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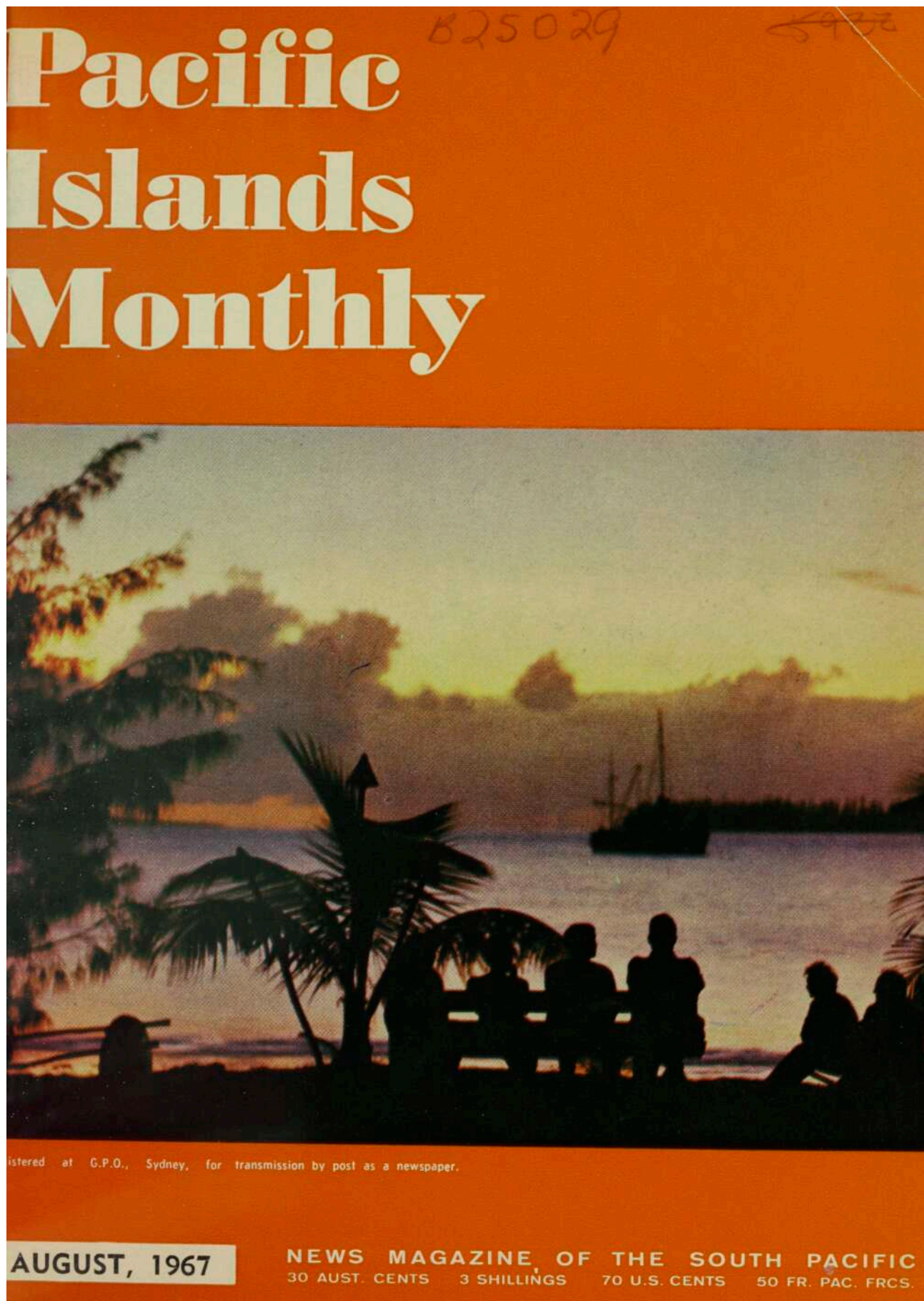
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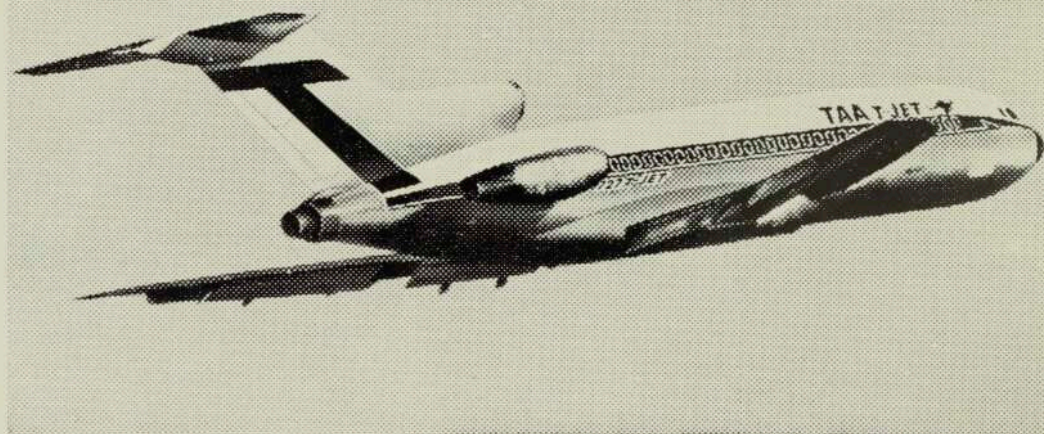
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TAA2945/67

AUGUST, 1967 — PACIFIC ISLANDS MONTHLY

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Fresh, crisp vegetables, cut in big pieces. Sauted carefully in butter. Simmered until tender in creamy stock.

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A full-bodied soup that lives up to its name. Tender lamb, young vegetables, barley and rice. Exclusive recipe; big old-fashioned flavour.

Heinz Gourmet soups: consumer tested and approved.



HZ941

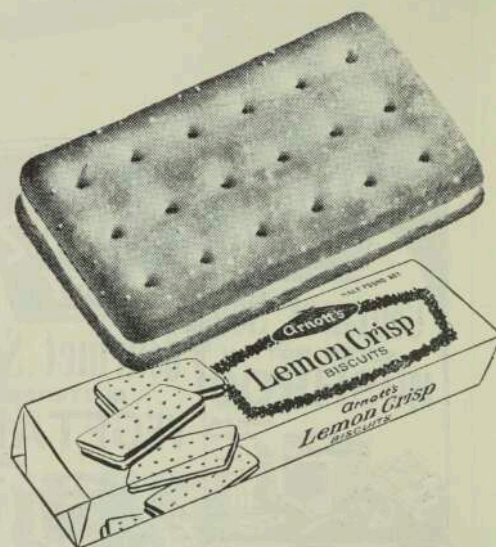


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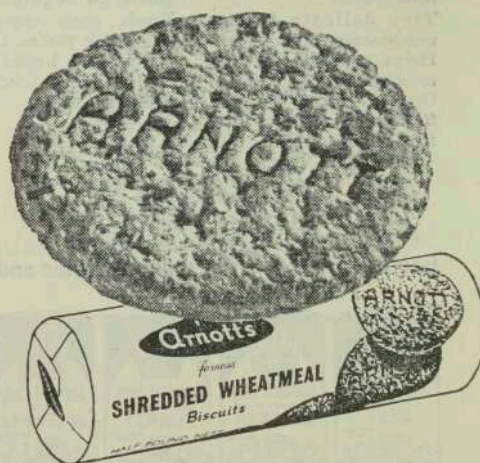
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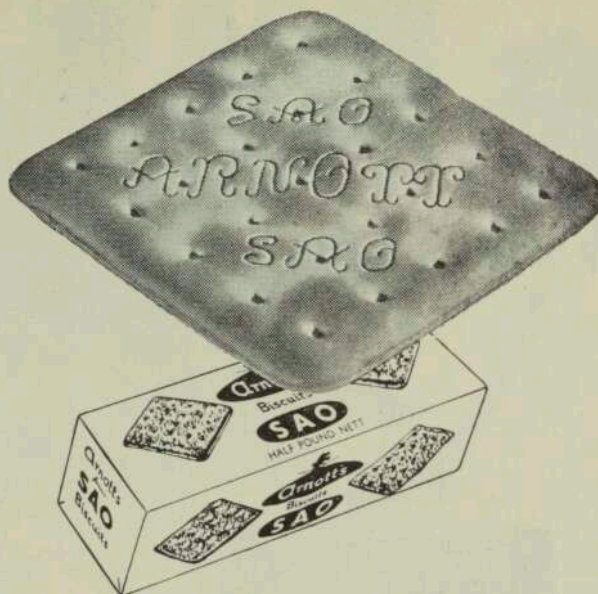


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H699



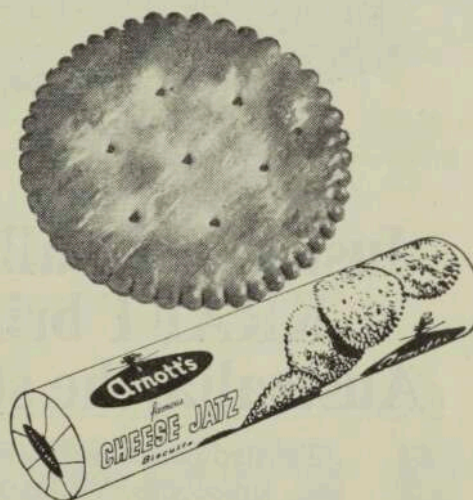
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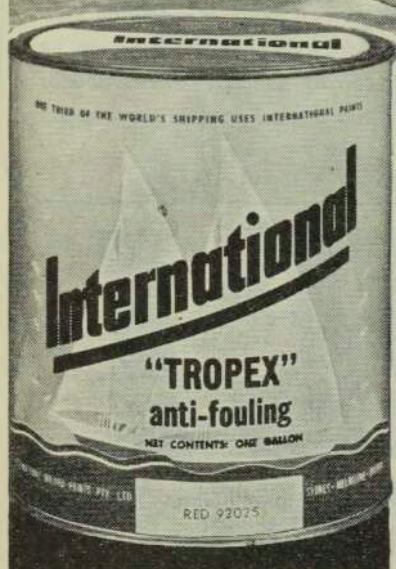
FIJI: Morris Hedstrom Ltd.

TRADE ENQUIRIES: Motor Lines Ltd, P.O. Box 236, Palmerston North, New Zealand.

