Walker.

s not co-operative in helping anydy get an accurate picture.

Dr. Hughes was able to show for first time that there was such a ng as a world price. She pubhed her findings in a paper in the *urnal of the Economic Society of ustralia and New Zealand*, in cember, 1964.

With the Nauruans still needing onomic advice, Dr. Hughes put Roburt in touch with consultant ilip Shrapnel, 47, a former banker, o put the detailed problems in the nds of one of his economists, Ken alker, 37—slow speaking, conentious, painstaking.

Also into the picture, on the ommendation of Dr. Hughes and rapnel, came Eric White Associs, who took on the job of exiners of Nauruan attitudes to the stralian and New Zealand public.

Legal ownership

Shrapnel also briefed barrister John elville, whose task it was to query legal ownership of the phosphate the BPC. He was unable to prove BPC didn't have legal ownership, his work threw so much doubt the legal position generally that er again was it a real issue. The visers were thus free to get on h the real attack, which was on inefficient BPC and its peculiar thods of economics.

Nauruan independence, although a re popular issue, has been secony to the battle for the phosphate, everybody realised that once the osphate battle was settled the itical situation could be wound easily.

The details of this battle—a battle of figures between economists which lasted three years—would make a book.

The turning point came for the Nauruans when the governments admitted that the experts had watertight figures showing there was such a thing as a world phosphate price. From then on the Nauruan advisers battled in their various ways to get for the Nauruans the difference between actual production costs and the world price.

Final success came in Canberra in May, when the BPC partners agreed to hand over the phosphate industry to Nauru (*PIM*, June, p. 24). It was still undecided whether the handover would be in five years or three, and whether the BPC would still act as Nauruan agents.

At the end of the June meeting, it was agreed that the Nauruans could pruchase the assets of the BPC for about $20 million over three years from July 1. When the money is paid the Nauruans will enter into complete ownership of the industry, operating it through a Nauru Phosphate Corporation, yet to be set up.

Two million tons a year

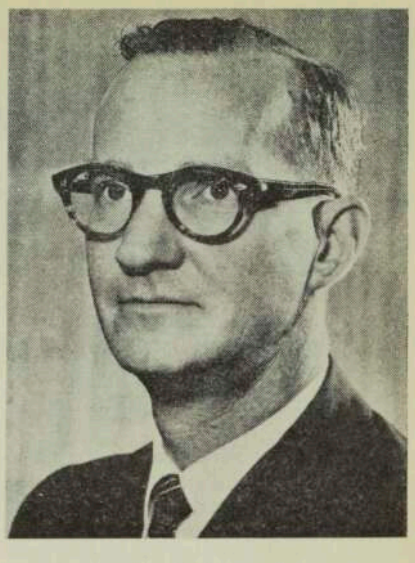
The NPC will supply phosphate exclusively to the BPC at the present rate of two million tons a year. The basic price in each of the three years of the changeover will be $11 per ton, subject to world price adjustments. However, if the Nauruans have paid off the assets by June 30, 1969, the basic price in the third year will increase to $12 per ton.

It is open to either the Nauruans or the partners to review the arrangements for the supply of phosphate in the second year of the agreement. The partners can thus assure themselves that there will be a continuous supply of two million tons a year.

During the three years of BPC management, the BPC will hand to the Nauru Phosphate Corporation all their forward developmental, financial and operational budgets; it will complete all capital works in progress on July 1, 1967; and it will give the NPC regular progress reports and inform it of any management problems.



Mr. J. Melville.



Mr. P. Shrapnel.

When the NPC takes over, it will enter into a servicing arrangement with the BPC, so that the NPC will continue to use BPC phosphate ships. The Nauruans also intend to build a ship of their own (see p. 101).

The agreement provides that the Nauruans will make quarterly payments of $750,000 over three years towards purchase of the BPC assets. But it is in Nauruan interests to pay the amount in two years, and to do this they propose to raise an overseas loan.

They will have to borrow something like $17 million, but the Nauruan advisers say there will be no difficulty in this.

The new mini-nation of Nauru will be a rich one, good for a loan. Current phosphate reserves on Nauru are 59.5 million tons, and at the rate of extraction of two million tons a year, the deposits will last another 30 years.

The agreed price of $11 per ton is a gross figure, and from this must be deducted the cost of extraction and administration. The actual return to the Nauruans will be about $6 a ton, rising to about $7 if the capital assets are paid for in two years.

The $6 a ton is not a direct return to Nauruan landowners. About $4.50

(Continued on p. 143)

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When ill-equipped minds shouldered the white man's burden . . .

Lessons for Fiji, New Guinea in story of emerging Samoa

Reviewed by STUART INDER

In an emerging territory one of the great difficulties besetting its colonial rulers is to know when internal agitation for political progress is a genuine reflection of local thinking, and when merely the mouthings of minor dissentients.

THE local administration, which most certainly will be dominated by expatriates, needs an efficient and sympathetic intelligence system, and sensitive and sincere public servants able to make proper use of what they find. Even the most immaculate of colonial policies will misfire if the expatriates who are administering it on the spot, and the public servants back in the centre of metropolitan government, have not the intellectual capacity to really understand what is happening.

In his book on the emergence of the independent state of Western Samoa, *Samoa mo Samoa* ("Samoa for the Samoans"), Professor J. W. Davidson, Professor of Pacific History at the Australian National University, shows how badly Samoa suffered at the hands of brash and uncouth New Zealand officials over a great many years, and how mishandling by a succession of local administrators and expatriate public servants delayed Samoan independence and caused ill-feeling which may still be found in Samoa.

Professor Davidson's consciousness of the poor quality of expatriate officers does in fact dominate his 500-page history of Western Samoa; but what he has to say is a timely lesson, relevant to present-day developments in Pacific territories, particularly New Guinea and Fiji.

Modern colonialism

As a first-rate study of the problems of modern colonialism in the Pacific, *Samoa mo Samoa* is a valuable book for anyone working or living in the South Seas. But for Samoa in particular Professor Davidson, already celebrated as a main architect of the Samoan constitution, has done that country a further erudite service for which the Samoans will have cause to be grateful while history books are still read there; for this is a record of the impact of the West on Samoa, from 1830 to independence in 1962. A big portion of the book is a detailed account of the behind-the-scenes moves since 1946, in which Davidson himself was closely involved.

This is not to say that his interpretation of events, especially in that critical period from the end of World War I to the beginning of World War II, will be accepted in its entirety. His documentation is prodigious and exhaustive, but he himself points out that his position on Samoa has often been that of "a passionate partisan", and that the "after-glow of past political involvement has no doubt affected my presentation of events".

Mau troubles

As a true historian he merely implies that he has done as well as he could (and that is very well indeed) and that others should write their interpretation of the years, because a definitive history "can only be written through the process of progressive approximation".

For me, there is some approximation to be found in Professor Davidson's interpretation of the official mind during the *Mau* troubles in the 1920s. (The word *Mau* means testimony, and used in the sense of a Samoan political movement it means opposition party.)

The aspirations of the *Mau* came to a crisis on "Black Saturday", December 28, 1929, when a *Mau* procession in Apia was fired on by the police, and 11 Samoans, nearly all holding important *matai* titles, were killed or died later from injuries. The *Mau* was soon afterwards declared a seditious organisation and its members took to the bush.

By 1929 the *Mau* represented a reassertion of Samoan traditionalism, and by then, Professor Davidson says, it was the dominant factor in the country. The expatriate officers had believed that the growing agi tion was merely a storm in a teac whipped up by "agitators" like Nels and Smyth. Professor Davidson is course critical of this attitude, and certainly proves his contention, fr documentary files; that the N Zealanders in charge were inept a insensitive.

But although he is aware of th I doubt if he always gives enou weight to the difficulties faced officials at this, and later tim Allowing for the inadequacies of New Zealand public servants, Samo desires and attitudes surely were always as clear as Professor Dav son's account implies.

Stimulating

While it is unfair to accuse author of taking advantage of hi sight—he is too experienced an torian for that—his obvious sy pathies for the Samoans perh carry him further than they shou and thus we are given the impress that after 1900, the Samoans w continuously being sinned against completely insensitive idiots bullies as they struggled for rec nition in a difficult world.

He does, as he himself says, Samoan society in a clear light not in false colours; his difficu may be that because of this he is able to see the colonialists quite sympathetically. There was, after a cultural clash too.



This obelisk outside Western Samo historic Fono (parliament) house Mulinu'u marks the spot where country's independence was proclaim 5½ years ago.

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But one must be careful not to verstress what is merely my own nterpretation of Professor Davidson's nterpretation. He gives us facts nough to form different opinions we want them, and here is a book ll of stimulating thought.

He explains how constitutional re-rms in dependencies always lack rmanency; their success being easured only by whether they pro-de a workable sytsem of govern-ent for the time being, and also ave the way open for a further dvance towards independence, in-rnal self-government or incorpora-on in some larger political unit. ny reforms will quickly be exposed criticism, because by providing pportunities for more political ex-rience they stimulate demands for rther reforms.

He adds, pointedly: "Indeed, quiescence in the status quo is in self a sign of failure—and of future nger. It most frequently indicates -for example, in colonies (such as ji) where internal divisions have en constitutionally recognised and couraged—that a solution to olitical problems may eventually be ught through non-constitutional annels."

Public Service dangers

Samoa's experience gives fair arning of how local officers any-here may be expected to react to ediocre expatriates, brought in on od salaries with fringe benefits such inexpensive government housing. any Samoan junior officials, in the ne Davidson was working in the vernment, believed that the conded officers would stick together cause of what they had in common. moan officers who feared they ight have to shoulder the blame r the errors of their senior expat-te officers gave up rather than ht.

The book stresses the dangers of a blic service, such as that consti-ted in Samoa in 1949, staffed by ople with wide powers and bureau-atic minds. Because of it, Samoa s forced to go forth to indepen-nce with an inadequately trained rps of local officers, and there are ecial lessons in this for New uinea.

How familiar, for instance, is his scription of the post-war Public rvice in Samoa. "It was," he says, n the whole, ill-qualified for the sks it had to undertake. Before the r an attempt had been made to cruit a few university graduates for ministrative service in Samoa; but se who were actually appointed d found little scope for their talents a service dominated by men of different background, and resigned. Samoa had continued to be dependent for its administrative staff on men seconded from the ordinary ranks of the New Zealand Public Service.

"A few of these, indeed, had responded to their opportunities and served Samoa with intelligence and sensitivity: they had found their reward in the respect of the local people, if not always in official approval. But many had lived in Samoa for years without learning anything of importance about the country or the people, having few contacts beyond expatriate circles, and looking forward to the time when they would return to New Zealand suburbs that they looked on as home.

"Many had found a basis for self-esteem in the expression of contempt for all Samoans. A few—even more conscious of their worth—had seen themselves as martyrs rendering self-less service to an ungrateful people.



One of the postage stamps issued by Western Samoa to celebrate its independence on January 1, 1962, was this one depicting the country's flag.

Official weaknesses

"One or two had set themselves up as experts in things Samoa, like guests correcting their hosts from a manual of etiquette. None of these men had served in positions of real administrative responsibility outside the New Zealand island territories; few knew—or seemed much to care—about the solution of problems similar to Samoa's in other parts of the world; their notions of policy and of administration were largely limited to what they had picked up in their own small realm, a construct of red tape and their own illusions."

Other expatriates will be interested too in Davidson's summing up of the difficulties of official members in a colonial legislature. Such men are in a difficult position, he says, because at best they are seen by the elected members as advocates of a cause that is not their own, and at worst as marionettes who merely rise to vote at their master's call.

One of their special weaknesses is that because they are not politicians by training or inclination, they tend to present facts baldly, and avoid relating them to the broad issues of policy which interest elected members.

The personal picture that emerges of Professor Davidson on the job as an official member in Samoa is at times fascinating. Because, he says, he spoke to the Samoans in the Assembly with sympathy, not with condescension, and spoke of co-operation and not of the white man's burden, his own position began to diverge from that of his official colleagues.

He tells how on one occasion he referred, in the Assembly, to the nominal rents charged expatriates for housing as "constituting a concealed increment" to their salaries; and for a long time afterwards, in all sorts of out-of-the-way places, he was regarded by the Samoans with new respect. Since German times the Samoans had been critical of the privileges enjoyed by expatriate officials, and now here was an ex-patriate talking about it.

Professor Davidson makes many exceptions in his general criticism of the quality of expatriates—and in particular Sir Guy Powles and Mr. J. B. Wright. Of Wright, Davidson says that although his background was little broader than that of many others who came from New Zealand, he was a man "with an unusually keen and critical mind; one who was never content to consider only the superficial symptoms of a deep-seated disorder, but sought for its basic cause".

Samoa mo Samoa makes it clear just how many men of this type are needed in the South Pacific, and how few of them have been available under the Australian and New Zealand system of expecting ill-equipped minds to shoulder the white man's burden—to the despair and anger of the black and brown man.

As one educated Samoan said, "We didn't meet people like these back in Auckland".

(SAMOA MO SAMOA. Oxford University Press. $9.75.)

Assembly says New Guinea needs sane, political gradualism

From a Port Moresby correspondent

The P-NG Select Committee on Constitutional Development presented its final report to the House in June, in an atmosphere of anti-climax. Most people had expected some fairly radical proposals, but what resulted was a conservative, gradual step, which at the same time had just enough adventure in it to keep the more vocal critics in check.

THUS the committee's proposals will help to put a welcome and reasonable restraint on the political light-headedness that has developed in the territory in recent months—mainly because of the elections due early next year.

It's all well and good to have political progress, but you don't progress fast by putting the cart before the horse, and to hear some of the urban elite these days one would think that independence will be here tomorrow. You have to follow steps to reach self-government and the steps offered by the select committee's final report are on a firmer foundation than those of the Home Rule exponents who want pie in the sky in the morning.

No apologies

The select committee made no apologies for taking the middling view. After having taken a great deal of evidence throughout the territory—and that means in the bush as well as in the towns—it pointed out that "one large sector of the community was against any change and wanted the present position continued, at least until 1972" (when the next House will finish).

There was "also a small group which put forward far-reaching recommendations amounting to limited self-government" (a reference to the Home Rule group). But, said the report, "the majority maintained an intermediate position. They desired a further step forward so that members of the House could participate more in the government".

And it is a step and not a leap forward that the committee proposes. It supports a ministerial system following the 1968 elections.

It suggests an Administrator's Executive Council, to consist of the Administrator, three official members of the Assembly, seven ministers, and one additional member of the Assembly appointed at the discretion of the Administrator should he decide that the member could be of special assistance.

The members of the council are to be nominated by the Administrator and to hold office during the pleasure of the Minister for Territories.

The executive Council would be the principal instrument of policy in the territory and the seven ministers would be responsible, with the permanent departmental heads, for departmental policy, and represent their departments in the Assembly. For departments not represented by a minister, assistant ministers (the number is unspecified) would be appointed from the House to work with departmental heads.

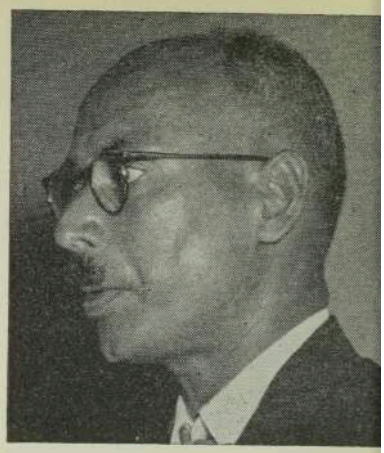
Budget committee

The new proposals also include appointment of a budget committee of five to provide an additional link between the House and the Administration in budgetary matters; it would have no executive authority but be able to make recommendations. The Executive Council would have final responsibility of advising the administrator on budget policy and planning.

The ministers are to be selected "without racial qualification". If the minister and a departmental head disagreed on policy the matter would be referred to the Administrator for decision.

The report added, "It is realised that at this stage of the territory's development, conditions could alter considerably over the next four years. Therefore the framework of any proposals adopted now should make allowance for changing circumstances. The capability of a minister could develop to the extent that he is able to assume sole ministerial responsibility for the department".

Powers and duties of ministers would be reviewed by the House after two years. The responsibility of



Mr. John Guise, chairman of the Sele Committee on Constitutional Developme

nominating ministers and assista ministers would be shared by the A sembly and the Administrator.

The House would also be involve in the removal of a minister or a assistant minister.

No decisions now

In its conclusion, the committe stressed that it did not think th a decision on the system of gover ment best suited to the territo should be made now, so it had r stricted its recommendations to tho affecting the 1968 Assembly. It pr posed that a further constitution committee be appointed after t elections, as constitutional develo ment "was a continuing process".

The select committee was a pointed in May, 1965, to develo for consideration of the House, "a s of proposals to serve as a guide f future constitutional development i the territory".

Two interim reports were pr sented before the final report in Jun —the first in November, 1965, whic was of little importance, and th second in August, 1966, whic recommended that the House size i 1968 be enlarged from the preser 64 to 94—with 69 open electorate 15 special "regional" electorates an 10 officials.

These earlier recommendation have been followed by the Australia Parliament, which virtually is certai also to follow the recommendation of this final report.

Under chairman John Guise, th committee has comprised Mr. W. W Watkins (deputy chairman), an Messrs. Tei Abal, Dirona Abe Nicholas Brokam, Ian Downs, Edri Eupu, Sinake Giregire, L. W Johnson, Wegra Kenu, Paul Lapun J. K. McCarthy, Dr. R. F. Scragg

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ita Simogen, and John Stuntz. One riginal member, Mr. Bill Bloomeld, died last year and was replaced y Edric Eupu.

The debate in the House on the ommittee's report was short almost o the point of embarrassment. Mr. an Downs complained that "during ie short space of taking a trunk ne call outside the House" he found ie debate was over and the comittee's report accepted — without im having had a say. Mr. Downs ius had to give his opinions during ie adjournment, as did Mr. Don arrett.

Attack on Canberra

Mr. Barrett's comments amounted o an attack on Canberra, and they eren't very enlightening as far as ie report was concerned. Mr. Downs aid that in the report the people of ie territory had got what they asked or. And that seemed to be that, xcept that the leader of the louse, Assistant Administrator Frank lenderson, said at another stage that ie terms "minister" and "assistant inister" might cause misunderstandigs during the days "of our progress owards self-government", as the term inister would have only one meang outside the territory.

The implication was that they ouldn't be really and truly ministers; et the committee obviously had in ind that the people selected as inisters should take over real uthority just as soon as it could e given to them.

There was an echo of the decisions f the second interim report when the louse debated an electoral bill which ill make it necessary for a candidate o have lived in the territory for at ast five years before nominating.

"Served well"

In its original form this bill meant at Mr. Toni Voutas, the new ember for Kaindi, would not get ie opportunity to stand in the next ections. But the House passed an mendment which specifically exludes sitting members. As Mr. L. . Johnson pointed out, last year the eople of Kaindi had elected Voutas y a substantial majority and "he had rved his electorate well", so his lectors were entitled to have the pportunity of saying whether they ere still confident in him.

No doubt there were some mems of the House who would have een glad enough to see the amendent lost. After a wobbly start Toni outas has been making his mark the House and now some consider im to be a threat to their leadership.

ISLANDS SOCIETY "CRUMBLING UNDER THE STEAMROLLER OF WESTERN INDUSTRIALISM"

By a staff writer

Dr. George Knight, the principal of the Pacific Theological College in Suva—which is the unique ecumenical Pacific training ground for clergymen—spoke up on behalf of Fiji in an impressive television interview in Sydney in June. The Scots-born clerical leader was forthright, lucid, sound and persuasive in putting a Pacific viewpoint.

DR. KNIGHT was being interviewed in a 30-minute programme on the Australian Broadcasting Commission's TV network. He answered questions on his background, the aims of the college and his views on particular South Pacific problems.

The Pacific Theological College began in Suva in June last year. Dr. Knight left a professional post in the United States to become its first principal. The college trains Anglicans, Congregationalists, Methodists and Presbyterians, with French Reforms included, for a diploma in theology (the norm for a ministerial student), or a Bachelor of Divinity (for the more advanced).

Tremendous revolution

There are external examiners from the NZ University of Queensland and the NZ University of Otago.

Dr. Knight, 58, holds doctorates from three universities, including Glasgow University. His first appointment was in 1935 in Budapest, as director of the Church of Scotland Schools and Mission to the Jews in Hungary. He is the author of 13 books.

Dr. Knight said that in planning the curriculum for the college he had tried to include the best of the heritages from the parts of the world where he had taught—Scotland, Eastern Europe, America and New Zealand—"always remembering that one has no business to bring a European or American heritage into the Pacific if it is irrelevant".

He continued: "The Pacific is going through a tremendous revolution—as all the emerging countries are. We've got fellows coming from remote islands to study in Suva, which is to them a pretty big city of 60,000 people with all the problems of a city like Sydney, but perhaps to a lesser degree.

"It is so important they should study in a city like that, because the industrial West is going to hit their islands before they are very much older. We have been slanting the studies towards the immediate needs of the Pacific, but first of all we want to keep them at world level."

Dr. Knight said that very naturally there was a course in Pacific studies, because a man had to know his own background.

"We have a course in the history and church history of the Pacific, and beyond that we go on to an examination of the rapidly changing customs of the Pacific," he said. "Anybody who has read any anthropology knows about the sex problem in the Islands, the question of marriage, the whole structure of society—which is simply *crumbling*. Are we to leave people helpless?

"You get stupid people who say, 'Look what Missions have done in the Pacific—destroying the people's culture'. It is not missions but the steamroller of Western industrialism.

Racial problems

"The Church is trying to help people to step over into the new world, just as new migrants to Australia always find the Church very much their home until they can integrate into Australian society."

Dr. Knight said there was no racial trouble in the college. He agreed that in Fiji there had been trouble between Fijians and Indians, and added: "Fortunately it has not been acute, but it could be acute in the future, and I believe it is because Fiji is

(Continued on p. 116)

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APATHY IN BSIP's FIRST GENERAL ELECTIONS

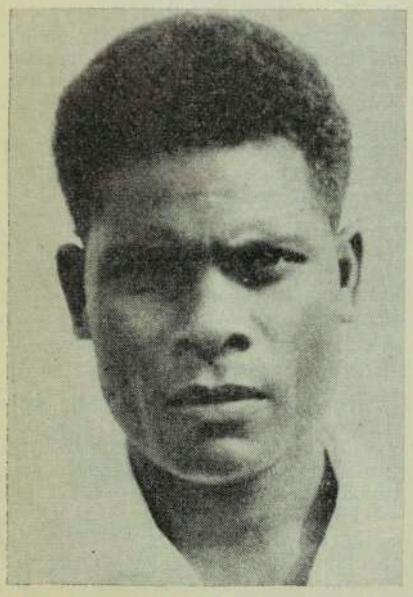
Apathy was the keynote in the general elections in the British Solomon Islands Protectorate from mid-May to mid-June for seats in the Legislative Council. Only about 16,500 people voted out a total population of roughly 150,000.

THE elections were the first to be held under a new constitution which provides for elections to 14 unofficial Legco seats. Previously, an election was held only in the town of Honiara, and there were then only eight unofficial seats.

With more than 60 nominations for the 14 seats, it seemed that the Solomon Islanders were beginning to take an interest in politics, and that election fever might be gripping the protectorate.

But this notion was soon dispelled when the results were announced for the Honiara poll, which was the first to be held—on May 16.

With a population of 8,000 and a roll of 1,278 registered voters, only 391 turned out to cast their votes.



Only three of the old familiar faces will be seen among the unofficial members of the new BSIP Legislative Council. One is that of Mariano Kelesi (pictured), who easily won the North East Malaita seat from three other candidates.

Some of the reasons given for the poor showing were:

- Most people knew little or nothing about the elections.
- Some people, who were registered and voted in the last election, thought they had to re-register to be eligible to vote again, but neither sought to re-register nor to vote.
- Some didn't have any interest in the election.
- The time for voting, 8 a.m. to 5 p.m. on a working day, did not suit everybody, and private enterprise did not allow employees time off to vote.

Australian elected

The successful candidate in Honiara was an Australian, Mr. William Ramsay, who is manager of the BSIP Ports Authority.

He defeated Mr. Bartholomew Buchanan, a Solomon Islander public servant, and Mrs. Lily Poznanski (nee Ogatina), another Solomon Islander, who was a member of the last Legco.

The Honiara seat was previously held by Mr. Eric Lawson, who did not stand for re-election.

Only three of the unofficial members of the old Legco gained seats in the new one. They are: Mariano Kelesi (North East Malaita), David Kausimae (South Malaita) and Jack Campbell (Makira).

In addition to Mr. Lawson and Mrs. Poznanski, there are three other former members who will not be seen in the new council. They are Messrs. Michael Rapasia, Lucius Noi and J. H. MacDonald, all of whom were defeated in their electorates.

The new Legco is due to hold its first meeting on July 11.

Results of the election were:

CENTRAL MALAITA: Peter Taloni, 566 votes (three other candidates, total 367).
NORTH EAST MALAITA: Mariano Kelesi, 615 (three others, 259).
SOUTH MALAITA: David Kausimae, 1,382 (two others, 550).
ISABEL-RUSSELLS: Willie Betu, 1,810 (five others, 453).
NEW GEORGIA: John Wesley Kere, 763 (four others, 1,487).
EASTERN OUTER ISLANDS: Archdeacon Edmund Kiva elected by electoral college (two others).
CENTRAL SOLOMONS: John Plant Hoka, 646 (seven others, 1,102).
NORTH WESTERN SOLOMONS: George Siama, 1,595 (seven others, 1,102).
NORTH GUADALCANAL: Baddeley Devesi, 1,200 (five others, 407).
HONIARA: William David Ramsay, 211 (two others, 177).
MAKIRA: Jack Campbell, returned unopposed.
NORTH CENTRAL MALAITA: Archdeacon Peter Thompson, 579 (two others, 310).
SOUTH GUADALCANAL: Leone Laku, 520 (three others, 770).
NORTH MALAITA: Dr. Celement Ofai, 388 (two others, 400).



Port Moresby Woman Killed In Air Crash

Mrs. Mary Lalor, wife of Papua-New Guinea's public solicitor, Mr. Peter Lalor, was to be this month's "Port Moresby Personality" in the regular *PIM* series by Sibyl Lloyd.

The drawing above was already in *PIM's* pages when news was received on July 1 that Mrs. Lalor had been killed in a light aircraft crash near Wewak. Also killed in the crash were Father Larry Zampesi, of Wewak, and Father McKenna, a visiting priest from Queensland. The aircraft, piloted by one of the priests, was flying between two mission stations.

Mrs. Lalor was the Commissioner of Girl Guides in Papua-New Guinea. She joined the Guide Movement soon after arriving in the territory 14 years ago. In 1966 she was presented with the "Beaver" award for outstanding service to the movement.

Born in Victoria and married 15 years, Mrs. Lalor enjoyed sailing with her husband in their yacht *Westwind*, which they bought back from England in 1962, when they spent a year travelling through Europe.

The plane in which Mrs. Lalor was killed was the second to come to grief in P-NG in June. Earlier, a single-engine Cessna with three passengers, was lost in the Highlands.

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Gloomy future for GEIC as Banabans "get best of two worlds"

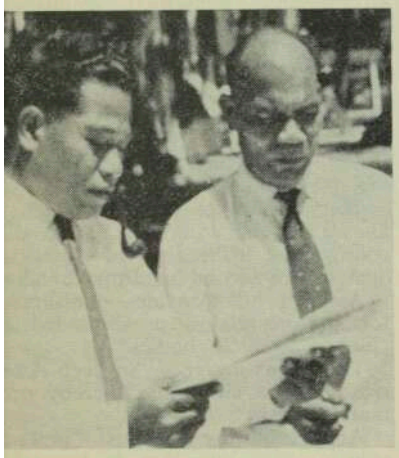
By AMARA MAKAEA

The Banaban people of Rabi have gained a good deal of publicity for their complaint about the income from Ocean Island phosphate. It is time that the people of the Gilbert and Ellice Islands Colony gave some kind of answer.

THE phosphate industry on Ocean Island is controlled by Australia, New Zealand and the United Kingdom. The present political development in this Colony means that decisions about financial policy are still in the hands of the British Government and its servants, so I cannot claim to write as a policy-maker.

But as a member of the Advisory Council I have joined in discussion on this subject, and, on behalf of the Gilbertese and Ellice people, I support the decisions that the Government has made.

As far as I know, the revenues from Ocean Island phosphate are based on two rights—the rights of the Banabans as landowners of the areas that are being quarried, and the rights of the Colony Government to impose taxation on any products from the Colony. Both of these rights are acknowledged by us here, and I hope would be acknowledged also by the Banabans.



About the author

Mr. Amara Makaea (left), the author of this article, was one of the two Gilbertese advisers in the United Kingdom delegation, which discussed Ocean Island phosphate revenues in Wellington last September. Mr. Makaea, who is the acknowledged leader of the unofficial members of the GEIC Advisory Council, is a lecturer at the Gilbert Islands Protestant Church's (formerly LMS's) theological college at Tangintebu, Tarawa. He is seen with Mr. Temete Tebetaio, MBE, a retired Co-operative Societies officer, who was the other Gilbertese adviser at the Wellington talks.

Proportions

The amount of the two revenues has been a matter of frequent discussion. At the negotiations in Wellington in September, 1966, the only figure agreed on was the total figure per ton of phosphate which was available for both Banabans and GEIC.

The parties could not agree on the proportions each should receive. So it was decided to submit the matter to the Secretary of State for a decision.

This was announced in October, 1966, and the present figures are: 70 cents per ton to the Banabans and $3.50-5/6 per ton to the GEIC (*PIM*, Nov., 1966, p. 154).

It seems a reasonable proportion. The amount that the landowner receives for quarrying on his land is very rarely a high percentage of the total price per ton.

I believe that in the discussion in Port Moresby about Bougainville copper, the percentage for the landowners has been fixed at five per cent., and I wonder what the original landowners of other mining areas in the Pacific receive.

The Banabans, as landowners, receive over 16 per cent. of the revenues from Ocean Island phosphate—three times as much as the people of Bougainville.

With the present percentage, the Banabans are doing very well. At 70 cents per ton, their income will be $315,000 per year at an extraction rate of 450,000 tons a year and there are only about 2,000 Banaban people.

In addition, the landowners have received handsome payments for the mining leases on Ocean Island and the phospate industry has given them Rabi Island, which is very fertile, already capable of producing about 800 tons of copra a year and with plenty of areas for development.

They have every opportunity to develop their land economically with the help of the Government of Fiji. With the money that they have been receiving from the phosphate, they

$200,000 in lump sum for Banabans

The 2,000 Banabans of Rabi Island, Fiji, are being given a lump sum of $200,000 "in consideration of the effects of phosphate mining upon Ocean Island since 1900". Ocean Island is their former home.

The decision to pay the lump sum was announced in the House of Commons early in June by the Secretary of State for Commonwealth Affairs, Mrs. Judith Hart.

Her statement followed talks with two Banaban leaders, Rotan Tito, 67, and his son, the Rev. Tebuke Rotan, who went to London in April to demand more than the 70 cents royalty they now receive. The Banabans were accompanied by their legal adviser, Mr. Mike Saunders, of Suva.

Besides the lump sum of $200,000, Britain agreed to give the Banabans more technical assistance for the economic and social development of Rabi Island, which has been their home since 1947.

The Banabans, in turn, agreed that the division of proceeds from Ocean Island phosphate should continue as at present, but reserved the right to argue for changes later. They also want to retain their rights on Ocean Island.

Ocean Island, which is part of Britain's Gilbert and Ellice Islands Colony, is worked by the British Phosphate Commissioners, who also exploit the phosphate deposits on Nauru.

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PEACE CORPS GROUP FOR TONGA

The Tongan Government has approved a plan for 113 Peace Corps volunteers to work in the kingdom from next January. It will ask for 90 men and 23 women volunteers to work in the fields of education, agriculture and medicine.

More than 70 of the volunteers will be primary school teachers, specialising in English, social studies and science. The remainder will include 16 nurses.

The only local expense involved will be the provision of a central headquarters, and low cost housing in the villages where the volunteers will live and work.

In view of Tonga's traditional relationship with Commonwealth countries, this development in American aid is being regarded as a test scheme.

should now live far better than most GEIC people as they have been on Rabi for more than 20 years.

The fact that none of them ever dream of returning to live in the Colony indicates that living conditions in Rabi are more favourable than in the Colony.

The 55,000 people of the GEIC are not in such a favourable position, since their atoll islands are too overcrowded and too infertile to raise economic crops other than copra.

Most of them live close to poverty and malnutrition, but are working very hard and being taxed hard to better themselves and their islands.

Just the same, with the phosphate finishing after 11 years, the GEIC is heading towards a rather gloomy future. If we look at comparative need, then the people of Rabi have no cause for complaint.

But we would not wish to base our case on need. As Ocean Island is part of the Colony, we would claim that the Colony Government has a right in this matter, and that its right has been exercised with fairness. It seems that the Banabans, in demanding for more income from the phosphate, are attempting to get the best of two worlds—Fiji and the GEIC.

● Dr. Albert C. Smith, Wilder Professor of Botany at the University of Hawaii, arrived in Suva in June to work on the flora of Fiji in the berbarium and will identify those which have not yet been named.

AMERICAN SAMOA JOINS THE DUTY-FREE "CLUB"

A special session of American Samoa's legislature rushed through a bill in late May to make the territory a "duty-free port"—to use Governor H. Rex Lee's words—from June 1.

THE legislature hurried the bill through so the new regulations would be in force by the time the heavy annual influx of tourists began arriving by mid-year.

Basically, the new bill allows in duty free a lot of goods like cameras, transistors and radios, which will encourage more visitors to visit American Samoa to pick up such goods at low prices, as in Fiji.

But American Samoa is in no sense a *free* port like Hong Kong, because, while import duties have been scrapped on all goods, many items previously carrying import duties now carry excise duties, which in most cases, are as stringent as the import duties.

American Samoa, with a handsome subsidy from the US each year and rising revenue from its fish canning works, does not have to rely as heavily upon import duties for revenue as most other South Pacific territories.

"Progressive legislation"

Governor Lee said after he had signed the duty-free bill into law on May 27 that the bill was "the realisation of a long-standing desire" to make American Samoa a duty-free port.

The Governor signed nine other bills into law at the same time in a special televised ceremony. Thanking legislators present for their "very progressive legislation," Governor Lee said the new laws would boost the territory's economy, lower the cost of living, and promote greater government efficiency for the collective benefit of the people of American Samoa.

The bill making American Samoa a duty-free port states that the Governor is authorised to re-impose any import duty that existed previously if he determines that the level of retail prices for the reduced articles have not been reduced to the extent warranted by the abolition of duties.

The excise duties which have been imposed on items previously carrying import duties are:

- Light alcoholic liquors, including beer, wine and ale; malt extract, tobacco products and smoking accessories (100 per cent. excise tax).
- Firearms and firearms ammunition (75 per cent.).
- Motor bicycles, trucks and commercial vehicles (including taxis) motor vehicles for commercial use weighing more than 4,600 lb, and parts and accessories for all motor vehicles (25 per cent.).
- Motor bicycles and automobiles imported for personal or family use (10 per cent.).

Various excise duties are also payable on petroleum products, certain construction materials, carbonated soft drinks and other drinks.

Among the other bills signed into law by Governor Lee is one which imposes an excise tax of 30 per cent (of either the price or the fair market value) on second-hand motor vehicles, second-hand machinery, and second-hand household appliances that are imported for resale in American Samoa.

This tax does not apply to second-hand items imported strictly for personal use, but the tax will be levied if such items are sold within one year of their importation into the territory.

The purpose of the bill, which is known as the Junk Bill, is to discourage the loading up of American Samoa with second-hand merchandise.

A third bill provides punishment for the possession of discarded or "junked" vehicle bodies.

The bill is designed "to keep American Samoa clean and thereby promote tourism".

Anyone possessing a "junked" vehicle, (i.e. one that is incapable of being licensed for operation in the territory) can be given 10 days to get rid of it. Failure to do so after 10 days makes one liable to a fine of not less than $10, up to a maximum of $500, for every day thereafter that the vehicle is left in its original position.

Governor Lee also signed into law a bill designed to break the monopoly of the Standard Oil Company of California in the distribution and storage of petroleum products in American Samoa.

Standard Oil received a lease in 1956—at what Governor Lee called "absurdly low rates"—to operate the government-owned petroleum storage near Pago Pago for up to 50 years.

"This bill is our attempt to lower those prices through fair competition," he said.

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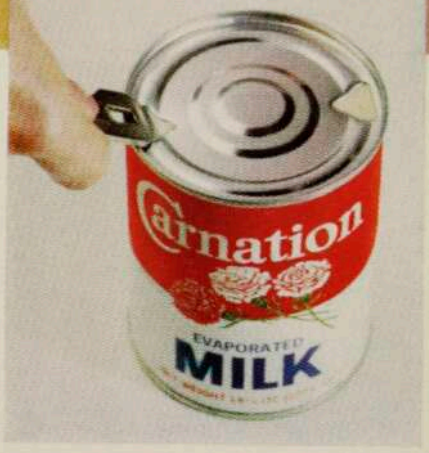
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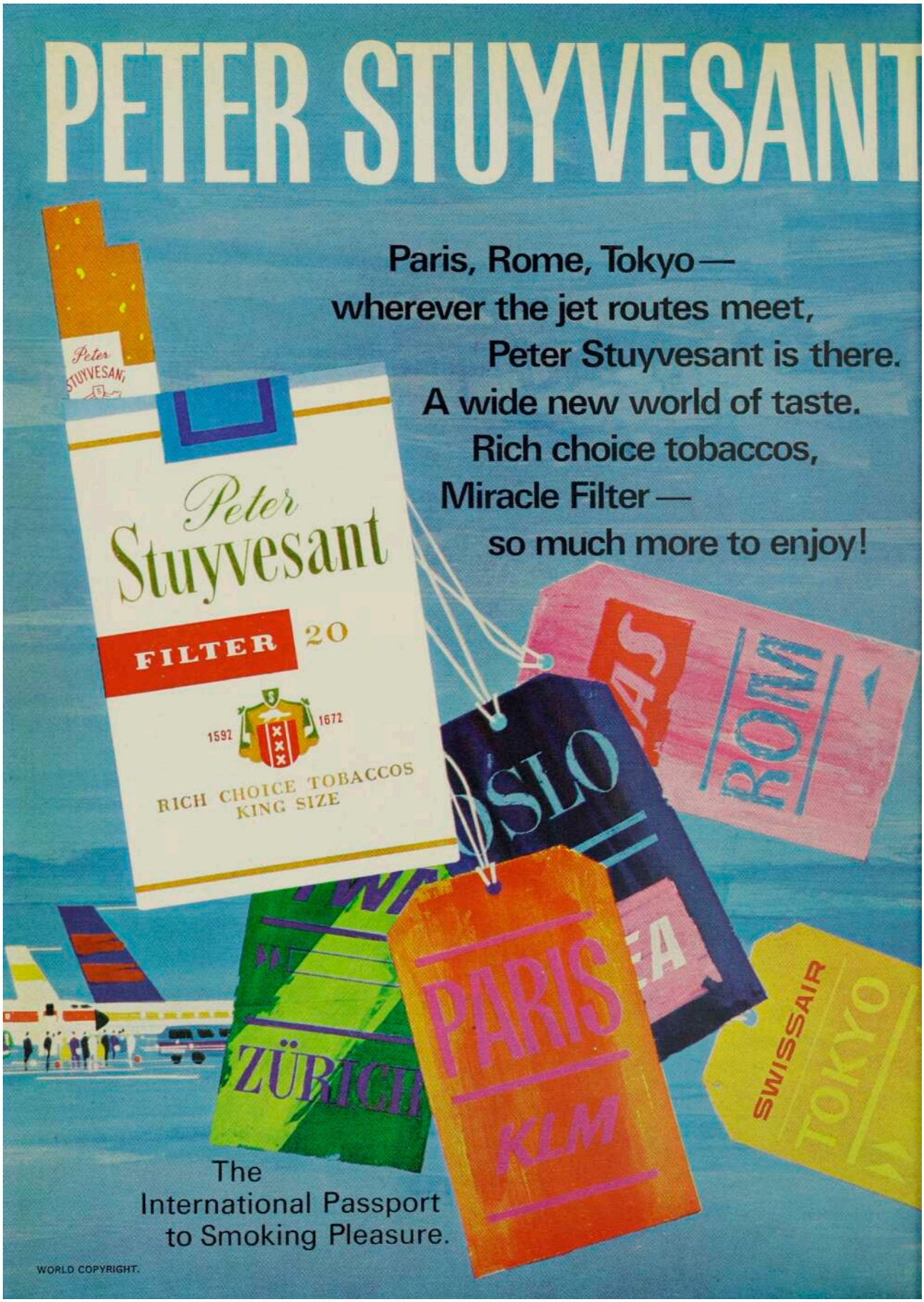
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SORRY, CHAPS, BUT THAT BIG BAY WALL REALLY IS A RELIC OF QUIROS!

By ROBERT LANGDON



The south-east corner of Big Bay, Espiritu Santo, New Hebrides, was the scene of unaccustomed activity on Sunday, May 28, when a party of investigators journeyed from the town of Santo to have a look at the strange wall, with its two embrasure-like openings, which was found there in January (*PIM*, March, p. 12 and subsequent issues).

THE party included the American archaeologist, Dr. Richard hutler, from the Bishop Museum, Ionolulu; Mr. Albert Rouan, French District Agent on Santo; three other enior French officials; and, I under- and, Mr. Brian Kidney, manager of urns Philp in Santo.

Dr. Shutler and Mr. Kidney subse- uently sent a telegram to *PIM* on the arty's findings; a statement from Dr. hutler was published in the British esidency's *Newsletter* in Vila; and report from the French officials as published in the *Bulletin Information* of the French Resi- ency in Vila.

These sources state that the party eared bush in the vicinity of the all and made some excavations.

Modern bricks

No evidence was found to sub- antiate my theory that the wall is a lic of the Quiros expedition of 606—to wit, the "rampart with its nbrasures" forming part of a stock- le built by 60 Spaniards on May 9, 606, with "ballast" collected in the cinity.

On the other hand, the investigators und a number of items which they ought disproved my Quiros theory.

These items were: Some steps lead- g towards the wall and a "small in" 35 metres (115 ft) south-west it, which were found to contain odern bricks; a broken slab of ment, bearing what appeared to be e initials CFNH inlaid in small, ack pebbles; some rusty water ums; and some coconut trees. The icks bore the words, "Mont Dore", the site of a New Caledonian brick- yard.

The discovery of these items in the vicinity of the wall led the investi- gators to draw a variety of con- clusions about the origin of the wall itself.

Mr. Kidney said he thought the wall had been constructed about 1890 by John Higginson's Compagnie Caledonienne des Nouvelles Hebrides.

The Frenchmen thought that, be- cause of the letters CFNH on the slab of cement, the wall had some- thing to do with the French firm, Comptoirs Francais des Nouvelles Hebrides.

And Dr. Shutler said he believed the wall was the "remains of an early trading post or plantation house", as it was so thick and well-made that 60 Spaniards could not conceivably have built it in a single day.

All this shows that Dr. Shutler and Co. could not deduce anything with certainty about the wall and the other relics simply by looking at them, for Mr. Kidney and the Frenchmen dis- agreed as to their origin, and Dr. Shutler could not make up his mind between a trading post and a planta- tion house.

Evidence

Therefore, unless Dr. Shutler and Co. can find documentary evidence to support their various contentions, they are scarcely in a position to say authoritatively what the wall is or what it is not.

As a matter of fact, I can quote chapter and verse to disprove both the Compagnie Caledonienne and the CFNH theories.

On the first question, there is:

- A letter dated January 6, 1897, from the Rev. Dr. James Sandi- lands, a Presbyterian missionary, who settled at Terebiu, Big Bay, in August, 1896, in which he said that he and his wife were *the first Euro- peans to settle in the bay*. (This letter was published in *Quarterly Jottings from the New Hebrides* for April, 1897.)
- A statement in Gustave Glau- mont's book *Voyage d'Exploration aux Nouvelles Hebrides*, published at Niort in 1899, that Higginson's com- pany was only then *planning* to start plantations around Big Bay.

On this evidence, therefore, no European planter, trader, sandal- wooder, whaler or anyone else (apart from Quiros) could have built anything in the south-east corner of Big Bay before August, 1896, and no Higginson man could have arrived before 1899.

Higginson's company by that time, incidentally, had become the Societe Francais des Nouvelles Hebrides— the Compagnie Caledonienne having ceased to exist in 1895.

So Mr. Kidney's theory misses the boat for three different reasons.

On the question of whether any of the relics found by Dr. Shutler and Co. could have had anything to do with Comptoirs Francais des Nouvelles Hebrides, there is this evidence to consider:

- In April, 1906, the Presbyterian Mission's *Quarterly Jottings from the New Hebrides* reported that the French firm of Ballande et Fils Aine (Ballande and Eldest Son) had just been reconstituted as Comptoirs Francais des Nouvelles Hebrides.
- On May 12, 1905, a French priest, Father Eugene Courtais, described how a short time earlier he had come upon a ruined trading station in the south-east corner of Big Bay while walking from Port Olry to the south-west corner of the

(Continued on p. 124)

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The Editors' Mailbag

"DISTORTIONS, MISINFORMATIONS"

Sir,—I read with a great deal of misgiving your articles about us on American Samoa. I must say that you are quite prejudiced against us. If you were not against us you would not have printed the distortions, misinformation, innuendos, and, above all, sarcastic remarks.

Your last article "The Case Of The Missing Governor" (April, p. 23) is a prime example of the distortion that dominates your reporting about American Samoa. The article presented your feelings about our Governor, and the feelings of your "correspondent" residing among us, and also the feelings of a very few disgruntled non-Samoans who have found it difficult to bring to reality their selfish ambitions in business, politics, and other opportunities that rightfully belong to us Samoans.

The administration of Governor H. Rex Lee has been the bulwark against the attempts by the outsiders who want to take what belongs to the Samoans.

Now let me tell you what the Samoans feel about their Governor, H. Rex Lee. On April 11, 1967, every Senator and every Representative of the Legislature of American Samoa affixed his signature to a Joint Resolution "expressing the confidence of the people of American Samoa in Governor Lee and requesting his retention as Governor of American Samoa".

The second paragraph of the above-mentioned resolution states, in part, "The Legislature of American Samoa recognizes and appreciates the time and effort which the Honorable H. Rex Lee has put forth both in and out of American Samoa to further the economic, social and political development of American Samoa".

The benefits derived by American Samoa from trips that Governor Lee made to Washington, DC, and to other places, is evident all over our islands. The economy of our islands has improved manyfold since Governor Lee came here six years ago. People from other Pacific Islands are coming here in large numbers for jobs and better living conditions.

We fail to understand why you are so against American Samoa. We hope that some day you will give us a chance by reporting what we Samoans actually feel and what we think about our own government and our islands.

We appreciate your interest in trying to understand our culture and make changes you think should be made. But please, let us make our own changes. We are quite aware of what is going on, and we are able to adjust to the better American Samoa that is resulting from it.

HIGH TALKING CHIEF
LAUVAO-LOLO

Pago Pago,
American Samoa.

● *PIM's report on "the missing governor", which High Talking Chief Lauvao-Lolo finds a prime example of distortion, stated that Governor Lee was absent from American Samoa for about 200 days last year and had not spent a day in the territory in the first 12 weeks of this year. It was an independent report. After the story was printed, PIM received the official American Samoan "Daily Bulletin" of March 22, which reported that the American Samoan Senate had voted down a bill to give the Acting Governor full powers when the Governor is absent from the territory for more than a month. The "Bulletin" reported that the bill claimed the Government of American Samoa was "impaired" and "neglected" in the Governor's absence, but quoted Acting Governor Owen Aspinall as saying he didn't agree. The "Bulletin" added that High Talking Chief Lauvao-Lolo, president of the Senate, said he did not feel the majority of the senators favoured the bill originally, but he thought it at least "expresses the feeling of the people about the prolonged absence of the governor". Either High Talking Chief Lauvao-Lolo has changed his stand in the meantime, or he regards the "Daily Bulletin" item as a prime example of distortion also.*

NEW GUINEA WAGE CASE

Sir,—In the course of a generally reasonable article in your June issue on the local officers' salary case, your Port Moresby correspondent made two remarks upon which I should like to comment.

Firstly, he felt predictions that the decision would mean "the end of arbitration in the territory" might be accurate. If they are, I suggest this would be a major set-back to the development of orderly industrial relations in Papua-New Guinea and could have bad effects for the country outside the realm of "industrial relations".

Certainly the only people to prof from discontinuance of the industri arbitration system would be the larg scale employers, both public an private: the bargaining position c employees in the territory, bot indigenous and expatriate, bein weak vis-a-vis employers—as in Au tralia the arbitration system coul act to correct the imbalance betwee contending parties to industrial di putes.