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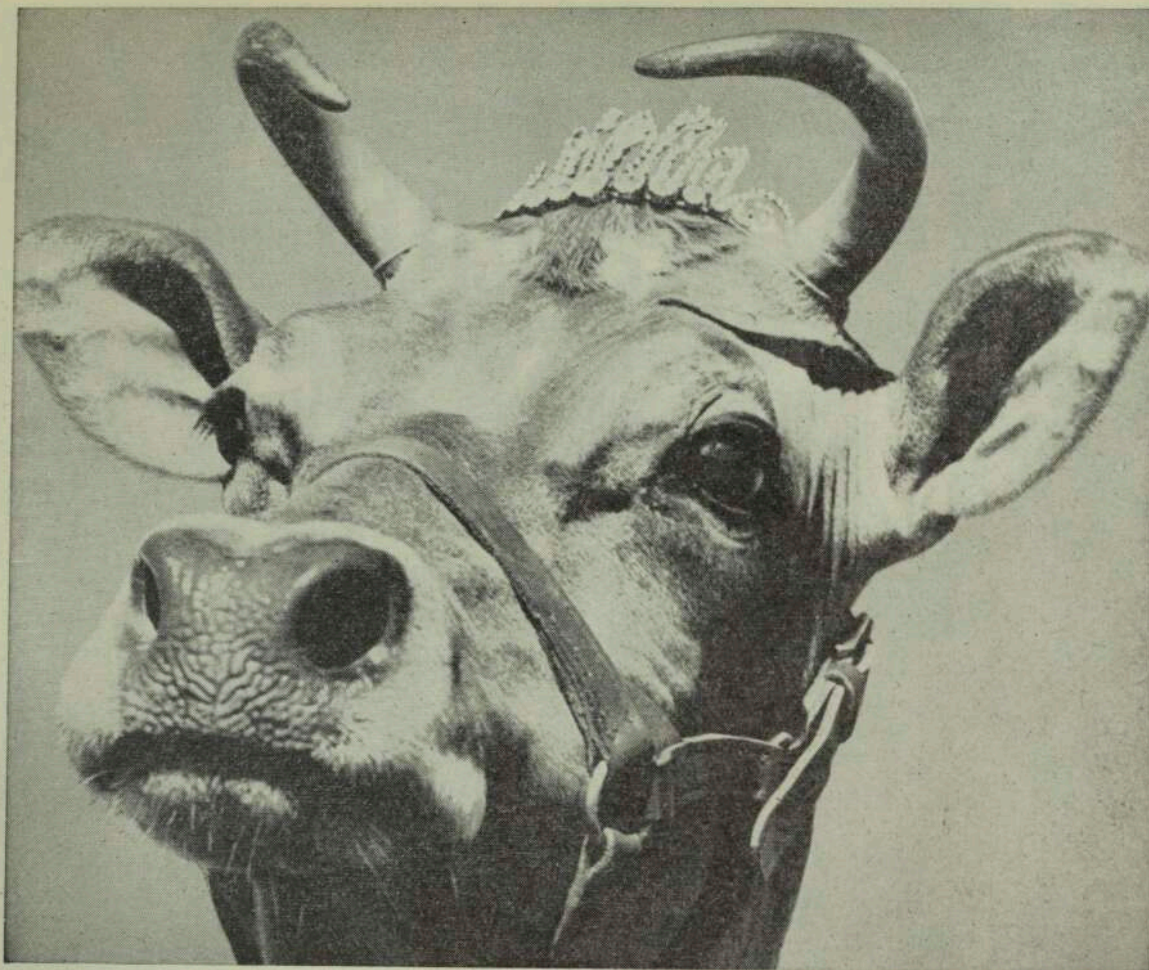
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PACIFIC ISLANDS MONTHLY—AUGUST, 1967

9

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From **\$300**

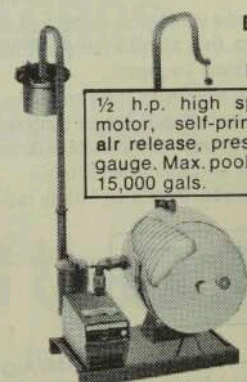
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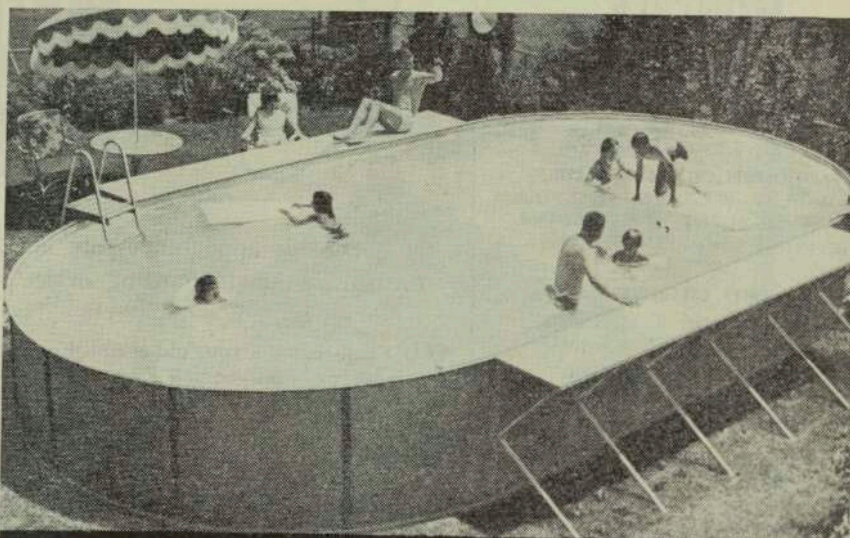
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d floating hose,
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UP FRONT

with the editor

Outside appearances are not always the best yardstick for
measuring the standard of service at a hotel.

YOU can remodel your old establish-
ment, or build yourself a new one
with better bathtubs, but if your guests
continually buy arguments with the
drink waiter, get a surly reaction from
the girl at the switchboard, and have
to ask the front desk three times be-
fore a man arrives to take the bags,
they begin to feel that their gold-
plated surroundings are mere dross.

The South Pacific hotel business is
currently going through some growing
pains of this kind.

In Fiji, where they are in the
middle of a hotel building boom like
Tahiti's of a few years ago, hotels
are rising at airport, bay and beach
—superbly appointed and designed
hotels which will make perfect props
for the fashion models in those inter-
national glossy magazines.

Staff problems

But the problem is, where will the
trained staff come from to make
reality as satisfying as the expecta-
tions? Some managements are worried,
and I rather think that it will get
worse in Fiji before it gets better,
for there will be some stealing of
trained staff before shortages are over-
come.

In the meantime I hope that the
hoteliers remember that while both
efficiency and friendly goodwill from
the staff are requirements for good
hotels, goodwill will get them through
while the efficiency is still being
taught. If I can't get both, I'd sooner
stay at a friendly rather than efficient
hotel any day.

As an example I give you the
Kingdom of Tonga and its Inter-
national Dateline Hotel. The Dateline
is owned by Tonga's government, and
it is the conception of King
Taufa'ahau, who, when Premier, tried
on many occasions to establish a hotel.

It opened at the end of last year
after many vicissitudes, some of us

wondering out loud whether it would
be a successful business enterprise.
View of the fact that the then Prem-
ier was noted more for his enthusiasms
than his business acumen. And what
standard of service could international
travellers expect from the easy-go-
Tongans? we wondered.

As a business enterprise we still
don't know, because these are early
days yet, and Nukualofa's over-
seas wharf, with its tourist-pulling
possibilities, is not yet finished; yet it
all very hopeful.

Five stars

But on service standards the Dateline
gets five stars in my private list.
I line it up with a silver palm cluster for the
people in it met the tidal wave
coronation visitors in July. No So-
Seas hotel has had to deal with such
an onslaught with such little expe-
rience, yet I can't imagine how it
could have managed better.

Certainly, there are international
hotels which could have done the
more efficiently (but you won't find
them in this part of the world).
The key to the Dateline's success
in July is to be found in the words
of a small brochure put out just before
coronation week by the Dateline
manager, Kim Mahnkopf, and his
attractive Australian wife and ri-
val, which said: "We trust your
stay at the Dateline will be comfort-
able and pleasant, and if our staff are
sometimes slow to answer your sum-
mons and appear inefficient, we humbly
ask your indulgence and hope you
will find that what they lack in effi-
ciency they more than make up for in
willingness to please."

They wouldn't put out such a note
from the Hotel Ritzes of this world,
but would the staffs of the Ritzes be
shown as much genuine eagerness to
help? Such as a drink waiter who
went off to get change of a \$10

returned an hour later (when hope
been lost that he would ever be
again) smiling apologetically
so many Dateline tables had
ed to need him that he just
dn't fight his way back earlier.

Which brings me to another ex-
ple of my point—Mrs. Bella
helmann's Beach House, which is
a hundred yards down the road
the new Dateline, but in design
ndred years back in time.

is is the boarding house where
of the Press corps for the corona-
were billeted. I hope Mrs.
helmann and Jean Robertson will
se me, in the name of objectivity,
say that my bed was lumpy, the
ture spartan, the lighting im-
ble and the communal bathroom
times awash. But there is no
r table nor friendlier people in
outh Seas, and since the tariff is
ted to the standard of the furni-
and not the food and friendliness,
customers are decidedly on the
ing side.

he joys of living in the Reichel-
establishment made amends for
frustrations the Press suffered at
ands of the coronation organisers
e market place. And the Date-
was the icing on the cake.

is kind of welcome, it seems to
s the secret weapon of the South
hotel business. Governments are
ually apprehensive of the im-
of tourism on their islands—they
want to lose the good things
e. The good things of Islands
clude a happy-go-lucky approach
e world in general, and if this
e wedded to a reasonable, un-
sive competence in hotel man-
ent, the world's tourists—who
are bored by the same colour-
faceless efficiency you find in
from Chicago to Geneva—will
a path to their door.

er all, if you can be made to
in a lumpy bed and wait an
for your change—and enjoy it
n the South Seas has something
buying.

—Stuart Inder.

The Cover

at is it about the Islands that
longest in the memory of visi-
rom the big cities? The women?
sweet, penetrating smell of
? The easy-going life? Or the
brilliant sunsets like this one
oumea? It's a good question—
ve're offering no prize for the
st, correct answer.

Photo: Courtesy of Qantas.

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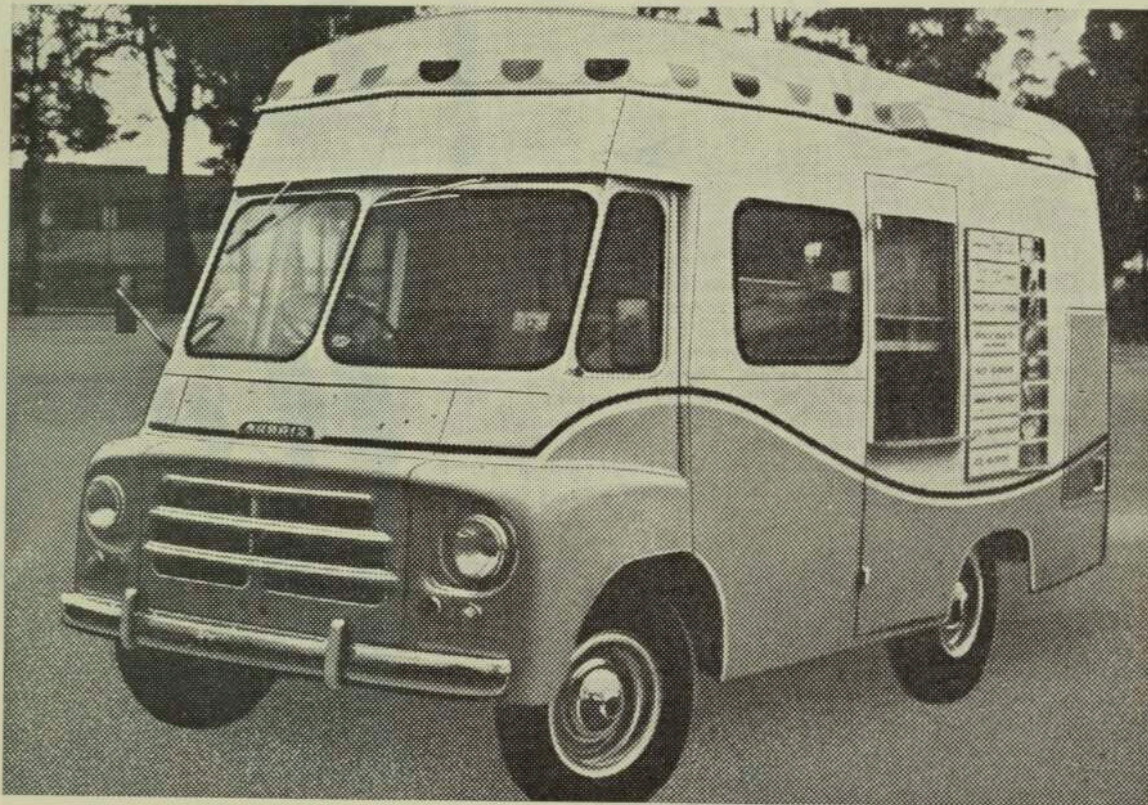
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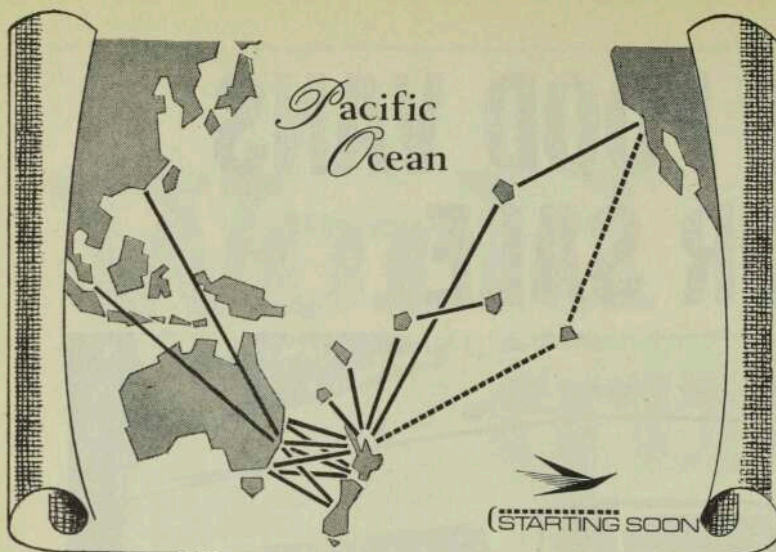
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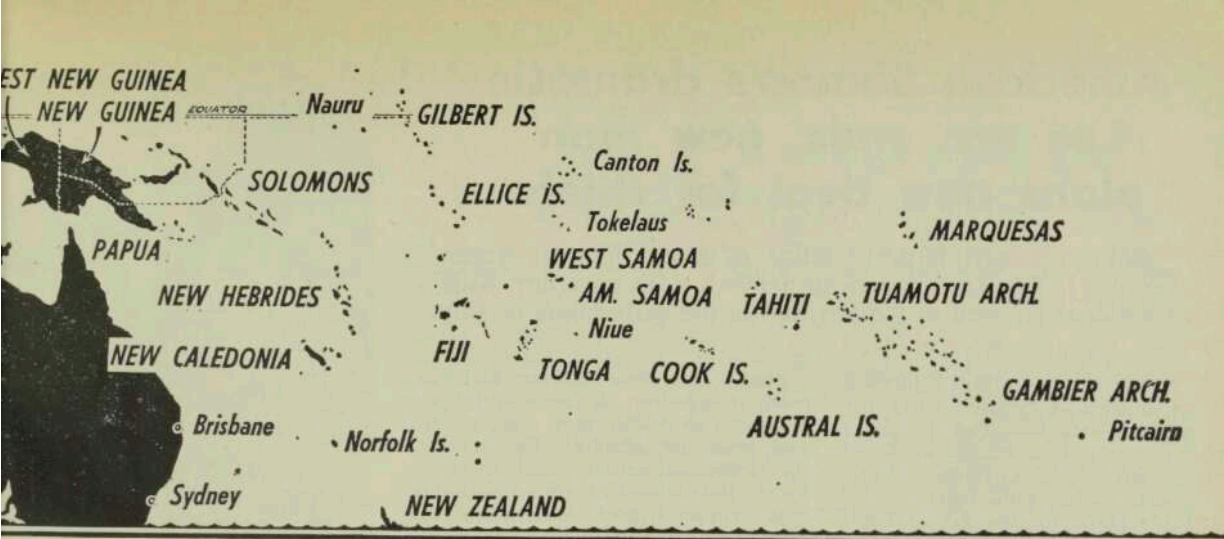


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38, No. 8, August, 1967

PACIFIC ISLANDS MONTHLY

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American Samoa's dramatic Lee era ends; new man plans new deal for chiefs

After a record term in office of more than six years, Governor H. Rex Lee, American Samoa's 44th governor, bade an emotional farewell to the territory in the early hours of July 18.

SHOWING signs of strain following an impressive farewell party for him and his wife less than 48 hours earlier, and a last hectic week of clearing his desk, Governor Lee's eyes were moist with tears as he boarded a plane for the US at Pago Pago International Airport.

Several hundred Samoans and American government employees forsook an unbroken night's rest to be at the airport to see him off, and his head was weighed down with numerous shell necklaces that they hung around his neck as parting gifts.

Governor Lee's departure brought an end to a revolutionary period in American Samoa, during which more changes were wrought than at any time in the territory's 67 years under the American flag.

His first job in Samoa being to tidy the place up and to provide accommodation for delegates to the Fifth South Pacific Conference in Pago Pago in mid-1962, Governor Lee went on to initiate and carry through a whole series of impressive projects which will ensure that he is not soon forgotten in American Samoa. Before his arrival, American Samoa was a slum, many of its people demoralised by the long neglect of Washington.

New roads, new harbour facilities, many new houses, a new hospital, the massive Lee Auditorium, electric light and sewerage schemes, fine schools, the Intercontinental Hotel in Pago Pago, the attractive terminal buildings at the airport, and, above all, educational TV, with its transmission towers perched impressively atop 1,700 ft Mt. Alava. . . All these things and many more came into being thanks to the inspiration, tremendous drive and capacity for work of Governor Lee.

New jobs, new wealth

They created many new jobs and much new wealth.

They also created social problems—as the Samoans, from living under a primitive communal tribal system with a subsistence economy as they had done for centuries, were pitched into the individualistic, money-conscious, material world of the 20th century.

As with the Hawaiians under the impact of American traders, missionaries and settlers in the early part of the 19th century, Governor Lee's new order penetrated every aspect of Samoan life and completely disorganised the old social system—to the dismay of some.



American Samoa's new Governor Owen Aspinall and a Samoan chief. "In the past," Governor Aspinall says, "there has been a tendency to take power away from the chiefs. Now we want to give it back."

Only a couple of weeks before Governor Lee's departure, one of the Samoan leaders, Senate President P. Lauvao Lolo, told an audience at the Leone High School:

"We are now engaged in a battle for survival of ourselves as a people for the survival of the things that are dear to us, and for the preservation of the way of life that has sustained us well since the beginning of our history."

"Our *matai* system which for many generations provided for the aged, the homeless, the sick, the hungry and even the delinquents—the system that prevented the poor and destitute from walking our streets as in other countries, a system of control and guidance unequalled elsewhere in the South Pacific—is now being challenged by a new and strong individualistic attitude."

"Our land tenure system that for hundreds of years guaranteed every Samoan a plot of land for house and a piece of ground for garden is now gradually crumbling under the new vigorous drive for personal gain and ownership."



A highlight of Governor Lee's term in American Samoa was the inauguration of TV education in October, 1964. Governor Lee, watched by his wife, is here seen starting the first transmission.

We are being swept off our feet . . . "

"The pressure of the new needs and the new desires, and the influx of an alien way of life are creating a number of new problems. And many of us, I am sure, are not prepared, either by training or temperament, to face these new problems.

"We are being swept off our feet. . . the pity of it is that many of us do not fully realise what is happening. . ."

Lolo said he thought that the *matai* system, more than anything else, could be devised, could do the job in holding the Samoans together.

"The *matai* system could stop delinquency, which is growing," he said. "I believe that the increase in crime resulted from the weakening of the *matai* system in the villages. In old days, the chiefs made laws which kept the people in line because the people had respect for the chiefs. The Government must capitalise on the *matai* system."

Lolo's sentiments were voiced by other leading Samoans on many occasions during Governor Lee's term, but it was only towards the end of his six years that the governor seemed to take full heed of the effect numerous innovations had had on the Samoans.

"Don't abandon culture"

In a number of speeches made in the last few weeks as chief executive, Governor Lee repeatedly urged the Samoans to hold fast to their own traditions.

At the Heart of Polynesia tourism conference in Apia in May, for example, he urged that the islands should not sacrifice their dignity and heritage for the sake of tourism.

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

Back in American Samoa he said with the same sort of thing, right at the moment when he boarded his plane for home.

The Governor's parting words to the islands echoed dozens of speeches he had made," the territory's official *News Bulletin* reported on July 17. "Essentially, he pleaded with the Samoans not to abandon their ancient heritage and time-honoured culture."

It is probably too late now for the Samoans to fully repair the damage to their social system and culture which has accompanied their dramatic material advances of the past six years.

But the indications are that Gov-

ernor Lee's successor and former deputy, Mr. Owen S. Aspinall, will concentrate far more on the social side of things than Governor Lee did in his time. Now that the material things are there he can, of course, afford to.

Governor Aspinall, who was sworn in in Washington on August 1, is married to the daughter of a Samoan chief. He outlined his policy in an interview with the *Samoa Times* early in July.

"In the past," he said, "there has been a tendency to take power away from the chiefs. Now we want to give it back. We want to strengthen village government by giving it control of things which are a village

problem. Only a Samoan born and raised can really understand many of these problems.

"The Government also cannot forever pick up the bill for water and sewerage systems for villages. This has to do with village affairs, so what we want to do is put these matters under village control; show the chiefs how it is done, and then give them authority to contract and do the work."

Governor Aspinall said the broad goals facing American Samoa were still essentially the same as they were when Governor Lee arrived—economic development to the point where the territory was as self-sufficient as possible and social development to the point where the best of American and Samoan cultures were

(Continued on p. 139)

W. Samoa to go duty-free (and perhaps no tipping, either)

Faced with low export income as a result of an unexpectedly slow recovery in agriculture following last year's hurricane, the Western Samoan Cabinet is wasting no time in seeking economic relief from other sources. Only six short weeks after the Heart of Polynesia Visitor Conference in Apia, Minister of Finance and Economic Development G. F. D. Betham announced that Cabinet had acted on a number of measures aimed at attracting more visitors to Western Samoa.

TOWARDS the end of July, Cabinet agreed to proposals for duty-free shopping on selected tourist items, and extending from four to 14 days the period for which visitors would require no visas.

Both these measures were expected to get parliamentary approval in August.

Items covered in the duty-free proposals include cameras, watches, radios, tape recorders, binoculars and jewellery. Neighbouring American Samoa announced similar measures recently.

Mr. Betham said that Western Samoa would join the co-sponsors of the conference, American Samoa and Tonga, in a co-operative overseas promotional campaign advertising the attractions of the whole area.

He said that a Visitor Conduct Ordinance was also under study in Western Samoa. This is aimed at regulating the visitor industry "in the best interests of both the visitors and indigenous personnel". It includes

such measures as the prohibition of tipping, and the encouragement of authenticity in entertainment and handicrafts.

Exports down

Meanwhile, Western Samoa's export figures for the first six months of this year are well below average. Copra production of 3,763 tons is less than half normal, and banana exports of 40,631 cases is only one-fifth of pre-hurricane days.

"The recovery of crops following last year's hurricane has been slower than expected," said Mr. Betham, who hopes that new plantings and improved techniques will bring about a marked improvement early next year.

The fall in earnings was compensated to some extent by the rise in price for cocoa, which resulted in exports this year of 1,287 tons earning £333,964 compared with exports of 1,327 tons earning £234,950 in the same period last year.

- The article in last month's PIM (p. 31) by Gilbertese leader Amara Makaea about the "rather gloomy future" facing the people of the Gilbert and Ellice Islands Colony has evoked a response from a correspondent who wants to know why Australia can't do more to help the colony out of its difficulties. It goes further and suggests that Australia should accept Gilbert and Ellice Islanders as permanent immigrants. What the correspondent, an Australian, has to say is of special interest today.

Why shouldn't Australia take Gilbertese immigrants—permanently?

So the Gilbert and Ellice Islands Colony needs help? It is facing a desperate economic position, as its atoll islands are too overcrowded? It certainly does and it certainly is, but what is Australia doing about it?

LET'S take a proper look at this colony, which comprises 340 square miles of land in 37 atolls, yet the nominal area is two million square miles. The rest is sea.

Being scattered and remote from the ordinary pathways of trade and tourism, the Gilbert and Ellice Islanders have retained their native culture and their native economy. They are a most attractive people, the Gilbertese being Micronesians and the Ellice Islanders, Polynesians.

Mission influence

The coral atolls on which they live, really submerged mountainous peaks, are only a few feet above sea level. The soils are simply decomposed coral and sand mixed with organic matter built up over centuries from the vegetation. It is porous, holding neither water nor plant nutrients.

Coconuts however grow well; also pandanus, some breadfruit and *babai* (a kind of taro which takes three years to mature) which is grown in pits going down to the water level.

The traditional diet of the people is fish and coconuts with occasional *babai* and pandanus fruit. There are a few chickens and pigs.

The islanders are strong and healthy, the outdoor work involved in fishing and climbing coconut trees being important here. They live today pretty much as they have always lived. Boys marry at 18, girls at 16, and they have large healthy families.

The British Government has paid little attention to the area until the last four or five years. Most of the business of social welfare and education was left to the Roman Catholic mission and the Gilbert Islands Protestant Church (formerly London Missionary Society).