Without an orderly and effectiv means of settling industrial problem even the employers' profit woul probably be only short-term.

Secondly, having quoted a sul mission by the Administration i the case, your correspondent som what sarcastically says: "The PS did its bit towards dispersing fee ings" by taking certain decision May I point out that in moves quit unconnected with the PSA, alread a thousand Papuans and Ne Guineans have staged a march upo the Administrator's office t demonstrate their dissatisfaction wit the judgment, and the signatures c over 1,200 indigenous public servan have been affixed to a petitio hinting at serious disillusionmer with the Australian Government.

The PSA decisions were take responsibly, and partly to sto development of more radical actio by Papuan and New Guinean publ servants, talk of which was and commonplace.

In reporting the decisions take by the PSA, owing to some ligh inaccuracies, your correspondei masked the real intent of thos decisions, which in fact were a follows:

1. That the association immediatel ask the Governor-General of th Commonwealth of Australia t disallow the decision of M Matthews.
2. That the Australian Governmer be asked urgently to authorize, a an interim measure, payment c the increases awarded retrospectiv to the date of the decision.
3. That another arbitration claim b lodged, utilising the provisions c the Arbitration (Public Service Ordinance, for reference of th matter to a body of three men, th President of the Commonwealt Conciliation and Arbitration Com mission and two others to b

(Continued on p. 141)

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As Tonga crowns its fourth monarch, the time is apt to take a closer look at how this small independent kingdom is managing in its emergence from a sleepy Polynesian state. It has its problems, and under King Taufa'ahau Tupou IV they will continue to grow—just as they have since King George Tupou I became king of all Tonga in 1845.

TONGA: An awakening sleepy hollow?

By DOROTHY LAVIN, formerly "PIM" correspondent in Nukualofa

Nobody can begin to understand present-day Tonga under King Taufa'ahau unless he first takes look at the past—for the past is recent enough in Tonga to have a considerable influence on the present. The past and the present in Tonga are interwoven.

KING Taufa'ahau does not have the power of life and death over is subjects, but only in the last entury the chiefs, under temporal ings, *did* have that power, and ongans do not forget it. Tongan vil wars of earlier times were as loody as any in history anywhere. Christianity came last century as mixed blessing, for the various cts threw themselves into the civil ars—on opposing sides. Peace, an neasy peace, did not come until the 850's, under King George I.

It was uneasy because the issionaries, too, turned their atten- on to affairs of state, and one man particular, the Rev. Shirley Baker, finally acquired so much influence that he ruined himself, and almost ruined Tonga.

Baker was Premier of Tonga, and in full control of its internal and external affairs, when Britain deported him from the country in 1890—and the mess took a long time to clean up. Christianity and European influence thus struck Tonga initially with a decided thump.

Superstitions still

Baker had given the Tongans a European form of government, with a parliament and a constitution, but they had no real experience with it; and the brand of Christianity they were given left room for old superstitions and traditions. These still survive today; some Tongan ceremonies have their roots in pre-Christian beliefs.

Incorporated in the Rev. Shirley Baker's original constitution is the clause, "The Sabbath Day shall be sacred in Tonga for ever and it shall not be lawful to do work or play games or trade on the Sabbath". This reminder of early missionary days is still strictly enforced for both Tongans and Europeans, and pity help anyone caught fishing, weeding his garden or building a boat on a Sunday.

It is also illegal for any male over the age of 16 to be seen without a shirt, and both sexes swim fully-clad in their long *valas* and shirts or blouses. Tonga of the 20th century still clings to the old brand of Christianity with all its restrictions, to many of her old traditions, and certainly to her hereditary nobles.

This brings us to the power of the nobles in Tonga. Parliament consists of 15 nobles appointed by the monarch, 15 appointed by the nobles and 15 peoples' representatives. The government of the country is thus very much in the hands of the nobles.



Shirley Baker.

They and their families are still held in considerable awe by the people; the desires of the nobles are too often met at the expense of the people, and in disregard of rules and regulations.

Unrest developing

This may be fine for a community which is happy to serve blindly and to leave the planning of its life in the hands of the noble of the village. But as higher education becomes more common, so will the desire for individual independence increase, and the people will naturally demand a greater voice in the running of their country. This is already happening. There are signs of unrest throughout the kingdom, but any solution will be a peaceful one.

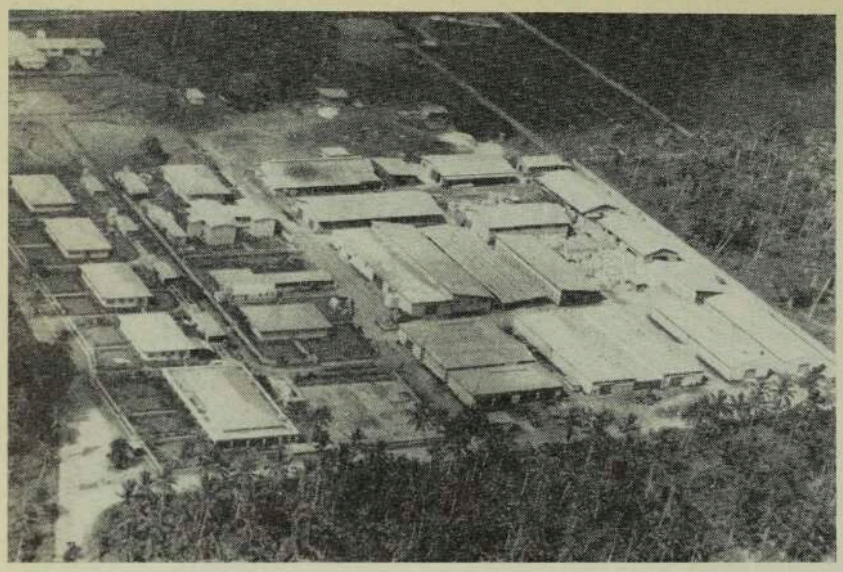
The people are intensely proud of their independence, and they know that any undue internal troubles could

Abacus system 'going well'

THE introduction of the abacus into the Tonga school curriculum appears to be successful. Teachers have found it an effective aid to one of the duller subjects. The abacus has been introduced as a result of the personal enthusiasm of King Taufa'ahau, who at the palace not long before the coronation invited school children to give him a demonstration of their progress after one term's work. King Taufa'ahau had already personally conducted classes for school teachers in the use of the abacus.

A highlight of the palace demonstration was a competition by pupils in solving problems with the abacus. The King said that several types of abacuses will be used in progression in Tonga, and at the secondary level students would progress to the use of the slide rule as a mathematical aid.

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● The only secondary industries of an importance in Tonga are those con ducted by the Tonga Copra Board whose headquarters outside Nuku alofa, are seen here. The board pro duces coconut by-products such a desiccated coconut, coir mats, brushe and ropes, as well as furniture.

centre unwanted international attention on them.

As with most small emerging countries, Tonga has had to rely a great deal on Europeans in key positions.

In the field of education, where the largest group of Europeans is to be found, mission schools have played a big part. But secondary schooling has been in the hands of New Zealand teachers to a great extent, and because of lack of Government finance, it has not always been possible to employ overseas teachers with degrees, or to have many Tongan students brought up to this qualification.

You find a European teacher without a degree teaching high school on an incentive salary considerably higher than the basic salary of a Tongan teacher with a degree. This has caused discontent among Tongans, but until the Government can afford to have sufficient Tongans trained to take over completely, this feeling will persist.

The level of education must meanwhile suffer, and already it has become a vicious circle in Tonga. With the population explosion, more and more children are needing schooling, more wanting higher education, but with the employment figure at about 20 per cent., education appears to have no direction for many.

New problems

Although differences in salaries between Tongans and Europeans are considerable, so too is the cost of living between the two, and this has brought problems of a different kind. Despite the British Overseas Service Aid Scheme, which provides for an increase in salaries for European Government employees, plus an incentive allowance to attract people to work in the developing countries, the past two years has shown an increase in Europeans in Tonga breaking their contract before their term of employment is completed.

They can get higher salaries elsewhere. Of course, costs are also higher in Australia and New Zealand, but the trouble is that these higher living costs have been reflected in Tonga, which imports such a lot, and where prices for imported food and clothing have jumped, but salaries remained low. The Tongan, with his very different diet and way of life, has been little affected by this world increase in prices and freight, but the average European has found his salary won't stretch.

"The Tongan way"

If Tonga expects to continue using overseas experts, she will have to take a second look at salaries—or accept second best, which seems the trend at the moment.

Today, too many trained Tongans are returning to the kingdom to take up top positions, filled with enthusiasm and the passionate desire to make improvements in their field of work, only to lapse finally into a Polynesian state of somnolence again, with the attitude—"well, this is Tonga, let's do it the Tongan way".

It is often difficult to decide whether this attitude is caused by frustration from higher-up, or the inherent Polynesian attitude to life. Whatever the cause, it's a sad waste of money and effort.

One of the difficulties of highe education for Tongans is that selecte scholars sent overseas for furthe training seldom have a say in thei chosen careers. To force a man t do perhaps accountancy when hi inclinations and abilities tend toward agriculture, is to end up with frustrated individual. And anothe tendency is to give as many a possible a little expert training, rathe than spend the money on getting few through to qualifying degree followed by practical experience over seas.

This is particularly evident i medicine. With a modern, fully equipped hospital now on the draw ing boards, here again higher salarie will need to be offered if sufficien fully-qualified Europeans are to b attracted to its staff.

Money troubles

Tonga's ultimate aim is to hav Tongans in all key positions, and i fact, in all jobs. But until the Gov ernment does more to aid and en courage her own students, much o the present money spent on highe education is going down the drain.

Economically, Tonga has bee going through a tight spot, and th UK has had to help out. With th inauguration of the Five-yea Development Plan in 1965, practica steps are now being taken to improv the economy, with an expenditure o over $T4 million planned over th five years. Part of the money i provided by the British Governmen in the form of a grant and a loan and the remainder from the Tonga Government and, it is hoped, over seas investors.

Projects under this plan includ the rehabilitation of the coconut in dustry and modernisation and stimu lation of agricultural productio generally—the basis of Tonga' economy.

The expansion of educationa facilities includes the Teachers Training College and technical an agricultural training. Hospital service throughout the group, water re sources, tourism, the expansion o public works and modernisation o the police force, are all budgeted fo in the Five-year Plan, and should i time, bring employment to man more and better living conditions.

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Royal Album



ng George Tupou I, on the throne from 1845-93, as the first king of united Tonga.



King George Tupou II, 1893-1918.

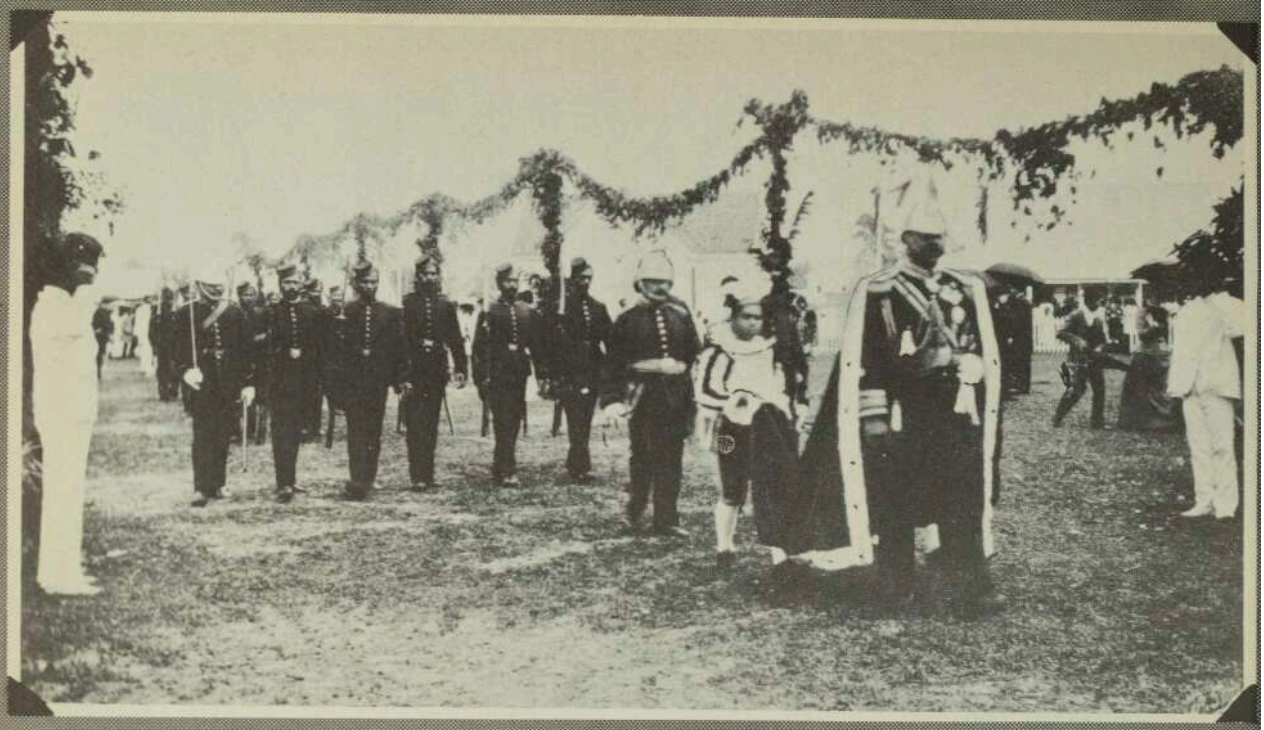


Queen Salote Tupou III, 1918-65.



King Taufa'ahau Tupou IV.

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King George II, father of Queen Salote, in his coronation robes after the opening of his first Parliament after accession to the throne in 1893.



Queen Salote in 1958. This is how she will be remembered.



The 18-year-old Queen Salote at her coronation in 1918. With her is her Prince Consort, Prince Tungi, father of King Taufa'ahau.

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The King and Queen, as Crown Prince Tungi and Princess Mata'aho, at their wedding in June, 1947.

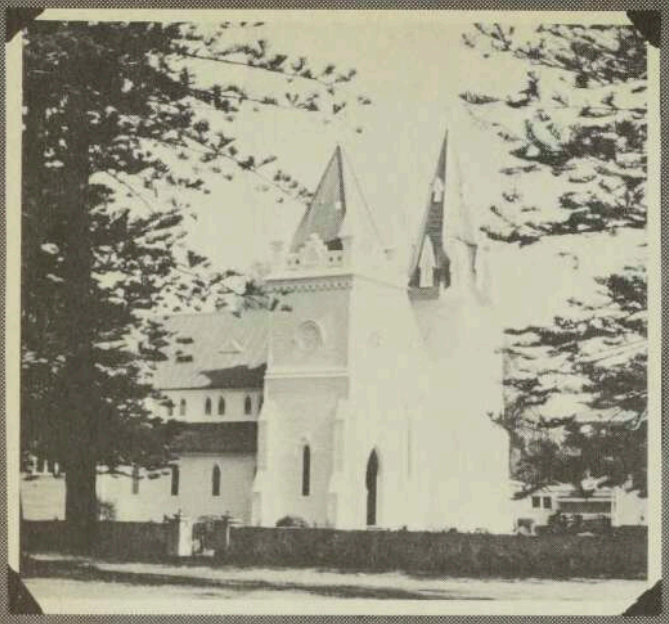


The King and Queen lead the mourners at the funeral of Queen Salote in Nukualofa in December, 1965.



Members of the Tongan royal family with the Governor of Fiji, Sir Derek Jakeway and Lady Jakeway, taken in Tonga not long before Salote's death. From left, Tungi, Lady Jakeway, Princess Mata'aho and one of her sons, Prince Aho'eitu, Sir Derek, Princess Melenaite and her husband, Tu'ipelehake, who is Tungi's brother. Tu'ipelehake is now Premier of Tonga.

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The royal chapel, Nukualofa, where the coronation took place.



The Tongan regalia.



Inside the royal chapel. A recent photograph by August Hettig.

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US travel men cast their eager eyes on Polynesia's bosom

From special correspondents in Apia

The "Heart of Polynesia" visitor development conference held in Apia from May 29 to 31 was, according to almost every one of the 200 participants, a resounding success.

travel

IT was exceedingly well organised; the programme provided stimulating discussion; and the various guest and panel speakers were top men interested in the travel industry in this part of the world.

In his introductory speech Western Samoa's Prime Minister Mataafa made a policy statement indicating a big switch in official Western Samoan thinking on tourism over the past few years.

"While we in Western Samoa have for some time been conscious of the potential of the tourist industry," he said, "we have also been concerned at the effect a full-scale promotion of it would have on the social structure.

"We are now satisfied that, with proper organisation and control, the two can co-exist successfully, and in fact give each other added strength."

Many speakers emphasised the need to retain the culture, art and way of life of the area. The head of the Pacific Area Travel Association, Mr. Marvin Plake, pointed out, however, that any major expansion of the tourist industry would bring changes.

Regret

He said adequate facilities and activities would have to be provided for visitors, most of whom would be from North America and who would expect value for their money.

He said, too, that an influx of camera-toting visitors would demand adjustments to be made by the native peoples.

Some conference delegates expressed private regret that Mataafa had not commit his government more fully to the development of the industry, or had not specified more clearly the type of control or organisation he had in mind.

The very fact of the conference, however, and the number of top level people it attracted indicated that before very long its three co-sponsors, Western Samoa, American Samoa and Tonga, will be getting a bigger slice of the tourist dollar in the Pacific area.

The flow of visitors over the next few years could well reach tidal wave proportions, bringing with it the same problems that now face Hawaii.

There, said well-known architect, Mr. George Wimberly, they are building hotels faster than they can find Hawaiian dancers to provide entertainment.

American proposal

One thing that was evident very early in the conference was that Hawaii and American Samoa stood to share most of the spoils.

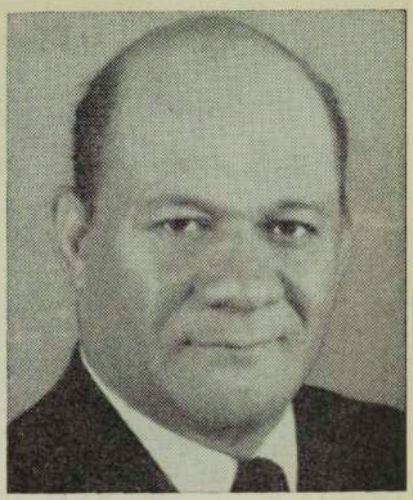
The American delegates worked together, and, in a well arranged lead-off panel discussion, made such flowery, lyrical speeches, complete with carefully learnt passages in Samoan and presentations of sacred cups and flowers, that the delegates who had to follow listened with dismay.

The Americans proposed that what they called the Polynesian Necklace —hung from the neck of Hawaii and around the bosom of Samoa and Tahiti—should be the area for major tourist promotion. Funds were available, they said.

This idea naturally did not appeal to the delegates from Fiji and New Zealand, who launched a counter-attack both in and out of the conference that American tourists should also be encouraged to visit their countries.

The Americans made a tactical withdrawal and their proposal was widened to admit others.

But American intentions were clear. Committed to relieving the heavily subsidised economy of American Samoa, they were advancing their planning towards the day when American tourists would sweep up on to the shores of the remotest of the surrounding islands.



Western Samoa's Prime Minister Mataafa.

With the low American domestic fare between the United States and Samoa (and outside the fare control of IATA), American tourists would fan out from the majestic and beautiful harbour of Pago Pago to the wider attractions of the larger and more populated South Sea islands.

The immediate objective of the American travel men is the close-by and larger islands of Western Samoa.

Money needed

As one American put it, American Samoa must ride pick-a-back on Western Samoa's tourist attractions. But, at the same time, Western Samoa and other islands in the South Pacific must be carried by Americans in their tourist development.

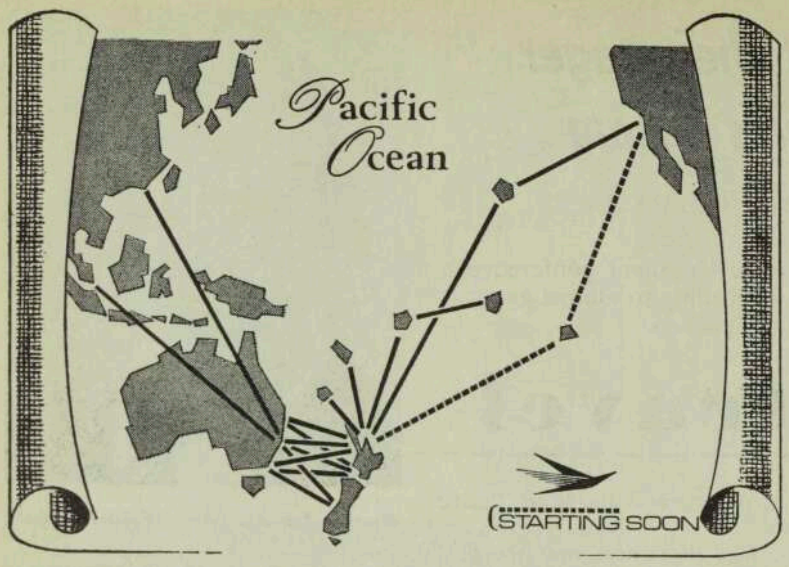
Forsaken by Britain, ignored by Australia and neglected by New Zealand, many observers find it difficult to see how the practical advice, provision of capital and experience, and the dollars of the American tourists can be anything but welcome in these territories with their faltering economies.

Western Samoa's plight, in fact, is desperate. With a burgeoning birth rate and a coconut economy, they require aid to maintain even subsistence standards. Some 7,000 new jobs must be found next year.

Self-help is a prerequisite to most aid programmes and they are ideally placed to develop their own tourist facilities along with American Samoa. But just how far they can go in overcoming the Polynesian paralysis, or the urge not to get things done, remains to be seen.

Hardly mentioned in open con-

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rence was the area's vital need to velop local airlines, the key to y success in supporting a new urist playground. But there was enty going on in the background, airlines jostled for position.

Although there is a wide pattern trunk route services between Aus- alia and North America, soon to be ined by another US airline, the gional feeder air services leave uch to be desired.

Ancient DC3's and little Herons etch themselves over wide areas blue ocean for which they were ver designed.

A welcome improvement will be e introduction by Fiji Airways of HS748 40-seater, turbo-prop later is year. Further development to aircraft is limited by the lack of itable airfields.

In Western Samoa, for example, pia's Faleolo airport is controlled New Zealand aviation authorities. Despite improvements to the strip, ew Zealand has so far not licensed for use by Fiji Airways' HS748. t there is a full jet strip at Pago go not 30 minutes flying time away ere all airlines have been wel- med by Governor Lee.

Frustrated

For Pan American, Qantas' pur- ase of Fiji Airways in 1958 and subsequent sale of shares to AC and Air New Zealand has g been a major frustration, which s prevented it from penetrating the i market and islands to the north. It is not surprising, therefore, that n-Am now seeks to establish a al airline in the Central Pacific t would compete with Fiji Air- ys, with all the considerable ength and support at its disposal. t for this they need jet airfields d government-approved air routes. The right to serve such routes are d mainly by the UK for Fiji Air- ys and by Western Samoa for lynesian Airlines.

Faced with the replacement of ir DC-3s, Polynesian Airlines now k financial and technical assistance m one of the established airlines. The Americans, particularly, see s as an opportunity to get route hts through the back door; others a means of keeping them out.

Polynesia's decision is awaited with ne apprehension by the airlines, ose delegates took advantage of Apia conference to pay court to lynesian's redoubtable chairman d managing director, Mr. Eugene ul.

See, also, "Governor urges Samoas and Tonga to club together on tourism", p. 49.

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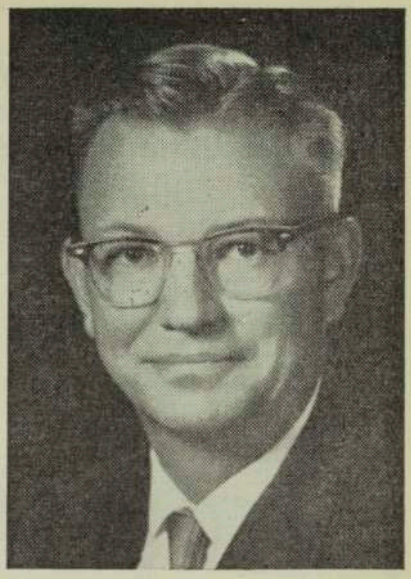
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GOVERNOR URGES TONGA AND SAMOAS TO CLUB TOGETHER ON TOURISM

A suggestion that the triangle consisting of American Samoa, Western Samoa and Tonga should develop and promote their tourist resources jointly was put forward by American Samoa's Governor H. Rex Lee at the "Heart of Polynesia" tourist conference in Apia at the end of May.

travel



Governor Lee.

GOVERNOR Lee said that while any one of the territories could build up a reasonably thriving tourist industry on its own, the maximum exploitation of their resources could only be achieved if travellers were offered the variety which the three areas could provide.

As a start in joint co-operation, Governor Lee recommended that the three territories should adopt identical entry forms, Customs regulations, health requirements and visa requirements for visitors.

"Friendly neighbours"

"However . . . we should actively promote a wider circle of co-operation," he said. "Certainly, if the Tokelaus, Niue and the Cooks want tourist development, they should be encouraged to join our inner circle.

"This circle, however, should expand and co-operate closely with Fiji, Tahiti and New Caledonia. Each of us must recognise that a prosperous tourist development in any one of these areas is going to complement and improve our own development. One weak section in this circle will be damaging to all.

"We, of course, would hope that our 'big brother to the North', Hawaii, who has one of the most prosperous and fastest-growing visitor industries in the world, would adopt us and help us develop our infant industry. Likewise, we must maintain a very close working relationship with our friendly neighbours to the south, Australia and New Zealand."

Governor Lee said that to ensure proper development of the tourist industry, the Islands governments concerned had to:

- Give guidance by reasonable regulations to the development of hotels and related facilities.
- Make life easy and inviting for the tourist, and develop a unified approach.
- Establish tourist boards to work in close co-operation.
- Protect tourists from exploitation.
- Take care that their countries were clean and healthy.
- Maintain the grace, charm and friendliness of Polynesia, but train those who are to serve in the tourist industry.
- Avoid sacrificing dignity and heritage for the sake of tourism.

Governor Lee said that the hotels in the area should reflect the culture and unique characteristics of the Polynesians.

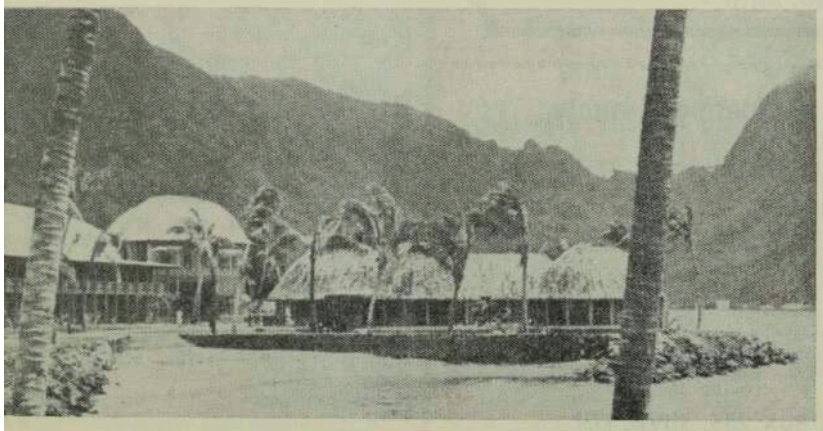
"We must resist the pressures of some developers to build the cheapest and the easiest-built facilities for the sake of rushing into the business," he said.

"Let's face it, we cannot hope to match the luxury-style accommodations of some of the outstanding hotels in America, Europe or the Orient. Neither can we convince a tourist that he should pay an additional thousand dollars or so in transportation to come to one of our islands to stay in a Western-style hotel that duplicates a second or third-class hotel in hundreds of our cities throughout America.

"Proper start"

"I believe we have made a proper start in this direction with our Pago Pago Inter-continental that is owned by 1,400 Samoans. We are now planning our second hotel, and we hope to improve, if possible, on our Island theme—Island-style architecture.

"However, the pressures have been great, and the temptation has been strong, to acquiesce, for the sake of quick and cheap accommodations, to the many dozens of proposals that have been made to build small, pension, Western-style hotels or units



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like we see by the hundreds on Route 101.

"Let me warn you that these pressures and temptations will increase as the flood of tourists commence and many people see a chance to make a fast dollar.

"Our development may be slightly more costly and possibly slower, but I am firmly convinced that we must maintain the flavour of our culture if we are to continue to be attractive.

"I think that one of the curses of present-day tourist development around the world is the 'sameness' that is developing in tourist accommodations. In some of the exotic and new tourist areas of the world, a tourist, if taken there blindfolded, might find it difficult to determine whether he was in Sacramento, California or Hong Kong."

Governor Lee recommended that Tonga, Western Samoa and American Samoa should adopt a simplified and identical entry form, the same Customs regulations (at least for tourists), the same health requirements, and a 30-day no-visa requirement with proper identification.

"I am sure that because of the age-old problem of beachcombers and free-loaders wanting to get away from it all," he said, "that we are going to have to maintain the requirement of a through ticket . . . and put limitations on people who do not remain in hotels, but start living off the land.

Free port

"However, these regulations can be simple and effective and still give the bona fide tourist complete freedom in moving about in our areas.

"The Government of American Samoa is ready to sit down with the Governments of Tonga, Western Samoa and others in the area and start working on a joint set of regulations and entry cards immediately."

Governor Lee said that "one of the most irritating things" for tourists was an exhaustive Customs baggage search. He was therefore happy to announce that American Samoa's Legislature had removed all Customs duties and American Samoa had become a free port (see p. 129).

As a result, Customs inspections would be only on a "very, very limited basis", when contraband was suspected.

Governor Lee recommended that Western Samoa and Tonga should study their systems of taxation with a view to working towards a free port area.

"I am sure that the tourist experts in this room will vouch for its value in promoting tourism," he said. "We

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merican Samoa's Director of Tourism, igh Talking Chief Fofo (Joe Sunia), who ttended the "Heart of Polynesia" conference in Apia.

re convinced in American Samoa hat the additional revenues brought bout by the increase in tourism ill more than offset any losses in ustoms revenues.

"Even with heavy Customs duties am convinced that an exhaustive earch of all luggage is wasteful and ill, in the long run, cost an area ore than it will produce in Customs evenue."

Visitors Bureau

Governor Lee said that in a survey f American Samoa's requirements or starting a thriving tourist in- ustry, experts from the Hawaii isitors Bureau had recommended hat a Visitors Bureau or Tourist oard should be set up in both amoas and Tonga, and that there hould be close co-operation among hese.

Such a board was to be set up nmediately in American Samoa, ith the territory's Director of ourism, High Talking Chief Fofo, s its executive officer.

Governor Lee recommended that Western Samoa and Tonga should stablish similar boards, and that heir executive directors be named o a "super board or committee" to over all three countries.

"As we organise and move ahead, would hope that we could expand his overall board to include Fiji, ahiti, and other areas in this part f the Pacific," the Governor said.

"For the ease of the tourist who comes to the Heart of Polynesia, I would hope that we would develop a common name for our Visitors Bureaus, with each country's name as a prefix.

"If we are to start joint advertising, common regulations, etc., then an overall organisation of this type is essential now."

Governor Lee said that many a promising tourist area had "withered on the vine" because of failure to protect tourists from exploitation.

"We have an immediate responsibility to place into effect fair and reasonable regulations on service charges such as taxi fares, bus fares, and fares for every other type of service that a public regulated service normally furnishes," he said.

Cheating, overcharging

"If there is anything that aggravates the tourists and sours them on the area, it is to be cheated or overcharged.

"It is equally important that our merchants provide to the tourists quality merchandise at fair prices, and that they do not get tempted into a policy of charging what they think the traffic will bear.

travel

"Along with this is the need to prevent from developing all forms of begging. This can happen to an area, and there is nothing more degrading to its people or more disgusting to its visitors.

"I also strongly recommend that our three areas develop a joint policy against tipping and that this be part of our sales allure. In my opinion, this would overcome a great deal of irritation on the part of many tourists."

Governor Lee said that a tourist with an upset stomach was not going to relate the charm of the South Seas to his friends back home.

Therefore, people in the Islands dispensing food and drinks should be well-regulated; and water supplies should be either uncontaminated or clearly labelled "unsafe for visitors".

Beaches and other public places should be kept clean.

Care should be taken to avoid an outbreak of Western-style signs, which, a few years ago, threatened to turn American Samoa into "a

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OVERSEAS INTEREST IN RESORTS IN THE NEW HEBRIDES

Two property-buying companies from Canada and the United States are to visit the New Hebrides soon to look at land suitable for the establishment of tourist resorts.

The companies are Acres Western, of Vancouver, and the A. and E. Corporation, of Hawaii.

A spokesman for the New Hebrides Chamber of Commerce said recently that the companies' plans were first disclosed at the Pacific Area Travel Association conference in Seattle a few months ago at which the New Hebrides was represented for the first time.



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hodgepodge of indiscriminate posters".

"Our Legislature passed a sign ordinance that permits adequate advertising, but keeps it within the bounds of good taste and in line with our Polynesian atmosphere," Governor Lee said. "It is much easier to regulate this type of thing before it gets out of hand."

Governor Lee said it was the obligation of each Islands government to provide training for key employees in the tourist industries; but there was a need to retain the individual characteristics of each country.

No magical cure-all

"Even though Tonga, Western Samoa and American Samoa have many things in common, there are individual personalities that should be maintained and developed if we are to exploit fully the advantages of the multi-island tour approach," he said. "It serves us nothing if our services and facilities are identical."

Governor Lee said that although tourism could provide new jobs and many new small business opportunities for the Islanders, it was not a magical cure-all for all economic problems, and the development of other resources should not be forgotten.

He urged that the Islands should not sacrifice their dignity and heritage for the sake of tourism.

"There are some types of tourism that would pervert and downgrade our people," he said. "No industry or enterprise is worth this price."

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travel



There is good deep-sea fishing off Lord Howe Island and here a group of happy visitors show the catches they made on a launch trip. The launch is in the island's lagoon. Mt. Lidgbird (left) and Mt. Gower are in the background.

Photo: Dick Morris.

"Last of the unspoiled islands" worries about its future

By staff writer KEN McGREGOR

"Last of the unspoiled islands . . . a haven in the world of hurly-burly . . ." is how the travel brochures describe Lord Howe Island, 400 miles north-east of Sydney. You may be cynical, but it's near enough to being true.

ORD HOWE, boasting the most southerly coral reef in the world, d with a permanent population of me 260, has had the reputation for ars of being an away-from-it-all ace, perfect for honeymooners.

It has had the reputation for so ng that you are entitled to suspect at it is not true any more, that e world has long since caught up ith Lord Howe, as the world has ught up with many other South cific "paradises".

On the contrary. There is still no rd sell on Lord Howe; there is not e hotel yet, no cars or motor-cles for hire, no pin-ball machines. isitors are not asked to buy any-ing, to go anywhere in particular, do anything special.

The attraction of Lord Howe, even lowing for its surprising scenery, is ll that hard-to-define easy-going t-of-the-rat-race charm. Lord Howe land *is* away-from-it-all.

Yet everyone living there, directly indirectly, depends on tourists for living—whether they are running a ass-bottomed boat for sightseeing the coral reef or growing potatoes r sale to the eight guest houses. All of the guest houses are owned and managed by islanders; and more than $1 million has been invested by islanders in the tourist trade.

(All the permanent settlers are Australians except a couple of New Zealanders and a Cook Islander, Mrs. Len Staples, who arrived on my plane in May.)

Guest houses

The guest houses, their owners and the number of beds available, are:

Pine Trees, run by Mrs. E. M. Kirby, with 75 beds, and 10 being installed.

Ocean View, Allen Wilson, 54 beds.

Leanda Lei, Roy Wilson, 45 beds.

Blue Lagoon, Barry Thompson, 30 beds.

Somerset, Alan Williams, 17 beds.

Valdon, Mr. H. O. Payten, 16 beds.

Trade Winds, Jim and Sheila Redhead, 13 beds.

Coral Court, Jim Whistler, eight beds.

Mr. Len Staples and his wife will open another guesthouse, the "Polynesian", in November. This will accommodate 10 people.

There are several flats available for rent and islanders let rooms in their houses if necessary. Sometimes, at Christmas and during school vacations, the island's population reaches 500 or so—more than double the permanent figure.

Compared with almost all other resorts in the Pacific, accommodation bills are low. The tariffs range from $9 a day for a room with its own shower and toilet to $6 or $7 a day for a room with the use of a communal toilet and bathroom. The tariffs cover all meals, which frequently include generous helpings of locally-caught fish.

Getting there

While Lord Howe has no licensed hotel and there is not the vaguest possibility of it getting one, this doesn't mean the island is "dry". Every afternoon at 4 o'clock, beer flows, very merrily most times, at the Bowling Club. The occasion is known locally as Choir Practice, so if someone invites you to what sounds like a singing exercise, don't be fooled!

Half the fun of a trip to Lord Howe is getting to and from the island in the Sandringham flying-boats.

These are run by Airlines of New South Wales, up to three times a week at Christmas. The return fare from Sydney is $76.40.

The flying-boats take off from Rose Bay, Sydney, and land three hours later in the island's lagoon. Schedules are governed by the Lord Howe tides.

In this jet age, the Sandringhams

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Newly-weds of a few hours, Mr. and Mrs. E. Cooper, both 23, of Sydney, went to Lord Howe Island for their honeymoon in early May in the Sandringham flying-boat — like a lot of honeymooners before them. Photo: Dick Morris.

are sadly outdated. They can fly at only 7,000 feet at about 170 mph and so cannot avoid a few bumps here and there if bad weather comes along. But those serving Lord Howe are now almost unique. Flying-boats of any kind are virtually aircraft of the past.

While Lord Howe Island and spectacular Ball's Pyramid, rising 1,800 ft out of the sea, are arresting sights for the traveller from the air, the most exciting part of the trip comes when your aircraft lands in the island's lagoon.

The plane heads into the water at what seems a terrific pace, foam spurts up and the cabin windows are blotted out by spray. Then suddenly you are staring at the crystal-clear green water outside and the plane is taxi-ing gently towards a jetty from which boats come out to take you ashore.

Plenty to do

In a quiet sort of way, there are plenty of things to do once you do get ashore.

You can swim, fish, skin-dive, hike, play tennis and bowls, go cycling, look for shells, climb mountains, go for boat trips, or just loaf and admire the scenery.

Lord Howe Island's guest house owners frequently compare what their island has to offer with the attractions of Norfolk Island, 400 miles to the north-east—always to Lord Howe's advantage.

Visitors who have seen both islands do, too. Of those I have met, all have said that Lord Howe is much cheaper than Norfolk Island and that there is more for children to do there.

All said Lord Howe's long lagoon, numerous beaches and mountain walks gave it quite an edge over Norfolk; that its scenery was far superior; and that it had a more relaxed, carefree atmosphere.

One family man from Sydney told me he had brought his family to Lord Howe every year since 1958 despite a trip to Norfolk last year.

"I was unimpressed with Norfolk," he said. "It's just a big plateau. There isn't a good beach and there is no variation in the scenery. It could be a piece of England dropped into the Pacific. Really it wasn't my idea of a Pacific island at all."

Transport doubts

The guest house proprietors say Lord Howe lacks some of Norfolk's glamour because it is part of a Sydney electorate and a dependency of the NSW Government while Norfolk Island is a territory of Australia.

"Also, the flying-boat service puts a lot of people off coming here because of operational hitches," one guest-house owner told me. "Sometimes big air currents build up around Mt. Gower and Mt. Lidgbird and the flying-boats have to return to Sydney without landing, which is six hours' flight for nothing.

"But these hitches are rare and most visitors feel Lord Howe is worth the small travel risks because it has more to offer than Norfolk Island. Ours is a more typical Pacific island."

One topic every islander is liable to talk about at great length is the flying-boat service. No, there are no complaints about it; everyone agrees it has always been good. In fact, if it went on unchanged till kingdom come Lord Howe Islanders wouldn't bat an eyelid.

But this is not to be. The flying-boats, now as much a part of the island scene as its world-famous Kentia palms, are to be pulled out of service in 1970, so the island faces a fast-approaching transport crisis.

In talks with a cross-section of the islanders, I found them divided as to what they thought should replace the Sandringhams.

Some plumped for an airstrip and the use of Fokker Friendships; others felt other flying-boats should be sought. The hopeful believed a short take-off plane or a suitable amphibian plane would be developed by 1970 to save the day.

An elderly resident felt that Airlines of NSW was bluffing in its pull-out announcement because it was after an increased government subsidy to operate the service. He thought the flying-boats would fly for many a long day yet.

The guest-house proprietors said development of all facilities was jeopardised because of uncertainty about the future and that little extra money could be invested until they knew what would happen.

Influx of workers

It was pointed out to me that if the Government did decide to build an airstrip, it would either be across from Blinky's Beach to the lagoon or from Ned's Beach to the lagoon.

In either case, land in the lagoon would have to be reclaimed and some of the very limited flat land would have to be taken over.

However, the biggest danger of an airstrip would bring would be the 100 or so workers needed to build it. They would have to come from Australia for at least three years. With them would come their wives and children and—bingo—the island's population would be doubled at least.

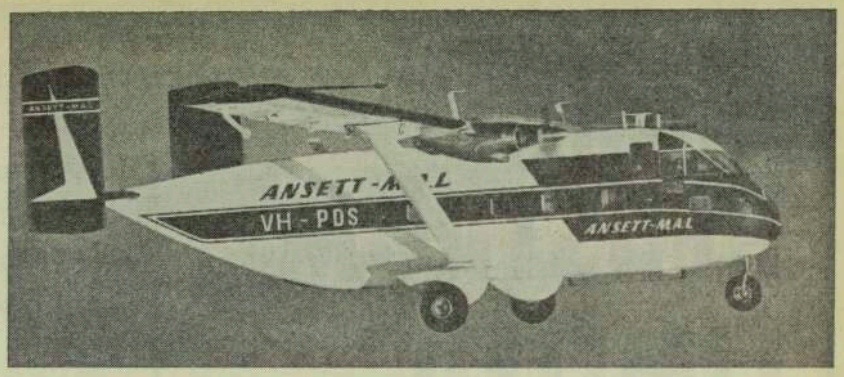
I doubt if the social life on Lord Howe could suffer this influx. Development would shoot ahead out of proportion and the place just wouldn't be what it was with the Sandringhams.

The ideal solution, it seems, is no airstrip and an amphibian aircraft, taking off from Mascot airport and landing on the lagoon. But this gets less likely as time goes on as Airlines of NSW has told the islanders it has "no interest" in an amphibian operation.

The guest-house proprietors hope the NSW Government, the Commonwealth Government, the Civil Aviation Department, Airlines of NSW and the Lord Howe Island Board will get together soon to solve the transport problem.

And that is just what these agencies should do.

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Ansett-MAL was a bit premature last year in releasing this picture of the Skyvan aircraft which it had ordered for New Guinea. The order has now been cancelled.

Aircraft, airport problems make New Guinea unhappy

By a staff writer

The new 727 jets which have been operating between Australia and Port Moresby since May 11, bringing a daylight service to the territory for the first time, have brought some joy to Port Moresby people, but little for people in other large centres of the territory. The trouble is that the jets do not now fly through to Lae, formerly the main air feeder point in the territory, and the new feeder services from Port Moresby leave a lot to be desired.

PEOPLE in Lae, Madang and Rabaul are complaining that mail and freight deliveries since May 11 have been at least a day, or even two days late, when compared with the previous through-service by the slower Electras.

Previously mail from Sydney and Melbourne would arrive at both Port Moresby and Lae early in the morning and be delivered the same day. Now, they say, the 727's don't reach Port Moresby until up to 2 o'clock in the afternoon and by the time connecting Fokkers bring valuable freight and mail into Lae or Rabaul it's too late to sort it out and deliver it the same day.

Newsagents in Lae, Rabaul and Madang have also received Australian newspapers two or three days late and sales have dropped considerably.

Mr. B. A. Gluyas, general sales manager for Ansett-ANA, said in Melbourne in June that the territory was "far better off" with the daylight runs to Port Moresby. He was familiar with complaints by Lae residents for through services and said Ansett didn't go through to Lae because the Lae airport could not handle 727's. If the airport were upgraded Ansett would fly a Boeing there tomorrow, he said.

travel

"Much of the fuss being kicked up in the territory is parochial," Mr. Gluyas said.

"Some people will never be satisfied with anything, no matter what we do. We know there have been some slight hold-ups at the Moresby terminal in off-loading cargoes for other territory destinations but this is to be expected with the start of any new service.

"We are examining ways to overcome this and are always looking into our schedules."

In Sydney a TAA official had "no comment" to make about improving feeder services in New Guinea. In NG a TAA official said "teething troubles and small difficulties" had been encountered with the first Boeing flights.

What both airlines didn't say was that they are embarrassed with an equipment shortage in New Guinea. Their Fokkers are hard-pressed to cope with internal freight on many routes and both would like to be rid of their DC3's and buy more Fokkers or other modern aircraft.

Ansett-MAL has had to cancel its original order for Skyvans, a fat $1 million export sale for British aircraft manufacturers, because, they claim, the Skyvans' engines do not meet MAL's specifications and provide power for guaranteed performance in the territory's hot weather.

MAL ordered the Skyvans early last year (*PIM*, April, 1966, p. 129) instead of following TAA in New Guinea and buying twin-engined Otters of about the same size and cost.

Both planes carry about 18 passengers but the Skyvan's big front loading door for bulky freight made MAL plump for it.

Mr. Gluyas said that although the original order for the Skyvans was off, MAL could still buy them if an engine could be developed to cope with New Guinea's heat.

"The manufacturers have told us they have an American-built engine called the Garrett 331-201 which when put in the Skyvan will do the job," he said.

"If and when this comes along we will look at it."

No Otters ordered

Mr. Gluyas denied reports that MAL would follow TAA's example in buying Otters, although he did not rule out the possibility. "We have not placed any orders for Otters or considered them", he said.

But obviously MAL will have to get something pretty quickly to replace their Piaggios and Cessnas in New Guinea because of increasing freight and passenger loadings on many routes.

It will be interesting, in the light of MAL's cancelled orders, to see what Papuan Airlines will do with their two ordered Skyvans.

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TO THE POINT

WITH PERCY CHATTERTON

"What surprised me most about it was its orderliness," said an experienced Australian pressman to me. He was referring to the protest march through the streets of Port Moresby and on to the administrative centre at Konedobu, which took place on the morning of Saturday, June 3.

Priorities: Pigs and women before parliament

TOLD him that I was not surprised. I had expected it to e orderly, and would have been ery surprised if it had been otherise. No doubt the police were wise have a riot squad on hand in case was needed. But it wasn't needed. Perhaps it shouldn't have been alled a protest march at all. It was, its way, something rather unique - a demonstration designed to prove ne particular point, and to prove it the most effective way.

Someone in authority had aparently made a remark to the effect at only a small number of local fficers (i.e., Papuans and New uineans) in the Public Service were ssatisfied with the recent decision the Public Service Arbitrator on eir salary scale. It was a stupid mark, which invited reaction; and got it. Over a thousand Papuans d New Guineans turned out to ove it wrong.

That the occasion was orderly was e in part to the determination of organisers that it should be so, d in part to the innate politeness Papuans.

Papuans are polite

There is no doubt that Papuans e, by nature, a very polite people. fact, one of my chief problems in ing and working among them has en that I have never been quite re whether they are telling me at they really think, or what they ink I would like them to think.

Looking back over my 43 years Papua, I can recall only four ocsions on which Papuans have been ally rude to me. On three of these casions I had provoked and served their rudeness. The fourth an was drunk.

Of course, Papuans can be both de and violent when they are oroughly angry—as most of us n. But except when they have been r too long in contact with some those Australians who mistake deness for frankness and make a lt of it, Papuans cannot be rude cold blood. It is a most endearing trait. So our recent demonstration was orderly and good humoured.

But I must admit that some of the placards carried by the marchers were very far from polite, and my mind boggles at the thought of what those were like which the organisers censored before the march started.

Susan Young, the Anglican Mission's public relations officer, has warned that the era of orderly and good-humoured demonstrations may not last, that with repetition Papuan politeness may wear thinner and thinner until the organisers of such demonstrations, however well-meaning themselves, may be unable to keep their followers under control. If those placards are a foretaste of things to come, she may well be right.

One of the organisers of the recent march was Papua's most widely-known trade unionist, Oala Oala Rarua. As he marched at the head of his cohorts he must. I think, have found himself wishing that he could get that sort of turn-out at meetings of his Port Moresby Workers' Association, which have been known to flop for lack of a quorum.