The mission schools have until recently done practically all of their teaching in the native language,

which has resulted in the present situation that only about one in 20 of the local population speaks English. While one respects the motives for preserving the native language, the fact is that neither Gilbertese nor Ellice is a literary language. What can the people read? Where can they go? In the French Pacific territories well over 90 per cent. of the native people speak French.

While the government is making some effort, the main burden of social welfare still falls on the missions. Most children of school age must still attend mission schools rather than government schools because there are simply not enough government schools.

The government is therefore subsidising the missions by helping with the capital cost of new schoolrooms and with the salaries of the lay teachers. All schools are now teaching English, which will help to facilitate migration (for example to the British Solomons) and also provide opportunities for Gilbertese to work outside their own island home.

Destitution the prospect

Thus there has been the realisation that something needs to be done for this part of the world. A critical economic situation will arise in the colony in 12 years time, when the deposits of phosphate are exhausted. Ocean Island provides about half of the revenue (over \$1½ million) in taxes for the GEIC Administration and employment for many Gilbertese.

The population will approach 80,000 in 1980 as against 52,000 now. As the population grows the present reserve of coconuts will be required increasingly for home use, consequently copra output, which now amounts to 8,000 tons a year, will be greatly reduced or eliminated.

Destitution is in prospect unless something is done.

The British authorities have many funds available for the building of schools and for developmental work such as causeways. The commercial centre at Betio is growing.

While the provision of airports taxes land space in the islands, it is a realisation that airports are not only necessary for essential communication but also for the development of a tourist industry.

If a connecting service could be established between Tarawa and Majuro, in the Marshalls, a round trip could be offered from Honolulu and from Japan, which could promote a good deal of tourist interest. At present Tarawa is at the end of the line.

The Columbus shipping line (German line) has co-operated with the government in providing a training ship at Tarawa for the training of ships' crews. The Whole Society, a statutory corporation, is developing small-boat building and repair facilities at Betio where there is now quite an attractive harbour for lighters and small cargo ships. Ocean-going ships cannot dock at Tarawa; they anchor in the lagoon and all goods are taken ashore by lighter.

Fishing

The fishing industry has not developed commercially. Most of the local fishing is done by individuals taking out lines or nets into the lagoon. There are, however, abundant resources of fish in these waters which is of course a potential tourist attraction as well as an essential source of food.

Australia sells foodstuffs and general stores to the Gilbert and Ellice Islands, the Columbus

ISLANDS MEETING

When British royalty visited the Cook Islands for the first time in July, in the form of the Duke and Duchess of Kent, this was the scene at the Rarotonga airport as the islanders met on a mass dancing display. It was typical of the festive atmosphere during the two-day visit. See also feature p. 116.

—Photo: Marie's photography.



essel calling there from Sydney every five weeks on the way to North America.

Because of US stubbornness in not declaring the Gilbert and Ellice Islands a foot-and-mouth disease free area, in spite of the fact that there is no cattle there, fresh foodstuffs cannot be placed in freezer holds carrying Australian meat to USA. Australian exporters must use a freezer locker on the deck.

This is not satisfactory because there is no correct temperature adjustments for different foods, e.g. fruit, fat, butter, etc., and when goods are all lumped in together they pick up odours. Moreover the Wholesale Society is required to pay for 500 cubic feet of locker space whether or not it is all used. The Europeans, of course, are very glad that there is some source of fresh foodstuffs.

The services provided by the Umbus Line are still fairly new. Previously the service was mainly provided by British Phosphate Commission vessels to Ocean Island. Goods had to be transported from Ocean Island to Tarawa atoll.

Causeways important

The Wholesale Society is virtually the only importer in the Gilbert and Ellice Islands. It is a statutory corporation with a board comprising government officials and others. Its executive staff mainly comprises Australians who have shown considerable energy in developing the island establishment at Betio, one of the Tarawa Atoll's islets.

The Wholesale Society has its own shipping facilities, including a 500-ton vessel which communicates with the islets in outer islands, and even with Majuro. Most of the government people are located at Bairiki,

another of Tarawa's islets. There is no causeway linking it with Betio.

In a small community such as this a causeway is of considerable social importance (such as preventing commercial and government people from snapping at each other). This is a field where Australia could doubtless assist the government, by providing engineering or supervisory services, even if it could not provide the actual capital involved, which would be \$500,000.

There are no commercial banking services in the Gilbert and Ellice Islands. An Australian bank would be welcomed. There is scope for a few million dollars worth of commercial and savings bank business which may justify opening a branch.

Increasing poverty

Even under the most favourable circumstances the Gilbert and Ellice Islands, within 12 years, will face the prospect of increasing poverty and unemployment. They are poor already, but by then they will be poorer. Tourism will not save them.

What can Australia do to help?

The best way is to allow these people into Australia as permanent immigrants. Why not?

These people obviously cannot remain in their home islands once the islands become overpopulated. Some might indeed emigrate to the Solomons, as that area is fairly empty, but it would not provide very much new opportunity, and may not be easy if the Melanesians in the Solomons object, as some of them are.

The immigration of a few thousand a year would relieve the situation and their remittance would provide a source of income for relatives remaining in the islands. This is what happened with Cook Islanders living in New Zealand.

Gilbertese and Ellice Islanders are English-speaking Christians, hence their integration and work in Australia would be facilitated.

Jobs here

In Australia the islanders could easily find jobs, the men on various skilled and unskilled tasks particularly in the warmer northern areas; the women, properly trained, in various jobs including hotel work where there is a shortage of labour at present.

While such a solution may involve giving these people a preferred position in immigration, which may lead to protests from other racial groups, surely Australia should face up to that? But Australia cannot contemplate standing idly by while these fine island people sink into poverty.

It is true, of course, that the Gilbert and Ellice Islands Colony are at present Britain's responsibility, in that Britain can and does support them.

But Britain can't create living space, and in any case she has recently suggested that we share the responsibility. Sooner or later these people must emigrate at a steady rate to avoid overpopulating their meagre islands.

If they would like to come to Australia we should be generous, and welcome them. At the moment the goodwill that Australia enjoys in the Gilberts and elsewhere is mostly derived from the good work of her missionaries.

It is time that the Australian Government woke up to the fact that Australia has very large economic and social interests in the islands and did something rather more positive than distribute a small amount of technical assistance.

NEW LOOK SOON FOR FIJI GOVERNMENT

By Stuart Inder

With Fiji on the threshold of a new political step which will give it a Chief Minister and a cabinet with executive authority over departmental heads, there appears to be a new harmony in the British colony.

RATU MARA, Leader of Government Business since the success of his Alliance group in the elections of last October, has risen to the responsibilities of leadership in the way that Fiamē Mata'afa did when he became Prime Minister of independent Western Samoa. Ratu Mara's growing stature is a topic of conversation in Fiji.

Relations between him and Mr. A. D. Patel, the Leader of the Opposition, are much better than one might expect considering their opposing political views. Mr. Patel wants a revision of the constitution, to give one-man one-vote. Ratu Mara believes that Fiji's racial problems can be worked out harmoniously under the present system of racial and cross-voting.

It will work

Ratu Mara believes that if multi-racialism won't work in Fiji it won't work anywhere—and he is confident that, with care and goodwill, it can be successful in Fiji.

Certainly there is a feeling in some quarters that the present harmony is on the surface. If it is true at all, it is only partly true. My observations tell me that things *are* better, and only the degree might be subject of debate. It is easy to exaggerate the effect of such imponderables as Mr. Andrew Deoki's plans to found a new party with a membership of Fiji-born Indians.

This move in July was at a delicate stage and it was impossible then to say what affiliations any new party might have, or even whether a party might be formed at all, and until negotiations take some sort of form there is not much point in making predictions.

Meanwhile the ministerial system is occupying attention. No date has been announced for its advent, although September 1 is a popular choice. I think it likely the system will be introduced earlier.

Fiji's embryo cabinet at present carry the title of "members". When they become ministers there will probably be only minor changes in

their responsibilities. Although cabinet will have executive authority, power of veto will, of course, still be in the hands of the Governor, Sir Derek Jakeway.

International outlook

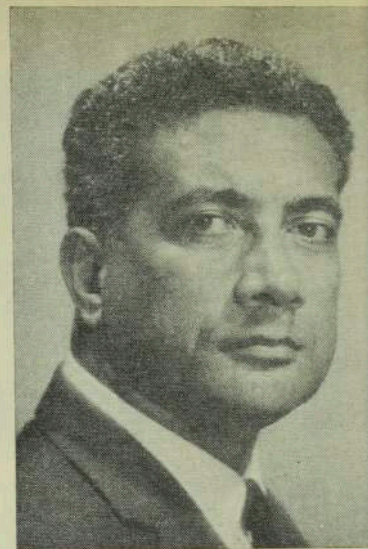
I expect Ratu Mara will take an even more international view when he assumes full leadership, and will continue at an accelerated rate his current activities in drawing the South Pacific territories together. He has family connections with the leaders of Western Samoa and Tonga, and he is a strong believer in unity being strength.

He wants the strength so that he can more firmly put Fiji's views to Australia and New Zealand. Ratu Mara has been frankly critical of Australia's role in the area—he believes she does not do enough—and in this, and his internationalism, he certainly has the support of Mr. Patel. Australia thus can expect more pressures on her following the new political changes.

There has been some talk in both Fiji and Australia of the possibility of establishing for the South Pacific a Business Co-operation Committee of the same type successfully operating between Australia and Japan. This would allow the South Pacific territories to discuss their trade problems directly with Australia and NZ, and be extremely valuable. Ratu Mara would undoubtedly support such a move.

Nor is it likely that Ratu Mara will relax his campaign for a more efficient re-organisation of the South Pacific Commission, aimed at getting the territory governments themselves to make the decisions rather than the metropolitan powers.

There are independent reports that his work is already bearing fruit. A revolutionary proposal (not Ratu Mara's) is at present in the hands of some metropolitan governments that the SPC in its present form be replaced by an international aid body, operated by the United Nations, and designed as a kind of South Pacific Colombo plan.



Ratu Mara

The man who will be Fiji's first Chief Minister

Ratu K. K. T. Mara, who will be Fiji's first Chief Minister, is 47, son of Ratu Tevita Uluilakeba, Nanyau, who died last year. Ratu Mara is Tui Lau, the paramount chief of Lau.

HE was educated in Fiji; Otago and Oxford universities and London School of Economics. He obtained his MA at Oxford and a diploma in economics in London. He is an athletic blue, New Zealand Oxford universities, and cricket athletic blue, Otago University.

He entered the Legislative Council in 1953 as a Fijian member and occupied various positions in the Government service.

The creation of the Alliance Party owes much to his inspiration and efforts and was obviously influenced by his tour of Malaysia a few years ago.

The Alliance Party is similar in every way, even to the name, to the party which succeeded in uniting various races in Malaya and emerging as victors in the first election after independence.

Ratu Mara married Adi Lalabalavu in 1951 and they have three sons and five daughters. He was made an officer of the Order of the British Empire in 1961.

New Guinea Political party aims high

from a Port Moresby correspondent

Papua-New Guinea's new Pangu Pati hopes to sponsor candidates in about 50 per cent. of the electorates in next year's general election in the territory, because the new party hasn't yet financed the candidates and it won't be fully endorsed after the election in Australia.

They will be expected to pay for much of their own costs, but will get help in general publicity advertising. Thus the party will be a fairly loose knit organisation as it meets its first elections.

Two of the party leaders who will only stand for the elections are Oala Rarua and Albert Maori Kiki. Rarua is one of the four presidents, and Kiki is the secretary-treasurer.

In the meantime the party hopes to strengthen itself by forming a parliamentary wing. This will include members who have already publicly announced their membership in the party, together with some who will reveal their interest at the budget session in August.

Two of the parliamentary members are Toni Voutas and Barry Hollo, and although Voutas could possibly get himself elected to party membership in the House this position would doubt go to a New Guinean, so Oala doesn't want to take on the job.

Fence-sitter?

Could John Guise in the meantime announce he is joining the party, he has indicated he might do, undoubtedly he could have the parliamentary leadership.

Some members of the party are suspicious of Guise as a fence-sitter, who is not likely to make up his mind about joining the party until he sees how much support it is going to get. So unless he decides soon he will find leadership closed to him.

Remarkably enough, one of the platforms of the Pangu Pati has been controversy among some of the very people the party hopes to attract. This is its demand for one language for New Guinea—Pidgin English.

RETURN TO THE ISLANDS!

Qantas will return to New Guinea on September 14, and Air New Zealand will return to Tahiti on November 5, both after long absences.

Qantas will operate a weekly 707 service from Sydney to Port Moresby, Manila, Hong Kong and return, and Air New Zealand will begin a weekly DC8 service from Sydney through Auckland and Papeete to Los Angeles. This will give Air New Zealand a second trans-Pacific route.

Qantas last operated a service through New Guinea in 1961. Air New Zealand's service to Tahiti was discontinued in January, 1964.

What one might call the New Guinea "Bohemian intellectuals"—and there are many to be found in the urban areas, particularly in Port Moresby—say disparagingly that Pidgin is a discriminatory language, and to return to it would mean to return to discrimination.

After all, they have gone to the trouble of learning English, of reading its literature. Conversing in it has a certain snob appeal, and they are now to be threatened with the possibility of the lowly Pidgin speaker, a bush kanaka, suddenly becoming their social equal.

Anybody who considers there is no social snobbery among enlightened Melanesians ought to keep his ears open at Moresby's Kone Tavern.

And it would not be the first time in history that a minority has decided a political issue on a minor tenet of a political platform. It's an interesting thought, anyhow.

Talk, talk, talk!

The Assembly budget session, which starts on August 28, should be interesting in other ways. The territory can depend on getting a few hundred thousands words from its elected representatives on just where the country is headed—and this will make a nice change from the few hundred thousand words on the same subject we have been getting from just about everybody else these last few weeks.

In Australia it appears to be open season on territory troubles. Oala Rarua has been down there

lecturing; Albert Maori Kiki went down especially for a TV interview; Dr. John Gunther, Dr. Peter Lawrence, industrial advocate R. J. Hawke, and Oala again, have all had something to say at a seminar in Melbourne.

The Minister for Territories, Mr. Barnes, spoke at the same seminar. Mr. John Guise, who was supposed to be there, went to Malaysia instead to look at land schemes for the Assembly.

It seems to have been lost on the Australian public that the reason for the hotting up of political interest here is due to the simple fact that a NG general election is in the offing.

Giving the Evatt Memorial Lecture in Sydney, Oala attacked Australia's political policy in New Guinea as "vague", and said the Assembly was "weak" because there was no understanding of the Westminster type system. Most of the members were dominated by the official minority, he said, and in a way the Assembly was a rubber stamp for the Administration. This sounded like a man who hadn't studied the Assembly very closely.

He added that political development was being hampered by some Australians who had no real interest in the territory, although there were many dedicated men here. The Pangu Pati believed independence should come through gradual changes, and the party's plea for home rule was working towards this goal.

Independence, 1970

Independence could be as close as 1970, he said, but this depended on the development climate. Australia had a moral duty to promote early independence, and any talk of a withdrawal of Australian grants was merely an excuse to keep the elite quiet, he added.

In a Sydney TV interview, Albert Maori Kiki visualised any power struggle in NG as a struggle by the black man against the black man, not as black against white.

In Melbourne, Dr. Gunther suggested a committee of inquiry to investigate the constitutional future of the territory, and another to investigate the territory's capacity to pay. The constitutional inquiry should go further than the Assembly select committee's report, and "act as a safety valve", he said.

Mr. Barnes used the Melbourne seminar to get over some publicity about what Australia was doing to help the territory.

He had nothing new to say, which was fair enough, because neither did anybody else.

Suwarrow's hermit goes back to his island

From WALTER H. HAMBUECHEN on Rarotonga

After an absence of 3½ years, during which he published his book *An Island to Oneself* (PIM, March, p. 97), New Zealander Tom Neale has returned to the peaceful isolation of his beloved Suwarrow Atoll in the Northern Cook Group.

TOM, who is now 65, has lived on Suwarrow off and on since September, 1952. Except when he has been on it, the atoll has usually been uninhabited.

Suwarrow is 513 miles NNW of Rarotonga. Tom returned there early in July in the inter-island trader *Tagua* with five pearl divers, headed by Tekake Williams, holder of the world's unofficial record for a deep free dive.

The Cook Islands Government has given Tom the job of caretaker of the island, but he has undertaken to return to Rarotonga when diving operations cease.

I was among those who travelled in the *Tagua* to Suwarrow with Tom and the divers.

Many birds

Two days and three nights' sailing brought the lonely atoll off the port bow at daylight. The first *motu* seen was Motu Varu—the most eastern islet on the reef.

As the *Tagua* approached, hundreds of sea birds—frigates, terns, and gannets—flew a silent convoy.

Far across the lagoon to the west, the low, black line of Motu Tou lay beckoning. To the north and south, Anchorage Island and Entrance Island showed evidence of abundant vegetation.

The strange, lonely spell of Suwarrow fell over the little ship; conversation was at a minimum; all eyes were fastened on the rust-red reef and tiny green *motus*.

Fishing lines went over the stern, but there were no strikes until the ship began her approach run through the passage on the north-east. Then within minutes four big albacore were being hauled in and the excitement broke the spell.

During the week we were to spend on the island scores of albacore, tuna, trevally or cavalla, known as *titiara* or *ru'i* according to species,

were caught. These were cleaned, filleted, and salted in tins for shipment back to Rarotonga.

The divers were not unaware of their family needs back in fish-scarce Rarotonga; nor did they forget that tins of salt fish bring a good price—over \$NZ6 a cabin bread tin full.

Lush vegetation

As the *Tagua* glided to rest in the still, clear lagoon waters off the remains of the Anchorage Island wharf, the almost incredible lushness of the atoll vegetation immediately struck the eye.

The soft, sweet scent of *ngangie*—a tough little beach shrub which will grow on bare rock; *Tournefortia*, known as *tauhunu* or *tai'inu*; and pandanus flower pervaded the air.

It was pleasantly warm. Sprouting nuts by the thousands lined the beach. Hundreds of bearing coconut trees flourished in the bush—the scene almost resembled a jungle.

It was almost beyond belief that this island, only 25 years ago, was little more than a sand bar, devastated by an appalling hurricane which left only a few trees standing. A dozen people, including the American writer Robert Dean Frisbie, his young family, and fisheries officer Ron



Tom Neale.

Powell, were on the atoll at that time, and they survived by lashing themselves to five great tamanu trees in the centre of Anchorage Island while 10 ft high waves swept the atoll from end to end.

A few minutes after the *Tagua* dropped anchor, the hatches were opened and the divers' and Tom Neale's cargo went over the side into four boats—Tekake Williams' two of Tom's, and the ship's launch. Tom was the first to set foot on the island.

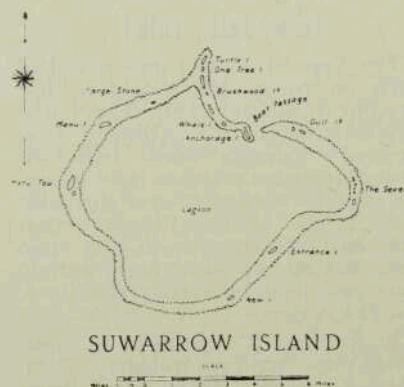
Camp set up

Between boat loads, we went on the side and began spear-fishing with the midday meal in mind. Hungry for groper, parrotfish, and trevally we bagged. They were easy to spear.

Tekake's efficient men soon had fires going while some foraged for succulent, fat coconut crabs in the bush.

Sprouting nuts were husked and cooked, and by noon an enviable feast lay ready for the hungry workers.

The divers set up camp in an old tent just behind the beach. Tom began clearing the overgrown track up to his house. The sight of



SUWARROW ISLAND

Andals were there

his absence

ected him was not very encouraging. Termites, raiding yachtsmen and possibly other ships' crews had, over the past three years, made free with the things Tom had left on the atoll. His canoe was gone; and 50 glass Japanese fishing floats stored in a shed—which was still in fair condition—had been removed. Tom stated how he had read that some visiting yachtsmen had sold dozens of these floats for about £3 each in Honolulu—claiming they had "found" them on Suvarrow.

The cook house was disturbed, and Tom's carefully-built brick fireplace was ruined. (Later we found a few of the bricks in the lagoon waters near the wharf.)

The house was covered with "autographs" and scrawlings from various visitors.

All the chickens left by Tom to go wild on the island were gone. Other unwelcome interference with Tom's years of careful work were evident everywhere.

Trees cleared

But the trees Tom had planted were flourishing. A thicket of fine

(*Hibiscus tiliaceus*) trees were growing behind the house. The many banana trees were showing the effects of plentiful rainfall; and a couple of *Barringtonia* and *Guettarda* had grown to respectable size.

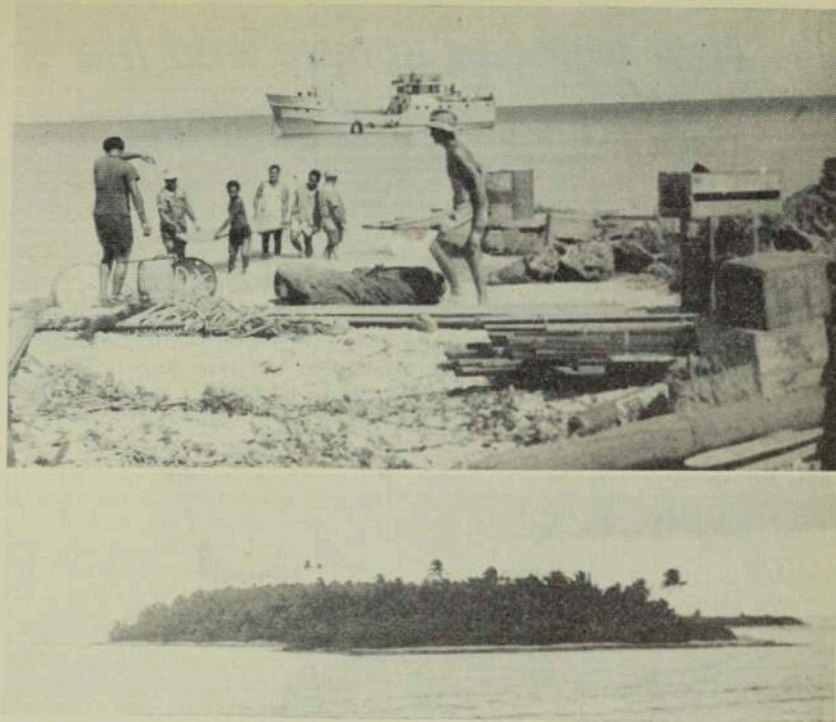
Straw lillies showed through the sprouting nuts, and a big *Hernandia* in front of the house was doing well. The bananas, papaws, and breadfruit trees were in sad shape, heavily overgrown with vines and with the hanging 'au branches.

Before the first day was over, Tom cleared the trees sprouting around the fowl yard, and we had repaired the broken fence and had released two chickens and four hens that he brought from Rarotonga.

His three cats—Mandy, McGinty, and a young "Tom"—were on to the rats within minutes, and had a feast. The rats were not abundant.

Illegal pearling

Tekake and his four men—two are his relatives—began diving on July 10, two days after we arrived. I accompanied them. It was soon evident that shell was far from plentiful. The average day's take over the first three days came to 1½ sacks of shell—about 100 legal size shell a day. By the end of the week it was also



Tom Neale and divers (top) unload cargo from the "Tagua". Below, Anchorage Island from the north.

evident that some illegal pearling had taken place at Suvarrow over the past 12 to 16 months.

Tekake found shell accidentally dropped on sandy places off the reefs where pearl shell doesn't grow. Tom Neale found the rubbish pit behind his home full of rejects, and he assured us that no pearl shell had ever been in his rubbish pit when he was on the island during the last legal pearling season.

Odds and ends of recently cleaned rejects were also found around the beach.

The *Tagua* left for Manihiki and Rakahanga on the evening of July 3 and returned on the 7th.