What the workers do

The Workers' Associations of the territory have not been a great success in point of numbers, but they have been a remarkable success in point of achievement. Their leaders have shown good sense and moderation in negotiations with the employers, and the result has been a series of reasonable industrial awards and a minimum of industrial unrest.

How different is the picture in the public sector. Yet the same sort of Papuans and New Guineans are found in both camps.

It is true that in the private sector there is a larger proportion of minimally educated workers than there is in the Public Service. But the leaders in the two camps are people with the same sort of education and the same sort of cultural background—in fact, in some cases they are the same people.

Why then the difference? It is difficult to avoid the conclusion that the difference is on the side of the employers.

In the private sector, the Employers' Federation has met courtesy with courtesy and moderation with moderation, and has demonstrated a willingness to compromise. In the Public Service there has been a stance of arbitrary and unyielding authority.

In the House of Assembly recently, the Treasurer was asked whether the Administration would make public the details of the cost-of-living assessments on which the



Oala Oala Rarua

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● **This was the scene during the march of public servants in Port Moresby o June 3, when more than 1,000 New Guineans demonstrated against the territory recent wages decision. The signs included, "Wage justice without descrimination" "Equal work for equal pay", "Down with Matthews" (the Public Service Arbitrato who handed down the decision), and "Arbitration decission salary descriminatio Black men grow poorer, white men grow richer. We demand decission be di allowed". The march was more orderly than the spelling on some of the signs.—**
"Sydney Morning Herald" Photograp

"family needs allowances" introduced in July, 1966, were based. The answer was "No".

Clearly the Administration has learned precisely nothing from the events of the last few years. Clearly too, the Department of the Public Service Commissioner, that last bastion of paternalism, intends to dig its toes in and maintain its rigid, unbending autocracy until Susan Young's glum prediction comes true and the stones start crashing through its office windows.

In passing, it is interesting to note that, while in the Public Service as a whole the proportion of local to overseas officers is roughly three to one, in the Public Service Commissioner's Department it is one to three.

Too many cleavages

But to get back to employer-employee relations. In this young country, striving so hard for unity, still struggling to rid itself of tribal cleavages, we have already created a new cleavage, that between educated and uneducated.

This was perhaps unavoidable. But must we, in addition to this horizontal cleavage, also introduce a vertical cleavage between those who work in Administration and those who work in commerce and industry?

The Administration seems to take a perverse pride in declaring that it is not a party to and is not bound by industrial awards. It owes its immunity to a let-out clause in the Industrial Relations Ordinance, and between September, 1964, and June, 1966, this let-out clause made it possible for the Public Service to pay its junior local officers working in Port Moresby a wage that was lower than the minimum urban cash wage payable by private employers.

This quite shocking state of affairs was brought to an end by the new wage scale introduced in July, 1966. But under the present system it could recur at any time.

Anyway, why must we have this cleavage super-imposed on all the other cleavages?

Does it make sense that, when the Administrator by proclamation in the Government Gazette declares an industrial award to be a "common rule", it should become mandatory upon every employer except the territory's largest single employer, the Administration, of which His Honour is the head? Why can't we have a single system of employer-employee relations, under one ordinance, covering the whole range of public and private employment and workin through negotiation of agreed award between employers and employee with conciliation and arbitration i the background to be called on whe needed?

If there are good reasons why thi cannot be done, let's hear them. Bu don't let's hear that hoary old ex cuse, "That's not the way we do i in Australia".

Parrot cry!

How tired I am of that parro cry. Most of the bills which ar introduced into the House of As sembly are just re-hashes of Aus tralian legislation. I well remembe one occasion on which we were give a table showing where the bill befor us differed from the correspondin Australian Act, and why the change had been made. The framers of th bill seemed to be almost apologisin for the differences. I would have much preferred an explanation o why so many of the clauses were exactly the same.

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It is clear that both before and after independence Papua and New Guinea will need to import knowledge and skills from overseas, and just as with rice and tinned fish, these things have their market price. We shall have to pay the market price or go without them.

Visitors from newly independent countries in Africa have made this point repeatedly. But there is just one difference between their situation and ours. In the independent countries of Africa it is the Africans who decide what expatriate know-how they need and how much of it. Here it is the expatriates themselves who decide these questions.

It is rather as if the grocer had the job of preparing my shopping list and didn't even ask me what I would like for breakfast. His assurance that he knew best what was good for me wouldn't entirely console me. Nor, even, would the fact that he had slipped me two of the three dollars in my pocket.

The latest catch-phrase in Konedobu is "indigenous participation". Surely here is an area in which more effort might be made to enlist it. Papuans and New Guineans would find differential pay-rates less unpalatable if those on the high rates of pay were here because the locals had asked for them.

Assembly meeting was short and sprightly

THE June meeting of the House of Assembly was both shorter and sprightlier than its predecessor, and was mercifully free from those debates on "matters of public importance" which so rarely generate anything but hot air.

The old saying that the two subjects on which Papuans are most easily aroused are pigs and women was proved true once again. Sinake Giregire's bill to amend the Animal Diseases and Control Ordinance dealt only marginally with pigs, but that was enough to touch off a spate of oratory. The Papuan's attitude to his pig has much of the emotional and mystical quality of the Australian's attitude to his beer.

Who was indignant?

Listening to the debate, I found myself recalling the seminar which was held at Sogeri in 1964 to initiate us new chums in the intricacies of parliamentary procedure. It was decided to put a dummy bill through all stages as an exercise in the processes involved, and to make the exercise interesting, the subject chosen was a proposal for the compulsory enclosure of pigs.

The ensuing debate was so successful that it became difficult to distinguish between those who were throwing themselves whole-heartedly into the fun and those who were really indignant about what they supposed to be a genuine threat to the freedom of the pig.

At the end of the exercise great care had to be taken to collect up all copies of the dummy bill, lest some should find their way back to the electorates and be taken seriously.

In this latest House, Tony Voutas' bill to amend the Child Welfare Ordinance was defeated, but not before those aspects of it which dealt with the frailties of women and their consequences had fired a number of normally inarticulate members to eloquence.

In contrast to these fireworks, the third and final report of John Guise's Select Committee on Constitutional Development turned out to be a damp squib. The second report, tabled last year, confined itself mainly to proposals for the number and types of electorates for the new House in 1968, and these recommendations have been incorporated in general terms into Canberra's Papua and New Guinea Act, and are in process of being legislated for in detail by the House of Assembly itself.

It had been widely expected that the third report would attempt to lay down some guide lines for the long term political development of the territory.

However, it confined itself to 1968, recommending the appointment of some elected members as "ministers" and "assistant ministers" in place of the present under-secretary system (an innovation which could mean anything or nothing), and some very cautious changes in the composition and functions of the Administrator's Council.

Anti-climax

Perhaps the composition of the Select Committee and the very great diversity of views expressed to it during its tours of the territory made this conservative approach necessary and even desirable. But it could hardly be expected to provoke lively debate.

It certainly didn't; and one honourable member who dashed out of the chamber to get the notes he had prepared for his speech returned to find that the debate had fizzled out and the report had been adopted.

No doubt this anti-climax was mainly due to the unprovocative nature of the report. But perhaps there is a lesson in it for budding politicians; namely that most Papuans and New Guineans are still more interested in pigs, women and, of course, land than in the niceties of pariamentary government.



Port Moresby, whose local public servants have protested more strongly against salaries than those anywhere else in the territory, is the territory's biggest town and its administrative centre. It's booming commercially. The yachting season has opened again in Port Moresby harbour, and water skiing is now a popular pastime. In the background left is A.N.G. House, which will be the territory's tallest building when it is finished about September. It will have two lifts—the only lifts in the territory.—Chin H. Meen, photo.

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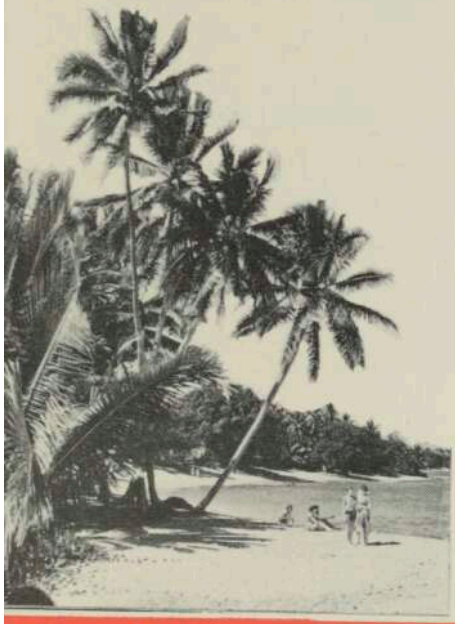
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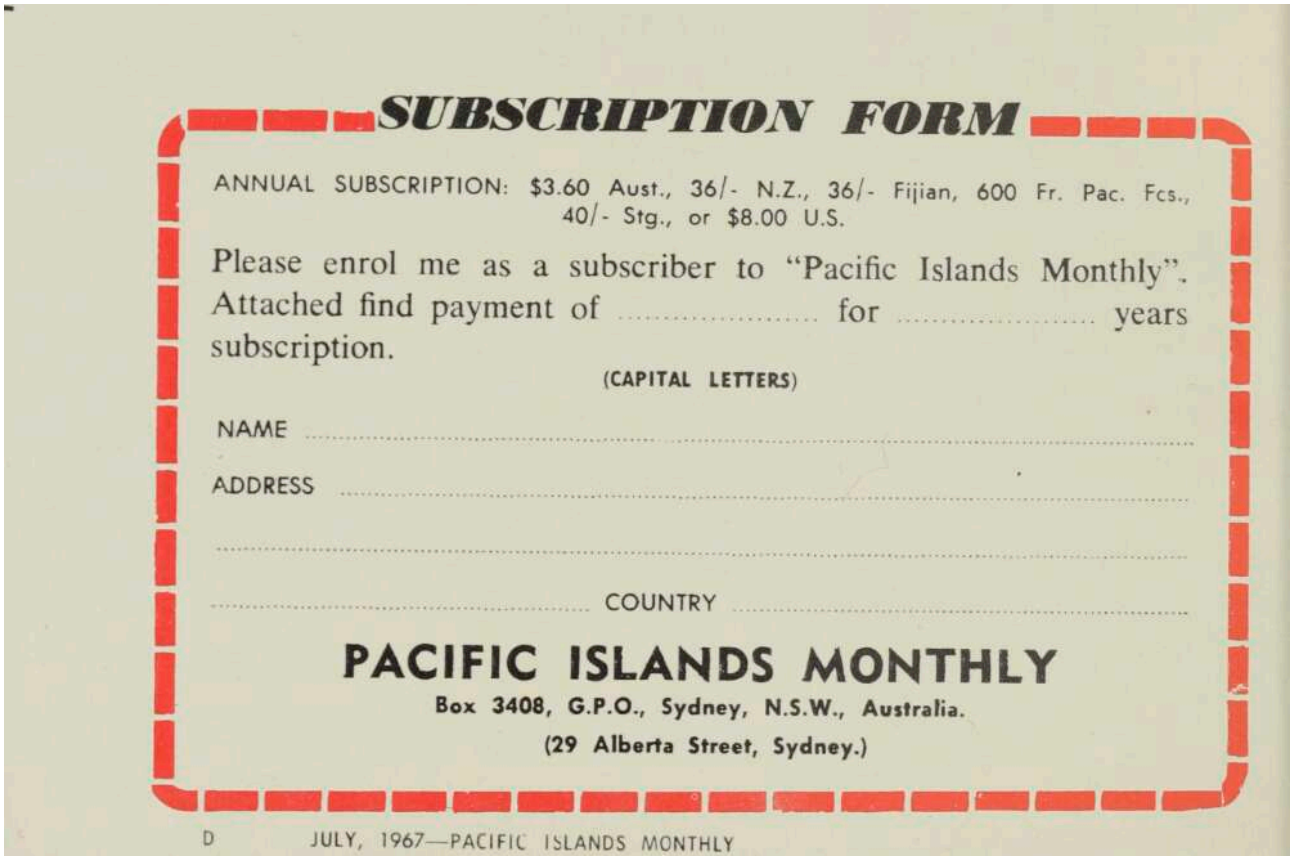
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D JULY, 1967—PACIFIC ISLANDS MONTHLY

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he main mural in the laiserelagi church is in ree sections, the central ection being the Christ igure (left) wearing a ength of tapa. A yaqona kava) bowl stands to ne side. The other ainting seen here is ne of two which eem to be set into the all on either side of e main mural.—Photos: Stan Whippy.

LITTLE-KNOWN MURALS OF FIJI CHURCH CAPTURE ESSENCE OF COUNTRYSIDE

Inspired work of French painter at Naiserelagi

From JANE GREGOR in Suva

It was a cup of coffee that led me to one of Viti Levu's lesser known beauties. Soon after arriving in Fiji I was at a dinner party where I was given a particularly delicious cup of coffee and learned from my hostess that the coffee beans had been grown at a mission station on the north coast of Viti Levu.

T didn't take me long to become one more customer at the store here the mission coffee from Naielagi is on sale and where devotees a cup of good, fresh coffee know at they can get the real McCoy.

But coffee is the lesser of Naiselagi's claims to fame.

By far its greatest treasure and one hich should be more widely acimed, is the magnificent mural mpleted two years ago by the mous French painter, Charlot.

It's a pleasant 50-mile drive along e King's Road from Suva to Naielagi, through open pasture land owing vignettes of rural life. The ad is less oppressively bush-hung an the Queen's Road to the south; d a pleasant stopping place for a orning refresher is the only hotel e yet encountered which boasts a ge sign at the foot of its garden, ying, "All Drinks Free".

The thirsty traveller, spurred on by this fascinating legend, can hardly be blamed if his laugh is less than whole-hearted when he then reads, on closer inspection, the punch line below, which proclaims . . . "from contamination".

A few miles further on, if you're in no hurry, you can make a detour to visit the Wainivesi Falls and the Wailotua limestone caves.

Naiserelagi lies within sight of the beautiful Viti Levu Bay but you need to keep a sharp lookout for the turn inland, which takes you uphill past neat *bures* and swarms of bare-bottomed babies.

As you draw up before the large grey stone church which dominates the open grassy square around which the Catholic Mission buildings stand, you are immediately struck by its incongruously European appearance; it might be a church from Austria, from Italy, from Spain, with its gables, stained-glass windows and flight of stone steps. It was, in fact, built some 50 years ago by the French fathers who blasted the whole place level with dynamite to create their mission station. The school buildings, the mission house, the dispensary—all these are weatherboard midgets beside its four-square solidity.

Yet it is this odd migrant from Europe which houses murals which are the most vivid representation of the true heart of Fiji that I have yet seen.

Musical links

Charlot, the French painter, came to Fiji at the invitation of Monsignor Wasner, the Austrian priest whose musical knowledge inspired the creation, just before World War II, of the von Trapp family into a group of travelling singers whose dramatic story has been immortalised in the film, "The Sound of Music".

An odd coincidence, by the way, is that the name "Naiserelagi" means,

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Mural figures are real people

n fact, "The Place of Heavenly Singing" and certainly the local children's musical education benefited enormously during Father Wasner's ime at the mission.

Father Wasner found strong links between Fijian *mekes* and the old Gregorian chants and did a great deal to encourage the Fijian children's natural aptitude for harmony.

His enthusiasm for Fiji's other natural beauties of colour and form empted Charlot to come to Naiserelagi and, once there, to be fired in is turn, so that he left the country priceless heritage in his wall paintngs.

On entering the church one is immediately struck by the air of space nd coolness. Walking slowly over he rush flooring, noting that the oly-water stoup by the door is, appropriately enough, a conch shell, nd gazing at the striking frescoes acing one from the altar wall, one immersed in the feeling that here, ndeed, there is to be found a true lending of Fijian, European and ndian cultures.

The central theme of the panels the crucifixion, flanked by representative attendants. But wait—these re not the conventional figures representative of Biblical heroes from he time of Christ.

These are figures representative of iji's own countryside and the landcape they inhabit is Fiji's own rich apestry of green, brown, purple. lere is the strength, the drama and ecorative power of Fiji's native lants; here her symbols, the *tabua*, he matting.

They aren't remote

Nor are the figures in the murals emote, symbolic ones from the history of the past.

What makes Naiserelagi's frescoes totally memorable is their identification with the work and life of Fiji today. The Christ figure wears ot a loin-cloth but a length of tapa; olding a roll of matting in her arms a Fijian girl such as you might eet in any town or village of the lands; on the opposite panel, an ndian woman in her long sari stands eside the patient oxen of the canelds; and in and around them all e the familiar plants of Fiji—the old breadfruit leaves, the fretted pioca, the handsome, dramatic anana.

Even more exciting still is the fact at each figure in the murals, with e exception of the Christ, is a recognisable person. The Indian farmer in the background of one panel is the local carpenter, and the girl on the wall facing him, in her neat blue uniform, is one of Naiserelagi's own pupils. This remarkable and lovely piece of art was painted by Monsieur Charlot not only of the people of the country but for them also and is an inspiration indeed.

Dominant panels

These three dominant panels, with their subtle, rich colours, are flanked by two smaller ones above the side altars to St. Joseph and the Virgin; these are in quiet tones of brown and fawn. Trompe l'oeil painting of brickwork surrounds create the impression that one is actually looking at these scenes through an arch in the wall.

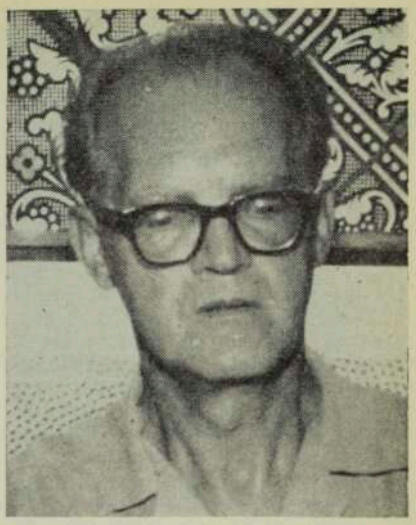
When one has looked one's fill at these artistic treasures, one notes other, smaller underlinings of the Fijian nature of the church; the upturned coconut shells holding the altar candles, for instance, and the lengths of tapa adorning the lower walls.

Myself a comparative newcomer to Fiji, I yet cannot too strongly emphasise the impression that the murals of Naiserelagi made upon me; I was irresistibly convinced that the artist had captured the very essence of all that is, and could be, best, in Fiji.

It seems a great pity that more visitors do not reach this tranquil hillside which is the home of a truly remarkable piece of art.

From Naiserelagi, it is not more than a ten minute drive to a shady *bure* shelter thoughtfully provided on the shore of Viti Levu Bay; it's an ideal spot for a picnic, looking over the blue waters to the rounded green hills. And from there, the traveller may journey on easily enough to Rakiraki, to Ba or even to Lautoka and Nadi if he is so minded.

However far he travels, it'll be a long time before he forgets the frescoes of Naiserelagi.



Besides being the man behind the enormously successful Trapp family singers, Monsignor Wasner was initially responsible for the murals at Naiserelagi's Roman Catholic church for he invited the French painter Charlot to Fiji to do them. Monsignor Wasner, a tall, sparse Austrian, has been in Fiji since 1960. An article on his career appeared in PIM in February last year.

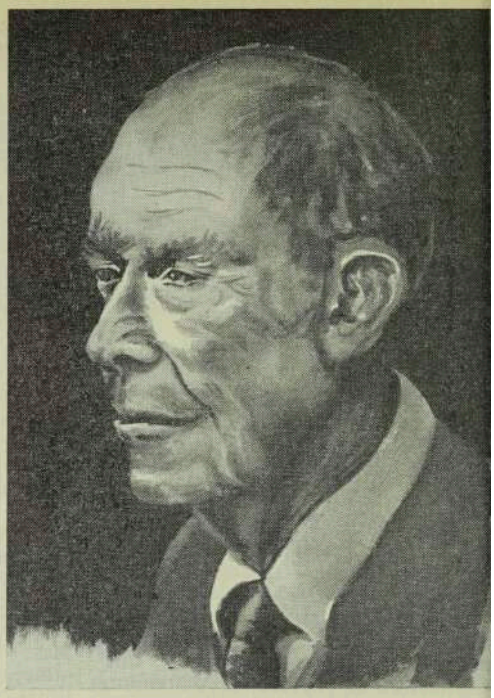


The grey stone church at Naiseralagi.—Photo: Stan Whippy.

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Some men of the Islands

Capt. Edmund French Clay (pictured), just retired from the Torres Strait Pilot Service, is a seafarer of wide Pacific experience. He has won affection and respect in his years of service.



A BRETT HILDER PROFILE

FROM THE OCEANS TO THE LAND

IN his 26 years as a licensed pilot Ted Clay piloted over 800 vessels, in excess of eight million tons gross. Owing to his specialised knowledge of New Guinea waters he spent most of his time during the war in piloting allied merchantmen and warships in those waters under the aegis of the Torres Strait Pilot Service. During the Milne Bay campaign he served for seven weeks as pilot of USS *Selfridge*, a task force flotilla leader.

Captain Clay was born in Sydney on December 26, 1897, youngest of five children of Dr. and Mrs. W. R. Clay. In 1911 the family found itself in England, but as Ted didn't want to stay there he took a job as a deck-boy in the small steamer *Opouri*, landing at Hobart, Tasmania, just after his 14th birthday.

Then he went back to school at Barker College, Hornsby, and at the Monaro Grammar School, Cooma.

In 1915 he tried to enlist in the AIF, but being a small lad was told to "go away and grow up". He joined the AUSN as an apprentice in the SS *Levuka*, and spent a year in the banana trade between Sydney and Fiji.

He was then transferred to the Australian Hospital Ship *Kanowna*, carrying wounded between England, the Middle East and Australia. He passed for Second Mate (Provisional) and became a watchkeeping officer.

In 1920 he transferred to the British India Company, and spent 18 months trading between Africa, India, Burma and the East Indies, before returning to Australia and the Pacific. He passed for First Mate in Sydney and joined the mission ship *John Williams*.

In this ship he called at hundreds of mission stations in Papua, Ocean Island, Nauru, the Samoas, Niue, and the Gilberts, Ellice and Tokelau Islands. He then joined the family firm of Handley and Clay (later J. R. Clay & Co. of Papua), and took charge of four ketches fishing for beche-de-mer.

In 1923 he passed for Extra Master in Sydney, and returned to Papua as master of the auxiliary ketch *Varoe*, trading and recruiting and freighting along the coast of Papua and in the intricate waterways of the Fly Delta. There is a reef near Dedele marked "Clay Reef" in his honour.

In 1924, entering hospital at Moresby with tropical ulcers, he met and married Sister Gladys Hutchin.

In 1926 they made a holiday tour of England, Scotland and France, before returning to the Papuan trade. During the next years Ted served as master of two steamers, seven ketches and the lovely schooner *Royal Endeavour*.

He and his wife now have three married daughters, Robin (Mrs. Geoff Davis of Canberra); Varoe (Mrs. Legg of Wahroonga); and Jenny (Mrs. Wanless). In 1935 Ted moved his family to Sydney and joined the Burns Philp Line, serving as second mate and mate of the *Macdhui*, *Mangola*, *Marella*, *Neptuna* and the old *Montoro*.

He left the firm at the end of 1940 to begin his long service with the Torres Strait pilots, from which he and two other ex-Burns Philp officers have just retired. The other two are Captain "Tommy" Thompson, pre-war master of the *Maiwara*, *Muliama* and the first *Tulagi*; and Captain Jim Campbell, who was master of the *Macdhui* when she was wrecked by Japanese bombs in Port Moresby in 1942.

Ted Clay has always been a serious student and it is hoped that he will devote his retirement to some literary work on shipping in the Pacific.

AND FROM THE TROPICS TO THE SNOWS

By MAX ORKEN, in Goroka

John Louis Gilmore, of New Guinea, is now mine host of the Imperial Hotel, Dalgety, in the snow country of southern New South Wales. From the tropics to the snows is a long hop for John Gilmore, but he takes with him the affection he has built up after 46 years in this Australian territory.

JOHN GILMORE'S story is worth telling, because he epitomises the oldhands who have so long been a part of New Guinea and who in recent years have decided to "go south". There are many of them and quiet, tolerant, generous John Gilmore and his hospitable wife Fran are among the most notable.

Forty-six years is a long time to be associated with any place. In his time in New Guinea, John has known the carefree pre-depression years, the depression itself, the Pacific war, the reconstruction after

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The Famed Gilmores

the war, and now the dramatically-changing past five or six years.

John, the eldest of the three children of the late "Flo" and "Old John" Gilmore, was born in Sydney in 1918; but was not destined to remain at home very long. His father, after service with the AIF, came to Rabaul early in 1919 as a representative of a tractor firm, and Flo, with young John, came up in the old *Marsina* just before Christmas 1920.

So started a link with New Guinea and its people which is still being carried on by the youngest child, Graham, who runs the Hotel Kainantu as a sideline to his political career as the member for the South Markham Special Electorate in the P-NG House of Assembly. The parents were a couple who, over 40 years residence in the territory (broken only by the period of Japanese occupation) endeared themselves to all.

Old John did not stay long with the tractor firm, taking a job with the Expro Board with whom he stayed until 1926, when he acquired Put Put plantation at the mouth of the Warangoi.

Ran hotels

Flo, at one stage, became the licensee of the Kokopo Hotel and later ran a popular hotel at Vunawatung, some five miles out of Rabaul, which pre-war Rabaul people remember with nostalgic affection. After the war, Put Put was disposed of to the Sacred Heart Mission, and Flo opened a hotel in Madang which, by common consent, is among the best in the territory. She died in 1963, and her husband in the following year.

Young John grew up in the Rabaul of the 1920's and early 30's. He went to school first at Vunapope and then to the Marist Brothers in Australia. Some of the "kids" around Rabaul in those days were Tom Ellis, now District Commissioner at Mount Hagen; Tom Garrett of Varzin plantation and his sister Wish, now Mrs. Bill Moore, of Kokopo.

Things were not too good in the territory in the 30's. The world-wide depression had not left New Guinea unscathed. Copra prices were at an all-time low and in some areas the copra rotted on the beach rather than attract £4 a ton. John, at the



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ge of 16, got a job with the Guinea irways at Lae (then only an air-eld, a couple of hangars and bush aterial houses). He had his first limpse of the Highlands from which e has just retired, when he came as a supercargo with pilots like ack Turner and Bob Gurney to laces like the Upper Ramu Patrol ost (now Kainantu) and Bena Bena. John recalls that in those days, ngle-engined planes travelling into ncontrolled territory often carried upercargoes like himself to "sit on e wing armed with a rifle, and rotect the pilot when the cargo was eing unloaded".

In 1936, John Sr. was badly jured in an accident, so young ohn went back to Put Put to help n the place. In those days a planta-on overseer got £15-£20 a month, manager £20-£30, and a real top lanter, men like "B. P. Robbie", bout £50 a month. But you could ave money without starving your-lf.

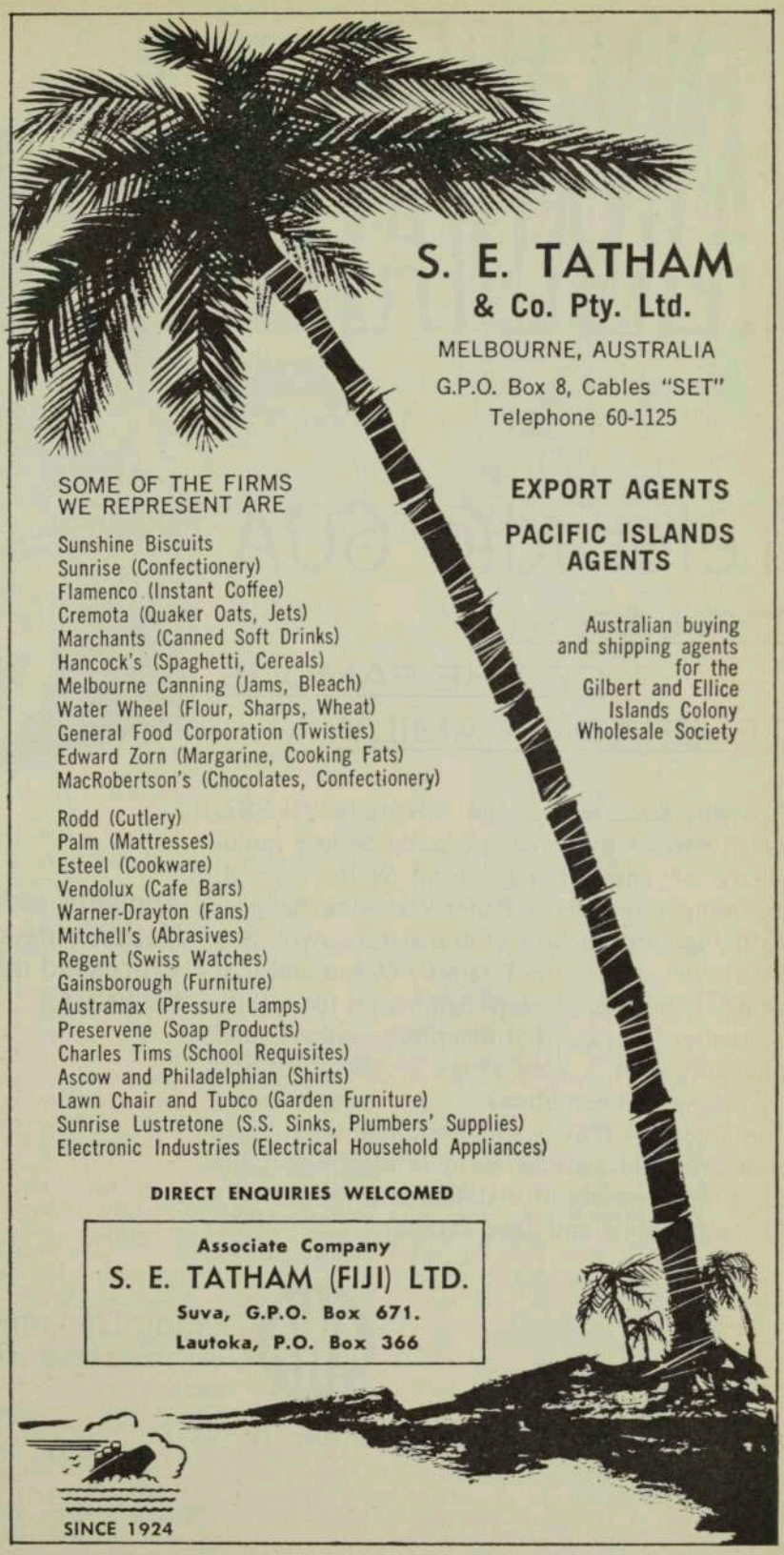
Three months after Word War II roke out in September, 1939. John nlisted. His number was NGX12. Frank Boisen, now District Educa-on Officer at Rabaul was NGX13, nd the late Frank Burke was GX1).

John was in the AIF detachment hich was diverted around the Cape England when Italy came into the ar, and he endured some of the orst of the blitz. By Christmas 940, he was in the Middle East ith HQ 9th Division, and saw out e siege of Tobruk and the Battle f El Alamein.

Behind Jap lines

Back in Australia in late 1942, e was nabbed for Angau and posted Port Moresby. There, Keith IcCarthy saw him and arranged for is transfer to the Australian Intel-gence Bureau. He was a member f one of the parties which entered apanese-held New Britain via Cape rford with the late "Charlie" ates, Alan Roberts, Malcolm Vright, John Murphy and Malcolm nglish, and in all spent nearly ine months behind the Japanese nes in the Wide Bay/Open Bay ea. With characteristic modesty, e plays down his part in these azardous operations, but the DCM e wears on Anzac Day is an dication of how valiantly he carried ut his task.

With the Japanese surrender in ugust, 1945, John, with the late ack Allen (of Gilalum) was the rst pre-war Rabaul citizen to go shore. One of the first persons he



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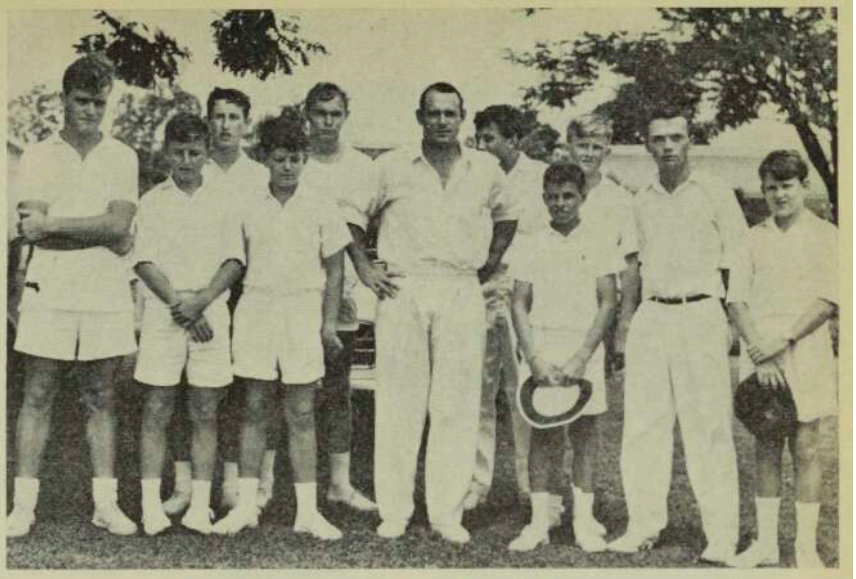
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saw was old Sister Adela from Vunapope, who had been his teacher more than 20 years previously.

After a spell back at Put Put, he started on his own, operating a trawler called the *Lady Josephine*. He ran her until 1953, when he responded to the call of the NG Highlands and took up land about 10 miles from Goroka. He farmed coffee until he sold out to Steamships Trading Company early last year.

Still only a comparatively young man (he is two years this side of 50) he has not had the best of health over the past couple of years, and with the responsibilities of a young family and the ever increasing strains of life in the territory, he is looking forward to his new life in Australia. And nobody in the territory begrudges it.



Norman O'Neill, centre, is pictured with his schoolboys' team which played Lae Town. Second from the left is Robert Timperley, the boy who is to represent Australia in South Africa.

And he's off to South Africa

By JIM HUXLEY

When Norman O'Neill, the recently retired Australian Test cricketer, was in Papua-New Guinea two years ago on a coaching tour for the Rothman Sports Foundation, he captained a team of Lae schoolboys, who were home on holidays from various colleges in Australia, in a match against Lae Town XI.

O'NEILL'S team was beaten because of a miscalculation on his part. After dismissing the Lae side for 187 and being given 120 minutes to get the runs, O'Neill decided to let a few of the youngsters bat first, get out, and then attempt himself to get the remaining runs for a win.

He did not allow for the possibility that his openers might put up some kind of a stand against what was a fair-to-middling bowling attack.

45 minutes

But that is exactly what happened. The town bowlers just couldn't dislodge one of the young openers for 45 minutes, during which time the pair added 52 runs. The opening batsmen were Robert Timperley and Geoff Connell.

O'Neill finished up going in first wicket down with his side needing 135 runs in 45 minutes to win. He set about the bowlers and hit up a breezy 61 (three sixes, five fours) in 30 minutes before becoming a little too venturesome.

He was caught in the outfield when going for another six, and the rest of his batsmen soon followed him back to the "pavilion"—the team being all out for 152.

After the game O'Neill paid tribute to some of the youngsters in his side. He was particularly impressed with the batting of his diminutive opener, the 14-year-old left-hander Timperley, who didn't stand much higher than the stumps he so stubbonly defended for 75 minutes with what appeared to be an oversized bat.

Timperley, he said, had a bright future in the game, and the lad's father, Morobe District Commissioner Allan Timperley, himself a fine cricketer in his day, silently wished that O'Neill's prediction would one day come true.

Robert Timperley, since then, has made good progress as a cricketer, and his efforts have culminated in his selection, at 17, in an Australian schoolboy eleven to tour South Africa later this year.

There was one hitch. Each boy's parents had to make available $850 to the organisers. This put Robert in a spot. His father has been ill and this kind of money was not readily available.

But the story didn't finish there. The sportsmen and women of Lae quickly saw Robert's predicament, and headed by local businessman and leading sports identity Eric Whitton, the Lae Women's Softball Association, the combined Comworks sporting clubs and the Lae Rugby League raised the $850 within two days of an appeal being opened.

Robert is now assured of taking his place in the touring side, and he will be making a trip that Norman O'Neill himself missed on two occasions. Two senior Australian teams went to South Africa during O'Neill's international career. The first was in 1956 when it was claimed he was too young to go, and the second was 10 years later.

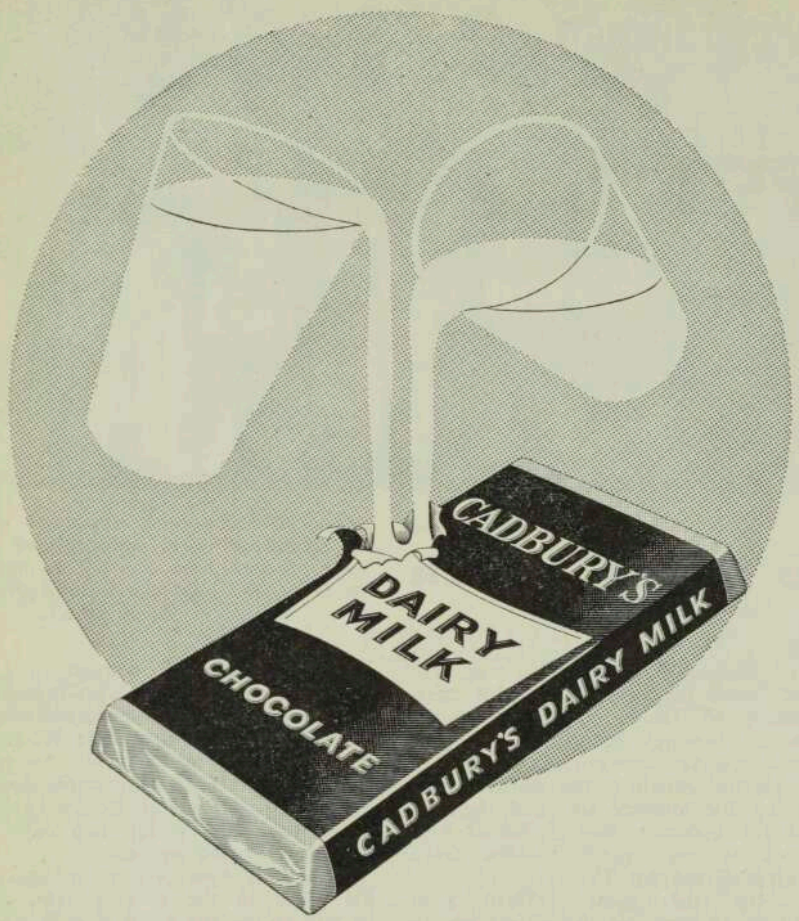
First of the few

The first Papuan or New Guinean to make a life profession in the Anglican Society of St. Francis will take his final vows in September.

He is Brother Philip, a Papuan from the Mamba district, and a teacher at the St. Francis School, Koki, in Port Moresby.

The Primate of Australia, the Most Rev. Philip Strong, will go to the territory specially to take the service, which will be held at the Franciscan friary near Popondetta.

Brother Philip was doing a teacher's course at Dogura, the Anglican cathedral station in the Milne Bay District, when he heard a Franciscan friar talking about life in the society.



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Fiji 'must organise its food supplies'

From a Suva correspondent

The economic pincers are c in Fiji, and many people are pa ticularly concerned at the slo but steady increase in food cost It is reflected in the case of son staple foods such as dalo, yar and similar foods sold not b weight but by bundles, or fi sold by size.

THE prices may not have increas appreciably, but bundles ha decreased in size, and so have t fish offered at the old prices.

But the real increase is in t cost of foodstuffs imported from t increasing cost-of-living countri such as Britain, Australia and Ne Zealand, and in the cost of clothi which comes from the same source Middle and lower wage earners a the people who notice it most.

All this highlights the importan of Fiji's own food production. R cently some people have been looki at it, but far more organisation needed.

Beginning of markets

Many years ago now, during t latter years of his term of offi as Mayor of Suva, the late Sir Alpc Barker was instrumental in erecti the Suva Municipal Market, S Alport's idea being that the produc should rent stalls and sell his produ direct.

It was a good idea but it didn work out, because producers cou not spare the time for themselv or their families to stand behind stall in Suva, and so the middleme came into the market.

The markets today perform useful service, not the least in crea ing a large and varied display fruit and vegetables and an eve expanding curio section for t benefit of visiting tourists. But t real value of the markets to residen could be greatly increased if energetic marketing board were be formed, and a comprehensi survey made of the whole system

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roducing and marketing locally-rown food in Fiji.

Some form of rationalisation in he production and marketing of ood seems to be both necessary and rgent, for it is all very much catch-s-catch-can today.

Until fairly recently Fiji had to ely largely on New Zealand for nany of its English style vegetables, uch as cabbage, lettuce, cauliflower, omatoes. Then it was discovered hat from the outer islands such as 'aveuni and Kadavu and from Beqa, hose vegetables could be produced early the whole year round and ometimes all the year round.

Market gluts

One of the results was that the narket in the cool season became lutted with English cabbage (which ould be grown all the year round) nd they had to be unloaded at give-way prices or as pig food.

Recently a Fijian agricultural fficer reported that on Kadavu the ijians were concentrating so much n copra that they even had to nport *yaqona* (kava) from other lands — a remarkable development hen you consider how important the Fijian is his *yaqona*. A new ndustry started on Kadavu had to ly on deep-freeze imported vege-ables brought from Suva!

Onions have been imported into iji all the year round from New ealand or Canada. It is only recently nat onions equal to the imported nes have been grown on the east ast of Viti Levu, with suitable eds provided by the Department f Agriculture.

Certainly, vegetables grown in the allow soil on the soapstone hills round Suva Peninsula are very or, which is the reason why hinese shopkeepers advertise their mported vegetables from the itamin rich soils of New Zealand". ut it is not everybody who can ford these prices, and thus this not the way to solve the colony's conomic problems.

If Fiji had a marketing board it uld ensure that each district planted cording to its own climatic con-itions, so that there could be a eady flow of produce. Both con-mer and producer could be assured f prices and the producer would us have an incentive to plant for a ore stable market.

See also letter from Timoci Radaveta, Beqa, in "From the Islands Press", p. 76.

Advertisement

Reveal The Full Beauty Of Your Complexion



Margaret Merril
Beauty Skin Care
Consultant

A soft, dewy complexion is a loveliness that every woman desires, and today you can easily achieve that exquisite, petal-smooth look by promoting the natural processes of skin beautification. Try some of these suggestions to help sustain the precious, youthful qualities of your complexion.

Flower-Fresh Skin

Give your skin a delightfully toned, clear feeling after cleansing by patting over your face and neck with pure, gentle lemon Delph freshener. The light, tonic effect of Delph is felt immediately because it contains the natural skin refining and cleansing action of lemons. Moisten a pad of cotton wool with this ideal beauty aid and press it lightly to the pores so that the skin is stimulated and blemish-inducing impurities are cleared away. Afterwards, to hold the natural bloom on your complexion, smooth on a film of oil of Ulan.

Tender Care for Eyes

The tissue-thin skin area surrounding your eyes needs the gentlest and tenderest of care. Finger-pat moist oil of Ulan around the eyes before you apply make-up, working from the nose and over the upper eyelid, then down and round the eyes towards the nose again. The special isotonic properties of the tropical beauty fluid make it invaluable for keeping wrinkle-dryness at bay and protecting the youthful appearance of pretty eyes.

Constantly Lovely

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

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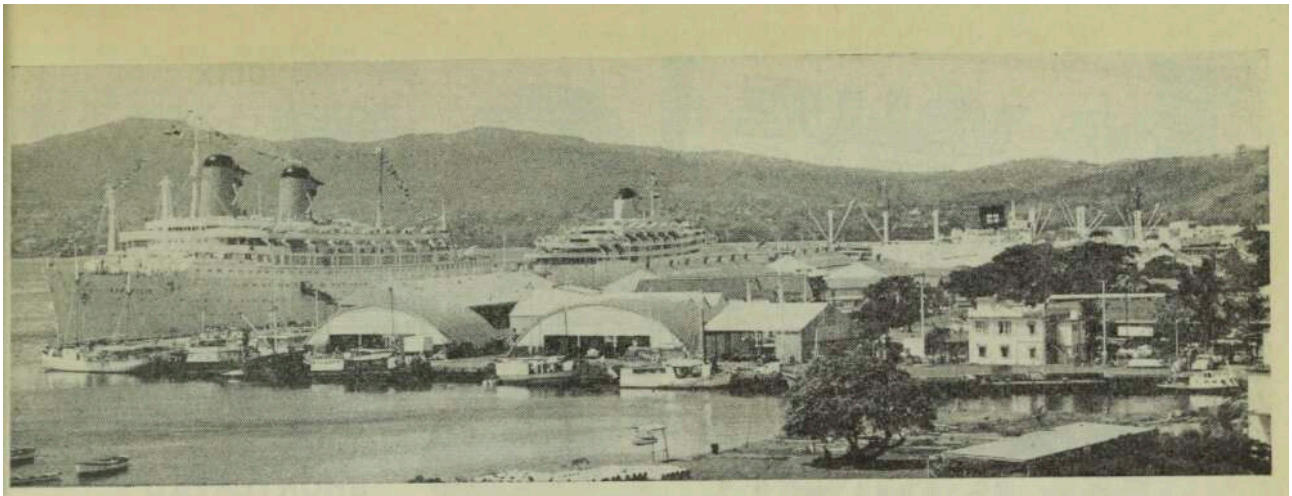
Finicky eaters soon become hearty eaters when you give them Marmite. On toast. As a hot drink. Blended into your cooking. Marmite is an excellent source of Vitamin B_1 — helps to build vitality while it sharpens their appetites. *It's the little extra something Marmite has.*

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The smallships berthed at Prince's Landing, foreground, are dwarfed in size but not in respect by two ocean liners tied up at King's Wharf, the main face of Suva's complex of wharves.

Magic of Prince's Landing

By LEMA LOW, author of "Family in Fiji"

The handsome old Suva Post Office, which stood in the shade of a lovely flamboyant tree, has vanished into the leisured past. The big, shabby Suva Town Hall, with its wrought iron filigree lace trimmings and its ancient associations with early Suva, is doomed to extinction. The Central Buildings are but a vague memory.

EVEN the little shops in the back streets are being face-lifted beyond recognition, as slab-sided, efficient, modern buildings are rapidly taking the place of the wooden structures of earlier years, so reminiscent of pukka sahibs, beachcombers, Somerset Maugham plots and true tropical atmosphere.

With Suva's present fever for demolition and rebuilding, it will soon be hard to find some genuine tropical atmosphere. Perhaps even a coconut palm may become a rarity, only to be found in the Botanical Gardens.

Yet for those who would like to recapture the old South Seas magic, there is still Prince's Landing to stir the imagination with thoughts of the islands which lie on the misty horizon.

Old friends

Although the wharf has been rebuilt, and there are rumours that more will be done to it, the authentic South Seas atmosphere remains.

To the King's Wharf and the Walu Bay Wharf, we go to see slick, floating hotels disgorge thousands of sunburnt tourists, flocking to buy at Suva's well-stocked shops and market. We go there to see those familiar old friends, the *Tofua* and the *Matua,* lesser in size, but the equal in dignity and usefulness.

But it is to Prince's Landing that you turn with a sense of adventure and reality, to the smaller ships which call it "home". Ships from 300 tons, punts with outboard engines, chunky, weather-beaten ships sleek and rakish ships, all congregate around Prince's Landing from a hundred ports of call in this maritime territory.

Life-lines of trade

Like Kipling's cargo boats which "rolled up the Channel in the mad March days", these small ships nose in from the outlying Fiji Islands, bearing essential but often odoriferous cargoes. Not spices, or tin trays, or coal—but pigs, cattle and poultry from Taveuni, rice from Vanua Levu, timber from Kadavu, fish for the clamorous Suva market, and copra, coconuts, vegetables and passengers from almost every island in the group.

The crews of the small ships log thousands of miles a year, for they are the vital life-lines from Suva to the outer islands. Their holds filled with the necessities of life for the people in far-flung stores and coconut plantations, every day they sail out bravely, like the pioneers of old, into the sunrise or sunset, snugged down for whatever the journey might bring.

Sometimes they toil under rugged conditions, battling with big seas, risking disaster in reef-strewn waters —but sometimes, too, gliding unruffled under a silvery moon.

In a few days or a week, their goods discharged, back to Prince's Landing they come, with their inward cargoes. And as they reach the sanctuary of the harbour, ukulele music may often be heard, and the crew raising their voices in song—a song in a minor key, which tells of the adventures of their journey, and hints in undertones of rustling palms, wind in the rigging, and surf booming on the reef.

At Prince's Landing, there are always watchers—calm and patient, knowing the moods of the sea—waiting for the small ships.