While she was gone, we lived on fish, crayfish, coconut crabs, birds' eggs, and sprouting nuts.

We ate turtle soup or stew almost every day.

Dozens of turtles were seen swimming as we dived. Several were caught.

Fresh drinking nuts and coconuts to make sauce, as well as the sweet, soft sprouting nuts which are rich in vitamin C were within a few steps' reach from the tent.

Crayfish with coconut sauce for breakfast, roast coconut crab and trevally for dinner; omelets prepared with onions brought in by the divers. . . . Polynesians love to eat—

and know how to prepare the food they love!

When the *Tagua* sailed on Saturday, July 8, the divers were busy salting fish and pearl oysters when not diving or cleaning shell.

Tom unpacks

Tom Neale, with his incredible energy for 65 years of age, had cleaned up his yard, unpacked most of his luggage and boxes, and had made repairs to his house.

A pleasant, informal routine had established itself—Polynesian in its informality.

Rarotonga merchant Mr. D. C. Brown was said to have contracted with a Manihiki and Penrhyn group to go to Suvarrow with diving machines in the *Bodmer*, which left Rarotonga for the Northern Cooks on July 14.

The price for pearl shell this year is about \$NZ 800 a ton, of which 22 cents a lb is paid to the divers.

● **FISH GALORE!** The Japanese fishing vessel *Yashiro Maru No. 1* was wrecked at Niue Island, east of Tonga, on July 8, and abandoned, its holds full of fish. Nobody on Niue knew of the wreck until a radio message was received from Pearl Harbour the next day. Then it was free fish for Niue.

New Guinea's unique wild life sanctuary to remain intact

From a Mount Hagen correspondent

Thousands of visitors will be in Mt. Hagen on August 19 for the Fourth Hagen Show—a show which has developed as the world's greatest spectacle of the primitive. Visitors will see among other fascinating things the famed birds of paradise, and some of them may get the chance to visit the Baiyer River, about 30 miles from Mt. Hagen, where they will be able to view these birds in a new wild life sanctuary.

THAT sanctuary involves a story. Some months ago in the Western Highlands there was widespread dismay at the news of the imminent sale of the site of the famous bird sanctuary at Nondugl, established by Sir Edward Hallstrom after the war. Sir Edward is a Sydney philanthropist and businessman, who for many years was chairman of Sydney's Taronga Park Zoo. His sanctuary was established in association with the Hallstrom Livestock Trust.

The Nondugl sanctuary was always a big tourist attraction, particularly famed for its unique collection of birds of paradise. It was in charge of Mr. Fred Shaw-Mayer, recognised as a world authority on the birds.

He was and is something of an institution locally, as he organised the New Guineans in the not-inconsiderable task of finding suitable foods for his large collection of birds and other fauna in the sanctuary. Papaws, berries, grasshopper grubs and millions of ant eggs have always been in demand and bought by Mr. Shaw-Mayer.

Would birds be sold?

The Western Highlands District did not want to lose either Mr. Shaw-Mayer or the sanctuary, so not surprisingly there was some local opposition to the sale of the Nondugl site. There were rumours that the famed collection of birds would be dispersed throughout various world zoos.

And then, some months ago, it became apparent that Sir Edward Hallstrom had no intention of leaving the Western Highlands without its famed bird sanctuary. The "Gloomy Joes" were wrong. Sir Edward wouldn't let down his friends.

Nondugl has since been sold, but in the last few months there has been built up, on a 60-acre site on the

Baiyer River, a brand-new bird and animal sanctuary for the Western Highlands, called Hallstrom Park.

Birds and animals have been moved, and it is hoped locally that Sir Edward, as patron, will be able to perform the official opening on his 81st birthday in September. In Sydney, Sir Edward has been ill and has not seen recent developments.

Hallstrom Park has been built because of the considerable generosity of Sir Edward. But it also owes much to a great deal of hard work by Western Highlands residents and the Administration. The Administration also has put in money.

Active Tom Ellis

The new sanctuary has been built under the direction of the Hallstrom Park Development Committee, president of which is active Western Highlands District Commissioner, Mr. Tom Ellis. Local planters and businessmen are on the committee.

Sir Edward has supplied the cages for the birds and animals and has donated 150 birds from the old



SHOW ON A NEW SITE

This year's Hagen Show (the first was in 1961 and the last one in 1965) is on a new site. The new showground is 10 miles from Mount Hagen town, surrounded by hills at the southwest corner of the Kagamuga airstrip. Mountains form a natural backdrop.

The new showground was started earlier this year. Changing labourers and local tribesmen built the exhibition halls with local materials, thatching the roofs with kunai. The showground itself has been designed to Olympic standards. The grandstand is of permanent materials.

Patron of the show is Mr. E. J. Leahy, who was with the first party of Europeans to walk into this previously unknown area of the Highlands in May 1933. He lives near Hagen which has a population of 55 Europeans and 2,400 natives.

Nondugl sanctuary. Sir Edward's contribution to the project will probably be in excess of \$100,000.

The Administration has provided the land, fencing, and rest-house to accommodate for Mr. Shaw-Mayer and his assistants.

All kinds of people helped in many kinds of ways—some with cash donations (including a personal one from the Minister for Territories, Mr. C. Barnes) and others with material and labour. New Guineans and Europeans gave free time to make roads, build fences and temporary camps. Forestry officer, John Lowein, for instance, devoted a great deal of his own time to beautification work in the park.

Major attraction

In the near future, in its beautiful Baiyer Valley surroundings, Hallstrom Park should be a major tourist attraction in New Guinea. As Sir Edward has said, it will be one of the most fascinating sanctuaries in the world.

And since the sanctuary will have a section devoted to breeding for scientific research, many Highland people who know the situation hope, with Sir Edward, that Hallstrom Park can halt the threat of extinction of these wonderful birds.

● See "What the trust accomplished", p. 28.

Self-government is key issue

TAHITI HOTTING UP FOR LIVELY ASSEMBLY POLL

With elections for French Polynesia's new Territorial Assembly (parliament) due to be held on September 10, a new crop of political parties has come to flower in Tahiti in recent weeks.

THE No. 1 issue concerning them is all is whether or not the territory should have internal self-government, or, at least, whether it could be less tied to the dictates of Paris than it now is.

The outgoing Assembly held an intense debate on July 6 on a proposal that the territory's *statut* (constitution) should be immediately revised that:

- French Polynesia would be an autonomous territory within the French community.

- The territory would have its own government, but with a representative of the French State as Governor, president of the Council of Government.

- The French flag would retain its place on public and official buildings, but the territory would also have its own flag.

- The French language would remain the official language, but Tahitian would be legally recognised in French Polynesia.

A large number of Assembly members spoke on the proposal, which was submitted by Mr. J. B. Ceraniasalemy, who is well known for his radical views. The Assembly finally decided to transmit the proposal to the new Assembly for further consideration.

Within a few days, two new parties came into existence proclaiming themselves opposed to self-government. One, the Mouvement Democratique Polynésien (it also has a long Polynesian name), wants to "maintain and consolidate the French presence in the territory."

On the other, the Ia Ora O Polynesia, which has as its emblem a stylised representation of France circumscribing the island of Tahiti, believes that internal self-government is a "myth". On the other hand, it believes that the locally-born and permanent residents of the territory

should have the privilege of managing their own interests, and it advocates that they should be given priority over Metropolitan Frenchmen, where qualifications are equal, in government and private employment.

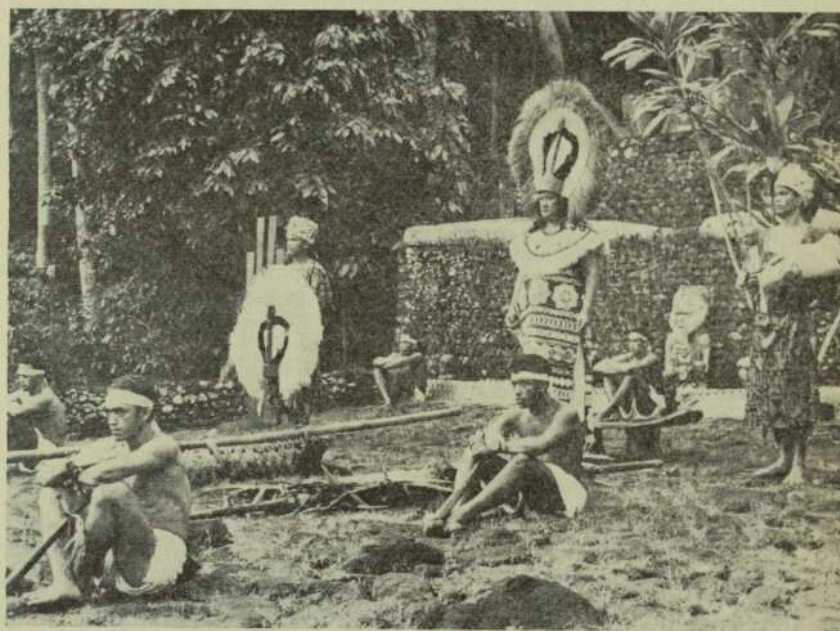
Meanwhile, French Polynesia's deputy, Mr. Francis Sanford, has suggested in the French Parliament that the elections on September 10 would be "a very opportune time" to hold a referendum to consult the people on internal self-government. Mr. Sanford told the parliament that 80 per cent of the territory's voters favoured self-government.

Another development in July was the dispatch of a telegram to the

French Prime Minister by Mr. Sanford and French Polynesia's Senator Alfred Poroi asking him urgently to send an inspector to Tahiti to supervise the elections so that the "strict impartiality of the local government" would be assured.

This prompted some acid comments from Mr. Charles T. Poroi, president of Te Oto I Te Nunaa, a political party pledged to fight for internal self-government.

All in all, Tahiti is hotting up nicely for a rumbustious election on September 10, with most of the elements that led to French Polynesia nearly voting for independence in the de Gaulle referendum of 1958 again being strongly to the fore.



Ancient ceremony to mark bi-centenary

ALL Tahiti flocked to the recently-restored *marae* (ancient temple) of Arahurahu on June 18 to witness the mock "enthronement" of a Polynesian "king".

The enthronement was one of several ceremonies staged in Tahiti in June to commemorate the 200th anniversary of the discovery of the island by Captain Samuel Wallis of HMS *Dolphin*. Wallis anchored at Matavai Bay on June 19, 1767 (*PIM*, June, p. 85).

The enthronement was staged in torchlight by hundreds of Tahitians in traditional costumes of tapa and feathers. Ancient chants and dances were a feature of the performance, which lasted two hours.

Next day, a modern celebration took place at Point Venus, near Matavai Bay, where a stone was unveiled with a plaque reading: "To the memory of Captain Samuel Wallis, who discovered Tahiti, June 19, 1767."

Guest of honour was Mr. Archibald Read, the British Consul in the South Pacific, whose headquarters are in Tonga. French Polynesia's highest officials were also present.

Agence Tiare Photo.

What we did at Nondugl

By Sir Edward Hallstrom

Soon after the end of World War II, I found in my office one day a parcel of native spears and curios from New Guinea. I did not know the sender but after I contacted him, I found he was Mr. Nep Blood, then District Officer in charge of Mount Hagen. He gave me a very warm invitation to visit New Guinea and see the people, and the birds of paradise and other fauna there.

IN due course I accepted Mr. Blood's invitation to Mount Hagen, and I was tremendously impressed with the work he and his staff and the natives were doing at the station, which looked to me like a piece of paradise. There were gardens and flowers in profusion, well-cared for, and the whole place was pleasant and tremendously interesting.

It was not very long before we were chatting about the natives' lack of warm clothing, and while I remained there I became more and more interested in the Highlanders. They were so very friendly and I had the feeling that I had to do something in the way of pioneering. Shortly afterwards we decided that I would send up some sheep, dairy cattle, horses and bees. We decided on the bees because it was noticed that most of the introduced flowers were not setting their seed and some attempts to grow fruit trees had failed because of the lack of bees.

Fascinating fauna

The other great fascination for me in Mount Hagen was the fauna, particularly the birds of paradise and the tree-climbing kangaroos. When the native people found that I was interested in the fauna, they delighted in bringing live specimens to the station for me to see and, for the first time, I saw the bird of paradise in several large-sized aviaries at the station.

I was fascinated by the fact that these birds, freshly brought from the bush, had never been touched before by human hand, yet when allowed to stand on my forefinger, with my thumb holding the feet so the bird could not fly away, it would eat wild raspberries from my other hand. I found also that I could walk into the aviaries with a bunch of wild berries and the birds would fly to my hand and enjoy the fruit.

After an enjoyable two weeks in that primitive and interesting country, I returned to Sydney determined to carry out some work in

Mount Hagen district. It was decided to send to New Guinea 25 head of sheep, six head of Jersey cows, some horses and two hives of bees.

On account of the distance from Sydney, the cattle had to be well chosen; a leading stock agent was consulted, and good quality stock obtained. This all arrived at Lae by ship and was walked inland.

The walk was not so successful. Some of the cattle and horses were lost; half the sheep were left at Goroka and one hive of bees. The balance of the sheep and another hive of bees were taken to Mount Hagen.

The shipment probably could be described as premature, as it was difficult country into which to take horses and stock and there was some tick infestation. Some of the cattle losses were due to tick. However, the bees did particularly well and we decided to send another seven hives to Nondugl.

I returned to Mount Hagen later to look over the stock that did arrive safely. The sheep were in the care of one of the local farmers, who still



Sir Edward Hallstrom.

Now that New Guinea famous Nondugl Trust site has been sold, PIM asked Sir Edward Hallstrom—a keen subscriber for many years—for his story of how it was founded. He wrote us this article.

has this breed of sheep on his property (about 20 generations later).

I then realised that I needed more help, and that cattle, sheep and horses should be brought up in a much bigger way. In the meantime my good friend, Mr. Blood, had been looking for a suitable soil, and had recommended Nondugl, a fine stretch of land. The native grasses were not looked upon favourably for grazing sheep, cattle or horses, so work commenced on clearing.

In this district the natives were particularly friendly and co-operative and were tremendously interested in the sheep and cattle. The newly planted grasses were soon covering the land, and we decided to bring the sheep and some cattle.

A DC3 aircraft was measured to see how many sheep could be carried in one trip. The first plane carried 70, but later 100 sheep were loaded. Each week for 17 weeks a DC3 loaded with sheep left Sydney for Nondugl, and the animals did well after arrival.

Buildings were soon erected. Native labour was taught to shear and to become expert at machine shearing, the tallies being quite good. The sheep and cattle both prospered and it was a wonderful sight to see nice herds of sheep grazing in this newly planted pasture.

It was soon apparent that a number of animals required expert handling. We decided to get a good sheep man from Australia. I sent for a relative, Mr. Ted Anderson, to come and help with the sheep.

Mr. Blood continued the management and Nondugl became famous. People were interested in the work going on there. I took no money out of it all went back again. One great feature about the place was how well kept the stock and pastures were, and great credit was due to the management.

On the one hand I had the fascination of seeing the improving stock and of shipping wool to Sydney. On the other hand, there was the beauty of the place. There were flowers everywhere, for following Mr. Blood's example, the native people had

ded the planting of flowers for
les around.

About this time, to help the pro-
t and the territory, I gave a sum
money to the then Administrator,
lonel J. K. Murray, to establish a
rary in Sydney for the benefit of
School of Pacific Administration,
ich trains all young officers going
o the service of our Australian
ritories. Today this is a very fine
rary and is used extensively at the
ool.

Back at Nondugl, I had secured
other piece of land on which to
ld aviaries, and soon large ones
re being built, and I gave instruc-
ns to build more. New all-steel
aries eventually replaced the
oden ones, and were filled with
ds of paradise.

Nondugl had now become a
adise to look at; the animals were
ng well; the whole place in good
ds. On November 1, 1949, I pre-
ted the whole of the station and
contents to the Administrator in
st to aid in agricultural and educa-
al work for the people of the
itories.

The ordinance establishing the trust
ealed that at that time a sum of
8,000, including the assets and live-
k, together with an additional
of \$20,000, being working capital
the use of the trust, which was
wn as the Hallstrom Livestock
Fauna Trust, had been handed
r by me.



Against the background of locals and cloud-capped mountains, the Hallstrom Livestock Trust meets at Nondugl in 1949—Sir Edward at right and Colonel J. K. Murray, then Administrator of P-NG, at left.

After the formation of the trust, I
provided some smaller amounts and
in addition created the birds of
paradise sanctuary at a cost of
\$38,000. My total balance sheet
showed my contributions to the cost
of maintaining the birds of paradise
amounted to over \$160,000. No profits
were made from the sanctuary as this

was established solely for scientific
and educational purposes.

Later, Colonel Murray left the terri-
tory, and the personnel of the station
were changed. Worm and fluke had
been introduced into Nondugl. The
fluke was so bad that at a later stage
it was recommended that work with
sheep be discontinued.

For a number of years, each time
I visited New Guinea I returned
home ill. I was very reluctant to
part with something I loved so much
—Nondugl, with its beautiful trees
and hand-made lakes, its lovely col-
lection of birds of paradise, the rare
salvadori duck returning at meal
times, and the native people that I
knew so well. But the time had come
for me to go.

What were the accomplishments of
the Hallstrom Trust at Nondugl?

- We established as a fact that
cattle could be successfully grazed in
the Highlands as well as other places
in New Guinea.

- We established that sheep could
not successfully be handled in the
wetter parts of the country where
fluke may be expected to occur, as
the intermediate host is already estab-
lished in some parts of New Guinea.

- We firmly established bees in
the Highlands.

- We proved that lucerne can be
grown in many places, particularly
in well-drained land.

- Our studies of the birds of
paradise revealed they could be bred
in aviaries; and that the immature
male bird was capable of reproduc-
tion.



Some of the sheep at the Hallstrom Livestock Trust in the early days. They arrived
by air.

Tropicalities

Although the population is rising, and there are an increasing number of tourists, Suva's famous Indian tailors are getting fewer. And those who are left are not exactly making easy fortunes. They are more than willing to defend themselves against Jane Gregor's complaints in May *PIM* (p. 20) that they "blithely keep regular local customers dangling for weeks while they rush off orders for tourists," and that it would be better business for them "to build up a nucleus of good, satisfied regular customers, because through them comes the best foundation for profits."



R. B. Narotam at work in his Victoria Avenue shop.

SUVA'S tailors, all Indian, reply that if the tailoring business was as simple as that there would not have been the decline in their numbers. Many trained men have gone overseas, to the UK, America, or Canada, and others have discarded needle and thread for trade in transistor radios and cameras, where the turnover is better and the headaches considerably less. It takes three years to train a tailor.

The tailors admit visitors are often better to deal with. They pay promptly and require less after-sale attention. Locals often demand unreasonable attention.

Unfair accusations

Suva tailors do not ask for deposits from local people, but some clients will leave suits in the shop, unpaid for, for several months, and then expect alterations at no extra cost. Others take the suit away, pay for it, but then return it weeks later for alterations.

The tailors say that if the suit were incorrectly tailored in the first place then naturally alterations are free; but too often local clients blame the tailor instead of their expanding or decreasing waistline. Sometimes people will expect a suit to be altered free after returning from leave. They don't even offer to pay dry-cleaning costs. Occasionally they want style changes "because their friends don't like it."

For the sake of customer-relations, reputable tailors put up with this

IN DEFENCE OF SUVA'S TAILORS

and also with unfair accusations that they are giving priority to tourists when in fact some of their tailors have been ill and they are merely behind in their orders.

Most tailors arrange to phone local clients about suitable times for fittings and thus there is no reason why clients should be inconvenienced. If they want urgent attention they only need say so, the tailors claim.

Reputable tailors say they refuse to make a suit for a tourist who is not prepared to give them adequate time.

According to Mr. R. B. Narotam, manager of Narotam and Co., Suva's oldest tailors, a suit made in 24 hours for, say, £F17, is "worse than ready made".

A suit needs at least two fittings and will take three to four days if the time has been reserved in advance—otherwise five days. Average price for a decently tailored suit, he says (it depends on material) is about £F21 or £26/£27 for two pairs of trousers. Mr. Narotam advises any intending visitor to Suva to write ahead and book time with the tailor of his choice. If they don't know one,

ask the Fiji Visitors Bureau, or local contact.

Narotam's was started in 1912, and the principal now is Mr. B. Narotam, Mr. Narotam's father, who is president of the Merchant Tailors Association. They employ 12 experienced tailors in the shop which has a famous clientele, including most of Fiji's governors and many senior Government people.

Seventy-five per cent. of Narotam's customers are local, and Mr. Narotam says that many of his regular clients recommend him to visitors.

It's an art

Tailors, more than anybody, depend on recommendations and says therefore that any reputable tailor would concentrate on giving attention to local clients. It would be bad business not to.

"People don't understand that tailoring is an art, and that it carries a lot of responsibility," he says. "We are tailors because we believe in it, and I personally would like to see as many tailors as possible trained."

"I deplore the decline in numbers in Suva. After all, Suva's tailoring is one of its tourist attractions and the tailoring business helps to make money for this colony."

Off to a lying start

MOST fathers have a feeling of walking on air when their first baby is born. But BSIP District officer, Mr. Peter Jackson, was actually in the air when his daughter arrived at 12.20 p.m. on June 26, and so was his daughter—for she was born 3,000 feet above Sea Lark Channel, off the coast of Guadalcanal, on board the Dove aircraft of Megapode Airways.

Captain Harold Hall had flown to Vila Kira that morning to bring Mrs. Jackson to the Central Hospital in Vila Kira. Four seats were taken out of the aircraft to make room for her stretcher.

On board when the aircraft left Vila Kira just before lunchtime were Doctor MacDonnell, Mr. Jackson, Mrs. June Wood of Megapode Airways—and a nine-year-old girl with a fractured arm who was also bound for the hospital.

It soon became obvious that Mrs. Jackson's baby would arrive before the aircraft reached Kukum airfield, and she was delivered 15 minutes before touch down—to whoops of joy from the doctor and father.

And above the noise of the engines, Captain Hall heard the cry of the youngest passenger he has ever flown. He said afterwards: "I turned round and saw them holding the baby up by the feet."

"If it hadn't been for that little girl I wouldn't have known there was a baby being born at all. Everything went very smoothly."

At Kukum the aircraft was met by an ambulance, and the mother and her new born baby were rushed to the hospital, where the baby was weighed. She was 7 lb 9 oz.

The baby has been named Susan—name well known in the Ellice Group, where Mrs. Jackson, formerly Miss Samoala Kofe, comes from.

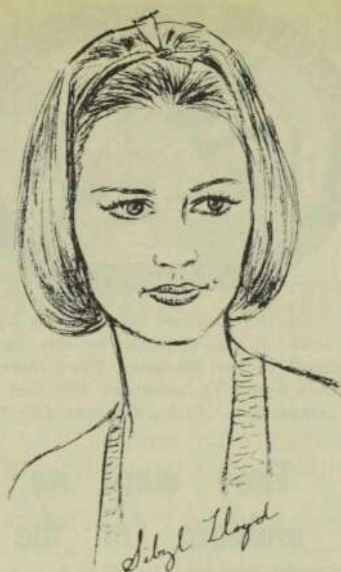
The Jacksons were married at Nafutu last year.

Long-time consul strikes his flag

ONE of Britain's longest-serving "soldiers of the Queen" in the Pacific laid down his arms in Noumea recently to go into retirement.

He is Mr. William A. Johnston, who for 33 years, served as Her Britannic Majesty's consul in New Caledonia.

Mr. Johnston (Willie to the province) took up his post in January,



PORT MORESBY PERSONALITY

Born of Russian parents in Australia, Alexandra Lloyd has lived in Port Moresby for four years. A Bachelor of Science, she is employed in the Pathology Department of the Port Moresby General Hospital. She has done some modelling in Sydney and Port Moresby and her favourite pastimes are water-skiing, and cooking in a new home completed recently on a high hill overlooking Port Moresby Harbour. She is married to civil engineer "Mick" Lloyd.—*Sibyl Lloyd.*

1934, following the death of his father in 1933.

Mr. Johnston, Sr., who was British consul from 1922 until his death, arrived in New Caledonia in 1883 and founded a commercial house which is still in the hands of his family.