Even before the ship is tied up, the crew is demanding the latest news. The cargoes are unloaded; washing festoons the nearby laundry; and after days of salt spray in their throats, the first kava ashore tastes good.

For the moment, they and their ships enjoy the peace of Prince's Landing, nestling together like friendly seagulls; a picturesque segment of the true South Seas which one hopes will never change.

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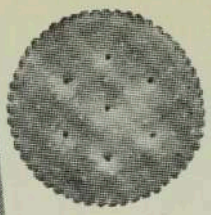
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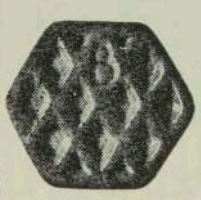






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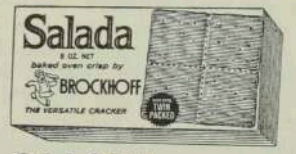
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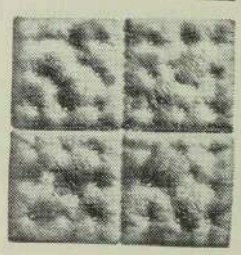




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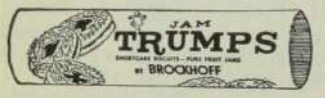
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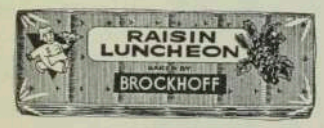




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Food shortage may follow

RAROTONGA FLOODS PLAY HAVOC WITH FOOD CROPS

From W. H. PERCIVAL on Rarotonga

Rarotonga may face a serious food shortage in a few months' time because of serious losses of subsistence crops in two floods during May, the second of which came in the wake of a gale on the night of May 24.

THE gale, which also struck the southern islands of the Cook Group, came as a climax to months of unusually heavy rain.

In April, Rarotonga was soaked with 14.67 inches, and by May 25, there had been a further 25.77 inches.

The two floods caused damage to export crops, roads, houses and communications estimated at £NZ60,000.

It rained throughout the farewell visit of New Zealand's Governor-General, Sir Bernard Fergusson, in early May. On May 7, the day the Governor-General and his vice-regal party were due to depart for New Zealand, 8.36 inches of rain flooded the airport, and other parts of Rarotonga, and delayed the party's departure by almost 48 hours.

Bridges damaged

Floods badly damaged three bridges, invaded about 100 homes and rendered inland roads impassable. Some families had to be evacuated.

Swollen streams ate away their banks and carried hundreds of tons of valuable soil, banana plants and whole trees out to sea.

All taro plots and some orange plantations were inundated, and canoes were used to harvest some of the citrus crop.

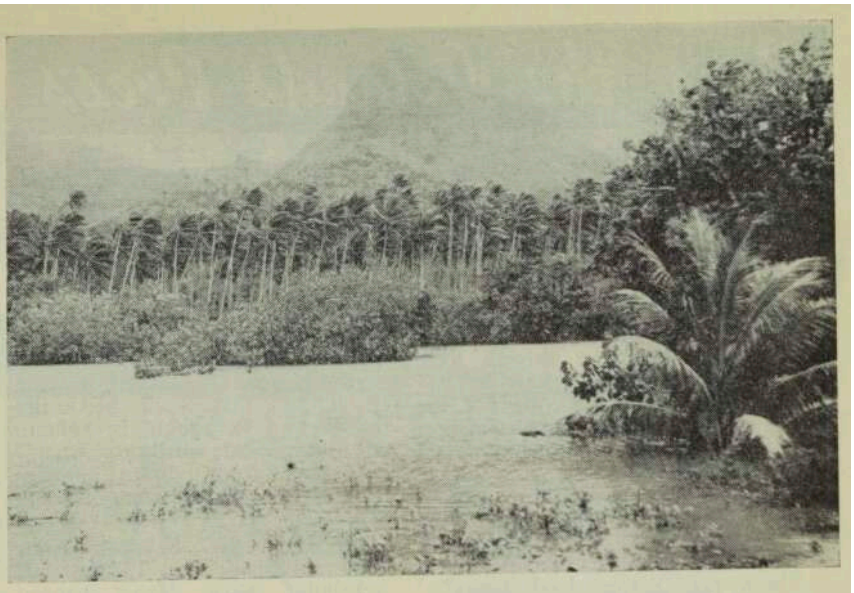
Water intakes were washed out and many water mains were broken, with the result that most Rarotongan homes had to rely for their domestic water on rain water caught in 44-gallon drums and pots and pans. Some schools were closed because there was no water for the toilets.

Hard-working plumbing and bridge gangs from the Public Works Department had scarcely repaired most of the major damage when Rarotonga was hit by a gale and more floods.

The gale arrived on the night of May 24. Winds gusting up to 79 mph, uprooted trees, flattened acres of banana plants, tore roofs off houses and completely destroyed 13 dwellings of the more humble type. Heavy rain once again flooded the low-lying areas of the Arorangi, Matavera and Tupapa districts.

Next morning, the Government set up the Cook Islands Flood and Storm Relief Fund, and made an initial contribution of £1,000.

The public were invited to assist with goods or cash. A few days later almost £100 had been received.



A shallow lake formed by the heavy rain, on Rarotonga.

Crop losses

The Director of Agriculture, Mr. F. J. E. Jollie, said that at least half of some of Rarotonga's food crops had been destroyed.

Amoa bananas (export fruit) had suffered 60 per cent. damage; taro (export and subsistence crop) 50 per cent.; tomatoes (export crop) 50 per cent.; and Mario bananas (subsistence crop) 75 per cent.

However, neither kumara nor taro tarua (both subsistence crops) had suffered, while damage to maniota (cassava) had not then been ascertained.

Mr. Jollie added that a preliminary estimate of the total loss in food crops amounted to NZ £48,870.

At first it was feared that the damage to citrus crops would be severe, but a survey showed that only tangerines had suffered major loss.

Tangerine growers now expect to lose half their annual output, but orange growers will lose only an estimated two per cent. and mandarin growers only one per cent.

The other southern islands of the Cook Group escaped with relatively little damage.

Atiu reported winds of 40 knots and some flooding of taro plots, while Aitutaki reported severely damaged roads and flooding.

On Mangaia, an old, disused school at Tamarua was destroyed.

Mauke reported heavy rain, but no serious damage.

At Palmerston Island, high winds destroyed hundreds of drinking nuts (*nu*), breadfruit, banana and papaws.

INDEPENDENCE? NO THANKS, THEY SAY ON PITCAIRN

The 87 people of Pitcairn Island do not want independence for their tiny island, according to Mr. F. E. Warner, Fiji's former Registrar of Co-operatives, who visited Pitcairn for 10 weeks recently to advise the people on co-operatives, housing and community development.

Mr. Warner said this on his return to Suva in June.

He said the Pitcairners knew all about the United Nations Committee on Colonialism and its call for independence for their island, but they desired no political change whatsoever.

At present, the Pitcairners administer themselves through their Island Council, under the control of the Governor of Fiji. Of the population of 87, there are 22 children under 15 and 31 adults over 50.

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From the Islands Press

LAST Friday afternoon when I was sitting at a Chinese grog shop at the Municipal Market, Suva, I saw many cargo lorries filled with fruit, vegetables, dalo, cassava, bananas, duruka, kumala and coconuts to be sold at the market.

I saw that the drivers were urging the cargo owners to pay them the transport costs but the cargoes heaped around the market verandah were not touched when the market closed.

What happens if these cargoes are not bought? How can these farmers recover the money which has been used for the transport? How can they go back home?

Tears came from my eyes when I saw these farmers spread empty sacks on the cold verandah of the market and lie there for the whole night beside their cargo.

I, myself, with a woollen singlet and a coat on could not bear to stand on the verandah for one hour. Several old women were lying in the same place. Some of them had brought only five baskets of cassava and two bundles of dalo.

How are they going to eat during their stay at Suva? How are they going to manage their travelling expenses back home? What are they going to buy for their children?

Now what can the Government do to help these people?—*Letter from Timoci Radaveta, Beqa, in "The Fiji Times", Suva.*

NO doubt there were good reasons for changing the bus timetable [on Tarawa] last month, but I am surprised that none of your readers has yet commented on the new arrangements.

For those of us who live east of Bairiki, travel to and from Betio is time wasting to say the least. I live at Bikenibeu. Suppose I wish to visit Betio on business which will take about an hour. I might take the 2.20 bus from Bikenibeu. This bus arrives at Bairiki at 3.05 and I am lucky enough to see the 3.00 mail launch rounding the corner by the beacon. I wait till 4.00 for the next, and arrive at Betio at 4.40. I complete by business and return on the 6.00 launch from Betio. I see the red bus waiting at Bairiki, but joy oh joy, it departs at 6.30 just as my launch is coming round the corner by the beacon. I sit on the wharf, tired and hungry, until 8.00 when I finally leave Bairiki. I arrive home at 8.45 exactly six hours and twenty-five minutes after I left.

But perhaps, after all, it is a good thing that in this hectic life of Tarawa we should be able to sit and meditate on Bairiki wharf? —*Letter from Brian Savage in "Colony Information Notes", Tarawa.*

● Since Mr. Savage's letter was published, the Tarawa bus schedules have been changed again.

THE statement by Airlines of New South Wales that flying-boats will be withdrawn from service [to Lord Howe Island] in 1970 has *not* been queried, qualified or denied by any responsible authority, including the Minister for Civil Aviation.

In spite of the remote possibilities of a future transport service being operated by a hydrofoil, STOL or amphibian aircraft, it is a fact that none of these possibilities is yet beyond the theoretical design stage.

It is imperative that something is done immediately to ensure the very survival of the island as a tourist resort.—*Editorial in the Lord Howe Island "Signal".*

INDICATIONS are that the opportunities within Western Samoa for profitable investment are becoming increasingly known overseas and that a great deal more foreign capital will be flowing into this part of the world over the next few years from both private investors and friendly governments and international organisations.

There is little doubt, either, that Samoa is on the brink of a tourist boom and with the impetus given by the Heart of Polynesia conference . . . the flow of tourists over the next few years is likely to reach tidal wave proportions.

A major resource in forestry is almost certain to be exploited on a large scale within the next year or so, and other major industrial enterprises in the form of a fish cannery, food processing, etc., are close to realisation.

At the same time replanting programmes and better management of plantations have been instituted and are certain to result in greatly increased export of agricultural products within the next few years.

There is obviously going to be a lot more money and many more jobs in this country as each month goes by from now on. People will be better off. The only trouble is that in the process a few people are going to get a lot better off than everybody else and the vast inequity in wealth and opportunity that now exists in the population of this country will be greater still.

What is going to be done to rectify the situation is perhaps the most serious and explosive problem this country has yet to face.—*Editorial in the "Apia Advertiser", Apia.*

WHY do some of my own people of Guadalcanal not respect the female teachers of Guadalcanal?

One of the possible reasons for a seeming disrespect is that some men do not understand the dignity of females as equal to males in our present age. Most of our elders and even some young people still think that females are there just to work in the gardens to produce food and in the house to beget children.

If that is the only way they look at females then they have not understood the dignity of women. They are using women merely as a means to an end, namely, to get their bellyful and to satisfy their sexual appetites.

These people must be taught to understand that times have changed and we are not to treat females as though they are second-rate human beings.

Let us today in the Solomons not look on women as belonging to an inferior caste. I said times have changed, but I did not say that we should do away with all our customs because of this. We must understand that some of our customs are good and some are bad.—*Letter from Camilus Teke in the "BSIP News Sheet", Honiara.*

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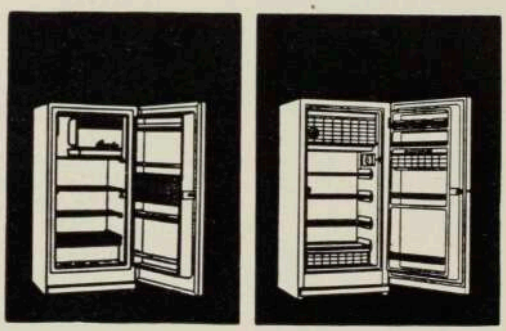
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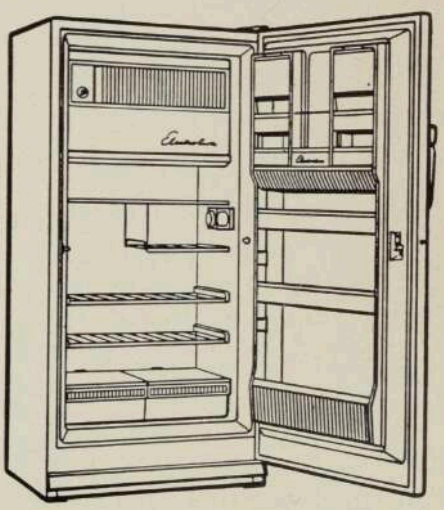
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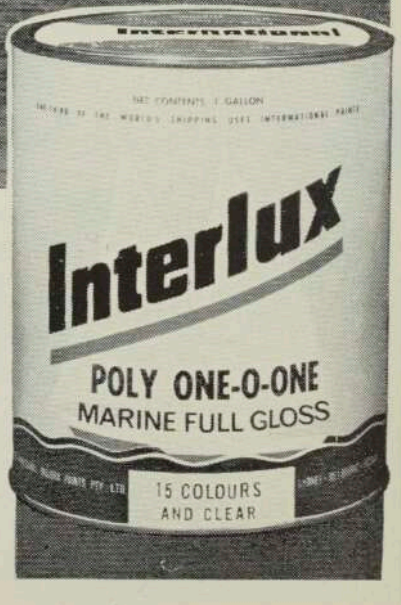

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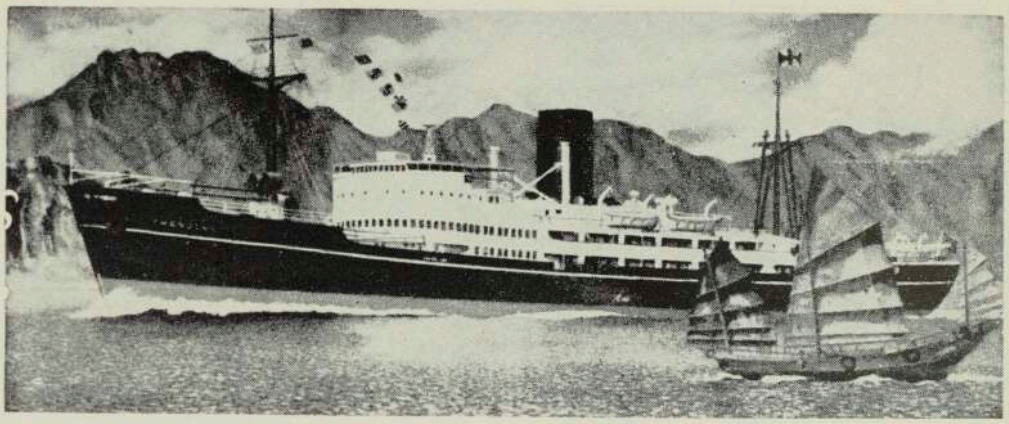
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Pacific Islands Monthly MAGAZINE SECTION

Blue Allan: A big man who loved soldiering

By R. W. ROBSON

Only a few weeks had passed, after Hitler had thrown us into World War II in 1939, when big, burly "Blue" Allan strode into my office and announced he was "awaiting word from Victoria Barracks".



The late Colonel H. T. Allan.

BLUE" then was 44; and the rows of ribbons he carried on his uniform on formal RSL occasions ncluded the Military Cross, and hree MID's won in distinguished ervice in Europe in 1916-18.

He loved soldiering. He went into World War I in 1916 when he was 2. He then was a BA of Sydney Jniversity, and had been an articled lerk in a law firm. He won quick romotion, and was a well-decorated aptain, only 24, when the war was ver.

After that, the law had no attracons. He was in his late twenties hen he went off to New Guinea bout 1921 for the Expro Board, as plantation overseer; and he gave lew Guinea a lifetime of service.

Zest for life

"Blue" (his red hair, red moustache nd friendly smile made the Ausalian soubriquet inevitable) was a stless fellow, always ready for lventure; and, if it was attended by ystering, so much the better. He as successively a New Ireland trader, Kavieng garage-owner, a gold ospector, a native labour recruiter, schooner captain, a copra inspector, Rabaul shipping agent — New uinea veterans of "Time Before" ow what those things mean. And ways he was a leading light of the SL.

He was president of the New uinea branch, and the first repretative of that branch at the Ausalian Congress.

I met him when on my first visit New Guinea, in the 'thirties. Shut behind that fever-packed barrier jungle and mountains was the fabulous Edie Creek-Koranga-Bulolo goldfield, and I wanted a factual story for my new *Pacific Islands Monthly*. The men and women I met on that early visit were very strong types—in fact, only the tough survived.

"Go and see Blue Allan, over at Koranga," said "Ma" Stewart, at Wau Hotel, when I said I would like to inspect a sluicing show in action. On one of Warden Taylor's skittish ponies, I rode across to the Koranga Creek.

From atop a high bank, across a gully of mud, I saw a huge column of water cutting away a 40-feet-high clay bank. A team of native labourers were as busy as ants, holding the nozzle and directing the flow of yellow mullock into a series of wooden races.

After a while a big fellow in a khaki shirt and helmet detached himself from one of the races and came across to me, wading through the muck in waist-high gum-boots. This was Blue Allan. His smile indicated that any stranger was welcome, in that place.

Memorable evening

I spent a memorable evening with him, in his nearby comfortable house. The hospitality which I enjoyed showed that, in addition to soldering on the Western Front, Blue had learned the art of choosing good liquor. Friendship, keen soldiering, good liquor—Blue Allan was known all his picturesque life for those.

A book would be neded to describe Allan's colourful life in New Guinea. It is one of my deep regrets that I never persuaded him to write it.

He was prominent among the scores of remarkable men and women I met in New Guinea between the wars: miners, planters, traders, hotelkeepers, airmen, recruiters, schooner-captains, administrative officers and plain adventurers. They created an era that never can be repeated. They are now old and rapidly passing away, and no writer yet has done them justice.

It was his war

Blue Allan still was getting worthwhile gold when war came. He dropped everything and hurried south. I am sure he made big personal sacrifices in order to place his military skill and experience at the disposal of the Australia and the Britain that he loved, for all of his life he was an ardent patriot. His first call, in Sydney, was Victoria Barracks. He could not imagine a war going on without him.

I saw him occasionally after that in late 1939 and his friends gradually got the impression that all was not well with Captain H. T. Allan, MC. The jauntiness and the confident smile faded away.

He had been told that there might be a job for him somewhere around the base, but Top Brass thought he was too old for active service. He scorned the base job, and hung around in Sydney for some weeks, getting fierce and insistent and chewing the ears of old comrades while the new battalions were lined up for transport to the Middle East. Then he disappeared. (Over)

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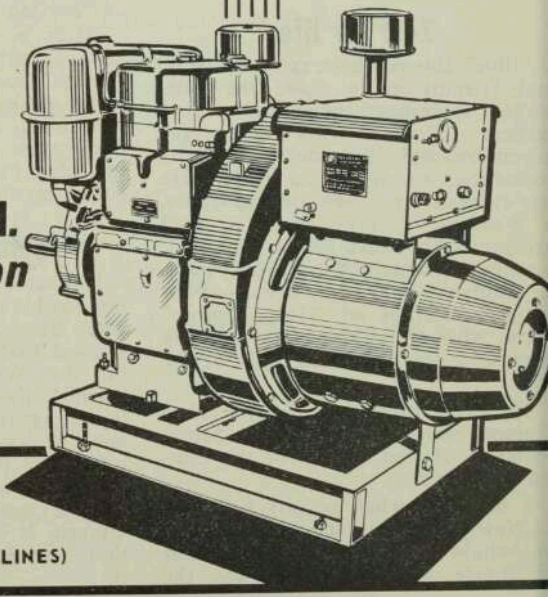
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I never learned exactly what happened—Blue was very reticent on the subject. But when the ship carrying his old War I battalion, the 17th, sailed out of Sydney Harbour, Blue was aboard. His friends said: "They couldn't stop old Blue—he stowed away on the bloody transport!"

However it was done, Top Brass accepted Blue—he soon was on active service as a captain in the 17th.

After that, according to the official records, he was Brigade-Major with the 20th Infantry Brigade during the siege of Tobruk; he was for a time in command (Lieut-Colonel) of his beloved 17th Battalion; and he was liaison officer with the famous 8th Army at the beginning of Montgomery's campaign in North Africa.

When Japan entered the war, and the Australian divisions returned and went to New Guinea, Lieut-Colonel Allan, because of his knowledge of the territory, became a very valuable man. He was liaison officer at the American Forces base at Milne Bay, and subsequently he commanded bases at Finschhafen, Madang, Wewak, Aitape and Jacquinot Bay.

'Masta Blue' at home

When it was decided to form the Pacific Islands Regiment (all New Guineans) Blue Allan was placed in command with rank of colonel.

He had kicked himself into the war in 1939, as a captain. He came out of it seven years later as a colonel, with an OBE, another MID and an ED, to add to his World War decorations. He did not return to life in New Guinea.

I saw much of Colonel Allan in the 'fifties, when he engaged in various enterprises. He was ageing, but still the old restless Blue.

He and his dearly-loved wife Gertrude (known to all as "Tommy") lived for a time on a big houseboat in Middle Harbour, Sydney. I met them in London in the late 'fifties, soon after they had enjoyed a lengthy spell of caravanning in Spain.

Back in NSW, Blue decided to invest in a developmental enterprise at Mulloway, on the North Coast, and they were there when Mrs. Allan died—a loss from which the old warhorse never recovered. He faded away, and himself died there on May 3, aged 72.

He had a million enemies among Germans and Japanese; but I never heard a Briton or American or Australian speak an ill word of him; and the thousands of New Guineans with whom he had contact in his lifetime respected and loved "Masta Blue".



HERE LIES MATILDA SMITH—BUT WHY?

A story of old Levuka with only an ending, by JOAN HENSHAW-LEMON.

WHO was Matilda Smith? What was she doing in Levuka a century ago? Why did she die there at the tender age of 22 years?

These questions might never have been asked, nor would Matilda's tombstone in the sleepy little cemetery at Levuka have been noticed, had she not been buried next to John Brown Williams, the American Consul, who influenced the turn of Fiji history after his house was burned down one unfortunate July the fourth.

For me the inscription on Matilda's tomb is of particular interest. It states that Matilda was the sixth and youngest daughter of the Rev. Elijah Smith, of Penrith, New South Wales, and that she died in 1866.

By a coincidence, I have very clearly etched memories of an old monument in the Anglican Church of St. Stephen in Penrith, which is dedicated to Matilda's father. This reverend gentleman was rector of St. Stephen's for over 30 years, and died in 1870 in Penrith.

This information immediately dispels the most feasible explanation of Matilda's presence in the old capital of Fiji in those blood and thunder days when only missionaries, traders, a handful of administrators and survivors of shipwrecks were to be found there. Matilda's father was not a missionary.

Unfortunately, no records of the cemetery exist. According to a church official in Levuka, an inspector of police had a grand bonfire in 1931 of what (the inspector) termed "junk". This junk consisted of all sorts of valuable records, including marriage and cemetery records.

It would seem that Matilda Smith and her reasons for coming to Ovalau over a century ago are likely to become part of a classical tapestry of unexplained events. But what is not left to conjecture is the colour and tempo of life in Levuka a century ago.

Undoubtedly Matilda Smith must have been a young woman of courage and fortitude to leave the picturesque little township of Penrith, nestling at the foothills of the Blue Mountains on the wide Nepean River, for a voyage by sailing ship to the "cannibal islands", as the Fiji Islands were then popularly known.

There was always the threat of a hurricane or an uncharted reef to terminate the journey prematurely; and in many cases this would have been preferable to ending up in the stew-pot or becoming "long pig".

It was not unusual for a man to rise with the sun, and to be in his grave before it set. Tales of sudden and savage death were common.

In Levuka, the picture was hardly an attractive one. It was a place of ramshackle huts, irregular rows of stores and sheds and a goodly number of escaped convicts, men wanted by the police, and runaway sailors. Drunken chiefs and brawling whites disfigured the foreshore, for rum and gin were readily available and cheap.

This, then, was Levuka, Fiji's old capital 100 years ago. These were the people Matilda Smith lived among. But why?

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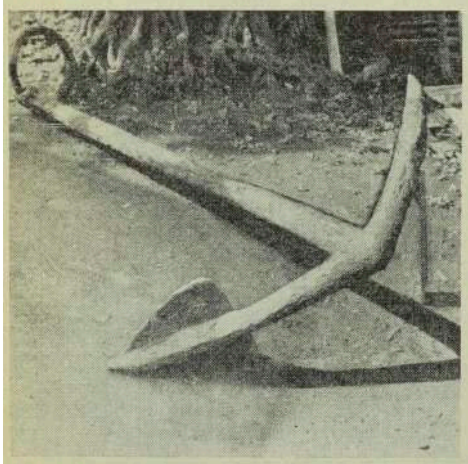


SHIP'S GEAR WITH A TALE TO TELL

ONE day in 1933, when Parkin Christian, a descendant of Fletcher Christian of the *Bounty*, was fishing in a canoe in Bounty Bay, Pitcairn Island, he spotted a metal object on the seabed which had been uncovered by heavy seas. With the aid of a long rope and grappling irons, he and some fellow islanders got the object to the surface—and found it to be part of the Bounty's gudgeon (the metal thing that fastens the rudder to the ship). This was the first relic to be recovered from the *Bounty* since she was burnt to the water line in 1790, and it caused great excitement among the Pitcairners. Later, the islanders also succeeded in bringing the *Bounty's* rudder (right) and the blacksmith's vice to the surface. The Pitcairners wrote to the Admiralty to ask what they should do with these relics. But finally, in 193 they were all given to Captain Irving Johnson of the *Yankee* to dispose

The rudder eventually found its way into the Fiji Museum, in Suv where it still is. But what became of the other items? That is somethi that Mr. F. B. Holloway, of Brisbane, who saw the blacksmith's vice a gudgeon pin (rudder king pin) in Rabaul in 1937, would like to know (s opposite).

All this reminds us about the anchor, pictured at left, which was carri across the Pacific in 1941 and presented to the Auckland War Memor Museum as a *Bounty* relic.



According to a report from Tahiti in 1937, the Tahitians raised t anchor from the seabed at Matavai Bay in the 1880's. It was said to the anchor which Fletcher Christian left behind when he cut the cables the *Bounty* in September, 1789, in his haste to get away from Tahiti wi several Polynesian men and women. The Tahitians were said to ha passed down the knowledge of the anchor's existence from generation generation, until it finally broke free from the coral embedding it and was possible to raise it. However, after the Tahitians got it ashore, t report said, the anchor lay forgotten in a coconut plantation until abo 1937 when the Chief of Arue, who had helped to raise it, removed it his own property. Four years later, the chief sold it for £25 to Mr. H. Jenkins, of the yacht *Golden Hind*, and Mr. Jenkins presented it to t Auckland Museum.

But here's the catch. In 1791, when Captain Edwards of the *Pondo* arrived in Tahiti, he bought an anchor which the Tahitians retrieved from t sea after the *Bounty's* final departure with Christian and the mutinee Therefore, unless the *Bounty* left two anchors behind on that occasio the one that was given to the Auckland Museum is a "ring in".

There is no record of the *Bounty* losing an anchor during either the other two periods that she spent in Matavai Bay—from October to December 25, 1788, and from June 6 to June 16, 1789.

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WHAT BECAME OF THESE "BOUNTY" RELICS?

From F. B. HOLLOWAY in Brisbane

ABOUT 1937, I was the guest of Captain and Mrs. Electa Johnson on the famous American brigantine *Yankee,* in Rabaul.

Captain Johnson called me aft. "Please pick up that blacksmith's vice," he said. I did so. Then, at his request, put it down.

Then he said, "Take this pin in your hands," and I did so. "Now", he went on, "you have handled the blacksmith's vice and the rudder king-pin of the ship *Bounty*".

The vice was similar to those used by blacksmiths when I was a boy in Queensland, and the pin was between four and five feet long, and apparently made of bronze.

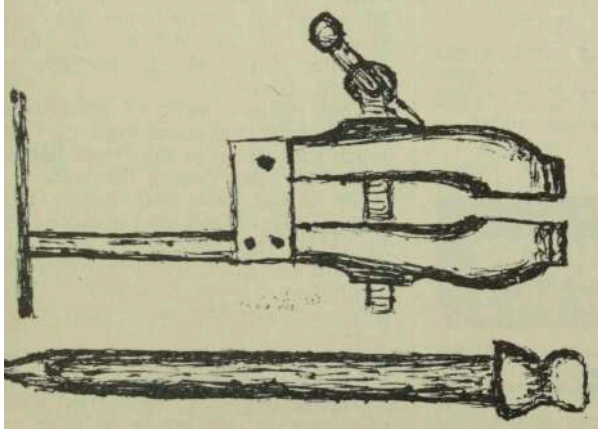
Captain Johnson said that, two or three years before that he had taken the *Yankee* to Pitcairn Island. A number of Pitcairners had gone away in their boat some 00 miles to Henderson Island for timber, and constant ad weather had marooned them there. So Johnson took he *Yankee* to Henderson and brought them and their oat back home; and, to show their gratitude, the Pitairners gave him those valuable relics from the *Bounty*.

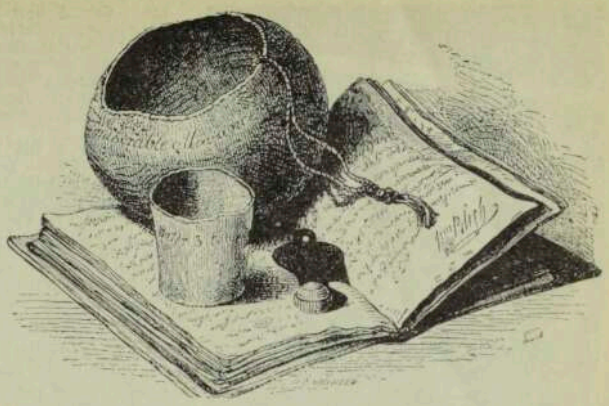
It will be remembered that the mutineers, after eciding to settle on Pitcairn, set fire to the *Bounty*, nd she sank there. Later, the Pitcairners recovered some its and pieces which survived the fire.

Captain Johnson would not accept the relics from hem as a gift. He said they were too valuable. He wrote ersonally to the British Museum, and urged that the elics be taken to London. But this letter produced no esults. So when, on his second round-the-world trip, e found the relics still at Pitcairn, he took them aboard is ship to prevent them being lost. He told me he would lace them in an American Museum; and I presume e did so.

Some time later, I came upon an item in *Sydney ulletin,* reporting a wail by the British Museum uthorities to the effect that Captain Johnson, of the *ankee,* had taken the relics away from Pitcairn.

The accompanying drawing, which I made from emory, shows the approximate shape of the two objects.





...AND THESE OF CAPT. BLIGH?

By ROBERT LANGDON

THE accompanying article by Mr. F. B. Holloway has set me wondering about the whereabouts of several other relics of the *Bounty* drama. These are the bowl, cup, bullet weight and compass which Captain Bligh used during his famous open boat voyage from Tofua (Tonga) to Timor after the mutiny in 1789.

In July, 1936, *PIM* reported that the relics were in the possession of one of Bligh's great-grandsons, Dr. E. S. Nutting, of Inglewood, near New Plymouth, New Zealand. Dr. Nutting was also reported to have a collection of sketches by Captain Bligh which had been "artistically and minutely drawn".

The bowl, cup and bullet were described and depicted more than 100 years ago in the Rev. T. B. Murray's book *Pitcairn: The Island, The People and the Pastor.*

Murray borrowed them on one occasion from Bligh's family to illustrate a lecture, and had a drawing specially made of them for his book. This drawing is reproduced here.

Bligh used the bowl, which was made from a coconut shell, for eating his meals in the open boat. Written in ink near the top are the words: "The cup I eat my miserable allowance out of". The words: "W. Bligh, April, 1789" were cut with a knife under the string.

The cup is made from an animal's horn and is about two inches deep. It holds quarter of a pint. Round it, Bligh wrote in ink: "Allowance of water 3 times a day".

The bullet is set in a small hasp-shaped metal plate. After Bligh returned to England, he used to wear it suspended by a ribbon round his neck. Above the bullet are the words: "This bullet, 1/25 of a lb., was the allowance of bread which supported 18 men for 48 days, served to each person three times a day".

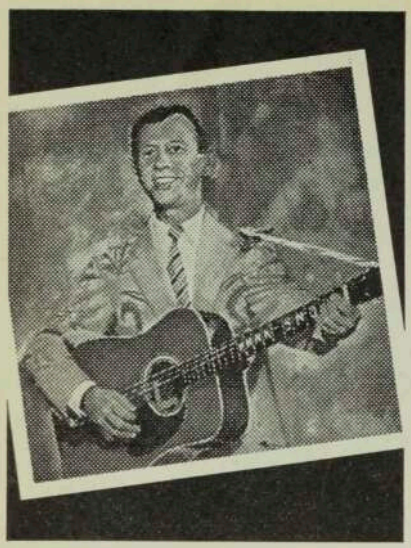
On the other side are the words: "Under the command of Captain Will. Bligh, from the 28th April, 1789, to the 14th June, following."

Murray said that, in addition to the bowl, cup and bullet, Bligh's family also had in their possession the log book which Bligh kept during the open boat voyage.

No mention was made of this in *PIM's* report in July, 1936, but the report did state that Dr. Nutting also owned the compass which Bligh used to steer the 3,618 miles from Tofua to Timor.

Perhaps some *PIM* reader knows where all these Bligh relics are now.

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After Big Bay, the deluge . . .

MORE MYSTERIOUS RUINS FOUND IN ISLANDS JUNGLES

By ROBERT LANGDON

Articles in *PIM* over the last few months about the mysterious stone wall at Big Bay, Espiritu Santo (see elsewhere in this issue) have brought to light some interesting news of other mysterious ruins in the South Pacific.

ONE lot of ruins is on Witu Island, New Guinea, in the Bismarck Sea north of New Britain. The other is in mountainous jungle country on Malekula, New Hebrides.

The report on the Witu ruins came from Mr. Ashley Sellars, an Australian planter on that island, who told me about them during a recent visit to Sydney. He said they consisted of a number of anthropomorphic (man-like) statues, which he had discovered a few months ago in the interior of the island.

The local natives had not previously known of their existence, and therefore knew nothing of their origin.

Mr. Sellars added that when he returned to Witu he would send *PIM* photographs of the statues, which, as far as I know, are the first anthropomorphic statues to be found in any part of New Guinea.

Amphitheatre

The news about the Malekula ruins —still "hot" even though more than 20 years old—came from Mr. and Mrs. C. M. G. Adam, and their daughter Mrs. M. J. McCoy, of Norfolk Island.

Their ruins consist of an ancient amphitheatre and some stone carvings which they found in the jungle behind Bushman's Bay during the war.

Mr. Adam, who was British District agent on Malekula for more than 30 years, was serving as an Army captain and coast watcher when the amphitheatre was discovered. His wife and daughter were also coast watchers.

"We had a series of small huts up in the jungle from which coast watching operations could be carried out," Mrs. McCoy told me in a letter.

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UNRECORDED SNAKE FOUND ON EFATE

A small "blind" snake, of a species not previously recorded in the New Hebrides, was found near Mele on Efate recently by a German scientist, Mr. Heinrich Bregulla.

Mr. Bregulla, who has been collecting birds for the Senckemberg Museum at Frankfurt, West Germany, found the snake in rotting wood while looking for termites.

Although fully grown, the snake is only three inches long and thinner than an earthworm. It is non-venemous and has such poor sight that it is thought that it can only distinguish between darkness and light.

"Blind" snakes occur in Australia and other parts of the South Pacific.

"These huts were equipped to be used in the event of Japanese occupation of the island—firstly as coast watching stations, and also as a means of existing in the jungle if we had to.

"The camps were equipped with light arms and food, and we had teleradio and codes with us all the time. We also had a well-equipped band of native police.

"It was at the site of the second of our jungle outposts that we came across the ruins. The war was at a critical stage at that time, and after the war the matter slipped from mind until I read your articles."

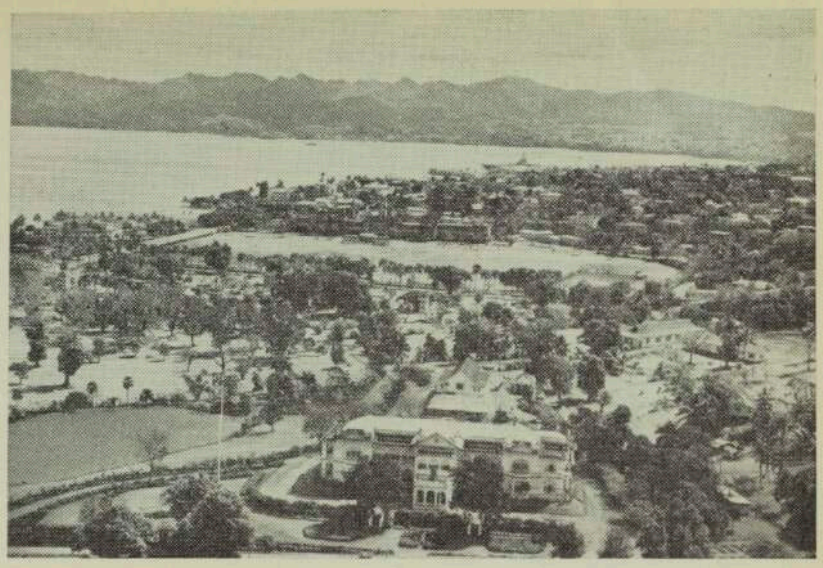
Mrs. McCoy said that the ruins had seldom been seen and that the local natives knew nothing of their origin.

"Briefly described," she said, "the ruins were the remains of an ancient amphitheatre—row upon row of stone seats in a semi-circle, with some very good stone carvings scattered about. The carvings were cut, I think, from a type of black stone and were about three feet high.

"The seats were a foot to 18 in. high or thereabouts, and consisted of three stones—two for legs and one across. We cannot remember the type of stone the seats were formed of."

Mrs. McCoy added that her father, who had retired from the service of the British Government more than 20 years ago, was still very alert; and that her mother was "an active and busy person."

Mrs. McCoy provided a detailed sketch map showing the location of the Malekula ruins, which I have sent to Dr. Richard Shutler, Jr., an American archaeologist now working in the New Hebrides.



Suva as it is today.—Photo: Rob Wright.

WITH 60 WHITE SETTLERS, "TIMES" MAN SAW ROSY FUTURE FOR SUVA

From FRANK RYAN in Suva

Figures from a census taken in Fiji last September and issued in Suva recently show that the total population for the City of Suva is 54,150. Of this number 5,000 or 6,000 are Europeans.

THESE figures contrast markedly with those established nearly 100 years ago by the Suva correspondent of *The Fiji Times*, which was then published in Fiji's old capital of Levuka.

Writing in *The Fiji Times* for December 20, 1871, the newspaper's Suva man said that the European population of Suva was then about 60 and that he had every reason to be optimistic about the town's future prosperity and progress.

The new cotton plantations were bearing well, and there were good prospects for the recently-established sugar mill.

"The branches of the cotton plants are loaded with pods and promise an excellent harvest," he said. "On one plantation upwards of five tons of cotton have lately been picked."

Referring to sugar, the correspondent said: "The planting of sugar cane has already commenced and a few of the planters have already undertaken to have at least 60 acres planted before March 1 next. This is in consequence of the establishment by Brewer & Joske of the Suva Sugar Co., which was so successfully started two months ago."

Warming to his theme about Suva's prospects for development, the correspondent went on: "The shores and the fine Bay of Suva are admirably suited for a large town. There is good natural drainage from the low rolling hills and on the sloping foreshore. And the bay is usually as calm as a mill pond, being protected on the north-east and west by high hills and on the south by the reef forming a natural breakwater.

"Consequently the discharge of cargo is a matter of little or no consequence, as was proved lately by the landing of a heavy engine and machinery for the new Suva Sugar Co.'s mill."

Still in optimistic vein, but unable to foresee the size of some of the large overseas passenger liners which now berth at King's Wharf, the

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correspondent added: "It is proposed to erect a short jetty, alongside of which vessels of the largest size may be moored".

The correspondent could not foresee, either, that a number of factors would soon arise that would ruin Suva's cotton industry along with many of the growers.

These factors included the end of the American Civil War, which saw the resumption of cotton growing in the Southern States; the Franco-Prussian war, which blocked the sale of cotton to Lyons and other manufacturing centres; and the high cost of transport.

Sugar went the same way as cotton, but for another reason. Suva's climate was too wet and the soil too shallow, and by December, 1875, the crops already standing were abandoned, and the mill was left derelict.

Nowadays, the site of the old mill is marked by a large cog wheel, which was found buried in the earth when foundations were being built for a large modern building.

It has been set in a low concrete wall at the rear of a building erected for the Fiji Development Co. Ltd.

The name given to the old mill site was "Naiqaqi", which means "to crush, to bruise or to grind".

Sailor's "tribute"

Some years after the demise of the sugar industry, the area known as Naiqaqi became the site of a settlement of rather ramshackle cottages, where certain ladies of the town lived.

On land inclined to be wet, the cottages had high verandahs with rather steep steps.

Sometimes, under the influence of whisky, rum and *yaqona* (kava), the male visitors to these ladies would fall off the verandahs, and have to be carried back inside for revival.

Later, that part of Naiqaqi was demolished to make way for the new Government Buildings, which gave rise to a story about an old sailor who had returned to Suva after many years.

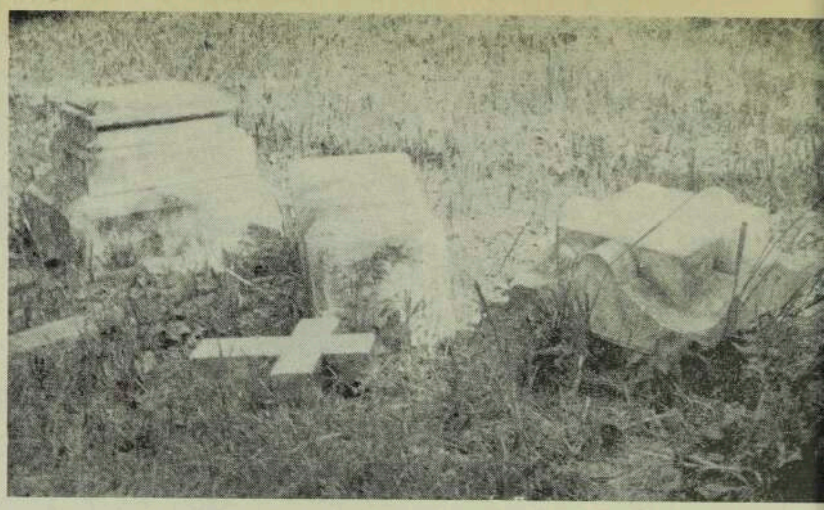
He found his way to what had once been the Naiqaqi that he knew only to be confronted with a massive block of buildings.

Dumbfounded for a moment, he then managed to mutter: "My word, those girls have done well!"

Long before that—in 1877—Suva had become Fiji's capital, thus more than justifying the rosy optimism of *The Fiji Times* man in 1871.

As trade drifted away from Levuka to Suva, *The Fiji Times* did too.

Suva has been a city since 1952.



The Parkinson family cemetery on New Britain as it was about eight years ago Richard (R. H. R.) Parkinson's monument then lay on the ground in four pieces.

THEY'VE REMEMBERED QUEEN EMMA, BUT...

By a staff writer

BEFORE World War I, Mrs. E. E. Forsayth of New Guinea (better known as Mrs. Kolbe or "Queen Emma"), and her sister, the late Mrs. Phoebe Parkinson, maintained private burial-grounds (*matmats*) at their respective plantations, Gunantambu and Kuradui. The headstones over the old graves in those cemeteries provide some valuable data connected with the early history of New Guinea.

In his recent book, *Queen Emma*, R. W. Robson reported that both of those *matmats* were overgrown and forgotten. He said he had to fight his way through kunai and scrub to find the headstones and copy some of the inscriptions still decipherable on the headstones.

The other day Mr. Robson received an interesting letter from Mr. L. E. Clayphan, a director of Coconut Products Ltd., a Carpenter company of Rabaul. Coconut Products now owns Maulapao Plantation, which once was "Queen Emma's" famous property, planted in the 1880's by Emma Forsayth and Richard Parkinson.

Mr. Clayphan reported: "The area containing the historic graves has been cleared up under the able and enthusiastic supervision of our manager there, Mr. D. P. Veenhuyzen, and the graves restored to as great an extent as possible. A flight of steps has been cut to the cemetery from the Kokopo Road, and thus is now easily accessible to visitors."

Is it now possible to give the same treatment to the Parkinson cemetery, which is less than a mile from the Queen Emma *matmat*, and quite close to the Kokopo Road?

The much-loved Phoebe Parkinson (Queen Emma's sister) died in New Ireland while a prisoner of the Japanese, and is buried in a remote village there; but Mr. R. H. R. Parkinson, the pioneer of coconut planting in New Guinea, and in his day a famous scientific writer, is buried in the Kuradui *matmat*.

When R. W. Robson last saw the *matmat*, Parkinson's headstone was lying in the kunai in three pieces.

It would be a graceful act if the authorities in New Guinea could restore the Parkinson monument; and an even better thing if a headstone in memory of Phoebe Parkinson could be placed beside it.

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New Caledonia had exported 20,000 deer skins to Australia compared with 81,500 in 1940, according to a news item in PIM for July, 1947. "The deer population of the country by far exceeds the human population," the item said.

Nowadays, deer are still numerous in New Caledonia, and the hunting of them is a popular sport—2,000 licences at $10 each being issued in the first six months of last year.

The deer were introduced to the country many years ago. Our picture was taken in the 1930's.



Yesterday

"Is Norfolk Island for New Zealand?" was one of the headlines in PIM 20 years ago. The Auckland Chamber of Commerce had requested the Associated Chambers at Wellington to approach the NZ Government about the possibility of transferring sovereignty of Norfolk Island from Australia to NZ. PIM concurred, and said the transfer "might open a new economic era for Norfolk Island" and give the island a good reliable market for its produce.

OTHER items in *PIM*, for July, 1947, included:

DOUBLE Royal wedding celebrations in Nukualofa presented a marvellous chance for Tonga's infamous escapee, Mahe, to escape from prison for the sixth time. By June 25 searchers hadn't found a trace of him in all Tongatapu.

In one of his previous escapes, Mahe had stolen a boat in Nukualofa, had wrecked it on a reef and had finally reached the Lau Group of Fiji in a dug-out canoe.

GOLD was starting to come out of New Guinea again. Bulolo Gold Dredging Ltd., had restarted dredging and had found gold worth $US469,153. However, six other dredges were still out of action because of equipment delays from America.

COPIES of Eric Feldt's book *The Coast Watchers* were advertised for 17/6. (The book is now a collector's item and fetches about $20 on the secondhand market—NOT $20,000, as was inadvertently stated in *PIM* in May).

A BUSINESSMAN, Mr. Tom Flower, had started a sawmill 10 miles outside Port Moresby and had shipped 200,000 feet of Ilimo timber to Sydney. Another mill was under construction. Mr. Flower hoped to begin shipping the much more valuable walnut timber to Australia.

MR. PIERRE MAESTRACCI had been appointed Governor of French Oceania (now French Polynesia) to succeed Colonel Georges Orselli.

THERE was a plague of giant snails at Hansa Bay, New Guinea. Mr. E. J. Wauchope, of Madang, wrote: "They are dying here by the million—but for every one that passes out, hundreds more appear — the reproduction rate appears to be enormous. The only consoling feature that I can see is that there is no housing problem in Hansa Bay for the *kuka* (land-crab). Snail-shells now provide him with countless ready-made houses".

ORGANISED trade unions were on the way for Tahiti. Each profession had set up a separate "syndicate" and the wharfies were divided under two leaders. *PIM's* correspondent said there were no May Day parades by the new trade unions.

ABOUT 1,100 former residents of Niuafo'ou (Tonga's "Tin Can" Island) were to be resettled on Eua, about 30 miles south-east of Tongatapu.

Niuafo'ou was almost devastated by a volcanic eruption in September, 1946, and most of the inhabitants had later been evacuated to Tongatapu where they lived on Queen Salote's estate in a temporary village called Mataliku.

LARGE numbers of natives from Malaita, BSIP, armed with spears and blow-pipes, were reported to have landed on Guadalcanal and threatened about 200 British settlers. The report said the natives were maddened because they had had to live on fish and coconuts for six months because supplies of flour and rice ran out. American airmen had brought the news to Townsville.

PLANS to spend £73,000 on a new hydro-electric scheme and £97,000 on new roads were to be put before the Western Samoan Legislative Council.

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BOOK REVIEWS

Was this what happened to Amelia Earhart?

Reviewed by JUDY TUDOR

In June, 1937, Lae, New Guinea, consisted of Guinea Airways' airstrip, Guinea Airways' workshops and hangars, Mrs. Flo Stewart's hotel, Henry Eekhoff's store and not much else. Nonetheless, when a couple of round-the-world fliers arrived there on June 29, the event was of far greater significance to the sensation-hungry world at large than it was to either Lae or to the rest of New Guinea.

NEW GUINEA, at the time, was far more concerned with the Rabaul eruption that had occurred a month earlier; and with the fire on the Burns Philp *Macdhui* in mid-June that disrupted communications with Australia and was to put everyone on short rations for several months to come.

There was then no local broadcasting service in NG, no Australia-New Guinea air service. For many people on isolated plantations, mining leases and in the bush, the first news of the fliers' visit to Lae and their subsequent disappearance somewhere between there and the tiny equatorial Pacific island of Howland came in Australian newspapers received many months later.

The fliers were Mrs. Amelia Earhart Putnam and her navigator Frank Noonan. If they caused no more than a ripple in New Guinea, they caused a virtual tidal wave of interest in the United States and have continued to do so ever since.

Rumours

In the 1930's it was not rare for pioneer aviators to come to mysterious ends, to be lost without a trace—Australia's Kingsford-Smith and Ulm were cases in point—and although Earhart and Noonan disappeared in a part of the Pacific that Japan had already made mysterious in a different way, no great significance was attached to the fact that they had failed to make Howland and presumably had crashed in the sea. (The *Pacific Islands Monthly*, which devoted a lot of editorial space to Japanese activities in the Pacific between 1935 and 1942, reported the fliers' disappearance briefly and as straight news in the issues of 1937).

Rumours that the fliers might have been taken prisoners by the Japanese were a gradual and later development, and none was ever substantiated. The situation might have remained that way had it not been for the efforts of a San Francisco radio newsman, Fred Goerner, who became interested by chance, delved deeper than anyone else and, as he puts it, eventually became hooked. His book, *The Search for Amelia Earhart*, in which he catalogues his five years' of investigation, was published last year.

Saipan woman's story

Goerner's book is an extraordinary compilation for several reasons. It shows how far a newsman of a big organisation can go to get a story, even when it shows up his own country in a poor or ridiculous light; it shows—or seems to show—how far security and military organisations in the United States will go in prevarication, denial and evasion to cover up a chain of events that happened almost 30 years before; and it also provides a lot of incidental ammunition for professional doubters who always see Western power-politics as blacker than black.

Goerner did not become interested in the fate of Earhart and Noonan until 1960. At that time he was working on topical news and interview programmes for San Francisco's Radio KCBS, a station on the CBS network. One day he read a report from a California newspaper in which a Saipanese woman, then living in California, had reported seeing two American fliers, a man and a woman, on Saipan in 1937.

At first he was sceptical, but after he had interviewed the woman and her husband, he began to believe that there might be something in the old Earhart-Noonan rumours.

Thousands of interviews

His almost emotional involvement with the Earhart mystery developed in the next five years. It took him to Saipan four times; it took him through interviews with thousands of people from Marine privates to the late Admiral Nimitz. It got him digging up graves on Saipan, sifting bones and teeth of people who turned out to be neither Noonan nor Earhart; it got him in Dutch with the US Navy and the Central Intelligence Agency who regarded his investigations on Saipan with about as much enthusiasm as a cage full of canaries would regard a prowling tomcat.

It gave him, quite incidentally, one of the news beats of the decade—the discovery, during his second, 1961, visit to the Marianas, that the US was using Saipan as a training school for Nationalist Chinese infiltrators of China and South-East Asia.

He did not use this information, on a promise from CIA that he should have that privilege when the wraps came off. In the event, the news was broken in Honolulu by a journalist who visited Saipan late in 1962 after the spy-school was closed and the Marianas returned to Department of Interior control.

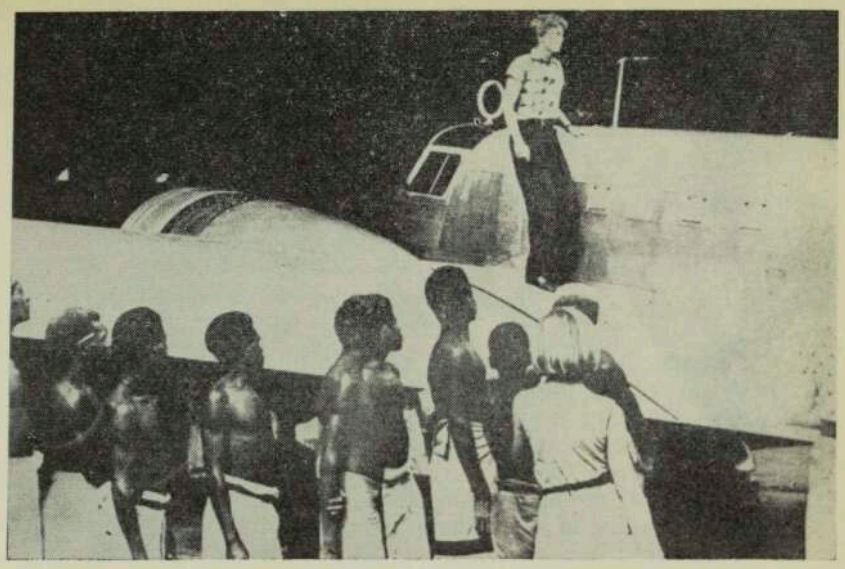
But what really happened to Amelia? At the end of five years,

LATE, BUT...

In April, Judy Tudor went to Saipan and subsequently wrote the article on page 26 of June, PIM. At the time she went to the Marianas, she, personally, had not heard of Goerner or his book. While there, she found the spy-school described in his book still a red-hot subject of conversation, but Amelia Earhart and her fate were not mentioned once.

In early June a copy of Goerner's book, which was issued last year, was received from the publishers. Although late, we think it is still worth reviewing and certainly worth reading.

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This is probably the last photograph taken of Amelia Earhart. It shows her and her Lockheed at Lae just before she took off into the unknown. The photograph was sent to PIM some years ago by Mr. Tom Leonard, of Port Moresby.

red Goerner had the results of a housand interviews, a thousand inter-ocking pieces of the jig-saw that fit ut could not be locked into place ntil someone, high up, produced the ey.

Although Goerner and his CBS uperiors put pressure on those who eld the key, no key was ever pro-uced. There was no key, according the High-Ups. Goerner, therefore, s far as his book is concerned, annot clinch the matter; cannot say his is what really happened. In the nd he has to fall back on reconstruc-on.

Powerful engines

Originally, he believes, the round-e-world flight of Earhart and oonan was nothing more than what seemed: A publicity gimmick, or-anised by husband George Putnam ho spent most of his time organis-g such stunts for Amelia, his most aluable property.

But somewhere along the line the unt became more—it became a sort f 1930 version of the U-2 flights f the 1960's. To this purpose much ore powerful engines than those ormal in a twin-engined Lockheed lectra 10-E and radio equipment apable of sending and receiving over ng distances were installed. In ddition, the US Government built n airstrip especially for these rivate fliers on Howland Island, ationed a ship half way between ae and Howland and another be-ween Howland and Honolulu to uide them, and placed a small Coast uard vessel at Howland to provide dio homing signals.

Furthermore, when the fliers did ot arrive, the search instituted was r beyond anything that could ormally be expected in such an event nd was of a nature that drew iticism from the US Congress.

All these factors Goerner found, ith reason, very strange.

There had, he reasoned, to be more ehind the Earhart-Noonan flight than e establishment of a private endur-nce record. Was that something the ct that, for years, the United States ad wished to find out what the apanese were doing with their man-ated islands?

To that date no ruse that the US ad devised had been able to break the ring of security that surrounded the Japanese islands. Then, into this situation and offering a solution, came the proposed round-the-world flight of Mrs. Putnam and her navigator.

For 23,000 miles, right up to Lae, the flight proceeded as scheduled. At no time did the plane exceed the 150 mph that the original engines could have produced. But in Lae, surmises Goerner, the fliers departed from the publicised route.

Instead of heading north-east direct to Howland 2,200 miles away they kept radio silence, and flew due north on a pre-arranged secret mission that would take them over Truk in the Japanese mandated Carolines.

Trip to Truk

They probably arrived over Truk without incident, and noted the big Japanese repair docks on Dublon, and the airfields at Etten and Moen islets. Then, late in the afternoon, their mission completed, they changed their course, heading due east at last for Howland at the 200 mph their secret engines could produce.

But now the weather, which to that point, had been clear, took a hand. All that night the fliers battled against tropical storms, the skies were cloud-covered so that star-sights were impossible; and with no way to check wind-components or drift, it was obvious by dawn that they were lost. Two hours later Amelia decided that she had overshot Howland, turned north and west to pick up the Gilbert Islands and, when almost out of gas, sighted a small island, part of an atoll, and made a wheels-up landing in the lagoon. Noonan had been hit on the head during the landing, but both got ashore only to find that they had not landed in the Gilberts at all, but at Mili in the Marshalls.

Within two weeks they had been picked up by a Japanese vessel, taken first to Kwajalein then to Saipan for internment.

At some subsequent time, unspecified, both were dead either through illness or execution.

Like a thriller

Although some of the reasons for this reconstruction read like thriller material, Goerner's investigations turned up enough extraordinary facts to make it, or something like it, feasible. But if his theories are correct or near correct, why the passionate attempt by US officialdom to keep the fate of the fliers a top-secret almost 30 years after they were dead?

The reason, he believes, started with President Roosevelt, who knew or guessed what happened to Earhart and Noonan as soon as they disappeared, but did not insist on a US Navy search of the Japanese mandated islands for fear of starting a war and bringing about his own political suicide. From that point, there was a whole chain of political circumstances lasting over 30 years in which the right time to tell just never came up.

Large powerful countries, their presidents, bureaucrats and keepers of public security sometimes act something like Goerner says these did. Nonetheless, it is probably this part of his hypothesis that most people will find hardest to swallow.

(THE SEARCH FOR AMELIA EARHART. Bodley Head. $4.20.)

Samoa mo Samoa

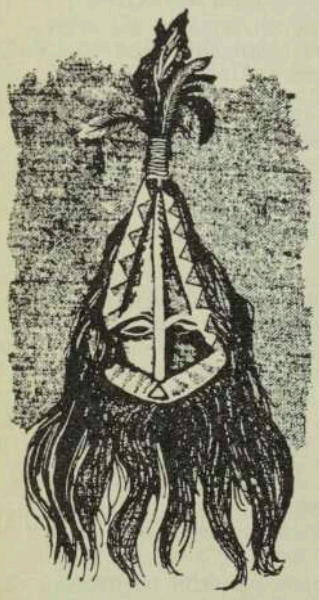
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WOMAN DOCTOR LOOKS AT EASTER ISLAND

In mid-November, 1964, team of Canadian doctors an scientists left Halifax, Nov Scotia, aboard a Canadian nava ship to make a detailed study c the health of the people of Easte Island.

THE expedition, which was finance by the World Health Organisa tion and the Canadian Governmen was Canada's contribution to th International Biological Year, 1965.

Its purpose was to try to determin what was in store for Easter Island 1,200 people after the opening c an international airport on the islan destroyed their age-old isolation an put them in contact with numerou travellers from the outside world.

One of the members of th expedition was Dr. Helen Evans Rei a specialist in child health, who ha written a warm-hearted account c what the expedition did. In the pro cess, she has given the world a vie of Easter Island that it has seldo had before.

Unlike most of the previous litera ture on Easter Island, which ha almost invariably been concerne with trying to solve the mysteries c the island's past, Dr. Reid's boo deals almost exclusively with th present, and breathes scarcely a wor about ancient statues, *rongo-rong* boards, and such like.

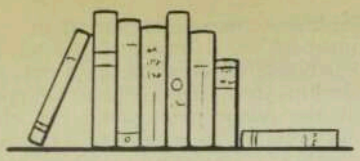
Letter to President

It makes an agreeable change.

One learns from Dr. Reid, rathe to one's surprise, that the Easte Islanders are interested in politics lik everyone else, and that only a wee before the Canadian expeditio arrived on the island, a group of th island's leaders sent an open lette to the President of Chile setting fort a whole series of grievances.

The islanders complained that th Chilean Naval Governor of th island did not treat them with th dignity to which human being were entitled; that they were no permitted to travel freely either o their own island or to Chile; tha they could not vote in Chilean ele tions even though they were citizen of Valparaiso Province; that the could not speak by radio in the

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own language to their children in Chile, etc., etc.

The letter mentioned that the Easter Islanders were of Polynesian blood and it hinted darkly about a Polynesian Union that Tahiti wants to form".

In conclusion, the letter asked that colonialism should end so that the Easter Islanders, as a community, could sing, "but without being ordered to sing".

The Chilean Government did not take the islanders' letter lightly. Within a few days of receiving it, two warships, a special commissioner and a party of marines were dispatched to the island to try to sort things out.

The situation remained tense for some days. The islanders spoke of shooting the governor at one stage, and the Chilean marines went around with fingers on their triggers.

But peace was finally restored, with the Easter Island ringleader being elected mayor; and the Chilean commissioner promising to try to get a new constitution for the island with civil administration.

The Canadian expedition was thereby able to get down to the job for which it had come.

Besides giving an interesting account of the expedition's work, Dr. Reid discusses Chile's problems in administering an island whose only income is from wool, and which has always been a financial liability; and the Easter Islanders' problems in being remote and isolated, and dependent on Chile almost for their survival.

Dr. Reid has high hopes for the future, with the opening of the island to tourists.

"The airport will end isolation and dependence, the things from which the people now seek to flee," she says. It will bring material possessions and the standards of living for which they now pine. If somehow they can continue to keep a little of the island's peace, if their tourist attractions are developed with discriminating good taste instead of blatant commercialism, they may be successful."

Dr. Reid's book was first published in Canada in 1965. Its publication in Australia now is timely in that Easter Island's international airport has just been opened (*PIM*, May, p. 3).—RL.

(A WORLD AWAY. Angus & Robertson Ltd., Sydney. $3.)

The Pacific, as you like it: lugubrious or hilarious

The difference between *Time Expired,* a novel of New Guinea cargo-cult by G. C. O'Donnell, and *Serpents in Paradise,* a piece of inspired nonsense by Nancy Phelan, is the difference between a beef-steak pudding and a soufflé. But if such dishes can have messages I'm not too sure that the Phelan variety is not more valid than that of O'Donnell.

LET'S take the beef-steak first. This somewhat lugubrious tale of Papua-New Guinea follows a now established pattern that the territory is dark with foreboding, fraught with primeval passions rooted back in the Stone Age. The Papuan characters, weighted down with this heritage, play out their allotted roles while the Europeans become props against whom they act or react.

All this, of course, is authentic enough Papua-New Guinea if you are content to view it through a narrow opening. As author O'Donnell has it, the territory certainly is no fun-place.

The period of the story is immediately post-war; the theme is a resurgence of a cult and of a legendary cult hero, the Old Man of Lamon, who had been killed during the war and of a new leader who aspires to take his place.

It is also the story of George Beechcroft, a patrol officer whose knowledge of his native subjects is deep enough to frequently make him appear to do the wrong thing but not deep enough to quell the rumblings of his own conscience.

Copybook blotted

Willy-nilly Beechcroft becomes the focal point of the story. He must deal with the beefy, bellowing planter Ramsay whose trivial actions bring the story to its climax; it is Beechcroft who knows what happened to the Old Man of Lamon during the war and who was involved; and it is finally Beechcroft, who, in the Administration's eyes, blots his copybook and, in the time-honoured fashion of the territory, is transferred to another station (taking with him his native mistress, Mulu).

And it still seems to be a flavour

BIOGRAPHY OF MISSIONARY MARTYR

LOLOWAI, on the island of Aoba, is nowadays the headquarters in the New Hebrides for the Melanesian (Anglican) Mission. It is also the site of a mission hospital for the training of New Hebrideans called the Godden Memorial Hospital.

The hospital commemorates Charles Christopher Godden, an Australian, who went to Lolowai as a young missionary in early 1901, and was murdered there six years later at the age of 30.

Godden's murderer was a New Hebridean, who was recruited to work on the sugar plantations of Queensland and who there murdered his overseer. After serving three years in prison, he came out complaining of having been tortured and was shipped back to Aoba. He vowed to murder the first white man he saw; and Godden, who had protested for years over the evil aspects of the labour trade, proved to be his victim.

It was an ironical death, just as was that of Bishop Patteson in the Santa Cruz Group 30 years earlier. The Godden Memorial Hospital was built to commemorate Godden's martyrdom in 1937.

Now Godden's daughter Ruth, who was born several months after his death, has created another memorial to him—a biography, based largely on her father's numerous letters and other writings.

Called *Lolowai*, the biography has been published by the Wentworth Press, 48 Cooper Street, Surry Hills, Sydney, at $6.50 per copy. It is printed offset from typescript, and has several photographic illustrations.

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Cross between Rarotonga, GEIC

of Beechcroft which lingers on into the days of his successor who, also in the tradition of New Guinea, sets about putting everything into reverse, of clapping people into gaol, of rooting out Beechcroft favourites and picking one of his own—Pana, who, unknown to him, happens to be the murderer of the Old Man of Lamon.

Gus O'Donnell was a patrol officer in New Guinea from 1937 to the outbreak of the Pacific War and again between 1947 and 1952. He now lives in Sydney. His novel won second prize in the Adelaide Festival of Arts literary competition in 1964.

Islands extravaganza

AND now to the Phelan souffle, *Serpents in Paradise*, an extravaganza in which the indigenous inhabitants of the mythical Peaceful Islands Colony are dedicated to the gentle art of pleasing themselves, and the Europeans are given the comedy roles.

Although the Peaceful Islands seem to be a cross between Rarotonga and the Gilbert and Ellice Islands, no one who pretends to being even a distant relation to an Islands old-hand will fail to recognise the types!

There's His Honour, who is hanging on to his job as long as the Colonial Office will allow, because there won't be any more; the hearty medical officer whose jokes are on the anatomical side; the Girl Guides who promise to do their duty to God and the Queen and obey the Guide Law, then wear their uniforms to make love on the beach. There are the British who patronise the New Zealanders; and the New Zealanders who, having been to Samoa, say *Sa*-maw, and despise the Australians (not only because of the accent); the two Baha'i ladies who have given up a year of their lives for whatever Baha'i ladies do on Pacific islands and who become a thorn in the side of the established LMS lady who devotes her time to arranging Items, as a bait for her husband's lectures on the sinfulness of Sunday sport. (Blushingly she remembers "the night her housegirl's Tahitian cousin did an Item, un censored. . . . Crying *tamure-tamur* the beautiful creature had wriggle her hips in a frenzied hula, whippin off the *pareu* strip round her ches and rotating each breast, separately together, inwards then out wards. . . .")

Then there was Leicester; sweet naive, sincere, earnest Leicester—New Zealand of course—who go hooked on the Pacific when, afte years in the Education Office o the Islands Territories Departmen Wellington, he was chosen as a assistant to a NZ delegate to a Pacifi seminar.

Romantic, democratic

There he had been fascinated t find that all the Islands delegate were chiefs and princesses, in white with gardenias behind their ear and romantically, graciously demo cratic. When the Peaceful Island Colony advertised a position tha would suit Leicester's talents (becaus the Colonial Office would tak anyone these days, even Australians he applied and got it.

As the story opens we find ou



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FOR BIRDWATCHERS

One of the best-thumbed volumes ever issued in Australia is Neville Cayley's *What Bird is That*, the indispensable handbook for everyone interested in watching Australian birds (ornithological variety).

What Cayley did for Australia, two American ornithologists, Austin L. Rand and the late E. Thomas Gilliard, have now done for New Guinea birdwatchers. In just over 600 pages of clear print, and with the aid of 76 black and white illustrations and five colour plates, they have given a detailed description of the whole island's birds, systematically arranged with order and family grouping indicated. Their book is a major contribution to Pacific bird lore. —RL.

(HANDBOOK OF NEW GUINEA BIRDS. Weidenfeld and Nicolson. $19.60.)

n-hero, Leicester, Colonial Service four months standing, seconded to cific Islands Development League IDL for short), with his enthusiasm ly slightly dented about the edges. He lives in a small wooden house th a kerosene refrigerator that goes t, and harbours ants; a shower-om that harbours cockroaches; a usegirl who makes passes and who s a fat baby named Daniel and visible husband. He is deeply love with one of the princesses om he met at the seminar but who w turns out to be the girl who mps registered parcels in the post fice. And who has a mother and whole host of female relatives who e fat, toothless, dress in shapeless rments with gaping plackets, gging hemlines.

Ben, the princess' father, wears a *reu* wrapped round beneath ndant bosoms or, for more formal casions, an athletic singlet, ragged orts and an old felt hat.

While Ben and Leicester eat at table, with the best china, Leicester uirms uncomfortably because the omen of the family squat out back awing cold taro and tinned corned ef.

Leicester's boss is Mr. Holmes o has sworn to educate the people me what may, and to this end he s Leicester turning out posters that y THE BATHHOUSE IS NOT HE LATRINE, and things called nnelgraphs and film strips on bed-spreads, pit latrines and how to carve tikis.

Also to this end, as the story begins, come three Experts, specially imported — Constantopoulous, Egyptian-Greek, who is to set up co-operatives; Miss Arbuthnott, English, spinster, moustached, who is Infant Health and whose hobby is breast-feeding for the masses; and Offenbach, a Dutch fisheries officer, who spends most of his time at the bottom of the lagoon studying the sexual habits of trochus.

Nancy Phelan, who has written two entertaining travel books, another, more serious novel, several books on yoga and who once had something to do with visual aids for the South Pacific Commission, probably had a lot of fun writing about her Peaceful Islanders and the madly serious Westerners who take their world with them like snails carrying their shells on their backs.

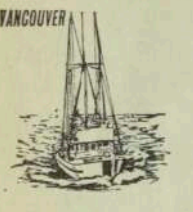
The author's long association with the Pacific and her piquant sense of humour that made her travel books on the Gilbert Islands and on Turkey so enjoyable, give her all the qualifications for a novel like this. It is a romp, a laugh from start to finish and—with affection—cuts the Pacific right down to size.—JT.

(TIME EXPIRED. Published by Leksand Press, 22 Nelson Street, Woollahra, Sydney. $3.85. SERPENTS IN PARADISE. Macmillan; $3.85.)

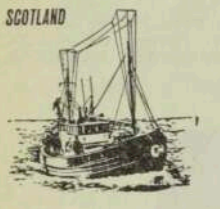


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Pacific Shipping And Cruising Yachts

Nauruans may buy 6,000-ton ship in Germany

The phosphate island of Nauru, which is now on the way to independence and expects to become a republic soon, is to own and operate its own ship on an inter-islands service which will include New Guinea.

HEAD chief Hammer DeRoburt is scheduled to visit West Germany in early July, with one of his Sydney economic advisers, to make arrangements for the building of the ship. She will be owned by the Nauru Local Government Council, which wants a ship of 6,000 tons deadweight, with refrigerated cargo space, and accommodation for 12 passengers. She would be registered overseas.

The Nauruans are going to Europe for the ship because Japanese shipyards are reported to have too much work on hand to be able to build the Nauruan vessel by the end of 1968, when the Nauruans require her.

Present plans are for the vessel to carry European deck officers and a Gilbert and Ellice Islands crew. She would make a three-weeks run from Sydney to Port Moresby, possibly Rabaul, and then on to Honiara and Nauru. Return trip would be direct to an Australian East Coast port.

The new vessel would carry phosphate on the southbound run, and general and refrigerated cargo northbound. The idea is for a round-trip tourist service, enabling tourists to see New Guinea, the Solomons and Nauru, and then enjoy a pleasant uninterrupted sea voyage back to the phosphate discharging point.

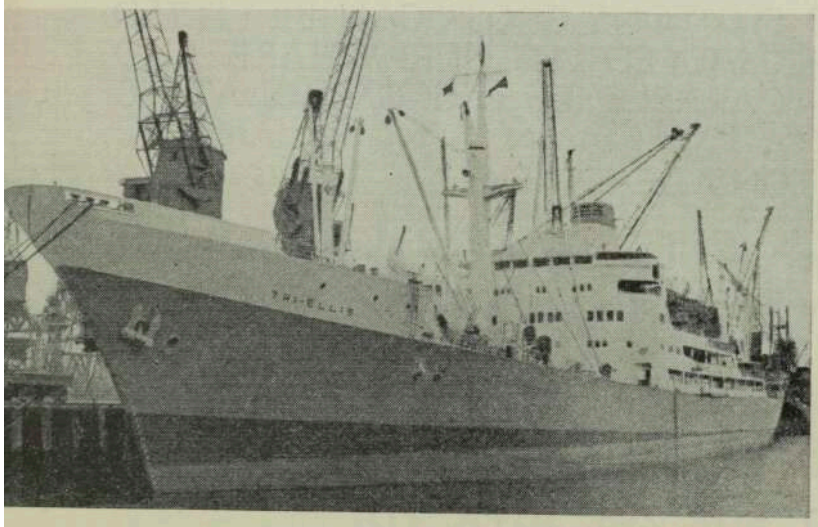
Such a service would probably be popular with Islands residents, particularly those wanting a slow trip to Australia on leave, via Nauru. Nauru, at the moment is a difficult island to visit as there are no hotels and no commercial transport.

There is no air service, but charter flights are occasionally made from Australia to carry BPC personnel.

The regular BPC phosphate ships, which also carry passengers from Melbourne and are extremely comfortable, are also for BPC personnel and Nauruans, and the ordinary tourist does not find it easy to get a berth.

The BPC ships, whose names all begin with the letters *Tri*, will continue on the Nauru service despite the island's move towards independence and the establishment of the Nauru Phosphate Corporation to take over the assets of the BPC.

The new NPC will enter into service contracts with the BPC for the charter of these ships, which will continue handling phosphate during the life of the deposits, which is another 30 years. There are 59.5 million tons of phosphate remaining on the island. Under the new phosphate agreement made in Canberra in June, the rate of extraction will be kept down to two million tons a year.



e "Tri-Ellis", one of the ships of the British Phosphate Commissioners' fleet which serves Nauru.

In The News This Month

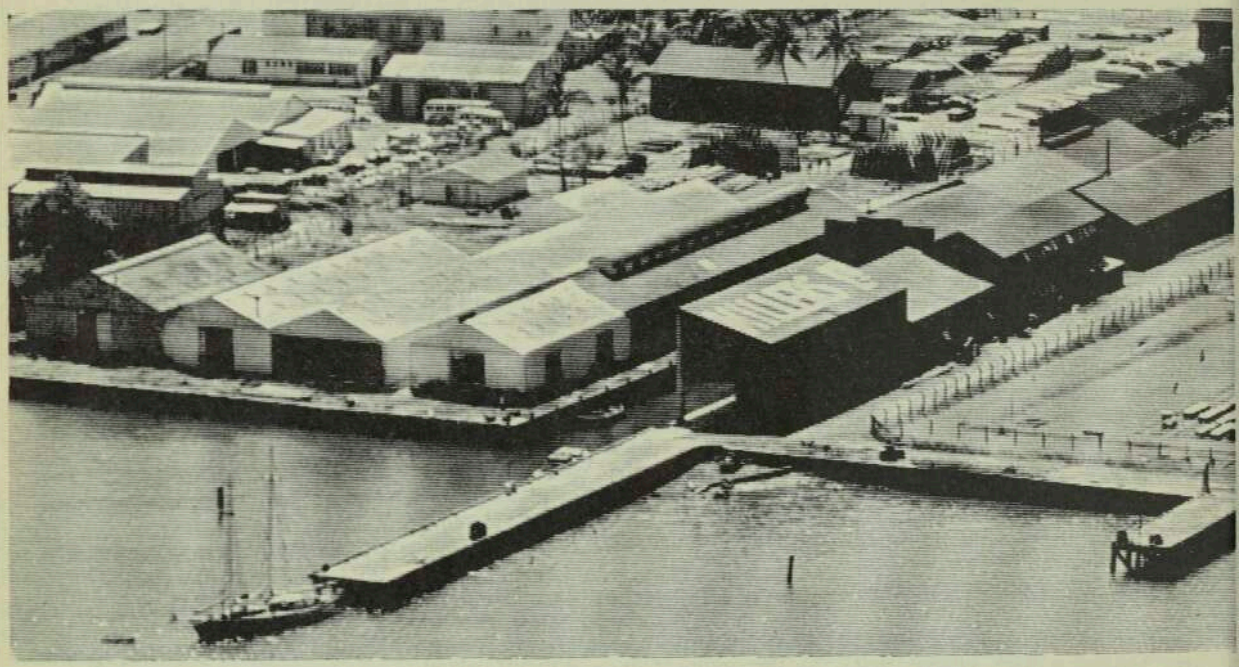
Ahea	John Hanna
Ahurangi	Kaisun II
Akatere	Kelasa
Ambae	Korsar
Ambess	Kuala Lumpur
Anzac, HMAS	Magga Dan
Athenic	Marius Moutet
Binjarra	Mar-quesa
Carophyl	Matua
Ceramic	Moana Raoi
Corinthic	Nirvana
Coromel	Pacific Enterprise
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Dawnbreaker	Papuan Chief
Diamantina	Papuan Prince
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Govilon II	Sirius, HMS
Haida Sea	South Pacific
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BIG FISH CATCH AT ELIZABETH REEF

Fishermen on the Sydney trawler *Binjarra* caught more than 3,000 lb of kingfish, shark and cod at Elizabeth Reef, about 100 miles north of Lord Howe Island, recently.

The trawler first tried fishing at nearby Middleton Reef, but after little luck, they moved on to Elizabeth Reef.

Binjarra has made several trips to the reefs, via Lord Howe Island, this year. After returning to Sydney with her 3,000 lb catch, plans were to suspend operations during the winter months and recommence late this year.

HONG KONG RIOTS DELAY "PAPUAN CHIEF'S" FIRST VOYAGE

The China Navigation Company's refurbished freighter *Papuan Chief*, which was to have begun an Australia-Papua service on July 1, has had her first voyage delayed by two weeks.

The delay was caused by anti-British riots in Hong Kong, which parked off strikes in the Taikoo Dockyard where finishing touches were being made to the ship.

The *Papuan Chief* will now leave Sydney for Brisbane, Port Moresby, Samarai and Sydney on July 15.

Another China Navigation freighter *Vanliu*, which normally calls at Rabaul, Madang and Lae en route from the Far East, will call at Port Moresby on July 10 to lift cargo that would otherwise have been handled by the *Papuan Chief*.

The *Papuan Chief* is of 2,439 tons gross. She will have two schedules every 34 days from Sydney to Papua.

The first schedule, taking 16 days, will take in the ports of call of her maiden voyage. The second, taking 15 days, will omit Samarai.

NEW SHIP FOR PAPUA'S COASTAL TRADE

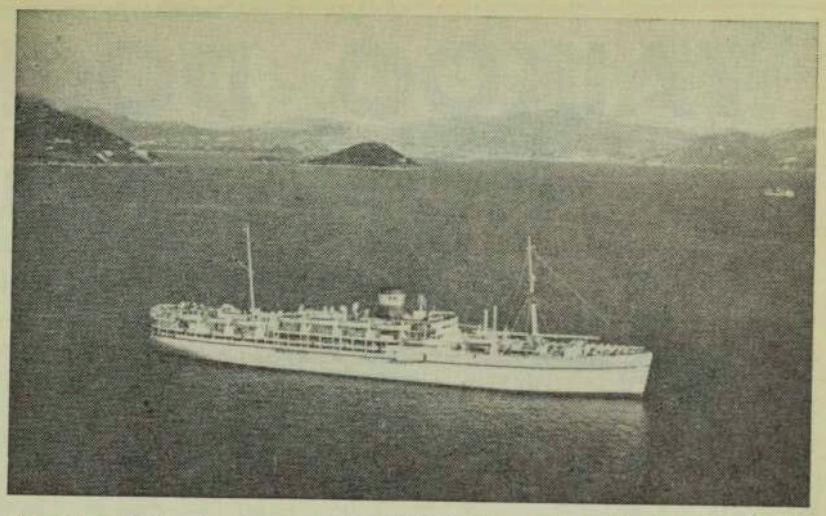
Burns Philp (NG) Ltd. have bought a small inter-island trader, being built in Sydney by Bjarne Halvorsen.

The trader, which will be known as *Govilon II*, is 56 ft long, and will be equipped with a 113 hp Gardner engine. Her speed is expected to be eight to nine knots.

Govilon II will be based at Samarai, and will probably trade along the south coast of Papua.

She will have an all-native crew of seven or eight.

The delivery voyage is expected to be made in August.



The China Navigation Company liner "Kuala Lumpur", which has been chartered by the Australian Methodist Overseas Mission for a cruise to New Guinea and the New Hebrides in September.

MISSIONARY CRUISE TO ISLANDS

The Australian Methodist Overseas Mission has chartered the China Navigation Company's liner *Kuala Lumpur* for a 23-day cruise in September to New Guinea and the New Hebrides.

The liner will leave Sydney on September 9 and call at Cairns, Port Moresby and Rabaul, and will pass through the Duke of York Islands on the way to Santo and Vila.

The aim of the trip is to show the 400-odd passengers Methodist and Presbyterian Mission stations in New Guinea and the New Hebrides.

The Rev. W. F. Pidgeon, the president-general of the Methodist Church of Australia, and his wife, Avis, will be host and hostess.

The Methodist Overseas Mission hired the *Kuala Lumpur* in June and July last year for a similiar cruise to Tonga, Samoa, Fiji and Noumea.

The Mission told *PIM* early in June that most berths had been sold for this year's cruise, but several dormitory berths, at $180, and first-class cabins, at $346, were still available.

NEW ZEALAND COMPANY BEGINS SERVICE TO TAHITI

The New Zealand shipping company, Holm and Company Ltd., has chartered the Danish vessel *Magga Dan* for a regular service to Tahiti and Rarotonga, and for occasional trips to Lautoka, Suva, Apia and Nukualofa. The charter is for one year, with an option of renewal.

The *Magga Dan* is a refrigerated vessel of about 1,700 tons deadweight. Built in 1956, she is owned by J. Lauritzen, of Copenhagen, and will be under a Danish master and chief engineer. Her crew will be New Zealanders.

The *Magga Dan* will trade mainly from Lyttleton in the South Island of New Zealand, and Auckland in the North Island.

She will also supplement another of the company's vessels, the MV *Holmburn*, on her regular Norfolk Island and New Caledonia run and may be used on the New Zealand-Chatham Islands run.

The ship can accommodate 34 passengers, but the company had not decided to the end of May if this capacity will be used to its fullest extent.

The *Magga Dan* was due in Lyttleton from Denmark about June 20. On her first scheduled Islands trip, she was expected to leave Auckland about June 26 for Papeete and Rarotonga, with calls at Lautoka, Suva, Apia and Nukualofa if cargoes warranted them. She will sail from Auckland every two months thereafter.

The Papeete newspaper *Le Journal de Tahiti* has commented enthusiastically on Holm and Company's plans to provide a regular service to Tahiti from New Zealand.

In its issue for June 13, the paper devoted an entire page to the proposed service—most of the material being obtained in an interview with Captain Ron Barnett, of Holm and Company's ship *Holmburn*, which arrived at Papeete on June 10.

Captain Barnett is well-known in Tahiti, having visited it regularly in the *Namoiata*, *Aranui*, *Bodmer* and *Akatere* since 1947. The *Holmburn's*

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It's that ship again!

The 100-ton Cook Islands trading vessel *Tagua* is really getting around these days.

In May she made a "lightning" dash from Rarotonga to Nassau Island and back—1,340 miles—in six days 22 hours 50 minutes to pick up a maternity case with complications and an appendicitis case.

The ship spent only two hours off the Nassau reef while a doctor, nurse and laboratory technician went ashore in a narrow reef-boat and picked up the two patients for Rarotonga.

The 85 ft *Tagua* is owned by Boyd and Silk of Rarotonga.

In April, the *Tagua* made a voyage to rarely-visited Beveridge Reef to explore its crayfish potential (*PIM*, June, p. 55).

it was a forerunner of those of *Magga Dan*.

Captain Barnett told *Le Journal Tahiti* that he was convinced it both Tahiti and Noumea needed regular shipping link with New aland. This should be at least once month.

He said freight charges from New aland were cheaper than from any ier country, and that Tahiti rchants could regularly import NZ it, vegetables, meat and dairy oduce at advantageous prices.

The agents for the *Magga Dan* Tahiti will be Etablissements nald.

Besides the *Magga Dan's* service the Islands, Holm and Company to use her for two 30-day tourist s to the Antarctic early next year. New Zealand reports say the trips being filled by United States rist agencies at $7,000 a berth for trips. (If this is correct, the trips l be the most expensive *PIM* has r heard of—making Matson and nd O cruises look like bus rides). The Antarctic cruises are scheduled January and February and will ve Lyttelton and Sydney. The proed itinerary is Scott Island, Murdo Sound, Cape Hallett, the leny Islands, Macquarie Island, ckland Islands, the Snares and ford Sound.

The NZ Press has recently quoted company's managing director, t. J. F. Holm, as urging the NZ vernment to do more to encourage shipping in the South Pacific.

If New Zealand is to increase its markets in the Pacific Islands and do even a fraction of the business that is now being done by Australia in these areas, it is first and foremost necessary to have a reasonable shipping service," he was reported to have said.

"It should be understood that it is unfair, and, indeed, impossible for any NZ company to lose the amount of money involved in continuing a reasonable service without some help in the form of a subsidy from a Government until the trade is established."

Referring to the company's service to Norfolk Island and Noumea, Captain Holm said this had provided only a "hand-to-mouth existence" because the company had not been able to get a guarantee of a continuity from the New Zealand Government.

"We understand the Australian Government pays a subsidy for the trade to the New Hebrides and there can be no doubt that the Australians have beaten us completely in establishing markets in this and other Pacific areas," he added.

NEW GEIC SHIP IN SERVICE

The GEIC Wholesale Society's new vessel *Moana Raoi* arrived in

From Ocean Liner to Outrigger Canoe:

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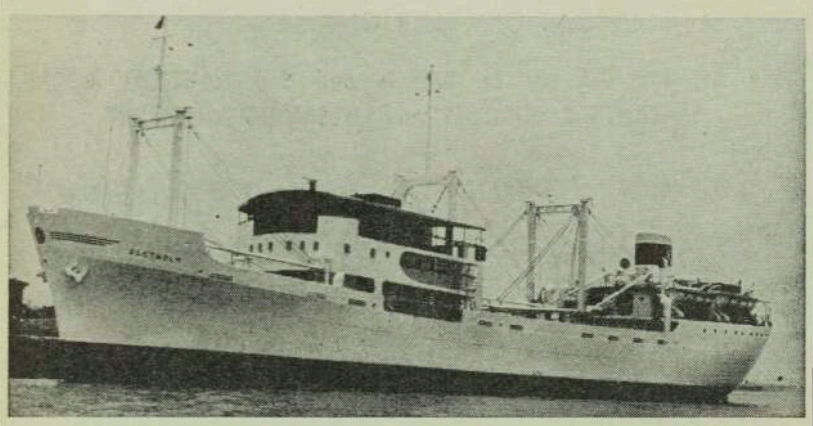
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Tarawa in early May and is now
service in the colony. Under t
command of Captain E. V. Ward, t
new vessel brought 650 tons of car
from London and a further 250 to
of cargo from Christmas Island.

The Wholesale Society has bu
up a regular trans-shipment servi
(from Columbus Line freighters fro
Australia) to Majuro in the Marsh
Islands at about eight-week interva

Food from Australia, such as flo
tea, rice, canned goods and fru
forms the bulk of the cargo. A sm
quantity of specialised technical goo
from Britain are also shipped.

Society vessels have also dropp
off cargo at Majuro for delivery
Trust Territory shipping to the U
anti-missile base on Kwajalein.

SCARE FOR ELLICE ISLANDERS

The magistrate at Nukulaelae
the Ellice Islands reported on M
14 that six unidentified aircraft a
one helicopter took off on that d
from an aircraft carrier some thr
miles from the island and had flo
north, occasioning some alarm. T
same aircraft were later seen flyi
over Funafuti.

Although there was no confirm
tion, the aircraft were thought to
from an American aircraft carri
returning from a Coral Sea Batt
commemoration visit to Sydney.

SHIP SOLD TO FIJI SYNDICATE

A small Wellington ship, the 12
ton *Coromel*, has been sold to
Fiji syndicate, according to NZ Pre
reports. The reports did not nam
the Fiji syndicate.

The *Coromel* was for years t
main supplier of Chatham Islan
blue cod to the NZ market, and w
the largest commercial vessel built
NZ since the war.

The Strongman Shipping Compa
had her built by the Mason Brothe
Engineering Company, Auckland, a
ran her for eight years between Auc
land and Great Barrier Island.

She had two owners after that
the Juri Shipping Company, whi
ran her to the Chathams, and Nels
Fisheries Ltd.

RABAUL TO BE BYPASSED ON FAR EAST RUN

Dominion Far East Line vessels
the Far East-Australia run will st
calling at Rabaul after their 7,50
ton passenger-freighter *George Ans*
calls there on August 23.

The ships have been calling
Rabaul for the past four years.

They brought hundreds of touris

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o Rabaul each year and so gave the own many tourist dollars.

The line's Sydney agents told *PIM* hat Rabaul would be by-passed in uture because freight carried to the own did not warrant further calls.

IEW P-NG FISHING COMPANY UNDER WAY

Top executives of the newly-formed outh Sea Fishing Co. Pty. Ltd. (*PIM*, Apr., p. 101), the most mbitious project yet to exploit -NG's territorial fishing waters, met n Madang in early June to get plans nderway for surveying coastal aters.

The company's mother fishing ship, *apuan Prince*, left Madang in early une with four trawlers to make a wo-week survey of the Ramu and epik River mouths.

"NO ONE TO BLAME" IN LAUNCH TRAGEDY

No one was to blame when 13 people were drowned after the 20 ft launch *Ambess* sank in a sudden squall between Rabaul and Watom Island, P-NG, on January 5 (*PIM*, Feb., p. 103).

This was the finding of the coroner, Mr. Paul Quinlivan, at an inquest into the tragedy held in the Rabaul Coroner's Court in early June. Mr. Quinlivan also found that the 13 people had died from accidental drowning.

The court was told that a group of 43 natives commandeered the *Ambess* to take them from Vunamarita Beach, near Rabaul, to Watom Island, 12 miles away, for a *Brukim Tambu* ceremony.

Mr. Quinlivan compared *Brukim Tambu* to a State funeral or a sovereign's coronation.

Mr. Quinlivan said the sinking was "one of the greatest tragedies the territory of New Britain had ever known". The *Ambess* had been overloaded and the person in charge of the launch, a youth, Benjamin Benson Matetele, had been unwilling to put to sea. But the passengers had commandeered the boat.

The coroner did not blame the natives for wanting to go to the ceremony because a tribal leader had died and for many it would have meant great shame if they had not attended.

The venture is a joint Australian-Japanese effort. One of the Japanese directors of South Seas is Mr. D. Ueda, also managing director of a subsidiary of a company which is claimed to be the world's largest fishing enterprise with 1,000 ships and capital worth $37.5 million.

Reports say 40 per cent. of South Seas' profits will remain in P-NG for further development and the company will use New Guineans as much as possible for labour.

An Australian director of the company said the company had "practically decided" on Madang as its main Territory base.

MERCY CALL AT CHRISTMAS ISLAND

A Japanese fishing vessel *Iwakuni-maru* made an unscheduled call at Christmas Island, GEIC, in early May, to drop her engineer who required an emergency operation.

In the absence of proper facilities, anaesthetics and blood for a transfusion, the District Commissioner for the Line Islands, Mr. D. J. Cook, contacted the Japanese Consulate in Honolulu with a request for a United States Coastguard emergency mercy flight to evacuate the patient to Hawaii.

CRAYFISH TRIP TO MINERVA REEF

The Tongan Government fishing vessel *Pakeina* made a short trip to Minerva Reef from Nukualofa in late May to investigate fishing potential at the reef.

The *Pakeina's* commander, Captain George Walters, told Tonga's *Chronicle* that fish were not as plentiful as previously thought.

Although hampered by bad weather, the *Pakeina* caught 398 lb of crayfish, 518 lb of reef fish and 638 lb of clam meat. The fishermen found there were good opportunities of catching reef fish with nets, despite strong currents. They were unable to investigate the crayfish potential of the reef.

On May 31 the *Pakeina* left for Limu Island in the Ha'apai Group to look at fishing prospects south of that island.

MYSTERIOUS "HOLE" IN SEABED

A mysterious "hole" in the seabed, nearly 4,000 fathoms deep, was the major discovery of the Australian naval research ship HMAS *Diamantina* on a recent 10,000-mile cruise of the South Pacific.

The ship located the "hole" about 400 miles south-east of Noumea in



CENTENARY BRUSH UP FOR FAMOUS LIGHT

Celebrations in Tahiti in June to commemorate the 200th anniversary of the discovery of the island by Captain Samuel Wallis of the *Dolphin* (*PIM*, June, p. 85) prompted the French authorities to order a coat of paint recently for the well-known lighthouse at Point Venus, near where the *Dolphin* anchored in Matavai Bay.

The lighthouse deserved a coat of paint, anyway, in that this year is also the 100th anniversary of its construction.

The date, 1867, is on the lintel of the doorway.

The position of the light is exactly 149 deg. 29 min. west of Greenwich and 17 deg. 29 min. south latitude, which makes it a convenient marker for correcting chronometers.

The lighthouse stands within a stone's throw of a memorial to Captain Cook, who came to Tahiti in 1769 to observe the transit of the planet Venus, and who had his observatory in that vicinity. Also nearby is a monument to Tahiti's first Protestant missionaries, who reached the island in 1797.

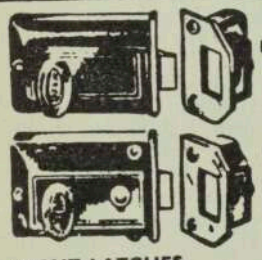
A third monument, a plaque commemorating Captain Wallis' visit in 1767, was unveiled at Point Venus by the British Consul in the Pacific, Mr. A. C. Reid, on June 18.

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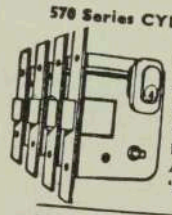
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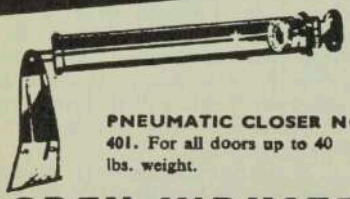


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area normally no deeper than 000 fathoms. It was not determined the "hole" extended for many miles was merely one great drop in the abed.

The *Diamantina* left Sydney in pril and cruised to Fiji, where she opped for two days, and then aded north-west and straddled the quator until reaching Manus Island, the Admiralty Group of Papua-ew Guinea.

From there she continued on round e coast of West Irian to Darwin, ssed through Torres Strait and re-rned to Sydney in early June.

Five marine scientists, all from the ommonwealth Scientific and In-strial Research Organisation, led Mr. H. R. Jitts, made the trip study marine life.

TCAIRN CALL TO ABANDONED

Shaw Savill passenger-cargo vessels, nich have been making periodic lls at isolated Pitcairn Island for ore than 50 years, will stop calling the island in 1968.

The company's Australian office s told this by its head office in ndon in June.

The *Gothic* and *Ceramic*, the rrent Shaw Savill ships involved, ake world-wide trips from the UK, South Africa, Australia, NZ, nama and the UK. On their ellington (NZ)-Panama leg, about ery six weeks, they have steamed out a day out of their way to visit cairn and drop off small quantities cargo and give travellers a break m wide expanses of Pitcairn ean.

The *Gothic* will leave Wellington March 8, 1968, for its final call Pitcairn and *Ceramic* will leave ellington on May 31 for its last l.

When the ships arrive at Pitcairn, islanders are allowed to board l sell handicrafts and fruit, pro-ing them with a small, but steady h income.

As with Shaw Savill's two other ps, *Corinthic* and *Athenic*, the thic and *Ceramic* will be converted purely cargo ships with no sengers.

MPLAINT ON P-NG IPBUILDING CONTRACTS

The managing director of a Rabaul pbuilding company said in Rabaul June that the letting of three large NG Government contracts to com-nies in Australia might lead to re retrenchments of his native ployees.

The director, Mr. Henry Chow, of Toboi Shipbuilding Company, said the government had let contracts for three trawlers to outside firms although his tenders were up to $10,000 lower. His company had been awarded the tender to build a fourth boat.

He said the Toboi company had been established in Rabaul for nine years. Until April it had employed 86 native craftsmen, all trained in its own yards.

Thirty-six had been retrenched, and the new move might lead to further men losing their jobs, he said.

Mr. Chow said his company's tender for one 58 ft vessel was $61,000. The successful tender was $71,000.

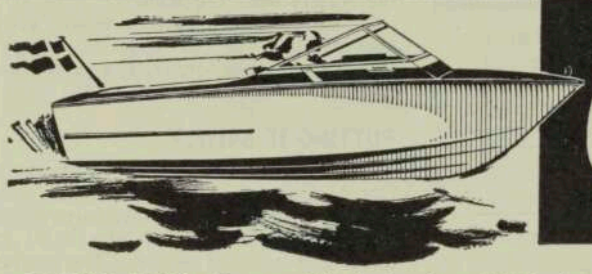
The company sent a strong protest to the Administrator over the allocation of the contracts.

SNAG IN AVATIU WHARF EXTENSIONS

Workmen were having trouble finding sufficient fill for extensions to the Avatiu wharf at Rarotonga in May.

The wharf is being extended 270 feet from the end of the present wharf to allow inter-island trading vessels such as the *Holmburn* and the *Pacific Enterprise* to berth.

Thirty feet piles have been driven in near the present wharf, but fill to

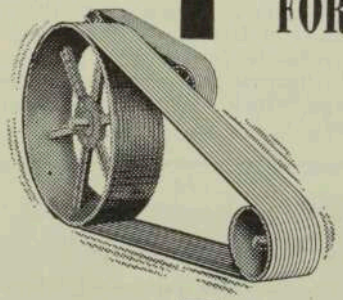


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build the wharf behind them was scarce because much had already been used in a waterfront beautification project.

ALOTAU WHARF TO COST $44,000

The Papua-New Guinea Administration has decided to spend $22,000 more than originally planned on a small ships' wharf now being built at Alotau, Milne Bay, which used to be named Cameron.

The wharf will cost $44,000. The Director of the Department of Public Works, Mr. J. Burns, said recently that the additional money would be used to clear coral nigger-heads from the waters near the wharf.

A small fender system would also be installed to protect the ships' sides when they came alongside the wharf.

PUTTING IT BRIEFLY

● The Aoba (New Hebrides) Local Council launch *Ambae* was reported adrift from Narovorovo on Maewo Island in June. She is 17 ft long and painted white. The name *Ambae* is painted on both sides of the cabin.

● The 4,250-ton Union Steam Ship freighter *Matua* will make monthly calls at Haapai, Tonga, from July 11 until the end of the year on her New Zealand-Fiji-Western Samoa-Tonga run. The *Matua* will carry cargo to Haapai and pick up bananas, destined for sale in NZ.

● The French Government lighthouse ship, the *Marius Moutet*, called in at Port Moresby in early June for supplies and minor repairs. She is on the way to Tahiti.

● A noted Cook Islands diver, Tekake Williams, was to accompany a government survey team to Manihiki in late May in the 200-ton MV *Akatere* to examine the local shell situation and survey the reef passage, which may have to be enlarged.

Where are you Yachtsman?

Where are you, yachtsman? Where have you been? Where are you going next? For years, PIM's yachting columns have served as a post office to keep everyone interested in cruising yachts in touch. Why not drop us a line from your next port of call?



Cruising Yachts

● *AHEA*, 40 ft ketch, skippere by Charles Wells and crewed b Max Thomas, John Molloy and Phy Dyer, left Nukualofa on June 6 fo Vavau.

The ketch left Auckland, NZ, fo Aitutaki in the Cooks on April 2 but when heavy seas broke her pro peller shaft, she changed course fo Tonga because it was considered to difficult to negotiate the Aitutak reef without auxiliary power. *Ahe* reached Nukualofa 27 days out o NZ after local fishermen guided th ketch into harbour. After Vava *Ahea* was to return to NZ.

● *KORSAR*, 38 ft sloop, wit Keith Kibler, Felicia Frey and Gayl Chambers, has been in Suva recentl relaxing for a month before sailin for Noumea and Australia.

Korsar, last reported from Pag Pago (*PIM*, Mar., p. 113), arrive in Suva from the Samoas on May 1

Miss Frey has been Kibler's sailin companion for the past year. Mis Chambers joined the sloop in Suv

In a note to *PIM*, the crew sai *Korsar* was originally bought i England from the British Navy. Sh left England in 1960, sailing som 40,000 miles to the Caribbean, th west coast of Central America, Cal fornia, Hawaii, the Marquesa Tuamotus, Societies and both Samoa

"The last 10,000 miles has foun Kibler with female crews and it reported he is not suffering becaus of it," the note added.

● *CAROPHYL*, a 48 ft Bermuda cutter from the West Indies, arrive at Rarotonga on June 1.

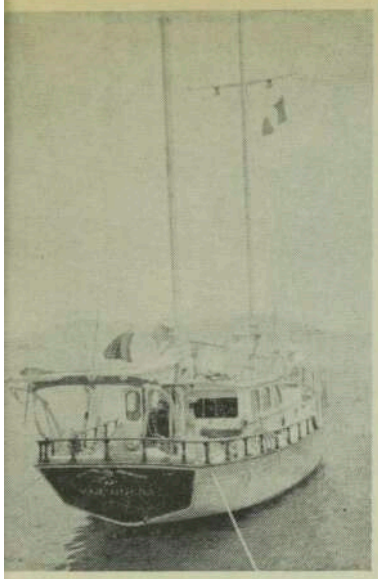
She left Nukuhiva, Marquesa Islands, in late April (*PIM*, June, p 113) and called at Papeete befor making a week-long trip to Raro tonga.

On board were Michael Minchi master, and three crew—Bria Forbert, from Canada, and Terr O'Connor and David Park, both fro the UK.

Carophyl's destination is Sydney.

● *MAR-QUESA*, 40 ft Newporte ketch, arrived in Apia from Fiji i late May with owner-skipper Harol Wilden and his wife Mary. Th Wildens, who left Hawaii in Augus 1965, have since visited th

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"Mar-quesa"

arquesas, Tuamotus, Society ands, Rarotonga, New Zealand and i, where they spent seven months.

After repairs to *Mar-quesa* in Apia, Wildens planned to visit Pago go, then Nukualofa for the corona- n of King Taufa'ahau Tupou IV. ter that they will return to Hawaii.

● *PORPOISE*, 38 ft Los Angeles ch, was the first cruising yacht to ive at Rarotonga in 1967 when called in for water on May 15. The master is a lady, Mrs. Louise ers, from the US. There were two w—Christian Chernus, from the , and Paul Somers, from the therlands.

Porpoise sailed from Sydney in ril (*PIM*, May, p. 109), and ited Whangaroa, New Zealand. was proceeding to Tahiti when hortage of drinking water caused master to put in at Rarotonga.

● *TRIDENT*, a 42 ft Sydney-built op designed for racing, arrived at rotonga from Auckland on June On board were Peter Bryson, ster; Bryan Haas, a printer; Dusan lls, a bookseller; and D'Arcy lms, a Post Office technical assis- t—all Australians; and two young w Zealanders, Grant Nunes and k Pugh, carpenters from angerei.

Trident planned to sail into the ruroa Atoll area in protest against French nuclear testing there.

The yacht was behind schedule on ching Rarotonga due to gales countered during the voyage from w Zealand. These caused her master to heave-to twice and blew out some sails and damaged running gear.

The Premier of the Cook Islands, Mr. Albert Henry, appealed to Bryson not to go to the Mururoa area and to return to Australia before a "more serious situation might arise". But Bryson said he intended to sail for the test area in the middle of June.

● *INNISFAIL*, 45 ft Australian ketch, called at Auckland in May en route to San Francisco, via Tahiti, Bora Bora, Nukahiva and Honolulu.

Skippered and built by an Australian engineer, Peter Kenny, 43, *Innisfail* reached Russell, NZ, on January 27 after a nine-day trans-Tasman crossing from Sydney (*PIM*, Mar., p. 113).

Mr. Kenny left Russell for Tahiti in February but had to return to Whangarei, NZ, when a crew member became ill. All his crew left the boat there and he sailed to Auckland and signed on a new crew.

In 1968, Mr. Kenny hopes to sail *Innisfail* to Acapulco for the Olympic Games and then sail through the Panama Canal to the West Indies.

● *NIRVANA*, 50 ft ketch, left Suva on June 5 bound for Anzio, Italy. The crew, comprising a

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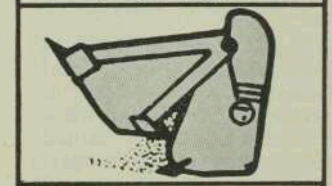
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lands athlete Michael Joyce, who is sailing to England in "Nirvana".

ungarian, George Balkanyi; his ench wife Iliane; an American, oss Miller; and an English athlete, ichael Joyce, intended to make ops at Noumea and Australia be- re heading for the Mediterranean here the Balkanyis hope to charter e ketch.

Mr. Joyce, the current holder of e Fiji allcomers' records over 1,500 d 5,000 metres, joined the ketch Suva to return to his home in uthampton for Christmas. After ristmas he hopes to return to Suva continue coaching with the Fiji nateur Athletic Association.

Mr. Joyce lived in Papua-New inea until January last year. He presented P-NG at the First South cific Games in Suva in 1963.

● *AHURANGI*, 45 ft New aland ketch, reached Sydney on ne 16 from Noumea, with a week's pover in Brisbane.

The ketch left Wellington, NZ, in ril and took part in the Whangarei- umea ocean yacht race and then ised to Vila, Santo and Malekula, w Hebrides, before heading for the e of Pines and Brisbane.

Five New Zealanders, David Scott, ipper, Alec Relling, Alister cAlister, Eric Ackroyd and Bill lliams were aboard.

Mr. Williams told *PIM:* "We didn't n the yacht race by a long shot, t we came away with the prize the oldest crew".

Ahurangi was to stay in Sydney for about a week before heading back to Wellington in late June.

● *DAUNTLESS*, 28 ft trimaran from Seattle, has been in Tahiti recently. She was built and is sailed by brothers Errol and Mike Christen.

Dauntless reached Tahiti in March after a 34-day crossing between Los Angeles and the Marquesas.

The Christens intended to have a long stay in Tahiti before heading for New Zealand.

● *KELASA*, 36 ft cutter, has been on a trans-Pacific crossing from Vancouver, British Columbia, to Sydney recently with Mr. Harry Gilbert.

The cutter reached French Polynesia early this year and made a few stops in the Marquesas before reaching Papeete on February 28. After a short stay in Tahiti, *Kelasa* was to "island-hop" southwards to Sydney.

● *REHU MOANA*, 40 ft catamaran skippered by New Zealand yachtsman Dr. David Lewis, was due to arrive in Plymouth, England, in late May or early June.

Rehu Moana began a round-the-world trip from England in 1964 and was in the Pacific in 1965-66. She was last reported near the Cape Verde Islands, after visiting Banana in the Congolese Republic.

Dr. Lewis is sailing with his wife Fiona, his daughters Susan, 5, and Vicky, 4, and a woman friend, Miss Priscilla Cairns.

The family completed its circumnavigation when they crossed their outward track to South America near the Cape Verde Islands.

Besides making the first voyage round the world by catamaran, the Lewis children are the youngest people to have sailed round the world in a yacht.

A review of Dr. Lewis' book

TIMELY BOOK ON OCEAN RACING

WITH *Dame Pattie* making a challenge for the America's Cup, interest by Australians in ocean yacht racing has never been higher, and Angus and Robertson Ltd., have picked an apt time to bring out a handsome book, *Australian Ocean Racing*.

Written by an English-born journalist Murray Davis, the book will suit Australians interested in ocean racing and, to a lesser extent, some cruising yachtsmen.

It takes a long look at Sydney-Hobart races and Australia's recent abortive attempts to win the America's Cup. Brief glimpses are included of other ocean races around Australia and NZ.

The book is amply illustrated with many good black and white pictures and sketches of Australian yachts, including several of *Gretel* and *Dame Pattie*.

Of greatest interest to cruising yachtsmen plying the South Seas is an article on Mr. Mervyn Davey, full-time secretary of the Cruising Yachts Club of Australia.

Cruising yachtsmen who call at Sydney will probably stay at the CYCA and meet Mr. Davey, who is an experienced ocean racing yachtsman. But they should be warned.

Mr. Davey has definite—and not particularly complimentary—views on cruising yachtsmen, which he states in an interview with author Murray Davis.

"The type of people who can get away for 18 months for a trip round the world are usually either retired businessmen too old to be really active—though they might be alright as owners of the yachts—or fellows who to some extent are ne'er-do-wells without a good job," Mr. Davey says.

Does this mean everyone under retiring age who goes cruising is to some extent a ne'er-do-well?

Does it include 18-year-old Lee Graham, sailing his tiny yacht *Dove* round the world single-handed? Does it include Sir Francis Chichester?

Does it include the "yachties" mentioned in these pages?

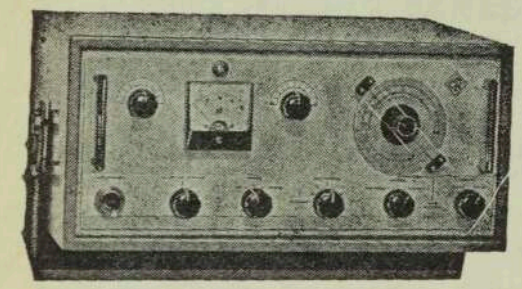
Our experience, Mr. Davey, is that many of those who can take 18 months off to sail round the world, and who last the distance, have more purpose to life than a lot of yachtsmen who stay at home. —KMcG.

(AUSTRALIAN OCEAN RACING. Angus and Robertson Ltd., Sydney. $8.00.)

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aughters of the Wind in which he lls of the voyage from England as r as New Zealand was published *PIM* last month.
A photograph published with the view, showing Dr. Lewis, Miss airns and the two Lewis children, as inadvertently captioned "Dr. ewis and family". *PIM* regrets the ror.
Later this year Dr. Lewis sail his tamaran back to the Pacific to take a research fellowship with the ustralian National University, Can-rra.

● *VALHALLA*, 61 ft ketch, rived in Port Moresby in June om Thusday Island on the first of a round-the-world voyage with ipper-owner Ann Brittain, 23, Greenwich, Connecticut, USA, and crew of four—Karen Anderson, 20, ony Fincham, 28, Bob Hobman, 26, d Charles Williams, 28.
Miss Brittain collected her crew in dney early last year and made a pover at Thursday Island to give a chance to learn the ropes. She ns to take from six to 10 years sail round the world. *Valhalla* will y in Port Moresby indefinitely until crew has enough to finance the p.
Miss Brittain left Sydney in March, 66, to start her ambitious voyage.

● *HELLA*, 45 ft Australian op, reached Taiohae, Marquesas, late March. The sloop, with her lbourne owner, Mr. G. Jakubenko, wife Else, daughter Hella and a wman, Don Mossman, reached peete last November on a cruise the Pacific Islands and Vancouver m Melbourne (*PIM*, Mar., p. 5).

● *DAWNBREAKER*, an Ameri- trimaran belonging to Russel rcia, of Los Angeles, reached peete in late May via Panama, Galapagos, Marquesas and nihi Atoll, Tuamotus. Others on ard were Jeanne Garcia, Ronald d Sternen Schneider, and Paul reea, of Manihi.
Dawnbreaker is to make a tour the Polynesian islands.

● *HAIDA SEA*, a yacht out of ncouver, British Columbia, reached iohae, Marquesas, in late March.

● *JOHN HANNA*, 30 ft ketch, s having a refit in Honolulu in ly June before returning to Cali- rnia after a voyage round the rld.
Skipper C. K. Wing tells us in a te that the ketch completed her cumnavigation in four years, eight months, 26 days, six hours and 10 minutes when she reach Ua-Huka, Marquesas, on March 12.

John Hanna then made several calls in the Marquesas, including Taiohae, before sailing for Hawaii and arriving at Hilo on May 9.

The ketch turned up in *PIM's* yachting columns many times after she left San Pedro, California, on May 4, 1962, on her round-the-world trip. We last reported her leaving Lae for a cruise along the New Guinea coast in March, 1964 (p. 107).

● *IDLER*, 24 ft Tahitian ketch, left Brisbane on June 14 for Port Moresby with owner and solo yachtsman Sherman E. Price, of Las Vegas, US. After Port Moresby, Mr. Price intends to sail back to America via the Indian Ocean.

● *KAISUN II*, 38 ft masthead sloop, with owner-skipper Wilf Peck, his wife Jess, their son Brian 12, and a cat called "Puddy", is to leave Cowichan Bay, British Columbia, in August for San Francisco, Mexico and a cruise of the South Seas or the West Indies.

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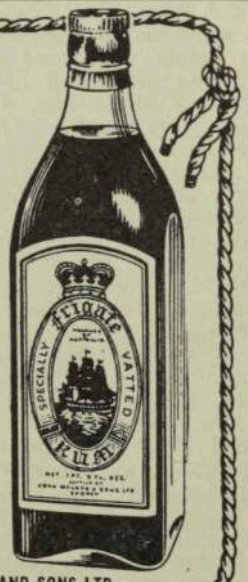
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Economic aid needed in Fiji

(Continued from p. 29)

becoming over-populated. It's already half a million.

"I shouldn't just speak about Fiji, because the Pacific Theological College deals with the whole Pacific, with students from nine territories, but since the question is asked about Fiji I will answer that it is not going to be easy in the future to absorb the unemployed, unless Fiji industrialises quickly.

"People are coming in from the outer islands, becoming Western Man, becoming wage earners, and there are no jobs for them. Fiji hasn't yet the economic capacity, unless it gets help from outside.

"It has asked for a loan from Australia and so far Australia has said no. I hope this is not a final answer. Australia, very rightly, feels its responsibility to South-East Asia and is focusing all the help it can upon that part of the world, but I would like Australia to realise that if you have a quarter of a million Indians in Fiji you have Asia in the small.

"I would like to think that Fiji could get a loan to get ahead with capital development, and stop unemployment and therefore stop racial strife."

College problems

Discussing the problems of the college, which he said was a new experiment, Dr. Knight said it was very difficult to find external examiners who had a sympathetic interest and could understand what the college was attempting to do. The college had 30 students, which was its capacity. It would have three empty beds next year and already it had 18 applications for them.

Students worked and worshipped together as one. The churches paid to keep the men at college, and after the man was trained he was sent back to his church. The college had nothing to do with ordination.

Within Protestantism there was no difference in theology but lots in practice and in such things as church government. These additions were given by the churches after the students had left, but the basic theological training was identical for all the churches.

"When I see the students sitting in front of me in a lecture, it doesn't enter my mind that this one is a Methodist, or that an Anglican," said Dr. Knight.

Dr. Knight said that what was being aimed at in the college was unique, and must be done all over the world. In the Pacific Islands there were no words in the languages for many of the key terms of the Christian faith. There was no word for grace and in some islands there was no word for love and no word for God. Yet the men from the college had to return to their own islands and express the Christian gospel in their own languages.

This problem was being overcome by learning to express the great theological ideas of the Bible in pictorial concept—by expressing ther in such a way that a student coul get them in ordinary story languag

Jesus didn't talk in abstraction If somebody asked him abou brotherhood, he wouldn't talk abou brotherhood—he would tell a pictur story about the Good Samarita He would give a concrete instance brotherhood.

"I believe that every single concep of the Christian faith can b portrayed that way," Dr. Knight sai "and if we can work it out it ca be used anywhere. That is why believe we in Suva have som relevance even to the old churches

BIRTHDAY HONOURS FOR ISLANDS PEOPLE

More than two dozen Islands people received major awards in this year's Queen's Birthday Honours List. They are:

BRITISH SOLOMON ISLANDS

OBE—The Rev. Father J. M. Wall, of the Marist Mission.

MBE—J. L. O. Tedder, administrative officer; Miss G. G. Davies, headmistress of the South Seas Evangelical Mission School.

FIJI

OBE—John Anthony Moore, Suva, former MLC and business manager in Fiji for CML Assurance Society; Edward John Fox Hackett, Suva, Government Public Relations Officer.

Fiji's new Commissioner of Police, Mr. R. T. M. Henry, was also made an OBE in the Queen's Birthda Honours. Mr. Henry arrived in Fi on June 16. He served in Sarawa before going to Fiji.



Mr. T. W. Ellis, P-NG "old hand", who was honoured by the Queen.



Mr. F. C. Henderson, of P-NG, who was made an OBE.

MBE — Mrs. Jagganath, Labas Josefa Emosi Rigamoto, MM Rotuma; William Phillip Rag Suva.

ISO — Frederick Ernest Moor Warner, Suva, former Registrar Co-operative Societies.

Queen's Police Medal — Thoma Arthur Handford, Suva, Actin Commissioner of Police.

GIBERT and ELLICE ISLANDS

BEM—Te Teb'a Rimon, islan magistrate, Nikunau; Fitila Puapua, island magistrate, Vaitup

NEW HEBRIDES

OBE—Mr. G. S. Kennedy, Cor dominium Treasurer.

MBE—T. Bila, higher clerical office British Service.

PAPUA-NEW GUINEA

OBE — Frank Cotter Henderso B.Sc.Agr. (Syd.), Konedobu, Assi tant Administrator (Econom Affairs).

MBE—Thomas William Ellis, DF Mt. Hagen, District Commissione Western Highlands.

BEM—Nasare Rabi, Rabaul, P-N Electricity Commission linesma for rescuing fellow worker Rabaul, Jan. 12, 1967.

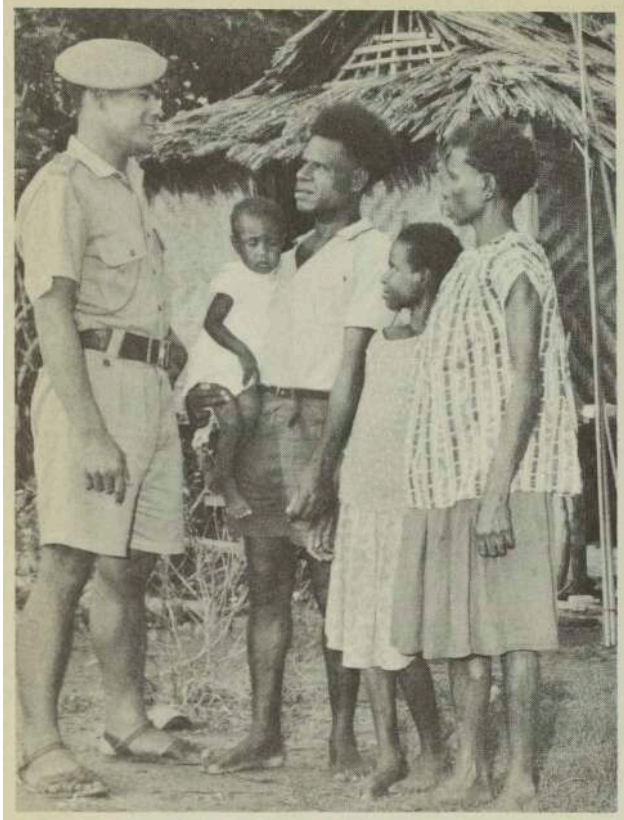
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The men who negotiated the Nauru phosphate agreement in Canberra in June. At the table, from left, Mr. J. C. Morgan, acting British High Commissioner in Australia; Head Chief Hammer DeRoburt; Mr. G. Warwick Smith, secretary of the Australian Department of Territories, who was chairman of the earlier discussions; and Mr. G. K. Ansell, acting High Commissioner for NZ. Standing from left are James Bop, of the Nauru delegation; Ken Walker, an economic adviser to the Nauruans; T. Doig, Australian Department of External Affairs; B. Detudamo, Nauru delegation; C. Duggan and D. Wyatt, of the UK High Commission; Prof. J. W. Davidson, constitutional adviser to the Nauruans. Below, Nauru from the air, showing a cantilever and some of the BPC assets which will be bought by the Nauruans for something like $20 million.



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LEFT, Pte. Bobby Gimana, of P-NG's Pacific Islands Regiment, with Iru Abonckan and his family at Boram, near Wewak. Pte. Gimana, 22, has been awarded the Queen's Commendation for Bravery for having rescued Iru from a shark last September. Iru was injured in the attack, and Pte. Gimana dived in, beat off the shark and brought the injured fisherman to the beach.

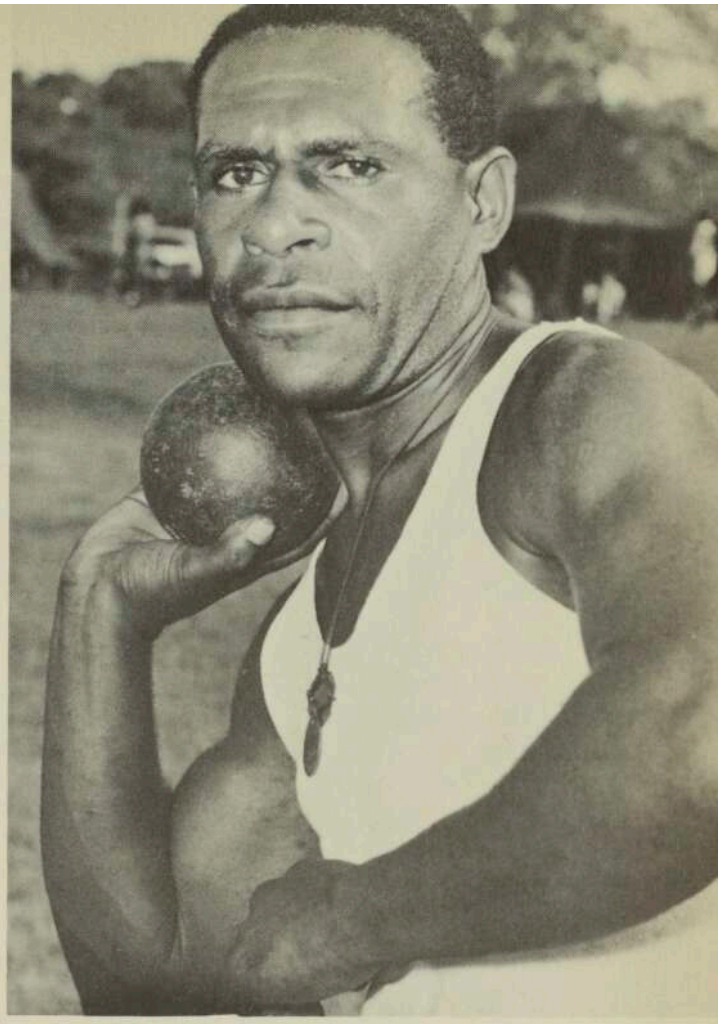


They breed dashing young Rugby players at an early age in Fiji. The six to seven-year-olds above, pupils of the Vuda District School, Viseisei, are putting everything they have into a game on a Rugby ground cut from the canefields. RIGHT, New Hebrides schoolteacher Douglas Kalsaria takes time off to act as enumerator at the first full census of the New Hebrides, now almost completed.



Married in Port Moresby (left), Mr. Colin Mancey and Miss Shirley Chin, with their young attendants Adrian Chin and Denise Beran, and bridesmaids Caren Chow and Lily Chin. Mr. Mancey comes from Tasmania; the bride is daughter of P-NG identities Mr. and Mrs. Chin Hoi Meen, now of Port Moresby. BELOW, recently married in Apia, Philip Muller, observer-in-charge of the Apia Observatory, and Miss Marie Churchward, daughter of the deputy director of West Samoan Public Works, Mr. John Churchward, and Mrs. Churchward.—Photos: Chin H. Meen and Forsgrens Studio.







Private Rovagipo, of the Eastern Highlands of New Guinea, displays the muscles which won him the shot put event (with a put of 32 ft. 2 in.) at an Army athletics meeting in Port Moresby in June. LEFT, that's more of the Army, in different roles as it were. Mrs. Jennifer Hearn, Sgt. Graham Lindsay and Mr. Lionel Spencer check the script during the Port Moresby Arts Council production of the comedy, "The Matchmaker". Mrs. Hearn, who with Sgt. Lindsay had a leading part, is wife of the CO of 1st Bn., Pacific Islands Regiment. Mr. Spencer, who works in the registry at Murray Barracks, produced the play.

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People

How not to lose friends, etc.

LIEUTENANT-COLONEL P. W. C. STOKES, leader of a six-member Australian parliamentary party which visited the Pacific Islands in June, had a pat answer for Press questioners in Suva when he was asked about Australia's refusal a year or so back to grant a $7.2 million loan that had been requested by Fiji.

It was not Australian Government policy to make loans, he said, adding: "This is perhaps on the basis that when you lend you lose a friend."

Colonel Stokes said Australia was looking into other ways of helping Fiji.

The Australian parliamentary party, the first to visit the South Pacific Islands, took in the New Hebrides, New Caledonia, the two Samoas and Tonga besides Fiji.

● The Leader of Government business in Fiji, Ratu K. K. T. Mara, flew to London in mid-June for high level talks with the British Government on the government's proposed entry into the European Common Market and the implications this would have for Fiji.

● Moaaliitele (Larry) Tu'ufuli, 31, has succeeded Tuia'ana T. Letuli as American Samoa's Chief of Police. Chief Letuli died in Honolulu on May 3 (*PIM*, June, p. 143).

● The GEIC Wholesale Society's travel officer, Mr. P. G. Parker, left Tarawa on June 14 for Rome to attend a travel conference organised by Air India. He took with him a small exhibition of Gilbertese and Ellice Islands handicrafts and large coloured photographs of the Colony.

● Mr. Henry Cumines, well known in the Pacific Islands as a representative of Sydney-based Islands traders, recently set up in business on his own account in Sydney and will trade in agency lines in all groups from Papua-New Guinea to Tahiti. Mr. Cumines was with Robert Gillespie Pty. Ltd., for 14½ years, and before that was with Charles Sullivan and Co. for 11 years. He is now principal of Henry Cumines and Co. Pty. Ltd.

● At its first session in June, Western Samoa's new Parliament selected Polataivao Fosi to represent the country at the annual Commonwealth Parliamentary Conference in Uganda in October.

● A Papuan, Joseph Stanislaus Aoae, has obtained a Bachelor of Laws degree at the Queensland University. He is the first Papuan or New Guinean to have qualified in law.

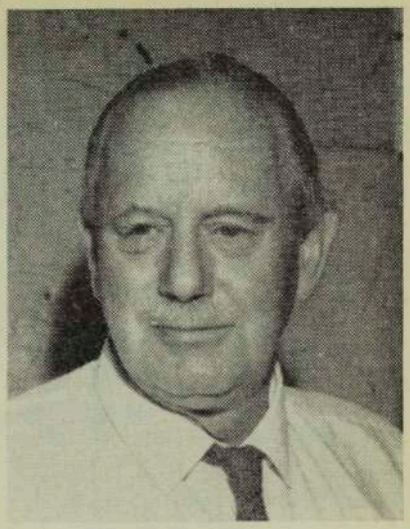
He was born at Yule Island, Kairuku, in 1941 and educated at the De La Salle College, Yule Island, and later at the De La Salle College, Castle Hill, Sydney, where he matriculated in 1960. In 1961 he was employed in P-NG's Department of Law and was granted a scholarship in 1962 to pursue his law degree at the Queensland University.

After being admitted to the Queensland Bar, Mr. Aoae will return to the territory to take up duties with the Department of Law.

● Mr. and Mrs. George Hooker, of Tangis Island, South Santo, New Hebrides, will celebrate their silver wedding anniversary on July 4 on the 30-acre copra plantation they have worked all their married life. (Tangis Island is a 30-acre islet in Baldwin Cove). The Hookers have four children—Shirley, 21, Thelma, 19, and Violet, 35, who live in Australia, and Edward, 23, at present working at Norfolk Island.

● Mr. A. E. Adams, who has served with the Australian Department of Primary Industry and the Western Pacific High Commission, has been appointed Fisheries Officer with Fiji's Department of Agriculture.

● Mr. Maurice O'Connor, a director of Burns Philp (South Sea) Co. Ltd., has been appointed a director of the parent company, Burns Philp and Co. Ltd. Mr. O'Connor joined the staff of Burns Philp in 1926. He was recently made manager of the South Sea department.



Mr. McCarthy.

● Papua-New Guinea's retiring Director of District Administration, Mr. J. K. (Keith) McCarthy, is making a final round of tours before leaving the territory late in September. He left Port Moresby on June 18 for the Morobe District at the start of a series of extensive trips.

● Papua-New Guinea's Administrator, Mr. D. O. Hay, has announced the appointment of 12 territory residents to the South Pacific Games Trust. Further appointments will be made later. Those already appointed are: Mr. W. Johns, Port Moresby (chairman); Mr. J. Dowling, Rabaul; Mr. B. C. Goodsell, Port Moresby; Capain L. Thrift, Lae; Mr. Toua Kapena, Port Moresby; Mr. H. Kienzle, Kokoda; Dr. J. Jacobi, Port Moresby; Mr. H. Underwood, Port Moresby; Mr. I. Manton, Mt. Hagen; Mr. T. Abberton, Madang; Mr. R. Dixon, Port Moresby; Mr. F. Espie, of Melbourne and Bougainville.

The function of the trust is to attend to the collection and spending of money required for the Games.

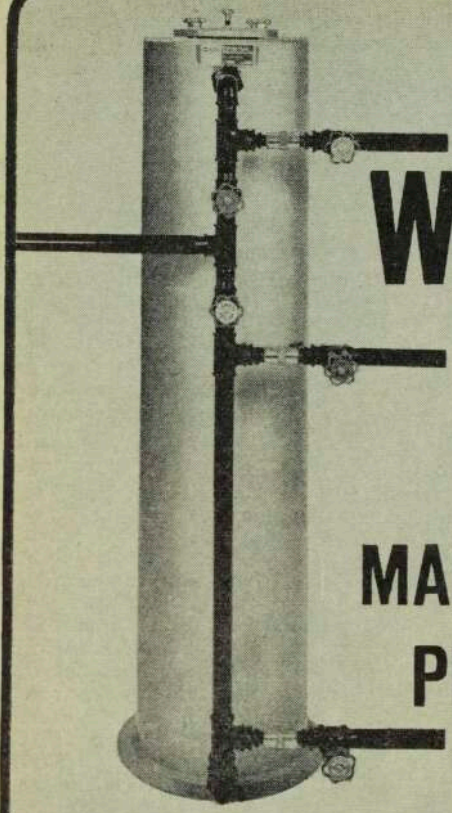
● Mr. Arthur Warden, chief of the Geological Service of the British Administration in the New Hebrides, has resigned after five years in the Condominium. His successor is Dr. D. I. J. Mallick, who arrived in Vila recently from London. Dr. Mallick has previously served in Zambia and Aden.

● Mr. Bert Covit and his wife Sara returned to Papeete, Tahiti, a few months ago to work on a new edition of their *Official Directory and Guide Book for Tahiti*. The last edition was published in 1965 and the new one, the 5th in this series,

● Papua-New Guinea in June elected its Miss Territory—Miss Robyn Neilson, 19 (opposite), who was Miss Madang in the territory-wide contest sponsored by the P-NG division of the Australian Red Cross. Robyn was born in the territory. Until recently she lived in Popondetta and is engaged to Patrol Officer Chris Viner Smith. The new Miss Territory is a typist with the Education Department in Madang. In the background is the P-NG Administrator, Mr. David Hay, who crowned the winner.

Photo: Chin H. Meen.

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hould be available towards the end f this year. The present series of uide books is sponsored by the local yndicat d'Initiative and the Chamber f Commerce, but Bert, who is an merican, has been an on-and-off esident of Tahiti since before the ar and produced a former series of uide books.

The new edition will be completely evised and will have even more olour plates than the last.

● The engagement was announced London in June between John enry, only son of Dr. and Mrs. J. Newton, of Stroud, Gloucester-ire, and Mary Hamilton, eldest aughter of Mr. and Mrs. E. T. ulton, former residents of New uinea. The Fulton family lives at aton Square, London, but of recent ars has lived at Mt. Eliza, Victoria. lary met her fiancee, who was nior surgeon in the *Orsova*, while the way to London. They will arry in September and for the time eing will live in Bristol, where Dr. ewton has been appointed registrar Bristol Hospital.

● Mrs. C. McCoy has left the New ebrides to return to Australia after years there.

Mrs. McCoy arrived in Vila in 946 as Miss J. M. Chalk, to take clerical job with the British esidency. Shortly afterwards she et and married Mr. Cecil McCoy d went to live first at the Maske-nes, then to Emae, and after a few ars to the island of Nguna, where ey remained.

Mr. McCoy, who was a member the McCoy family of Norfolk land, a descendant of the McCoy *Bounty* fame, died two years ago. Writes a correspondent in Vila:

"Both Mr. and Mrs. McCoy will ng be remembered by Islanders and uropeans for their innate honesty all times, their swift, generous help anyone in trouble, and for their nuine interest in, and financial sistance to all good causes, especi-ly for any project which helped the ew Hebrideans to help themselves. hose missionaries who lived close to em in the days of isolation will re-ember with deep gratitude their a r m friendliness and unstinted aterial help given so graciously and generously."

● The Venerable D. A. Rawcliffe, rchdeacon of Southern Melanesia nce 1959, passed through Sydney rly in June on his way to England leave. Archdeacon Rawcliffe is a s e d at Lolowai, Aoba, New ebrides. He is head of the Mel-esian Mission (Anglican Church) the New Hebrides.

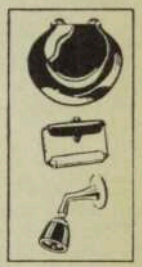
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Trading station abandoned in 1903

(Continued from p. 38)

bay. "The station is abandoned, and nothing remains but the house," Father Courtais said in his letter, which was published in Vol. XI of the *Annales des Missions de l'Oceanie*.

It is evident from this that the ruined building found by Father Courtais could not have had anything to do with Comptoirs Francais des Nouvelles Hebrides as this company would scarcely have been using the initials CFNH before it was even formed!

Mr. Kidney's French colleagues, therefore, are also barking up the wrong tree.

It is obvious, however, that an explanation must now be found for the rusty water drums, New Caledonian bricks, etc., found by Dr. Shutler and Co., so I am glad to say that further research on my part has revealed one.

This is that the drums and bricks are the remains of a trading post which the Societe Francais des Nouvelles Hebrides established in Big Bay some time after April, 1900 (when a Presbyterian missionery walked past the spot and saw nothing) and which was abandoned in 1903.

The earliest reference to the station that I have been able to find is mid-August, 1901, when a party of six Frenchmen visited it during an exploring expedition and stayed overnight.

Of the two accounts of the expedition that I have seen, neither of them describes the station and neither of them speaks of anyone being in residence there.

Pillaged

Certainly, the station seems never to have amounted to much, for in November, 1901, Father Pierre Bochu, a Catholic missionary, called there with two of his followers on a walking trip from the western side of Big Bay to Port Olry and found the place guarded by a solitary black man. This man was so happy to have visitors that "he received us impressively", Father Bochu later wrote.

Fourteen months later, in February, 1903, apparently when the station was unoccupied, and when SFNH had leased it to Alfred Rosiers, it was pillaged by the natives.

Rosiers, a successful French planter at Mele, Efate, later got most of his trade goods back through the intervention of one of the missionaries; but he then abandoned the station. It was never reoccupied.

The station, therefore, did not exist for more than a couple of years or so; and all the indications are that it never housed more than a New Hebridean or two. All that remained of it when Father Courtais passed by early in 1905 was a single building—a house, which he said was full of mosquitoes.

To me, it is inconceivable (to use Dr. Shutler's word) that SFNH would have built a solid wall (which Dr. Shutler says 60 men could not build in a day, and, which, by the same token, one man could not build in 60 days) if it was merely to form part of a trading establishment to be occupied by a solitary native, or not to be occupied at all.

Where would SFNH have got the skilled labour to build the wall, anyway? And what purpose could it have served?

It certainly could not have been connected physically with the other "small ruin" that Dr. Shutler and Co. found 115 ft away, for if it was, the building seen by Father Courtais would have been a good deal bigger than Woolworth's in Pitt Street, Sydney.

Objections

Moreover, a building with a wall of coral rocks faced with mortar would have been completely out of keeping with the type of architecture then employed by SFNH, three photographs of which may be found in Charles Lemire's book, *Les Interets Francais dans le Pacifique* (Paris, 1904).

These photographs show that the SFNH stores in Vila and the Banks Group at that time were of corrugated iron and timber, and that the one at Segond Channel, Santo, was of wattle and daub, and timber.

There are many other objections I can think of to any theory that the wall was built as part of a trading station. For example:

- If walls with embrasure-like openings in them were the fashion in New Hebrides trading stations at the turn of the century, why are no other examples of them to be found in the New Hebrides today?
- Why is there only one such wall at Big Bay, and not four, or perhaps three, to form a room?
- Why (apart from the wall) are there only a few bricks and water drums left to indicate the former presence of the SFNH store?
- How could the late Capta Frank Whitford, of Vanua Lav Banks Group, have seen the wall 1882 or 1883 (*PIM*, June, p. 25) the first settler did not arrive in t bay until 1896?

The obvious explanation for a these factors is that the wall, wi its embrasure-like openings, h nothing to do with the bricks and t rusty water drums.

The wall, it is quite plain, is t "rampart with its embrasures" bu by the Quiros expedition on May 1606.

Impermanent material

The bricks, the water drums ar the slab of cement (the initials a probably "SFNH") are all that r mains of the SFNH trade post, whic was no doubt made of impermane local materials that have long sin rotted, disintegrated and blown awa

It is quite likely that the peop who built and ran the store never eve knew of the wall's existence, sin 115 ft is a very long way in the den jungle that grows on Santo.

The wall, judging from Fath Munilla's journal, is exactly whe one would expect it to be, and answers precisely to his descriptio

It is therefore fruitless for D Shutler or anyone else to argue th 60 Spaniards could not have bu such a wall in a day, for to do s is to deny that the Spaniards did wh they said they did.

To build the wall would scarce have been a tax on their energi anyway, for the wall is only abo 25 ft long, four feet high, and 1 inches wide. This works out at on two cubic feet of wall per man— surely a "pushover" even for the mo rabidly go-slow stone mason in thes days of enlightened trade unionism

In short, there is—as I have sai before—absolutely no shadow doubt that the wall is a relic of th Quiros expedition of 1606, and tha as such, it is the oldest relic European penetration yet found in th South Pacific-Australia areas.

Footnote: An aerial photograph part of Big Bay, reproduced fro Father Celsus Kelly's book *Calend of Documents on Spanish Voyages i the South Pacific*, was published i April *PIM*, p. 41. Father Kelly ha asked *PIM* to say that this phot graph may not be reproduced in an other publication without permissio His book was published by Fra ciscan Historical Studies (Australia in conjunction with the Archiv Ibero-Americano, Madrid.

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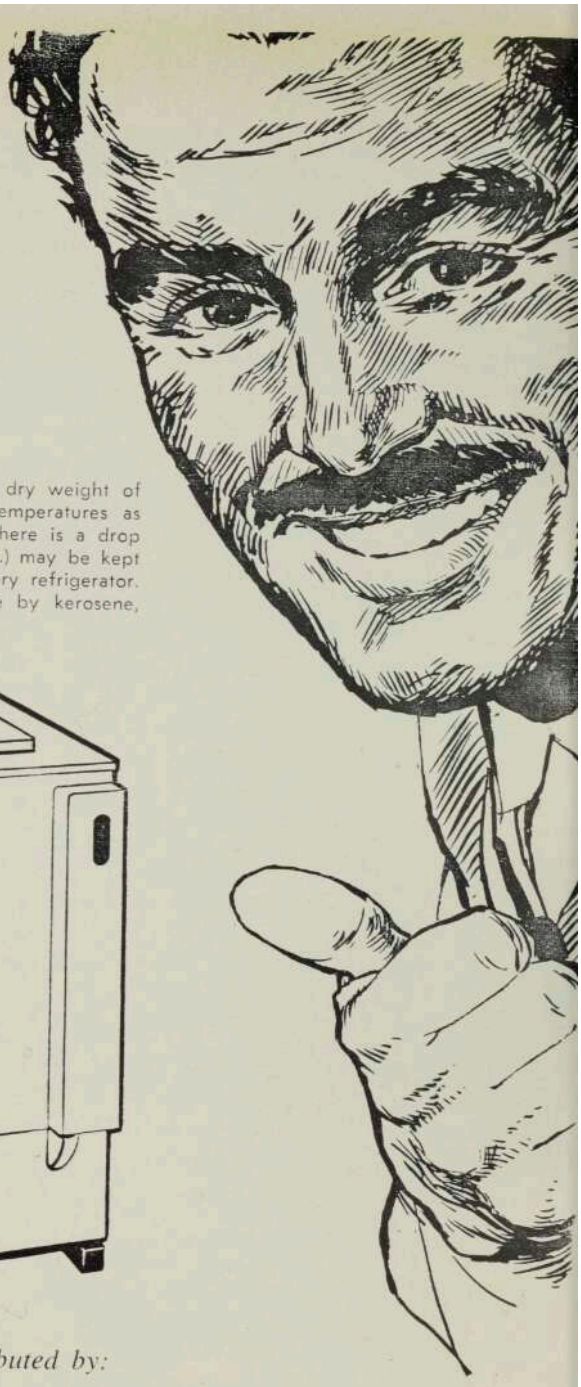
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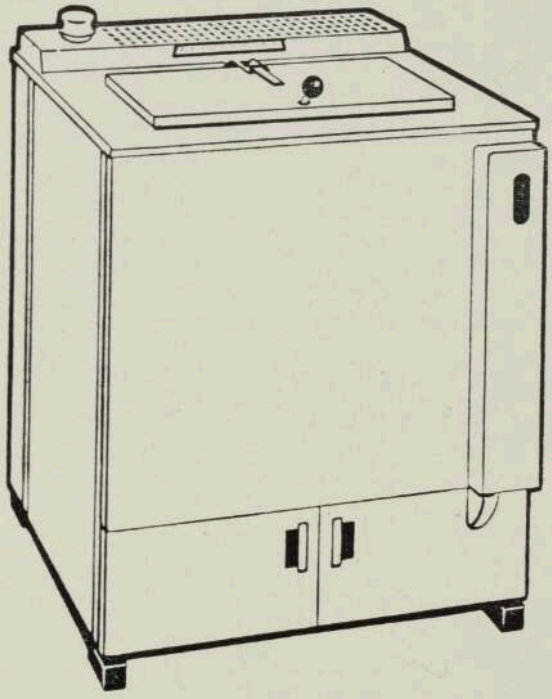
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Business and Development

'It should be lain sailing ow," says King

rom a Nukualofa correspondent

Tonga had "successfully negotiated troubled passage of overseas ıds", and now money shortages re things of the past, King ufa'ahau told the opening of the 57 session of the Tonga Legislative sembly on June 8.

VE are looking forward to plain sailing, in beautiful weather," d the King. He said that Tonga l reason to be pleased with its new jects—including the Dateline Hotel, ich is government-owned, the new t office building and the progress the new wharf, which is not yet nplete.

King Taufa'ahau pointed out that mated revenue from slipway fees the new year was something like 260, which was quite insignificant. the slipway could take only small os and "if it could accommodate 00-ton ships we will then be able slip all our local vessels, except the *vakai*, and save about £T564,000.

The slipway could also earn revenue from other vessels .

The king said while in England recently he had been shown over a slipway capable of accommodating vessels up to 1,000 tons and it was quite possible to build such a slipway in Tonga.

"We must have well-trained engineers and carpenters to do it," he said. "But if we make up our minds to do it, no one can stop us. By building a slipway of this nature we could put a stop to the thousands of pa'angas now being spent overseas by the Government and the Tonga Copra Board on the slipping of the *Hifofua* and the *Aoniu*."

WATCH INDUSTRY WILL BOOST AMERICAN SAMOA'S ECONOMY

American Samoa's Governor H. Rex ee left Pago Pago for Washington arly in June to negotiate with the Waltham Watch Co., of Waltham, Massachusetts, for a watch assembly lant for American Samoa.

The territory's Daily Bulletin says he plant could "pour hundreds of housands of dollars into the conomy of the territory".

The Waltham company won a contract to assemble a quota of some 00,000 watches annually in American amoa under a bill recently approved y US Congress.

The other territories of the United tates—Guam and the Virgin Islands —have also been given quotas.

A tariff loophole permits such oods to enter the US duty free, proided modifications are performed in he US territories.

Western Samoa to go decimal

WESTERN SAMOA will convert to decimal currency on July 10, the same day that New Zealand and Niue change over from pounds, shillings and pence.

The new unit of currency in Western Samoa will be the tala (dollar) which will be on a par with the New Zealand dollar. This will be divided into 100 sene.

Banknotes in denominations of one, two and 10 tala will be introduced immediately. Later, there will also be notes for five and 50 tala. There will be coins for 1, 2, 5, 10, 20 and 50 sene.

PUBLISHERS' HIGHER COSTS

Readers and advertisers should note that, as a result of various higher charges announced or indicated by the Australian Government, it may be necessary to increase the subscriptions and advertising rates of this journal before the end of this year.

Higher postage charges as from July 1 were announced in May, but have been held up by the Senate. However, it seems certain that these rates, and other increased charges, affecting all publishers, will come into operation after the Budget is presented in October.

Already, we are paying some recent increases in printing industry wages awards. We shall carry as much of these additional burdens as possible, but it is inevitable that some of them will be passed on in higher charges to our readers and advertisers.

All subscription and advertising contracts, which usually are on a year-in-advance basis, made before the increased rates take effect, will of course be carried on at the present rates—the new rates will affect only new business and renewals.

We regret the imposition of higher rates. They, however, are part of the pattern of modern business life.

—The Publishers.

Copra highest for 16 months

WORLD copra prices rose sharply in late May and early June because of the Middle East crisis. Prices in London for Philippines FM copra reached a peak of £Stg.78/6/4 a ton on June 6—the highest price for at least 16 months.

Prices had moved up steadily through May from £Stg.63/4/10 at the start of the month to £Stg.70/10/- on May 31.

This was the first time for 15 months that copra had been worth more than £Stg.70 a ton.

The following prices show the trend of the market through May and the first half of June.

May 1	£Stg.63/4/10 a ton
May 17	66/7/1
May 23	68/3/2
May 31	70/10/-
June 2	70/10/11
June 5	76/13/8
June 6	78/6/4
June 7	76/13/-
June 8	75/0/9
June 9	71/9/2
June 16	71/5/11

On June 23, the price stood at £Stg.72/19/1.

Mr. I. McDonald, chairman of the Papua and New Guinea Copra Marketing Board, said at the end of May the rise reflected sellers' views rather than buyers, and little business

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in copra was being written by oilseed brokers and dealers in London.

At the end of June, Sydney copra authorities agreed that this was still the case. Only "very miminal" sales had taken place at the top prices in New York, they said. However, they were optimistic on copra prices in the future and predicted that prices would remain firm in the £Stg.70's.

Mr. McDonald said that although current copra prices were almost entirely due to political reasons, other factors pointed to a generally steady to firm trend in the market for oilseeds over the next few months.

"There is not only a demand for oilseeds required to build up consumers' stocks at the present time," he said, "but on the production side pressure of edible oil supplies is lessening as a result of reduced plantings and recent unfavourable weather conditions."

He said the political situation in Nigeria was also affecting supplies.

Production of Philippines copra was expected to be well below that of 1966, perhaps a drop of 15 per cent., because of typhoon damage and severe drought conditions last year.

Mr. McDonald said the estimate of a 15 per cent. drop could be "on the high side" but even if were discounted by as much as ha it would still have a big effect copra and coconut oil availability.

May deliveries of copra to Cop Board depots in P-NG amounted 9,363 tons—the usual tonnage.

Survey of Fiji's land resources

A BRITISH firm, Fairey Surve has been awarded a contract make an aerial photographic surv of Fiji as part of a land resourc survey.

The British Government has pr vided the funds for the aerial surv which will be carried out over the ne few months. A DC-3, which h already arrived in Fiji, will be us in the work.

Associated ground surveys are b ing carried out by officers of the La Resources Division of Britain's Dir torate of Overseas Surveys.

Meanwhile, a United States fir Crawford Marine Specialists, of S Francisco, have applied for prospecting licences to permit it make underwater surveys for miner around the coasts of Viti Levu a Vanua Levu.

A representative of the firm sa recently that preliminary studies h indicated that both islands were hig mineralised, and there was reasona justification for thinking that depos might extend offshore.

Palm oil: Fiji's interested again

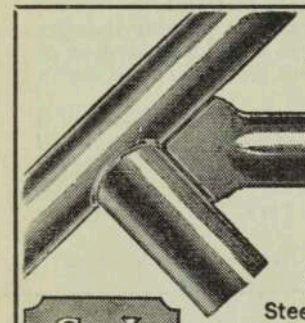
WHILE work began on setting New Guinea's palm oil indust in June, a senior company executi said in Suva that his company mig spend £F2 million over 10 years develop a palm oil industry in F

The executive in Suva, Mr. P. Partridge, is the general manager the Fiji Development Company, subsidiary of the Commonwea Development Corporation.

He said a palm oil project on acres at Navonu in the Buca B area of Vanua Levu was "so prom ing" that the CDC might spend £ million to establish a palm oil dustry at Buca Bay to produce tween 6,000 and 9,000 tons of oil year for export.

The CDC was to review the proj in 1968 with a view to the develo ment of a major scheme.

If CDC decided to go ahead, M Partridge said, it would use mo than 4,000 acres in the Buca B area. The cost of establishment o 10 years would be £2 million. T



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uld include a factory to be built Buca Bay.

The idea of palm oil in Fiji is t new. W. R. Carpenter and Co. perimented on Viti Levu some ars ago.

Meanwhile, P-NG's palm oil in- stry is under way.

Workers have begun clearing land the Cape Hoskins area of New itain for a joint venture between e P-NG Administration and an erseas firm, Harrisons and Crosfield NZ) Ltd.

It is hoped to have 500 acres ared by the end of this year.

Eventually each partner in the nture will clear 5,000 acres of ber country around Cape Hoskins. e combined 10,000-acre plantation considered the ideal size for an mill which Harrisons and Cros- ld have undertaken to build at pe Hoskins (*PIM*, Mar., p. 144).

By the middle of June, palm oil d gardens had been set up in elters at Cape Hoskins for the oject—the first palm oil venture in South Pacific.

Two of Harrisons and Crosfield's ndon experts, Mr. J. Brown, who naged the company's plantations in alaya for several years, and Mr. D. ampion, a managing-director, made two-week trip to New Guinea in e June to look at company interests New Guinea and check preliminary rk at Cape Hoskins.

The two partners in the Cape skins project have formed a com- ny called New Britain Palm Oil velopment Limited.

The directors are Messrs. D. ampion and D. Fleming, nomina- by Harrisons and Crosfield (ANZ) d., and Messrs. W. L. Conroy d A. P. J. Newman, nominated the Administration. Mr. D. ampion is the first chairman of board.

Disquieting" future r W. Samoa

WESTERN SAMOA'S Minister of Finance, Mr. G. F. D. Betham, d Parliament in mid-June that the ntry faced a "disquieting" financial uation in which little improvement uld be expected over the rest of year.

He was presenting his Supple- ntary Estimates in which he has dgeted for a deficit of £70,000 ving reserves of £200,000.

Mr. Betham described the fall in country's exports as "staggering". blamed the fall mainly on the er-effects of last year's hurricane d the ravages of pests and disease.

Copra exports to the end of May were 4,600 tons and £300,000 below the figures for the same period last year. As against exports of 14,019 tons worth £821,491 last year, predictions for this year are 10,000 tons worth less than £600,000.

Cocoa exports to the end of May at 823 tons were down almost 50 per cent. on last year's tonnage, although improved prices kept earnings at almost the same level. There were, in addition, considerable stocks on hand, and Mr. Betham estimated that last year's total cocoa earnings of some £600,000 could this year be exceeded by £200,000.

From previous high exports of 800,000 cases and more, banana exports last year totalled only 62,000 cases and to the end of May this year only 30,000 cases had been shipped.

Mr. Betham said the rehabilitation of the industry since the hurricane has been slow.

(Agriculture Department officials estimate increases from now until the end of the year to be about 1,000 cases per ship, with a probable total in the vicinity of 80,000 cases.)

On the credit side, Mr. Betham said that Cabinet had been busy lately considering the Potlatch proposals for the development of the Savaii timber industry.

These offered "tremendous possibilities" and it was hoped that

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Parliament would reach a firm decision on the proposals during its present session.

He added that the tourist industry stood to gain much from the recent "Heart of Polynesia" visitor development conference (see p. 45).

PIM's Apia correspondent says that if the public is worried about the country's economic situation, nobody shows it. The queues at the bank and post office seem to grow longer every day; business still seems buoyant; a start has been made in Apia on a new £20,000 picture theatre; Polynesian Airlines has decided to buy a DC4 to add to its fleet of two DC3's; the sale of building materials is going on at an unprecedented rate; and the Public Service Association has asked for a 20 per cent. pay increase.

Islands trading less buoyant

A RISE of 10.7 per cent. in the net profit of Burns Philp (SS) Co. Ltd. did not altogether satisfy the directors. They reported a lack of buoyancy as a feature of trading in the year ended January 31.

This trading was a reflection of lower returns from the Fiji sugar industry, reduced copra prices, and import restrictions in Samoa and Tonga.

The net profit for the group was £F224,096 ($A504,216), which was £21,759 more than in the previous financial year.

The company's profit has risen each year since 1961.

The dividend for the year is 10 per cent., including a final of 5 per cent.

P-NG discovery on coconuts

THE chief of the division of plant industry, in the P-NG Department of Agriculture, Mr. Allan Charles, said in Port Moresby in June that tests had established that sulphur deficiency was prevalent in many territory plantations.

The research had been undertaken by an officer of the department, senior chemist Mr. P. Southern, who had found also that sulphur deficiency caused low yields and was responsible for the production of abnormal, "rubbery" copra.

Mr. Charles said this was the first time sulphur deficiency had been reported in association with copra production in any of the coconut producing countries.

Mr. Southern, himself commenting on the results of his research programme undertaken over the past four years, said well over 100 plantations in the territory had been recorded as producing "rubbery" copra from time to time.

He said it was estimated that over two per cent. of shipments passing through inspection centres in the territory had contained a significant proportion of this type of copra.

A number of experiments had produced spectacular responses to sulphur. Palms with yellowing foliage had become greener in as short a period as three months, while increased production of nuts and improvement in quality had been obtained in 12 months.

Current research had revealed that sulphur deficiency occurred also in tea and coffee crops.

"This deficiency is one of the limiting factors to healthy growth and good production, particularly in the Highlands areas," Mr. Southern said. "As a result of our research we have developed methods in the department's laboratories to diagnose sulphur deficiency in all our territory crops," he added.

The South Pacific Commission has invited Mr. Southern to act as its consultant on coconut production. In this capacity he has been invited by the Governments of the British Solomon Islands, New Hebrides, Fiji, Western Samoa and Tonga, to visit and advise on nutrition problems affecting coconut production in the countries.

Mr. Southern will attend a Sou Pacific Commission technical meeti on coconut production to be held Tahiti from August 4 to August 1 He will leave Port Moresby in Ju to start his visits to the South Paci countries.

FIJI-BORN DESIGNER



Fiji-born fashion designer Mr. Ram Samuj shows one of his original fabrics before he left Australia to exhibit them in the US in June. Mr. Samuj is the brother of Sister Leila Ram Samuj and Mrs. Vera Jayant, of Suva. He was educated in New Zealand and studied art in Australia and the UK. He has since held exhibitions of his fabrics in Australian galleries.

PI Mines shares drop sharply

SHARES in Pacific Islands Min Ltd., which is looking for go on Misima Island, Papua, with Cult Exploration Ltd., of Canada, f sharply in June.

This followed an announceme on June 14 that Cultus, which w earn a 60 per cent. interest in t Misima project when it has spent million (Canadian) on exploratio said it was "experiencing a shorta of funds and is negotiating for furth finance."

Cultus has already spent abo $600,000 (Canadian) on the project

The announcement also said th Pacific Islands Mines Ltd. had su ficient funds to complete the prese programme of proving the mine this became necessary.

From a May high of 40 cents the Sydney Stock Exchange, Paci Islands Mines 25 cent shares dropp to a 1967 low of 27 cents on June 2

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Produce Prices

(Unless otherwise stated, quotations are Australian currency. Aust. $ equals proximately 8/- Stg., NZ, or W. Samoa; - Fiji 1 Pa'anga Tonga; 5.381 Ceylon upees; 98 Pac. Frs.; $US1.125.)

COPRA

PAPUA-NEW GUINEA:—All production delivered to Copra Marketing Board, ntrolled by six members, including three anters' representatives. The board directs stribution and sales, and makes pay- nts to the producers. Production goes inly to (a) Unilever, in UK, (b) Aus- lia for local consumption, (c) crushing- ll in Rabaul, and (d) Japan (surplus available). Prices generally tally with ing rate in Philippines with premiums hot-air dried.

P-NG Board's purchase prices for copra livered main ports from March 1 were t-air dried, $120 per ton; FMS, $117 ton; smoke-dried, $115 per ton.

FIJI:—The Fiji Coconut Industry Board es the prices to be paid for Fiji ra on a formula based on that for ilippines copra, and taking into account ight, taxes, selling costs, shrinkage, . The copra must be graded at centres Suva, Levuka, Lautoka, Savusavu and veuni. Prices in Suva to July 23 were: ade one, £F59/2/6; grade two, 54/2/6 and grade three, £F46/5/-. A le of deductions has been established copra delivered to grading centres er than Suva.

WESTERN SAMOA:—All production is to the Copra Board of Western noa at fixed prices. The Board makes ments to producers through its agents he local firms—and sells the copra on open market with a portion to Abels ., NZ. Local prices in June were £S48 grade one and £S41/10/- for grade .

TONGA: All copra is sold to the Tonga ra Board which sends it to Europe, ier arrangement with Unilever, con- led by Philippines prices, and the rest s on to the open market.

EXCHANGE RATES

IJI.—Through BANK OF NSW, ANZ NK, BANK OF NZ and THE BANK BARODA LTD. Australia on Fiji, is £F100: Buying, $A221.73; Selling, 26. **Fiji-London,** basis £Stg.100: £F112; S. £F110/15/-. **NZ-Fiji,** basis Z100: 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 Z100: 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 hange payable in transactions with tralia.

RENCH PACIFIC COLONIES.—Pacific cs (CPF) are used in New Cale- a, New Hebrides (jointly with Aus- ian dollars), Wallis and Futuna nds and Fr. Polynesia. **FRENCH BANK nptoir National D'Ecompte de Paris,** ney, on June 27, quoted: Selling, mea and Papeete, 98 Pac. francs to ust.; 240 Pac. francs to £ Stg., ox. 90 Pac. francs to US $; Noumea Pac. francs to 1 French franc (con- ion rate: 1 Pac. francs equals 0.055 ch franc). Paris-London: Buying 3 francs to £Stg.

SOLOMON IS.: All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output goes to Unilever, UK; to Australian crushers; and the balance on to the open market. Prices on June 19 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:—Copra sold direct by planters to France and South America. Official price on May 30 was $68 (6,800 Pac. Francs). French price in May was 890 francs per metric ton, c.i.f., Marseilles.

COOK IS.:—Copra goes to Abels, Ltd., of Auckland, who operate the only NZ copra crushing mill. Price paid is average London price for previous three months, less handling charges. Prices for July, August and September, have been fixed, subject to freight adjustment, at £NZ59 first grade, hot air dried; £NZ58/0/5 first grade, sun dried and £NZ57/5/9 standard grade, all per ton packed f.o.b.

OTHER PRODUCE

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.

COCOA:—Islands prices are usually based on the rates for Ghana cocoa. On June 23 these were approx. £Stg.227/10/- per ton, c.i.f., London.

On June 26, Quote No. 1: In store Rabaul, export quality $450 per ton, ex-wharf Sydney, $500. Quote No. 2: Best quality, ex-wharf Sydney, $490, in store NG ports $443 (for UK, Continent and USA shipments).

W. Samoa.—Latest prices quoted in Sydney, on June 26 were: Grade 1, £Stg.267/10/-, grade 2, £Stg.242/10/- per ton, f.o.b., Apia.

COFFEE.—P.-N.G.: June 22, Quote No. 1, good quality A grade 37c to 42c per lb; B grade 37c to 40c; C grade 35c to 37c; X grade 36c to 39c and native X grade 33.5c to 35.5c.

CROCODILE SKINS. — On June 26 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., Honiara:** $1.89 per in. Gizo: $2.10 per in.

GREEN SNAIL SHELL.—Sydney buyers quoted: June 27, No. 1, 1st grade, $500, f.o.b. Islands ports, 2nd grade, nom., $240 on wharf, Sydney.

PAPUAN GUM: New Guinea graded gum $185 per ton, f.o.b., Samarai, ungraded gum $174, f.o.b., NG.

PEANUTS.—P.-N.G.: Sydney agents reported June 26, f.o.b., Lae; Kernels—white Spanish 15c lb.

PEARL SHELL.—Fished by Japanese and Australian interests around Cape York and Broome, North Australia, for mainly cultured shell production. Shells were scarce in May. Two Sydney buyers, on June 27, quoted these prices: Sound $1,650 per ton, D grade $1,180, E grade, $650, EE $470 (in store Sydney).

Solomons.—Honiara, mother of pearl blacklip 15c lb, goldlip 20c lb.

Cook Islands.—Penrhyn Island, £NZ350 (approx.), f.o.b., Rarotonga.

RICE (Aust.): Prices, until Mar. 31, 1968, are—**P.-N.G.:** Dried brown rice, 112 lb bags, $128 per ton, f.o.w. Sydney or Melbourne. Vitamin enriched white rice, 56 lb bags, $142 per ton, f.o.w. Brown, 40 lb bags $138 per ton. **Other Pacific Islands:** Polished white (56 lb bags) or dried brown rice (112 lb bags), $150 per ton, f.o.w.

RUBBER.—P.-N.G. price is based on Singapore rates, which on June 23 were: Prompt shipment 58 Malayan cents per lb, c.i.f. (16.82c Aust.); July shipment 57¼ Malayan cents per lb (16.60c Aust.); Aug. shipment 57⅝ Malayan cents per lb (16.64c Aust.).

SHARK FINS: Chang Sing Loong Co., Suva, offers F4/6 per lb for well-dried fins of commercial quality. **ICEP Pty. Ltd.,** 22 Taylor St., North Curl Curl, Sydney, quote 65c to 85c lb., ex-store Sydney, according to quality.

TROCHUS.—Sydney buyers indicated the following quotations to Islands producers: June 27 — **Papua** — $160-$180 per ton; **N.G., B.S.I.**—$150-$160 per ton, f.o.b. Islands ports.

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, buy mainly from Tahiti for Sydney and Melbourne essence makers. Prices on June 27 were: white and yellow label processed, standard packs, $6.55, green label, $6.45, c.i.f., Sydney.

Stock Market

LAST SALES SYDNEY

	May 26	June 26
A. Lemon .50	.78	.80
Ansett .50	.70	.66
Bali Plantations .50	.51	.52
Burns Philp 1.00	3.98	4.03
Burns Philp (SS) 2.25	4.40	4.40
Camelec .50	.56	.52
Carpenter .50	2.01	2.06
Choiseul Pintn. 1.00	2.70	2.60
C.S.R. 1.00	3.34	3.45
Dylup Pintn. .50	.56	.54
Fiji Industries 1.12	2.25	2.28
Hackshalls .50	1.30	1.30
Kerema Rubber .50	.21	.21
Koitaki Rubber .50	1.15	1.10
Lolorua Rubber .50	.45	.43
Makurapau Pintn. .50	.43	.42
Mariboi Rubber .50	.35	.33
Plantation Hldgs. .50	.35	.34
Queensland Ins. 1.00	4.00	4.00
Rubberlands .50	.25	.26
Sogeri Rubber .50	.58	.58
Sth. Pac. Ins. .50	1.50	1.50
Steamships Tdg. .50	.68	.58
do. rights		.06
Watkins Cons. .50	.42	.43

OIL AND MINING SHARES

C.R.A. .50	7.90	8.00
Emperor .10	.42	.48
NG Gold Ltd. .35	.48	.48
Oil Search .50	.13	.14
Pacific I. Mines .25	.40	.29
Papuan Apin. .50	.22	.23
Placer Dev.*	31.50	32.30

* No par value

Sydney stock exchange share price index for ordinaries on June 26 was 358.96. On May 26 it was 345.50.

London and US Quotations

COPRA: LONDON, June 23, Philippines, in bulk, $US196 per long ton, c.i.f., UK/Nth. European ports. Malayan 1% c.i.f. UK/Nth. European ports, UQ. US Pacific Coast, Philippines, $US172.50 per short ton. CEYLON: Spot, 1,010 Rupees per long ton.

COCONUT OIL: LONDON, June 23, Ceylon, 1% in bulk, £Stg.114 per ton, c.i.f., UK/Nth. European ports.

RUBBER: LONDON, June 23, Spot, buyer 20½d Stg. lb; July 17¼d; Sept. 18-9/16d.

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For full particulars apply:—
Fiji—Any branch or agency of Burns Philp (South Sea Co. Ltd.).

Cable Address: Burphil.
Tahiti. Messageries Maritimes, Papeete.
Cable Address: Messagerie Papeete.

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PORT AGENTS
PAPEETE: Maison Morgan—Vernex, Cables—"Morex".
PAGO PAGO: B. F. Kneubuhl, Cables—"Kneubuhling".

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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 IRIAN - INDONESIA

The P.N. Djakarta Lloyd Shipping mpany operates a monthly cargo service tween Indonesia (with an occasional call West Irian) and Brisbane, Sydney and lbourne with the Pilar Regidor.
Details from John Manners and Co. ust.) Pty. Ltd., general agents, 4 Bridge , Sydney (27-9164).

SYDNEY - FIJI

The CSR Company operates a ssenger/cargo service, usually with the Rona, departing Sydney every three four weeks for Suva and Lautoka.
Details from Colonial Sugar Refining Co. d., 1 O'Connell St., Sydney (2-0515).

YDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains six-weekly cargo service with the imate from Sydney to Lautoka, Suva cluding transhipments for Vavau and ue), Nukualofa and Apia with return Sydney via Auckland. The return trip casionally takes in Malua (Fiji) and uranga (NZ) for timber.
Details from Union Steam Ship Co. of , 247 George St., Sydney (2-0528).

SYDNEY - FIJI - UK

Chandris Line vessel Australis main- ins a two-monthly passenger service m Sydney via New Zealand and Fiji Southampton, and return via Suez to dney.
Details from Chandris Line, 135 King reet, Sydney (28-2451).

SYDNEY - FIJI - VANCOUVER

Pacific Shipowners Ltd., of Suva, rmally operate a passenger-cargo ser- e three times yearly with the Lakemba lling at Sydney, Melbourne, Suva, utoka, Honolulu, Vancouver.
The Lakemba will occasionally call at lelaide on the southbound run if it rries timber or paper.
Details from American Trading and ipping Co. Pty. Ltd., 19 Bridge Street, dney (27-4147).

SYDNEY - GEIC - HONOLULU

Columbus Lines of New York, operate proximately monthly passenger-cargo illings from West Coast, USA (with casional calls at Papeete or Pago Pago) Australia and New Zealand, returning a Tarawa, GEIC (with transhipments to ajuro in the Marshall Islands) and nolulu to Los Angeles or Vancouver.
Details from American Trading and ipping Co. Pty. Ltd., 19 Bridge Street, dney (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).

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, calling at Sydney, Wellington, Auckland, Rarotonga, Suva, and Papeete.
Details from Shaw Savill Line, 8a Castlereagh St., Sydney (28-1828).

SYDNEY - NZ - TAHITI - PANAMA - USA

Holland-America Line passenger vessel Maasdam leaves Sydney twice a year for Panama and USA, calling at Wellington and Papeete.
Details from Holland-America Line, cnr. Bridge and Pitt Sts., Sydney (27-6432).

SYDNEY - LORD HOWE - 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

Australia-West Pacific Line operates a regular monthly service from Melbourne, Sydney and Brisbane to Port Moresby Rabaul, Madang and Lae.
Details from Wilh. Wilhelmsen Agency Pty. Ltd., 13 Bridge St., Sydney (27-6301).

Burns Philp passenger/cargo vessels maintain regular services from the Australian East coast to New Guinea ports.
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, Samarai, Rabaul, Kavieng, Rabaul, Port Moresby, Sydney.
Malekula maintains a seven-weekly service from Sydney and Brisbane to Pt. Moresby, Lae, Madang, Lombrum, Lorengau, Rabaul and Bougainville ports.
Moresby maintains a seven-weekly service from Sydney and Brisbane to Pt. Moresby, Samarai, Rabaul, Kavieng, Wewak, Madang, Lae, Port Moresby.

Montoro sails every eight weeks from Melbourne and Sydney to Pt. Moresby, Samarai, Rabaul, Kavieng, Wewak, Alexishafen, Madang, Lae and Pt. Moresby.
Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

China Navigation Co. Ltd. vessel Papuan Chief leaves Sydney every two and a half weeks for Brisbane and Port Moresby. On alternate trips she makes a call at Samarai.
Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

Karlander New Guinea Line cargo vessels Sletfjord, Saidor, Sarang and Sletholm leave Sydney approx. weekly for P-NG ports, calling at Brisbane, Pt. Moresby, Rabaul, Lae, Madang, Wewak, Kieta, and occasionally Gizo, Honiara, Buka and Vanimo.
Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

SYDNEY - P-NG - FAR EAST

Austasia Line's passenger/cargo vessels Australasia and Malaysia run monthly between Australian ports (turn round at Melbourne) and Singapore, via Pt. Moresby and Djakarta.
Details from Blue Star Line (Aust.) Pty. Ltd., 32-34 Bridge St., Sydney (27-1271).
Australia-West Pacific Line vessels maintain a regular passenger/cargo service to Port Moresby, Lae, Madang, Rabaul, thence to Taiwan, Hong Kong and Manila; returning to Australia via Madang, Rabaul and Lae.
Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (27-6301).

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China Navigation Co. Ltd. cargo vessels Woosung, Wenchow and Wanliu call monthly at Rabaul, Lae and Madang on their way north from Melbourne, Sydney and Brisbane to Hong Kong, Okinawa and Japan.

China Navigation Co. Ltd. vessels Changsha and Taiyuan provide a monthly passenger-cargo service calling at Pt. Moresby when northbound between Australia, Manila, Keelung and Hong Kong.

Details from Swire and Yuill Pty Ltd., 8 Spring St., Sydney (27-4701).

Dominion Far East Line vessels Francis Drake and George Anson maintain monthly passenger-cargo services between Sydney and Japan (via Manila, Hong Kong and Formosa), return via Guam and Rabaul.

NOTE: From August 23 these ships will by-pass Rabaul.

Details from H. C. Sleigh Ltd., 115 York Street, Sydney (2-0253).

SYDNEY - TAHITI - UK

Chandris Line vessel Ellinis maintains a regular passenger service every two months from Sydney via New Zealand and Papeete to Southampton, and return via Suez to Sydney.

Details from Chandris Line, 135 King Street, Sydney (28-2451).

EUROPE - NEW GUINEA - WEST IRIAN - BSIP - GEIC

Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd operate a service every six weeks from the Continent and London via Suez to Port Moresby, Honiara or Tarawa (alternating each voyage), Rabaul, Lae, Madang, Alexishafen, Wewak, Sukarnapura, Biak, Manokwari and Sorong.

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

EUROPE - TAHITI - NEW CALEDONIA - AUSTRALIA

Messageries Maritimes vessels Marquisien, Malais, Mauricien and Maori, run monthly between France and New Zealand, via Panama Canal, calling at Papeete and Noumea.

Messageries Maritimes passenger-cargo vessels Vivarais, Vanoise, Velay, Ventoux and Vosges run monthly between France and Noumea via Suez Canal and Australia. From Sydney, vessels go to Noumea; return to France via Brisbane and southern Australian coastal ports.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA

A regular passenger/cargo service every three weeks from the Continent and UK, via Panama, to Tahiti, Fiji and New Caledonia, calling at Western Samoa and Tonga every second voyage, is operated jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

FAR EAST - FIJI

China Navigation Co. Ltd. vessels Kwangsi, Norman, Nanchang and Kwangtung operate a monthly passenger-cargo service from Japan and Hong Kong southwards to Fiji direct, returning to Japan via New Zealand and Far Eastern ports.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

FAR EAST - FIJI - NZ - SYDNEY

Royal Interocean Lines operate a monthly passenger-cargo service with the Tjimanuk, Tjitarum and Tjiliwong from Hong Kong and Singapore to Fiji and NZ, calling at Suva and Lautoka, and returning via the Philippines.

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

FAR EAST - P-NG

China Navigation Co. Ltd. vessels Kweilin and Ninghai maintain a regular monthly passenger/cargo service from Japan direct to Lae and Pt. Moresby, thence Tasmania, Melbourne and Fremantle.

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA

China Navigation Co., Ltd., vessels Chefoo, Chengtu and Chekiang maintain a monthly cargo service from Japan and Hong Kong southwards to Rabaul, Kavieng, Madang, Lae, Samarai, Pt. Moresby, with regular calls at Wewak, Honiara, Santo and Noumea returning to Japan direct.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

JAPAN - SAMOA - FIJI - N. CALEDONIA - N. HEBRIDES - 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.

Details from Banno Oceania Ltd., Suva.

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 (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, Nukualofa, Suva, and return to New Zealand (usually Auckland).

Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auckland. (49-430).

NZ - NEW CALEDONIA - NORFOLK ISLAND

Holm and Co. Ltd., vessel Holmburn provides a two-monthly service from NZ to Noumea and Norfolk Island and return.

Details from Holm Shipping Co., Queen Street, Auckland.

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.

NZ - TAHITI - COOK ISLANDS

Holm and Company's passenger-carg vessel Magga Dan maintains a two monthly service from Auckland, NZ, Papeete and Rarotonga, with calls Lautoka, Suva, Apia and Nukualofa whe cargoes warrant.

Details from Holm and Co. Ltd Customs Street East, Auckland (49930).

NTH AMERICA - TAHITI - AM. SAMOA

Polynesia Line vessel Graziella Zet maintains a regular seven-week carg route (with limited passenger space) fro Los Angeles, San Francisco, Coos Ba (British Columbia), Papeete and Pag Pago and return the same way.

Details from Interocean Steamshi Corp., Box 1631, GPO, Sydney (27-8505

TONGA - FIJI - AUSTRALIA

The Tonga Copra Board vess Niuvakai operates a six-weekly passenge cargo service from Melbourne and Sydne to Lautoka, Suva, Apia and Nukualofa.

Details from Burns Philp and Co. Ltd 7 Bridge Street, Sydney (2-0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates cargo and passenger service betwee Nukualofa and Fiji (Suva, Lautok Ellington, Rotuma) with MV Aoniu. Cal are also made as required at Apia (W Samoa) and Pago Pago (Am. Samoa

Details from Morris Hedstrom Ltd Suva.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintaine by Conference vessels, sailing at regul monthly intervals out of London, vi Panama, for Apia, Suva and Lautok Bethell, Gwyn and Co. Ltd., act as Loac ing Brokers in London.

Details from Burns Philp (SS), Suv

UK - TAHITI - NZ - AUSTRALIA

Cogedar Line vessel Flavia, operates passenger service regularly fro Southampton, via Panama, Papeete an Auckland, to Sydney.

Details from agents: H. C. Sleigh, 11 York St., Sydney. (2-0253).

UK - PAPUA - NG - BSI

Bank Line operates a monthly direc service from Europe to Pt. Moresb Samarai, Lae, Madang, Wewak, Kavien Rabaul and Honiara, occasionally extend ing to Tarawa, GEIC, or Vila and Sant New Hebrides.

Details from Bank Line (A/asia.) Pt Ltd., 269 George St., Sydney (27-2041).

USA - AMERICAN SAMOA - FIJI AUSTRALIA

Matson-Oceanic Line operates monthly passenger-cargo service from Lo Angeles with the Sonoma, Sierra an Ventura. Terminal ports, in Australi vary with cargoes offering. Vessels ca at Sydney, Brisbane, Melbourne, Fij Pago Pago, Papeete (occas.) and Hono lulu.

Details from Matson Lines, 50 Youn St., Sydney (27-4272).

USA - AUSTRALIA

Pacific Australia Direct Line's vessel maintain a monthly service fro West Coast Nth. American port

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on., Wed., Fri., Sat.: Dep. Sydney 1900, arr. Nadi 0040, dep. 0125, arr. Honolulu 0930, dep. 1100, arr. San Francisco 1845 (to New York, London).

on., Wed., Fri., Sun.: From New York, dep. San Francisco 2000, arr. Honolulu 2155, dep. 2300, arr. Nadi Wed., Fri. Sun., Tues. 0315, dep. 0400, arr. Sydney 0615.

l.: Dep. San Francisco 2100, arr. Honolulu 2255 Sat., dep. 2359, arr. Nadi Sun. 0415, dep. 0500, arr. Sydney, Melbourne and Adelaide, casionally calling at Honolulu, Suva d Lautoka.

Details from Birt and Co. Pty. Ltd., Castlereagh St., Sydney (2-0313).

USA - PACIFIC PORTS - NZ - SYDNEY - USA

Bank Line Ltd., operates regular vices from US Gulf ports to Australia d NZ. Frequency of sailings offering tnightly availability for calls at Suva d Lautoka on demand.

Details from Bank Line (A/asia.) Pty. l., 269 George St., Sydney (27-2041).

Matson Line liners Mariposa and nterey maintain a regular passenger/ go every three weeks from San ncisco and Los Angeles to Bora Bora, peete, Rarotonga, Auckland, Sydney, d return via Noumea, Suva, Niuafoou, go Pago and Honolulu to San Francisco.

Details from Matson Lines, 50 Young eet, Sydney (27-4272).

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships on Atlantic Coast-Panama-Sydney service ke three-weekly calls at Tahiti on ithbound voyages.

Details from Wilh. Wilhelmsen Agency, Bridge St., Sydney (27-6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vessels orsgaard and Thor I maintain approxitely monthly services from West Coast n. American ports to Papeete, Pago go, Apia, Suva, Noumea, occasionally utoka, Vila, Santo and return.

Details from Birt and Co. Pty. Ltd., Castlereagh St., Sydney (2-0313).

AIRWAYS TIMETABLES

(International Dateline is crossed between Nadi and Honolulu.)

TRANS-PACIFIC SERVICES

DNEY - BRISBANE - HAWAII - US

QANTAS (with 707's)

urs.: Dep. Syd. 0945, arr. Bris. 1100, dep. 1145, arr. Honolulu 0025, dep. 0130, arr. San Francisco 0915.

urs.: Dep. San Francisco 1100, arr. Honolulu 1255, dep. 1400, arr. Nadi 1815, dep. 1850, arr. Bris. 2030, dep. 2115, arr. Syd. 2225.

SYDNEY - FIJI - HAWAII - USA

QANTAS (with 707's)

Tues., Fri., Sat., Sun.: Dep. Syd. 0945, arr. Nadi 1525, dep. 1610, arr. Honolulu 0015, dep. 0130, arr. San Francisco 0915.

By BOAC (with 707's)

Tues., Thurs., Sun.: Dep. Sydney 1900, arr. Nadi 0040, dep. 0125 Wed., Fri., Mon. (cross Dateline) arr. Honolulu Tues., Thurs., Sun. 0930, dep. 1100 arr. San Francisco 1845.

Tues., Thurs., Sat.: Dep. San Francisco 2000, arr. Honolulu 2155, dep 2300 (cross Dateline) arr. Nadi Thurs., Sat., Mon. 0315, dep. 0400, arr. Sydney 0615.

● **PIM's shipping and airways timetables are correct to time of publication.**

SYDNEY - FIJI - TAHITI - MEXICO

By QANTAS (with 707's)

Mon.: Dep. Syd. 1000, arr. Auckland 1445, dep. 1545, arr. Papeete* 2225 Sun. dep. 2325, arr. Acapulco 1130 Mon., dep. 1230, arr. Mexico City 1320.

Wed.: Dep. Syd. 2100, arr. Nadi 0240, dep. 0340, arr. Papeete 0945 Wed., dep. 2230, arr. Acapulco 1035 Thurs., dep. 1135, arr. Mexico City 1225 (to Nassau, Bermuda, London).

Tues.: Dep. Mexico City 2200, arr. Acapulco 2250, dep. 2350, arr. Papeete* 0400 Wed., dep. 0500, arr. Auckland 0845 Thurs., dep. 0945, arr. Syd. 1050.

Sat. (from London, Bermuda, Nassau): Dep. Mexico City 2200, arr. Acapulco 2250, dep. 2350, arr. Papeete 0400 Sun., dep. 0500, arr. Nadi 0740 Mon., dep. 0825, arr. Syd. 1040.

(Asterisk indicates technical stop only.)

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.

FIJI DIRECT SERVICE

VIA PANAMA

Regular Sailings every four weeks

London to Suva & Lautoka

Through Bills of Lading to

LABASA - LEVUKA - APIA - PAGO PAGO NUKUALOFA - VAVAU - NIUE

For further particulars apply to

BETHELL, GWYN & CO LTD.
Beaufort House, Gravel Lane,
London, E.1.

BURNS PHILP
(SOUTH SEA) CO. LTD.
Suva

Sydney 0715. (From Vancouver via San Francisco alt. weeks (July 14, 28, etc.).
Tues., Sat., Sun.: Dep. San Francisco 1100, arr. Honolulu 1255, dep. 1400, arr. Nadi Wed., Sun., Mon. 1715, dep. 1800, arr. Sydney 2015.

SYDNEY - HAWAII - USA via FIJI, NOUMEA, NZ OR AM. SAMOA

BY PAN AMERICAN AIRWAYS (with 707's)

Tues., Wed., Fri., Sun.: Dep. Sydney 1730 (arr. Nadi 2310, dep. 2359), Honolulu arr. Tues., Wed., Fri., Sun. 0805, dep. 1000 for Los Angeles, arr. 1755.
Mon.: Dep. Syd. 1600 for Noumea (arr. 1935, dep. 2030), Pago Pago (arr. 0145, dep. 0225), Honolulu (arr. Mon. 0830, dep. 1000), Los Angeles, arr. 1755.
Thurs.: Dep. Sydney 1600 for Auckland (arr. 2045, dep. 2145) for Honolulu, arr. Thurs. 0815, dep. 1000 for Los Angeles, arr. 1755.
Sat.: Dep. Los Angeles 2145 for Honolulu, Pago Pago (arr. Sun. 0510, dep. 0610), Noumea (arr. Mon. 0755, dep. 0845), arr. Syd. 1045.
Sun., Wed., Fri.: Dep. Los Angeles 2145 for Honolulu, Nadi, arr. Tues., Fri., Sun. 0515, dep. 0610, and Sydney, arr. 0830.
Sat.: Dep. Los Angeles 2145 for Honolulu, Pago Pago, arr. Sun. 0510, dep. 0610, and Sydney, arr. Mon. 0915.
Tues.: Dep. Los Angeles 2145 for Honolulu, Auckland, arr. Thurs. 0745, dep. 0830 for Sydney, arr. 0935.
Thurs.: Dep. Los Angeles 2145 for Honolulu, Pago Pago, arr. Fri. 0510, dep. 0610, and Auckland, arr. Sat. 0855, dep. 0945 for Sydney, arr. 1050.

SYDNEY - N. CALEDONIA - FIJI - TAHITI - USA

UTA-FRENCH AIRLINES (with DC8's)

Wed.: Dep. Sydney 0950 for Noumea, arr. 1320, dep. 1435 for Nadi, arr. 1715, dep. 1800 for Papeete (cross Dateline) arr. 0005, dep. 0900 for Los Angeles, arr. 1955.
Fri.: Dep. Los Angeles 2359 for Papeete, arr. 0515, dep. Sun. 0800 for Nadi (cross Dateline) arr. Mon. 1045, dep. 1130 for Noumea, arr. 1230.
Fri.: Dep. Noumea 1435 for Nadi, arr. 1715, dep. 1800 for Papeete (cross Dateline) arr. 0005, dep. 0900 for Los Angeles, arr. 1955.
Wed.: Dep. Los Angeles 2359, arr. Papeete 0515 Thurs., dep. Fri. 0800 for Nadi. (cross Dateline) arr. Sat. 1045, dep. 1130 for Noumea, arr. 1230, dep. 1345 for Sydney, arr. 1545.

SYDNEY - NEW ZEALAND - FIJI - HAWAII - CANADA

BY CANADIAN PACIFIC AIRLINES (with DC8's)

Alt. Sun. (July 16, Aug. 6, 20): Dep. Syd. 1800, arr. Nadi 2355, dep 0040 Mon. (cross Dateline) arr. Honolulu 0850 Sun. dep. 1010, arr. Vancouver 1835, dep. 2000, arr. Amsterdam 1315 Mon.
Alt. Fri.: Dep. Vancouver 1815, arr. Honolulu 2100, dep. 2245 (cross Dateline) arr. Nadi 0305 Sun., dep. 0345, arr. Syd. 0600.
On alternate Sundays (July 9, 23, Aug. 13) the DC8's will end and start at Auckland, leaving at 2030 and arriving at 0640.
NOTE: Canadian Pacific operate a weekly Toronto-Honolulu service.
Fri.: Dep. Toronto 1750, arr. Honolulu 2125.
Sat.: Dep. Honolulu 1745, arr. Toronto 0825 Sun.

SYDNEY - 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 1655.
Wed., Fri.: Dep. Los Angeles 2100, arr. Honolulu 2315, dep. 0030, arr. Auckland 0715 Fri., Sun., dep. Auckland 0900, arr Sydney 1005.

NEW ZEALAND - TAHITI - USA

BY PAN AMERICAN AIRWAYS (with 707's)

Thurs. Dep. San Francisco 1400 for Honolulu, dep. 1700 for Papeete, arr. 2225.
Fri.: Dep. Papeete 0130 for Honolulu, arr. 0650, dep. 0900 for Los Angeles, arr. Fri. 1655.

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S—Sandefjord, Norway.

Motor Vessels "THORSGAARD" and "THOR I"

Regular Freight and Passenger Services between Pacific Coast Ports of U.S.A. and Canada and

TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA NEW HEBRIDES

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

1 Bush Street, San Francisco 4, California, U.S.A.

APIA—Burns Philp (South Sea) Company, Ltd.
PAPEETE — Agence Maritime Internationale Tahiti.
PAGO PAGO—G. H. C. Reid & Co.
NOUMEA—Etablissements Ballande.
SYDNEY—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.

Sat.: Dep. San Francisco 2200, dep. L Angeles 2359 for Papeete, arr. Su 0515, dep. 0600 for Auckland, a Mon. 0945.
Mon.: Dep. Auckland 2359 for Papee arr. Mon. 0640, dep. 0745 for L Angeles, arr. Mon. 1830 and S Francisco, arr. 2045.

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)

Two times weekly, both ways.

MELBOURNE - CHRISTCHURCH

QANTAS/AIR-NZ (with Electras)

Two times weekly, both ways.

MELBOURNE - WELLINGTON

QANTAS/AIR-NZ (with Electras)

Two times weekly, both ways.

SYDNEY - AUCKLAND

QANTAS/AIR-NZ (with 707's and DC8'

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'

Five times weekly, both ways.

SYDNEY - WELLINGTON

QANTAS/AIR-NZ (with Electras)

Daily both ways (exc. Mondays).

AUSTRALIA-PACIFIC ISLAND

SYDNEY - FIJI

AIR-INDIA (with 707's)

Tues.: Dep. Sydney 1000, arr. Nadi 154
Wed.: Dep. Nadi 0730, arr. Sydney 095

SYDNEY - LORD HOWE IS.

AIRLINES OF N.S.W. (with Sandringha Flying-boats)

Two times every week from Rose Ba Base. Departure time depends on tim of high tide at Lord Howe Is.

SYDNEY - NEW CALEDONIA

QANTAS/UTA (with 707's)

Fri.: Dep. Sydney 1100 for Noumea (ar 1430), dep. 1545 for Sydney, arr. 173

SYDNEY - N. CALEDONIA - FIJI - N

UTA-FRENCH AIRLINES (with Caravelle)

Tues.: Dep. Noumea 1200 for Sydney, ar 1420, dep. 1600 for Noumea, arr. 195
Wed.: Dep. Noumea 0930 for Aucklan arr. 1320, dep. 1500 for Noumea, ar 1705.

SYDNEY - NEW ZEALAND - FIJI

BOAC (with 707's)

Mon., Sat.: Dep. Sydney 0900, arr. Auck land 1345, dep. 2130, arr. Nadi 002 (Tues., Sat.).
Tues., Sun.: Dep. Nadi 0505, arr. Auck land 0755, dep. 0930, arr. Sydney 103 thence London via Singapore.

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SYDNEY - NORFOLK IS.

QANTAS (with DC4's)

n., Wed., Sat.: Dep. Sydney 0800, arr. NI 1445. Flight extends NI-Auckland-NI Wed., Sat. only. (See "NZ—Pacific Islands").
irs., Sun.: Dep. NI 1445, Sydney, arr. 1845.
n.: Dep. NI 1600, Sydney, arr. 2000.

DNEY - PAPUA - NEW GUINEA

Trans Australian Airlines and Ansett-A each operate from Sydney or Melrne to Port Moresby and return four es a week, with Boeing 727's.

NORTHBOUND

A: Tues., Thurs.: Dep. Melb. 0730, arr. Syd. 0835, dep. 0900, arr. Bris. 1010, dep. 1050, arr. Pt. Moresby 1335.
Sat., Sun.: Dep. Syd., 0700, arr. Bris. 0810, dep. 0850, arr. Pt. Moresby 1135.
ett-ANA: Mon.: Dep. Melb. 0640, arr. Syd. 0745, dep. 0815, arr. Bris. 0925, dep. 1015, arr. Pt. Moresby 1300.
Wed., Sat.: Dep. Melb. 0715, arr. Syd. 0820, dep. 0850, arr. Bris. 1000, dep. 1050, arr. Pt. Moresby 1335.
Fri.: Dep. Syd. 0645, arr. Bris., 0755, dep. 0845, arr. Pt. Moresby 1130.

SOUTHBOUND

A: Tues., Thurs.: Dep. Pt. Moresby 1445, arr. Bris. 1730, dep 1810, arr. Syd. 1920, dep 2000, arr. Melb. 2110.
Sat., Sun.: Dep. Pt. Moresby 1245, arr. Bris. 1530, dep. 1600, arr. Syd. 1720, dep. 1800, arr. Melb. 1910.
ett-ANA: Mon.: Dep. Pt. Moresby 1345, arr. Bris. 1630, dep. 1730, arr. Syd., 1840, dep. 1900, arr. Melb. 2010.
Wed., Sat.: Dep. Pt. Moresby 1425, arr. Bris. 1710, dep. 1815, arr. Syd. 1925, dep. 2000, arr. Melb. 2110.
Fri. Dep. Pt. Moresby 1220, arr. Bris. 1505, dep. 1610, arr. Syd. 1720, dep. 1800, arr. Melb. 1910.
OTE: TAA and ANA each operate a kly DC4 from Sydney to P-NG with go only.
A: Thurs., Dep. Syd. 1930, arr. Bris. 2205, dep. 2320, arr. Pt. Moresby 0610 Fri.
: Dep. Pt. Moresby 0600, arr. Bris. 1240, dep. 1735, arr. Syd. 2015.
A: Sat., Dep. Syd. 2000, arr. Bris. 2235, dep. 2300, arr. Pt. Moresby 0600 Sun., dep. 0735, arr. Lae 0900.
n.: Dep. Lae 0600, arr. Pt. Moresby 0755, dep. 0845, arr. Bris. 1545, dep. 1805, arr. Syd. 1925.

QLD. - PAPUA-NEW GUINEA

TAA (with Viscounts)

: Dep. Townsville 1205, arr. Cairns 1255, dep. 1325, arr. Pt. Moresby 1525, dep. 1555, arr. Lae 1645.
.: Dep. Lae 0835, arr. Pt. Moresby 0925, dep. 0955, arr. Cairns 1155, dep. 1255, arr. Townsville 1345.

ANSETT-ANA (with Viscounts)

rs.: Dep. Cairns 1250, arr. Pt. Moresby 1450, dep. 1530, arr. Lae 1625.
: Dep. Lae 0700, arr. Pt. Moresby 0755, dep. 0835, arr. Cairns 1035.

NEW ZEALAND-PACIFIC IS.

NZ - AM. SAMOA

By PAN AMERICAN AIRWAYS (with 707's)

: Dep. Pago Pago 0610, arr. Auckland Sat. 0855.
.: Dep. Auckland 2145, arr. Pago Pago Sat. 0200.

NZ - FIJI

AIR-NZ (with DC8's and Electras)

Tues.: DC8 dep. Auckland 2130, arr. Nadi 0020.
Sat., Sun.: Electra dep. Auckland 1000, arr. Nadi 1355.
Wed., Thurs., Sun.: Electra dep. Auckland 2030, arr. Nadi 0025.
Wed.: DC8 dep. Nadi 0505, arr. Auckland 0900.
Thurs., Fri., Sat.: Electra dep. Nadi 0505, arr. Auckland 0900.
Mon.: Electra dep. Nadi 1000, arr. Auckland 1355.
NOTE: Mon., Sat. flights ex-Auckland and Tues., Sun. flights ex-Nadi are operated by BOAC.
Sat., Sun.: Electra dep. Nadi 1500, arr. Auckland 1855.

NZ - FIJI - AM. SAMOA

AIR-NZ (with Electras)

Sun.: Dep. Auckland 2030, arr. Nadi 0025 Mon., dep. Nadi 0200 (cross Dateline), arr. Pago Pago 0540 Sun.

Sun.: Dep. Pago Pago 0715 (cross Dateline), arr. Nadi Mon. 0855, dep. Nadi 1000, arr. Auckland 1355.

NZ - NEW CALEDONIA

AIR-NZ (with Electras)

Fri.: Dep. Auckland 1315 for Noumea, arr. 1540.

Fri.: Dep. Noumea 1645 for Auckland, arr. 2105.

DAIWA LINE

DIRECT MONTHLY SERVICE

JAPAN / SOUTH PACIFIC

M.V. "FIJI MARU" V-15

Dep. **JAPAN** July 31.
GUAM August 5.
APIA August 17.
PAGO PAGO August 18.
SUVA August 22.
LABASA August 23.
LAUTOKA August 25.
NOUMEA August 28.
***VILA** August 30.
SANTO September 1.

* Subject to cargo inducement.

Heavy lift, reefer space available.

Subject to alteration with or without notice.

Next Sailing—M.V. "Tahiti Maru" V-13, end of August, 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 schedules are correct to time of publication.*

NZ - NORFOLK IS.

AIR-NZ (by Qantas DC4's on Charter)

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 2345 for Papeete (cross Dateline) arr. Fri. 0630.

Thurs.: Dep. Papeete 0700 for Auckland (cross Dateline) arr. Fri. 1030.

INTER - TERRITORY SERVICES

CHILE - EASTER ISLAND

Lan-Chile, with DC6-B's, operates fortnightly services from Santiago to Easter Island, with a three-day stopover on Easter Island before returning to Chile. Details from LAN-Chile, Santiago.

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, Santo, arr. 1025, dep. 1055, Vila, arr. 1205, dep. 1235, Nadi, arr. 1705, dep. 1735, Suva, arr. 1815.

FIJI - TONGA

FIJI AIRWAYS LTD. (with DC3's)

Tues., Thurs.: Dep. Nadi 0615, arr. Suva 0700, dep. 0800, arr. Nukualofa 1200. Dep. Nukualofa 1245, arr. Suva 1445, dep. 1600, arr. Nadi 1645.

Sat.: Dep. Nadi 0845, arr. Suva 0930, dep. 1000, arr. Nukualofa 1400. Dep. Nukualofa 1445, arr. Suva 1645, dep. 1730, arr. Nadi 1815.

Details from Fiji Airways Ltd., Victoria Parade, Suva.

FIJI - WESTERN SAMOA

FIJI AIRWAYS LTD. (with Herons)

Sat.: Dep. Nadi 0615, arr. Suva 0700, dep. 0750 (cross Dateline) arr. Apia Fri. 1300.

Fri.: Dep. Apia 1350 (cross Dateline) arr. Suva Sat. 1700, dep. Sat. 1730, arr. Nadi 1815.

HAWAII - AM. SAMOA - TAHITI

BY PAN AMERICAN AIRWAYS (with 707's)

Tues.: Dep. Honolulu 1000, arr. Pago Pago 1410, dep. 1500, arr. Papeete 1850.

Tues.: Dep. Papeete 2230, arr. Pago Pago Wed. 0040, dep. 0130, arr. Honolulu 0735, dep. 0900 for Los Angeles, arr. 1655.

NEW CALEDONIA - NEW HEBRIDE

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. (July 12, Aug. 9): Dep. Noume 0800, arr. Wallis 1430.

Monthly service (following Friday)

Fri. (July 14, Aug. 11): Dep. Wallis 090 arr. Noumea 1530.

P-NG - SOLOMONS

TAA (with Fokker Friendships)

Wed.: Dep. Lae (Fokker) 0900 fo Rabaul, Buka, Munda, Yandin Honiara, arr. 1630.

Thurs.: Dep. Honiara (Fokker) 0630 fo Munda, Buka, Rabaul, Lae, arr. 1205. The plane calls at Yandina on alternat Wednesdays (July 12, 26, Aug. 9, 2 and Thursdays (July 13, 27, Aug. 10, 24

NEW GUINEA - WEST IRIAN

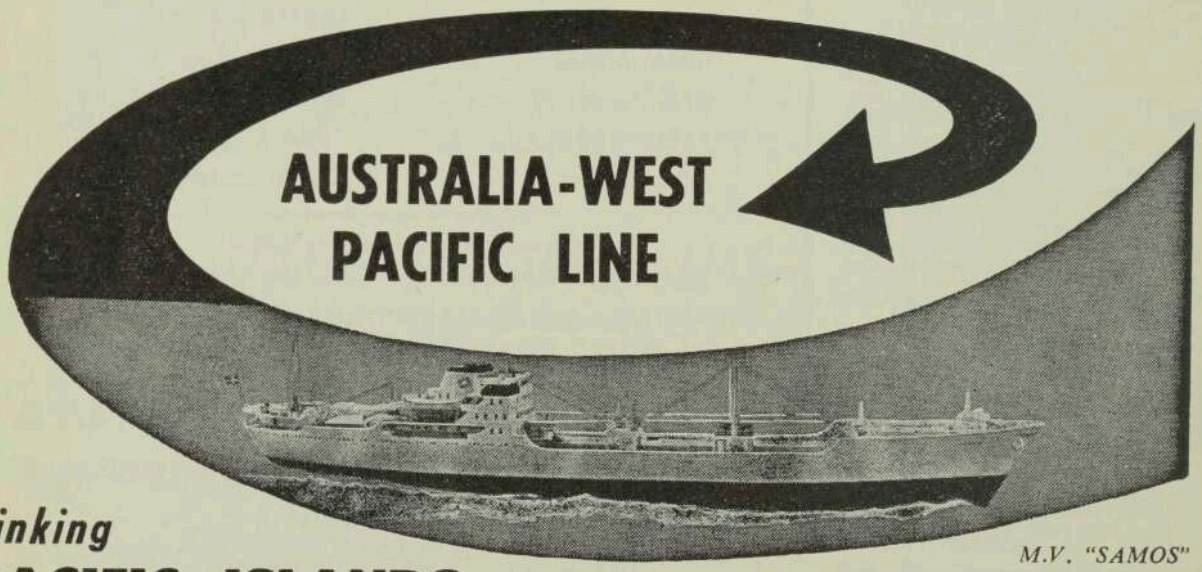
TAA, using DC3's, flies fortnightly fro Madang, via Wewak, to Sukarnapura an returns the next day (July 19, Aug. etc.).

TAHITI - USA

UTA-FRENCH AIRLINES (with DC8's)

Wed.: Dep. Papeete 0900, arr. Los Angele 1955, dep. Wed. 2359, arr. Papeet Thurs. 0515.

Fri.: Dep. Papeete 0900, arr. Los Angele 1955, dep. Fri. 2359, arr. Papeete 051 Sat.



Linking

PACIFIC ISLANDS

with the FAR EAST and AUSTRALIA

M.V. "SAMOS"

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSEN AGENCY PTY. LTD., 13-15 Bridge St., Sydney. Phone: 27-6301. Branch Office at Melbourne: 51 William St. Phone: 61-3031.

AUSTRALIAN AGENTS: Brisbane & Adelaide—Gibbs, Bright & Co. Pty. Ltd.

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.

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: Dep. Papeete 0715, arr. Honolulu 1240, dep. 1410, arr. Los Angeles 2205.

N AMERICAN AIRWAYS (with 707's)

rs.: Dep. San Francisco 1400, dep. Honolulu 1700, arr. Papeete 2225.
: Dep. Papeete 0130, arr. Honolulu Fri. 0650, dep. 0900, arr. Los Angeles 1655 Fri.
: Dep. San Francisco 2200, dep. Los Angeles 2359, arr. Papeete 0515 Sun.
.: Dep. Papeete 0745, arr. Los Angeles Mon. 1830, arr. San Francisco Mon. 2045.

W. SAMOA - AM. SAMOA

POLYNESIAN AIRLINES LTD. (with DC3)

y: Dep. Apia 1600, arr. Pago 1640, lep. Pago 1705, arr. Apia 1745.
., Wed., Thurs., Fri.: Dep. Apia 0800, rr. Pago 0840, dep. Pago 0905, arr. pia 0945.
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* First class seats available only.

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Details from Megapode Airways, PO Box 103, Honiara, BSIP.

Letters (contd.)

(from p. 38)

nominated by him; that the whole transcript of the proceedings be submitted to this body for investigation and report; that this body have the opportunity of hearing submissions from the parties based upon the transcript of the previous proceedings, and that the Arbitrator act upon such report.

4. That the association urge the Australian Government to support this attempt to use lawful procedures for a review of the decision.
5. That the association reaffirms its confidence in the system of independent arbitration for Papua and New Guinea, but asks that a Public Service Arbitrator acceptable both to the Minister for Territories and to the Public Service Association be appointed without delay, and calls upon the Administration to introduce legislation enabling industrial cases of great importance in the territory to be heard by a bench of three appointed by the President of the Commonwealth Conciliation and Arbitration Commission.
6. That Mr. L. G. Matthews is no longer acceptable to this association as Public Service Arbitrator for the territory.
7. That the association take all possible lawful means to have Mr. Matthews' decision reviewed.

J. G. SMITH,
President.
Public Service Association
of P-NG, Port Moresby.

STAMPS FOR SCHOOL

Sir,—I am requiring stamps in bulk of all Pacific territories—British Solomons, Nauru, Gilberts, Papua-New Guinea, New Caledonia, Norfolk, Fiji, Tonga, Cooks, Samoa, Tahiti — also Australian — commems and values from 6d (5c) onwards, and any foreign stamps. These can either be on or off paper and undamaged.

I sell these stamps and the proceeds I use to purchase school materials. I am a primary school teacher in charge of five schools—only three receive any help from the government. The funds I get are used to obtain materials for all schools—textbooks, aids, etc.

So any stamps will be gratefully accepted. Perhaps the many readers of *PIM* can assist.

ALLEN SOULE
Anglican Mission,
Aiome, via Madang, NG.

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DEATHS OF ISLANDS PEOPLE

Mr. W. McLachlan

Mr. William McLachlan, who took an active part in Norfolk Island community life and was a former president of the island's Advisory Council, died on the island early in June. He was in his seventies.

Mr. McLachlan served in both World Wars, and was a commissioned officer in the RAN in the second. A native of Scotland, he held a Master of Arts degree from Edinburgh University.

He had lived on Norfolk for more than 40 years.

Mr. H. W. Nicholls

Mr. Harold Warne Nicholls, who was associated with the Fiji sugar industry as a CSR Co. official and planter for 36 years, died in Sydney on June 11, aged 87.

He was born in England and arrived in Australia, via Canada, in 1901, to join the CSR Co. His first appointment was at the Victoria mill, North Queensland.

Mr. Nicholls went to the Lautoka mill in March, 1904, working in turn on all the company's newly established cane estates.

When he first went to Nadi all communication was by horseback or by sea, but the rail link to Navakai just beyond the present site of Nadi Airport was opened in 1904 to transport the first cane from Nadi to the Lautoka mill, which started crushing in 1903.

Mr. Nicholls was posted to Ba for a term in 1905, and then went to Nadi.

However, when the CSR Co. leased Tunilia estate to Mr. Mecham, Mr. Nicholls was transferred to Lautoka office.

Mr. Nicholls later worked in the Rarawai office for five years, and then took over the lease of Solovi estate at Nadi from the CSR Co.

He was a cane planter from 1911 to 1922, when, like many other planters, he was forced by a combination of circumstances to hand back his estate to the company.

He then rejoined the CSR Co. staff, and continued as a field officer at Solovi until he retired in 1940.

He and Mrs. Nicholls (nee Eileen Elder Smith, of Melbourne, whom he married in 1911) built a house at Bucono, along the Sigatoka coast and lived there till 1960, when they moved to Suva.

Mr. Nicholls, who outlived most of his contemporaries, was widely known and liked as a kindly English gentleman by numerous friends. In his younger days he was an excellent tennis player and cricketer.

A former member of the Planters Association of Fiji, he was probably the last of the many sugar planters, and his passing marks the end of an era.

Mrs. Nicholls died at Suva in 1962.

Mr. Nicholls is survived by a daughter, Mrs. J. C. Potts, Killara, Sydney, and three sons, Mr. H. L. Nicholls, East Gordon, Sydney, Mr. E. H. Nicholls, Collaroy, Sydney, and Mr. E. E. Nicholls, Pretoria, South Africa.

Colonel H. T. Allan

In the June issue of *PIM*, in this section, the late Herbert T. Allan was referred to, erroneously, as "Lieut.-Colonel", and as "the son of the late Percy Allan, a well-known Sydney journalist". When he retired from military duties, he carried the full rank of Colonel; and his father was a civil engineer, Mr. Percy Allan, AMICE, and not Mr. Percy S. Allen, who was for over 30 years a senior member of the staff of *Sydney Morning Herald*. The errors are regretted. (See, also, "A big man who loved soldiering", p. 85).

Mr. H. Whiteside

Mr. Henri Whiteside, well known Fiji sportsman and prominent in the commercial world of the Colony as a member of the staff of Morris Hedstrom Ltd., died suddenly on June 15, aged 68.

In his younger days he excelled at cricket, hockey and Rugby.

He "retired" from the service of Morris Hedstrom in the late 1950's, but within a few weeks returned to that firm in a relieving capacity.

His "relieving" duties lasted for several years, during which he worked in several parts of Fiji, and at Rotuma.

On his second retirement he joined the staff of Fiji Meats Ltd. as manager of the Tavua branch.

Mr. Whiteside married twice. His first wife died in 1958.

He leaves a widow, three sons by his first marriage and one son by his second marriage.

Maneto Tokuradal

A Tolai leader and former member of P-NG's Legislative Council was killed on June 5 when the truck which he was travelling overturn on the Highlands Highway ne Kundiawa, Chimbu District.

He was Maneto Tokuradal fro Reimber, East New Britain, who w an unofficial member of the Fif Council.

Tokuradal was a local governme assistant with the Department of D trict Administration. He was worki at Kerowagi at the time of his deat

Tokuradal was a prominent i dustrial organiser and a former pr sident of the Madang Workers' Ass ciation.

Captain S. E. Gaskin

Captain Sydney Edward Gaski first secretary and manager of t Flying Angel Mission to Seamen Suva, died recently at Auckland, ag 80. He was at the mission from formation in 1959 till he retired.

He was born in England, and the age of 15 started a maritime care which lasted for more than 50 years

In World War I he served with t Royal Navy Reserve at Gallipoli. 1921 he joined the Union Steam Sh Co., and took command of that co pany's ship *Kaimai* in 1935.

In 1953, Captain Gaskin repr sented the New Zealand Mercha Service at the coronation of Que Elizabeth.

Mr. Noel Levy

Mr. Noel Levy, well-known F mariner and later a businessman, di at Suva on June 19, aged 73.

He was born in Sydney, and fo lowed a marine career as an engine in Fiji till he took over his fathe watch and jewellery shop in Suva the 1930's.

During World War II, Mr. and M Levy expanded the business to man facture and sold souveniers to ove seas troops stationed in Fiji.

When Mr. Levy retired, he and h wife went to live at Vulase, abo seven miles from Korolevu.

Mr. Levy was a keen bowler ar was in Suva to play in the annu South Pacific bowling tourname when he died.

Mr. D. L. Kapadia

Mr. Dayabhai Lallubhai Kapadi one of the first Gujeratis to set u in business in Fiji, died recently Suva, aged 80.

He was born in Navsari, India, ar arrived in Fiji in 1912, where h opened a business in Renwick Roa Suva.

He retired from active business 1940 because of ill-health.

Mr. Kapadia leaves a widow ar a son.

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ehabilitation looks a dead letter

(Continued from p. 25)

the sum will be paid into a specific nd which will cover long-term in-stments, development of alternative lustries and housing, and give re-ns to landowners. The largest nount will be set aside for the g-term investment fund which nnot be used until the phosphate posits are exhausted. The re-ainder of the $6 will go towards ying off the BPC assets.

This $6 windfall compares with the .75 a ton which the Nauruans have en getting recently as phosphate alty. The June meeting agreed to rease this royalty for the final ar, to June 30, 1967, to $4.50 a —a figure which Head Chief mmer DeRoburt had held out for, en against advice.

The only point in the long phos-ate battle which the Nauruans did win was the matter of rehabilita-n of the one-third of Nauru which been worked out. The Nauruans d asked the partners to pay for cost of importing soil to fill, but s now appears to be a dead letter. On independence the full issues are yet settled.

The partners in Canberra in June two proposals to the Nauruans, h friendly, sound, and shrewdly designed to prove to the Nauruans they have much to gain by looking on Australia as big brother. They first proposed internal self-government, with Australia responsible for external affairs and defence, the right of Nauruans' entry to Australia and promise of all kinds of other help if needed.

A system of government through committees of the legislature could replace the proposed Nauruan presidential system, with the Assembly acting both as executive and legislative body.

Independence only, thanks

An example of the shrewdness of this proposal was an oblique reference to the recent phosphate strike on Nauru, which had Red links (*PIM*, June, p. 25). The proposal slyly pointed out that the "occasion may arise when the Nauruan Government might wish to seek assistance in maintaining law and order"—e.g., to control internal civil disorders which might arise from the migrant labour force [of Chinese and Gilbert and Ellice islanders]. The normal work force in the phosphate industry, apart from the Nauruans and Europeans, is about 1,600 adult males; the present establishment of the Police Force is 57, and the number of adult male Nauruans is fewer than 600. There are, in very recent history, indications of the difficulties which the Nauru Police Force might expect to encounter if determined action were taken by a substantial body of migrant labour. The partner governments suggest that the Nauruan delegation should give careful consideration to how they would contemplate a Nauruan Government would deal with such a situation.

But the Nauruans politely sniffed at internal self-government, so the second proposal was placed on the meeting table at the last minute. It was the ace up the partners' sleeve. The proposal said archly: "Another possibility would be for Nauru to be accorded full independence and make a Treaty of Friendship with Australia under which responsibility for foreign affairs and defence of Nauru would devolve upon Australia . . . Under this proposal it would be possible to give effect to most of the general constitutional proposals put forward by the Nauruan delegation."

And this was the position in late June as DeRoburt went off to talk at the UN Trusteeship Council, which twice already has supported the Nauruan demand for full independence by January 31.

The partners' ace looks like winning.

Index to Advertisers

ms Industries . 71, 108, 110, 153, 158
India International .. 3
New Zealand Ltd. . .. 46
lgamated Wireless Australasia) Ltd. 68
ott, Brockhoff & Guest ty. Ltd. 74
ott, Wm. Pty. Ltd. .. 16
tralian Dairy Produce oard 60
t. International Travel entre Pty. Ltd. 52
er, W. Jno. 158
M Paints Ltd. 4
ell, Gwyn & Co. Ltd. 137
n, A. J. & G. 51
rbon Bros. Pty. Ltd. .. 86
kwoldt & Co. Wm. .. 160
ish Solomons Trading Co. d. 155
nton & Co. 159
.. 62, 131, 159, cov. iii
bury-Fry-Pascall Pty. Ltd. 70
ton & United Breweries d. 6
nation Company Pty. Ltd. 35
benter, W. R. & Co. Ltd. 78, 126, cov. iv
ilton, John & Co. Ltd. .. 110
sified Advertisements .. 144
mmond Radio Co. 114
ex 158
y Frost Pty. Ltd. 9
va Shipping Line 139
lite Electrical Co. Ltd. .. 148
Facade Bookshop 98
Ferrier & Dickinson Pty. Ltd. 100
Filmo Depot Ltd. 156
Fisher & Co. 115
Frigate Rum 115
General Foods Corp. (N.Z.) Ltd. 86
Gillespie Bros. Pty. Ltd. .. 155
Grove, W. H. & Sons Ltd. 157
Handi Works Pty. Ltd. .. 160
H. J. Heinz Co. (Aust.) Ltd. 2
Hellaby, R. & W., Ltd. .. 99
Honda Motor Co. 83
Hutchinson, Robert Ltd. .. 79
I.C.I.A.N.Z. Ltd. 13
Industrial Products Pty. Ltd. 123
International Harvester Co. . 112
International Majora Paints Pty. Ltd. 82
Johnston, J. Stanley 114
Karlander New Guinea Line Ltd. 106
Kerr Bros. Pty. Ltd. 156
Kodak (A/asia.) Pty. Ltd. .. 8
Kraft Foods Limited 66
Lane's Pty. Ltd. 144
Lees Trading Co. 154
Macmillan of Australia .. 98
Marrickville Holdings Ltd. 33, 34, 128
Mendaco 159
Millers Ltd. 102, 111
Mono Pumps (Aust.) Pty. Ltd. 146
Montres Roles SA 7
Morris Hedstrom Ltd. 56
Motor Lines Ltd. 5
Mungo Scott Pty. Ltd. .. 127
Murray, Sons & Co. Ltd. .. 11
Nederland Line & Royal Rotterdam Lloyd 48
Nelson & Robertson Pty. Ltd. 57
N.G. Aust. Line 84
Nicholsons Pty. Ltd. 90
Nissan Motor Co. Ltd. . 80, 81
Nixoderm 154
Norman G. Booth 51
Northern Hotels Ltd. 50
Ogden Industries Pty. Ltd. 108
Oxford University Press .. 96
Paterson Candy International (N.Z.) Ltd. 122
Pacific Islands Society, The 158
Pacific Islands Transport Line 138
Pacific Publications Pty. Ltd. 96, 98, 153
Papua-New Guinea Printing Co. Pty. Ltd. 130
Polynesia Line Ltd. 134
Qantas 48
Qld. Insurance Co. Ltd. .. 158
Rabaul Photographic 52
Racal Electronics Pty. Ltd. .. 15
Reckitt & Colman Pty. Ltd. 1, 12
Roof & Building Services Pty. Ltd. 150
Rothmans of Pall Mall (Aust.) Ltd. 36
Rytime-Robilt Pty. Ltd. .. 153
Sanitarium Health Food Co. 72
Scott's Detergents (A/asia.) Pty. Ltd. 122
Shaw Savill & Albion Co. Ltd. 134
Small & Shattell Pty. Ltd. .. 157
Southern Pacific Insurance Co. Ltd. 154
Stapleton, J. T., Pty. Ltd. . 47
Steamships Trading Co. Ltd. 77
Stewarts & Lloyds (Dist.) Pty. Ltd. 130
Sullivan (Export) Ltd. . .. 152
T.A.A. .. .. cov. ii
Taikoo Dockyard 104
Tait, W. S. & Co. P/L .. 145
Tatham, S. E., & Co. P/L 67
Tilley Lamp Co. Ltd., The 65
Tooth & Co. Ltd. 152
Toyota Motor Sales Co. Ltd. 125
Trans Pacific Marine Ltd. .. 105
Turners Supply Co. Ltd. .. 159
Union Steam Ship Co. of N.Z. Ltd. 137
Victa Mowers 158
Vi-stim 156
Watkins-Dow, Ivon Ltd. .. 150
Westfield Freezing Co. Ltd. 10
Weymark Pty. Ltd. 156
Whites Aviation 159
Wilhelmsen, W., Agency P/L 140
Yorkshire Insurance Co. Ltd. 156

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THE PRACTICAL PLANTER



obacco in Fiji's Sigatoka valley. Tobacco companies are experimenting with various types of leaf there.—Photo: Rob Wright.

Principles of tobacco planting in Fiji

By J. D. YELF, Deputy Director of Agriculture, Fiji.

Tobacco is one of the best paying crops grown in Fiji. But as it is a crop which suffers from many diseases and requires special soil conditions, it needs careful attention to produce a first-class crop.

HE five types of tobacco which have been grown in Fiji are ar, burley, twist, Virginia and rkish. Only twist and Virginia accos are grown today although erally the soils are more suitable twist, burley or cigar leaf.

The twist is grown on strong soils give it a good flavour but the ginia tobacco must be grown on dy soils to give it the lemon ow-orange colour and flavour ch is desired by the manufac-ers.

The following procedures should followed throughout the tobacco p and from the start all tobacco d beds and fields should be fenced prevent damage from livestock.

CHOICE OF LAND FOR SEED BEDS: Because tobacco seed beds need watering they must be sited near a good supply. Preferably this water should be drawn from a well to prevent the spread of eelworms which may be in the water from a river. However, if the water is drawn from the middle of a running river it is usually safe. The eelworm is a tiny creature which cannot be seen but enters the roots and causes them to form knots. If seedlings are infected the crop will be ruined.

The seed beds should be on well-drained land which will not be flooded by sudden rises of the river. If no well is available for water, choose a site near a stream which does not flow from cultivated land where the eelworm may come from potato or tomato crops.

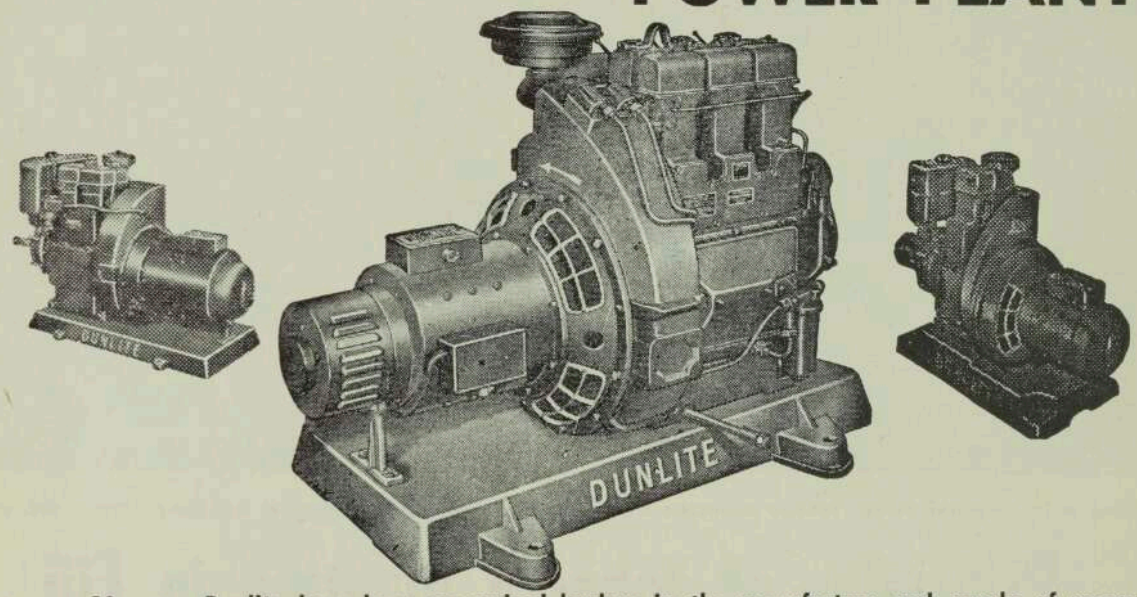
Size of seed beds

Seed beds should be 30 yards long and 3 ft 6 in. wide. Beds this size will give enough plants for one acre and spares for gapping up. It may be more practical to have three beds 10 yards long.

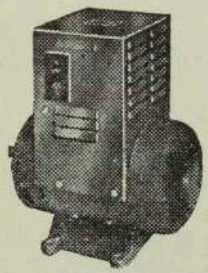
Diseases or eelworms in the soil are killed by burning sticks on top of the beds. The sticks should be 1 ft deep and dry so that the soil will be well heated. The tobacco companies use a chemical, Methyl bromide, to sterilise the beds and this is more

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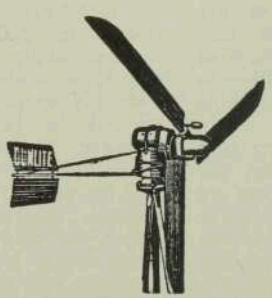


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ective than the fire method and
o controls nutgrass for the period
uired to raise the seedlings.

The tobacco seed is very small and
icult to sow evenly so it is best
water it on the beds with a water-
can through a rose. One level
spoonful of seed is enough for a
30 yards long x 3 ft 6 in. wide.
The seed is stirred well into the
er with a stick and holding the
ering can in the hand the water
stirred vigorously while the seed
vatered on to the bed.

EEDLINGS: Once the seed has
n watered on to the bed the bed
uld be covered with reed mats or
ese cloth or a finely chopped grass
ch. The beds should be watered
-four times a day if rain does not
to keep the soil moist but not

When the seedlings come up in-
ct them daily to look for diseases
insects.

When working in the seed beds do
smoke cigarettes or a pipe be-
se some plant virus such as Mosaic
be carried on your fingers to
leaves of the plants. The hands
very person working with tobacco
nts should be washed with soap
water before they start working
he seed beds.

f any diseases or insects occur,
tact your tobacco advisory officer
nce.

f the seed bed has been sown
rectly the plants will not be too
k and will have leaves 3-4 in.
after six weeks. The plants
uld have a strong stumpy appear-
e and not be long and leggy.
stalk should be at least as thick
a pencil and the growing point
more than five inches above
und.

Field preparation

REPARATION OF FIELD: The
should be a sandy loam and your
acco advisory officer will help you
ose the best site.

omatoes, potatoes, cabbage or
er vegetables should not have
n grown on the field for four
rs. The weed Prickly Solaneum
carries the same diseases as
acco and these diseases may still
in the soil.

he worst diseases of these plants
Bacterial Wilt, which kills the
acco as well as tomatoes and
atoes. Do not use fields where
know you have had bad results
vegetable crops.

elworms are also bad on vege-
e crops and stay in the soil for
y years *so that tobacco and vege-
es are not good companions in
ning practice.*

Practical Planter

The field should have been ploughed and harrowed twice to get a good tilth. Then the soil is made up into ridges with a ridging plough. Depending on the type of tobacco and the soil the ridges should be from 3 ft 6 in. to 4 ft 6 in. apart.

The correct spacing for the soil type is important. The advantage of growing on ridges is that if there is heavy rain the roots of the tobacco will not get waterlogged. If a ridging plough is not available a ridge can be made by going in both directions with an ordinary plough.

How to transplant

TRANSPLANTING: At six weeks the plants should be big enough for transplanting and are pulled carefully and singly, not disturbing too much soil from the roots. They are placed tightly in baskets with the leaves upwards. Tobacco baskets can be made from bamboo or reeds and should be about 4 ft long by 2 ft 6 in. wide.

The plants in the baskets should be watered and then placed in the shade awaiting planting out in the field.

The planting holes are made with a short stick. It is useful to use a stick which is the length of the spacing required between the plants in the row then the correct spacing from plant to plant can be checked.

Planting should be done after rain and, if possible, towards evening so that the plants will have time to recover before the sun gets on them next day. A wet day is ideal for transplanting.

If there is no rain for the main planting the plants will need ½ bottle of water at planting and also at three day intervals until adequate rain falls.

Normally, if the tap root is too long, it should be nipped off, because if the root is twisted in the hole the plant will not grow to its full size.

In areas where wilt disease is prevalent the planting hole should be made extra deep with the small planting stick and the top root should be carefully let into the hole so the root is not bent.

When the field has been completely planted it should be carefully inspected every day for the next week to see if any plants have died. These dead plants should be replaced quickly and if necessary watered so that they will catch up with the rest of the plants.

SPACING ALONG THE ROW: Depending again on the variety of tobacco and the strength of the soil it should be planted at 1 ft 6 in.-2 ft 6 in. apart along the ridges. You should obtain advice on this point because the quality of the tobacco is very dependent on spacing.

Weeds and pests

WEEDING: Weeding should be carried out once the crop has established and all weeds should be kept down all the time by hand hoeing. Horse hoes or ridging ploughs can be used for the weeding up to the time that they will not break the leaves. *Remember it is the leaves that are the crop and they must be looked after at all times.* Care must be taken at all times not to damage the roots as a damaged root is more likely to get diseases.

INSECTS AND PESTS: Caterpillars, slugs, grasshoppers and cutworms may damage tobacco plants and should be watched for as leaves with holes in will be of less value. Insects can be treated with DDT or various proprietary pesticides recommended by the tobacco companies.

PRIMING: Heavily spotted leaves near the ground are taken off when the plant is about 1 ft tall. This is important to prevent disease from the leaves near the soil spreading up the plant. But if the leaves are not diseased they can be left to prevent rain splashing the soil on to the more valuable higher leaves.

TOPPING: Like suckers the flowers will take strength from the main leaves, and thus it is general practice to top the plant by cutting off the flower head when the flowers have started to open. If the plants are growing on very strong land you may be advised to leave the flowers for the first two or three pickings.

SUCKERING: Tobacco plants produce suckers in the axils of the leaves and these suckers take a lot of strength from the main leaves which will be sold. It is therefore general practice to break off the suckers carefully. If the crop is too strong your tobacco adviser may tell you to leave one or two on the top, but generally they should be broken off.

Picking and handling

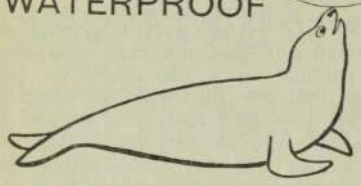
PICKING: The exact time to pick the crop depends on many factors. It is very difficult to describe. Generally it is when the leaves become slightly more brittle and a yellowish tinge develops. However, this yellowing can be caused by false ripening due to drought. After periods of drought sudden rain may cause a flush of new growth and it is advis-

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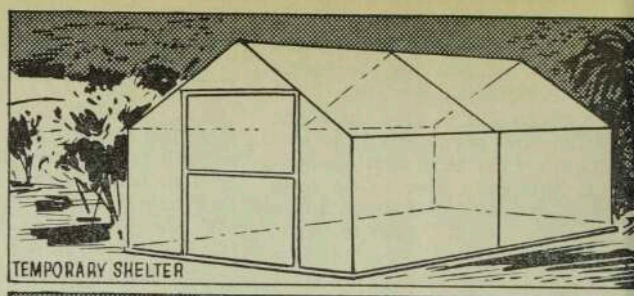
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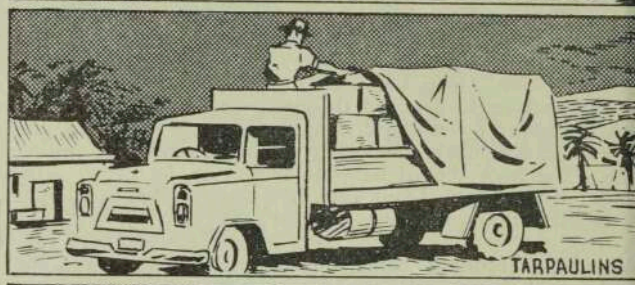
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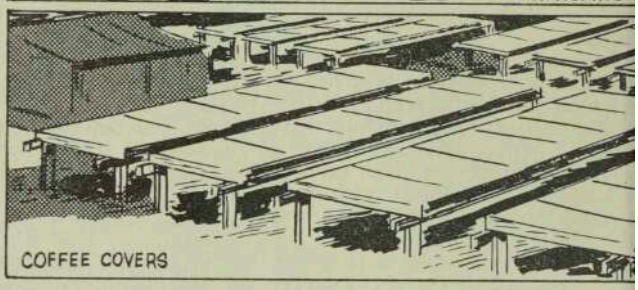
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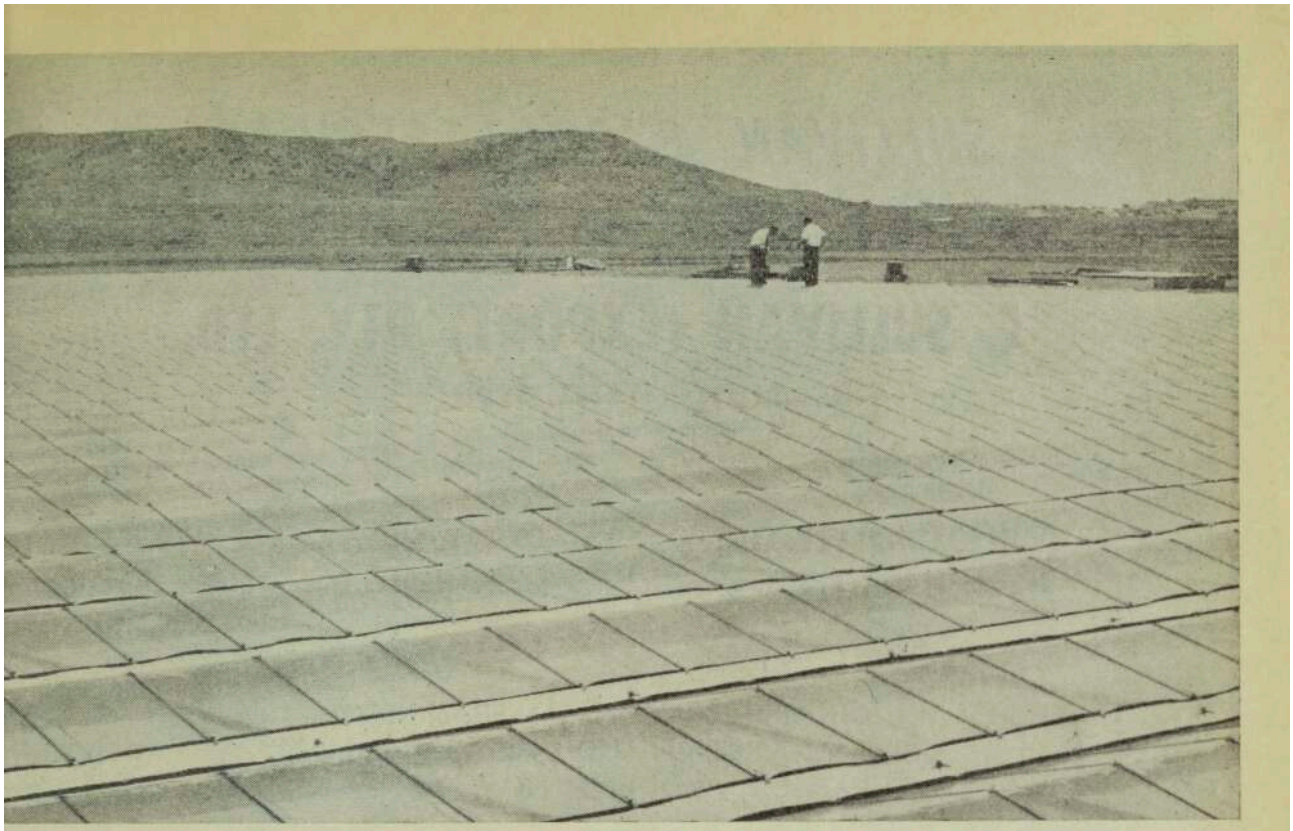
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This solar still is distilling up to 3,000 gallons of fresh water a day at Coober Pedy, a township in South Australia. The water comes from a brackish underground stream. The still was designed by the Division of Mechanical Engineering of the Australian Commonwealth Scientific and Industrial Research Organisation. It covers 38,000 square feet and provides sufficient water for the township at a cost of $4 a 1,000 gallons. It can be doubled in size.

It is claimed that the still is cheaper in first cost and more efficient in operation than any similar still now operating, including those in the Mediterranean region and Africa. The design includes a series of metal troughs with built-in weirs so that the brackish water can flow into the troughs under gravity from a bore water tank.

The troughs are lined with black polythene to absorb the sun's heat and also to protect the troughs from the corrosive effects of the water. A series of glass panels is laid across the tops of the troughs which are sealed at the sides, and at top and ends, with butyl or polythene sealing strips.

The weirs are designed to ensure an even flow of water which evaporates as it receives heat from the sun. It then condenses on the under sides of the glass and trickles down into side channels and so to the tank which receives the fresh water.

The bore water is unfit for human consumption as it contains 24,000 parts per million of salt, but after passing through the still the water collected is purer than that in almost any city and contains less than 50 parts per million of salt.

---

e not to pick them as the leaf will difficult to cure.

The tobacco advisory staff on the ot will give instructions about pick-.

The sand lugs which are the bottom ves are reaped first and the uence is followed up the plant ing two or three leaves at each king.

HANDLING LEAVES: Leaves as y are picked should be handled efully as they are brittle and can r easily, which may spoil the ality of the tobacco.

The leaves should be carefully laid baskets made from bamboo or d, covered with leaves and put in shade until they can be carried the tying shed before curing.

Conditions may vary

The above notes are only intended a guide to general tobacco practice. cal conditions may require slight odifications due to varying climate soil and the firm which purchases tobacco will advise the alterations.

All workers in tobacco fields should sh their hands with soap before rk and no smoking should be owed near growing tobacco. If this rule is strictly obeyed many leaf spot diseases and Mosaic virus, which reduce the value of tobacco, will be avoided and the value of the crop will be higher.

When the crop has been reaped all tobacco stalks should be uprooted, dried and then burnt. If tobacco plants are left in the fields they will carry diseases from one season to the next. It is therefore very important to remove them if tobacco farmers are to ensure that the future crops are of high quality.

Tobacco is a crop in which it *PAYS* to take care of the details.

Practical Planter

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WORKBOAT MAINTENANCE



HOW TO CONTROL CORROSION IN YOUR BOATS

Specially written for PIM by LEN SPINDLER, technical director of Sample Marine Products Pty. Ltd., Sydney.

I can't help being amazed at the apparent mystery surrounding the word electrolysis in boating circles. The simple term covering most of these troubles is corrosion.

WO of the main causes of this corrosion are electrolysis and vanic action. Very often galvanic on is wrongly called electrolysis. us look at each in turn:

VHAT IS ELECTROLYSIS? It cerns chemical changes in metal a solution (saltwater) due to ow of current (DC battery volt-). It occurs when direct current n a battery or generator passes ough the saltwater from one metal to another.

Try this simple experiment: Place copper strips one on each side a glass of saltwater. Connect one the positive and the other to the ative of a battery (6 volts will do). Now observe the bubbles at the ative strip and a faint green cloud ing the positive strip. The metal the positive strip is going into solution. If after a short time weigh it with a sensitive scale will notice a loss in weight. ve it long enough and the positive will disappear. This is commonly ed electrolysis.

Obviously if you pass battery rent between the metal skin fittings any submerged metal parts, the itive part corrodes away. Stop the of current and the corrosion s.

ince this passing of current is done intentionally how does it pen? One side of the battery uit to the motor, or to many ine electronic devices—lights, etc. connected to frame (earth). If cross-earth any of these circuits, g a reversed earth polarity gative or positive), by installing the battery back to front, you immediately set the vessel up for electrolysis.

Remember that the current causing this damage can also flow through the bilge water, as well as the water outside. It will also flow through saturated timbers.

Warning

So be sure all earths are common and don't ever reverse battery connections. Negative to frame is obviously preferable. Another way a flow of current is created is by using insufficiently heavy wire to supply devices drawing heavy current. A voltage drop can occur which gives the same effect as a DC battery voltage, namely, a difference of potential (voltage) between two points underwater.

A good idea is to connect all grounded elements together, inside the boat. This is called earth bonding. Use very heavy bonding wire, or copper strip as short as possible.

GALVANIC ACTION: Contrary to general opinion, most underwater corrosion has no connection whatever with electrolysis. It is purely a galvanic corrosion. In principle its action is identical with that of the old type primary battery cell.

Two metals are in contact with each other and submerged in saltwater. They are of different composition and they are in electrical contact through a metallic path, thus forming a primary battery cell. Current being generated flows through

(Continued next page)

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the metallic path, and the met supplying the current corrodes awa

So don't use ordinary cheap bra for underwater fittings, as it is fu of zinc. Some units such as propelle made from a mixture of acti elements will act on themselves in th same manner. Obviously you mu use good pure seaworthy metals, e.g bronze, monel, etc. (if money we no object, titanium, gold, platinum and you must be sure all underwat fittings are of the same family.

The following is a list of meta and their corrosive effects under sal water. When any group of the metals is used under saltwater and interconnected or joined, the met closest to the bottom (Base) corrode The metal closest to the top (Noble does not corrode or, if it does, does so at a slower rate.

TOP
Stainless Steel
Monel
Bronze
Copper
Brass
Lead
Steel-iron
Aluminium (pure)
Galvanised steel or iron
Zinc
Magnesium
BOTTOM

For example, if stainless steel ar magnesium were placed in saltwat (electrolyte) together, the magnesiu would corrode away much before th stainless steel showed similar effect

If zinc and magnesium were place in saltwater the magnesium wou corrode away just ahead of the zin which wouldn't be far behind.

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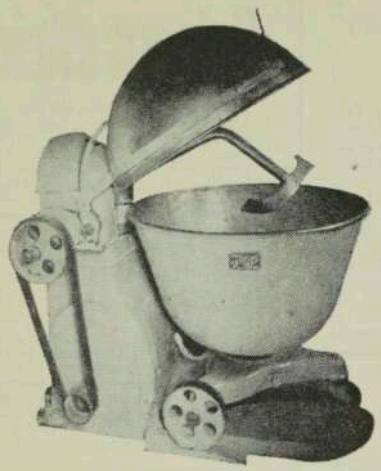
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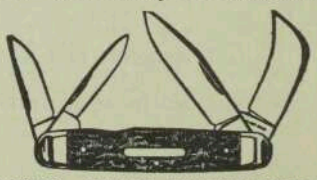
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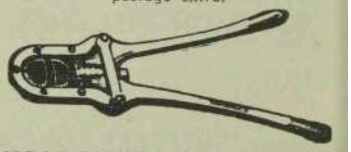
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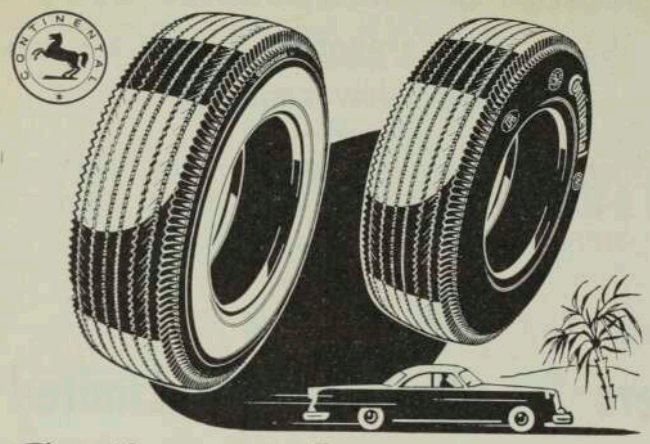
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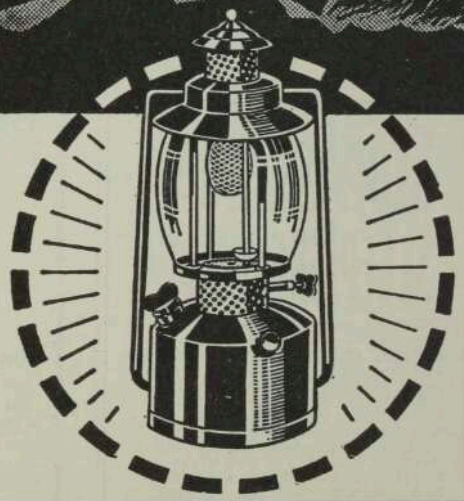
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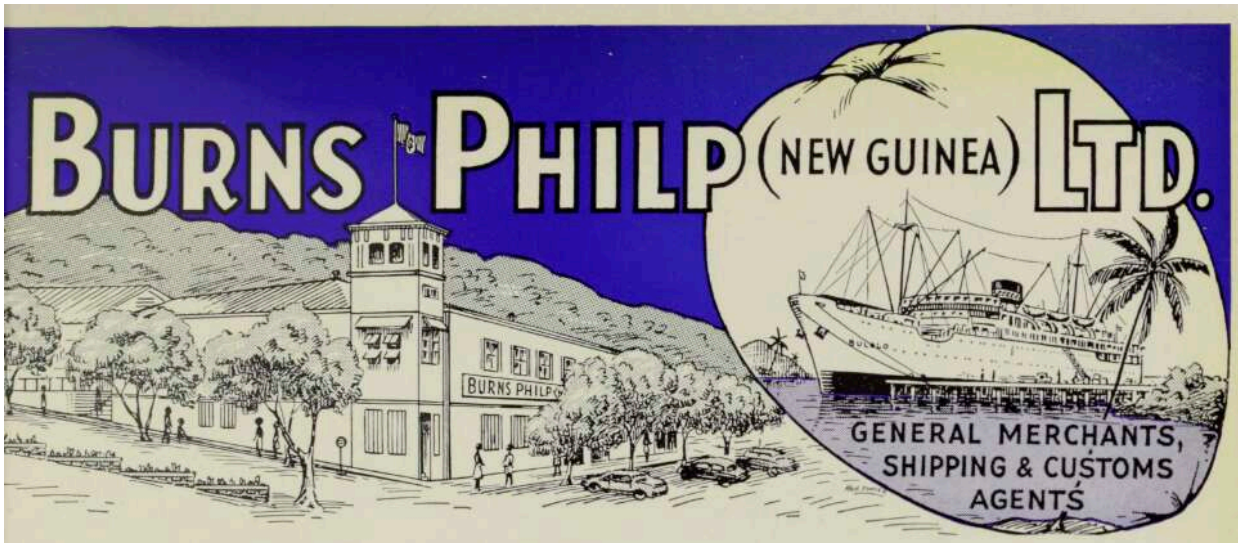
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