Our Noumea correspondent, Fred Dunn, says the Johnston family is probably the most respected foreign family in the country.

Probably the most moving episode in Mr. Willie Johnston's career as consul was just after the fall of France in June, 1940, when New

Caledonians refused to recognise the armistice with Germany.

A long line of Noumean citizens, headed by returned soldiers and members of the Conseil General marched into the British consulate to inform Mr. Johnston that New Caledonia had decided to continue the struggle at the side of Britain.

Mr. Johnston was asked to inform the British Government of this decision. This was before New Caledonians had rallied to the banner of General de Gaulle.

Round about the same time the Vichy Government sent a telegram to the Conseil General ordering the arrest of Mr. Johnston.

Reporting Mr. Johnston's retirement, one of Noumea's newspapers said: "His qualities earned for him the esteem and respect of all. He served his term as consul with devotion and affability like his father before him."

"He has gained the affection not only of British subjects in the country, but of New Caledonians without exception."

"He was particularly appreciated by the various governors of New Caledonia, who had to deal with him in international matters."

No eye for an eye with them

A COUPLE of Americans earned the deep gratitude of hundreds of Cook Islanders recently when they visited Rarotonga, Aitutaki and Mangaia with what fellow Americans might call their own private giveaway programme.

The Americans are Dr. H. A. Iverson, an eye specialist of Eureka, California, and his wife.

Their programme was to examine the eyes of anyone with eye trouble, and to provide treatment and spectacles where necessary.

A total of 420 people were examined. Dr. Iverson performed surgery on 32 people in Rarotonga and seven in Aitutaki, and supplied many others with spectacles—all free.

Dr. and Mrs. Iverson, who spent six weeks in the Cooks, were on a working holiday that started early this year when they flew from California to Madagascar. In Madagascar they gave their services free to a Lutheran Hospital, then travelled to New Zealand via Mauritius and Perth, Western Australia. They arrived at Rarotonga in the *Moana Roa* on April 19 and left for Tahiti by the *Holmburn* on June 7.

"More say for us" call in New Caledonian poll

From Fred Dunn in Noumea

At the end of one of the most anaemic election campaigns on record, New Caledonia's nationalist Union Calédonienne had a sweeping victory in the poll for a new Territorial Assembly on July 9.

A FEATURE of the election campaign was that nearly every party came out strongly in favour of a greater degree of local autonomy, although all rejected any hint of independence.

This point of view is expected to be pushed with extreme vigour in the days to come.

In the poll, the Union Calédonienne won 22 seats (a gain of at least 10 per cent.) to 11 seats for the Entente UNR and three seats for independent candidates. The three independents are expected to vote with the Union Calédonienne.

Two of the independents, Messrs. Alain Bernut and Gerald Rousseau, are editors of Noumea's *Journal Calédonien*, an outspoken weekly with a record circulation of more than 7,000 copies. This journal has vigorously attacked the administration of the High Commissioner, Mr. Jean Risterucci, and Mr. Risterucci has had to institute a "fireside" chat on Radio Noumea to try to defend it.

The Entente UNR is a fusion of local capitalists and the UNR, President de Gaulle's ruling party in France.

However, the New Caledonian party adheres to few of the doctrines of France's UNR, and even its leader, Mr. Georges Chatenay, has become a declared enemy of the powerful Rothschild complex behind Société le Nickel, which runs the country's nickel industry.

Mr. Chatenay has been particularly active over the past year in trying to get International Nickel, or any other foreign complex, into New Caledonia to compete with Société le Nickel (see also p. 128).

Other members of the Union Calédonienne are New Caledonia's biggest independent nickel miners, Senator Henri Lafleur and Mr. Edouard Pentecote.

Probably for the first time in history, Société le Nickel now has no support in the Assembly.



This was the emblem for the First Games in Suva. It was designed by Mrs. Pamela Prescott, of Port Moresby. There were 107 entries from 12 countries for that first competition. First prize was £54g.40.

They want an emblem for the Moresby Games

From a Port Moresby correspondent

A competition for the design of an emblem for the Third South Pacific Games, to be held in Port Moresby in 1969, was launched in Port Moresby on July 28 by the P-NG South Pacific Games Association. It closes on September 30.

WHY designers should be given only two months to come up with their ideas is inexplicable, especially as the organisers have announced that the competition is "on a world-wide basis, carrying high prize money", and that it is "anticipated entries will be forthcoming from topline designers".

The prize money isn't really as high as all that, but the honour will certainly mean something. The design will probably be used on a special issue of P-NG stamps during the Games, and in any case, in the next two years the emblem will become a trademark in the South Pacific as did the emblems for the first two Games, in Suva and Noumea.

Prize money

Designs will be judged by a panel of five, yet to be appointed. They will be selected from prominent design, sporting and business people in Port Moresby.

There will be \$150 as first prize; \$20 for the best entry received from Papua-New Guinea; \$20 for the best entry from a native New Guinean;

and \$10 for the best entry for anybody 16 years or younger. One presumes that if the main winner comes from New Guinea, he or she will also get the \$20 for the best local entry.

Designs will have to be submitted to a standard size, 10 in. by 8 in., clearly labelled on the back with the entrant's name and address, and also for those in the juvenile section. Designers may also attach a written explanation of the design.

Designs can be in black and white or up to four colours. Organisers have advised entrants to post airmail and to include heavy cardboard backing. The Games Association retains full copyright of the winning design which should be addressed to the Emblem Design Competition, P-NG Games Association, PO Box 367, Port Moresby, New Guinea.

Get to it. Time's short!

Work on Games reserve

Meanwhile trucks emptying loads of fill continue reclamation work to extend the Sir Hubert Murray Memorial Reserve for the Games, and horticultural experts are planning beautification of the seven-acre area. This will be the main Games arena.

The chairman of the landscape committee set up to advise on beautification of the area, Mr. Kevin White, said that planting stock was being brought to Port Moresby from various parts of the territory for the project.

Mr. White has called for help from public-spirited groups to help develop the area.

The president of the Port Moresby Horticultural Society, Mrs. W. Suttie, said the society had decided to landscape and beautify a section of the reserve to make a setting for a greenhouse where exotic tropical plants could be grown and displayed.



The emblem which won the competition for the Second Games in Noumea.

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PACIFIC ISLANDS MONTHLY — AUGUST, 1967

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A wide new world of taste.
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The advertisement features a large, white Peter Stuyvesant cigarette pack with a red 'FILTER' band and '20' cigarettes. The pack is labeled 'Peter Stuyvesant', '1592', '1672', 'RICH CHOICE TOBACCOS', and 'KING SIZE'. Several colorful travel tags are attached to the pack with white string. The tags are for 'PARIS KLM' (orange), 'ROMA' (pink), 'TOKYO SWISSAIR' (yellow), 'ZÜRICH' (green), and 'AMSTERDAM' (dark blue). The background is a stylized illustration of an airport tarmac with a plane and people.

The
International Passport
to Smoking Pleasure.

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NEITHER "APATHY NOR FEVER" AT
BSIP ELECTIONS

Sir,—As a Honiara resident I was interested to read in *PIM* (July) that most people knew little or nothing about the recent general election here. Whatever the reason for the poor poll in Honiara one wonders if it could really have been that. Election meetings were held by all candidates in the capital; one of them, at the local cinema, was packed to overflowing. For the first time a candidate used a loudspeaker car to patrol the streets, and posters and exhortatory signs of all sorts were to be seen throughout the town.

Perhaps the real reason for the low poll in Honiara is one for the sociologist, and it may or may not be a coincidence that the place with the smallest turnout is also the place with the largest number of European residents. However this may be, the 1.46 per cent. poll in Honiara was not reflected in the Protectorate as a whole. The average over all electoral districts was 52.56 per cent., and in our districts it was well over 60 per cent.

PIM appears to suggest that 60,000 people were eligible to vote, at the official estimate of those eligible to register was 64,033. Of these 39,101 did.

These figures seem to indicate a balance somewhere between the two extremes of "apathy" and "fever", though it has been noted that the Melanesian is disinclined to admire the latter characteristic of many European societies. As an elected member with one of the larger majorities put it, "We don't want to be Europeanised. We want to be civilised!"

DAVID TUDOR-POLE

Chief Information Officer,
Honiara, BSIP.

● Yes, but only 17,689 people attended.

DEALING WITH PIRATES

Sir,—Jane Gregor's story, "But the pirates are not all dead" (*PIM*, May, p. 20) does indeed expose the real spot of housewives all over the world, and most particularly touchy are those housewives who must do their daily shopping in free ports. I have lived in two such places, Panama City and Hong Kong, and thought the good ladies of Hong Kong in the early 1950's came up with a stunning solution.

Sponsored by a church group that is actively concerned about the way in which visiting soldiers, sailors and tourists were being cheated, the volunteer ladies made up a list of those merchants whom they knew

through personal dealings to be eminently fair.

The list was mimeographed and distributed through hotels, army and navy clubs, to shipping and airline offices and tourist bureaus, and it was, of course, the reliable merchants who soon began getting the lion's share of the business.

The ladies' group had set up its own Better Business Bureau with splendid ethical leadership which revised the list bi-monthly, and benefits were enjoyed by the local people and tourists both.

Perhaps someone has already sent Jane Gregor the Hong Kong solution (I'm afraid it takes *PIM* quite a while to reach me). Anyway, I, too, like to shop when I am in Fiji.

BARBARA KENNEDY

Atherton, California,
USA.

"BOUNTY" RELICS

Sir,—Among the good things in July *PIM* were the articles by F. B. Holloway and Robert Langdon on the *Bounty* relics (pp. 88-89).

The pintle and rudder-gudgeon, referred to are in the Otago Museum, Dunedin, New Zealand.

I saw them there in 1961 and took a few notes about them at the time. They are described on the exhibit card as "pintle and rudder-gudgeon of HMS *Bounty*". Underneath is the information that they were "secured by Mr. Parkins Christian" and presented to the museum. No dates are given. Near this exhibit is a fine model of the *Bounty* made by Mr. H. Chennells.

MERVAL HOARE

Norfolk Island.

BAUER FIELD

Sir,—Welcome word has just been received that New Hebrides Condominium officials have agreed to retain the name of Bauer Field at Vila, instead of mis-calling it Bauerfield Airport.

I am indebted to Mr. Ken Hutton of Santo, member of the New Hebrides Advisory Council, for an extract from minutes of the Council's 13th session.

In it, the French Resident Commissioner, presiding, explains linguistic confusion over "field" and "airfield" and affirms that "its name will continue to be Bauer Field, just

as it has been in the past". Proper names are important heritages of every country. Especially should names with historical values be retained.

Bauer Field was named in 1942 for Major Harold W. "Indian Joe" Bauer a US Marine Corps aviator who won his nation's highest military honour (posthumously) for his role in defending the South Pacific.

In the spirit of its New Hebrides neighbour, it is hoped the British Solomon Islands will continue to honour the deeds of Marine Major Lofton R. Henderson, whose name has identified Guadalcanal's airfield for 25 years.

Perhaps others can be inspired to revive the name of an Australian hero, Sir Charles Kingsford-Smith, when referring to Sydney's international airport.

ROBERT C. HAYES

Lieut.-Col., US Marines
(retired).

Mercer Island,
Washington, USA.

U.S. TRUST TERRITORY

Sir,—I enjoyed Judy Tudor's article on Saipan (*PIM*, June, p. 26).

Between 1920 and 1945, the majority of immigrants were Koreans, Formosans and Okinawans whilst the officials were metropolitan Japanese. Immigration by Japanese nationals was stepped up and would, if uninterrupted by war, eventually have brought about complete Japanisation of the Marianas, Carolines and Marshalls, as the following table shows:

Year	Micronesians	Japanese	Percentage of Japanese in total population
1920	48,505	3,671	7.3
1930	49,695	19,835	28.5
1940	51,106	84,478	62.3
1945	52,000	147,314	74.9

Most of the commercial activities during the Japanese Mandate were in the hands of a few Japanese corporations. Nanyo Takushoku Kaisha (South Seas Exploitation Company), with an initial capital of 20 million yen in 1936, was primarily interested in phosphate mining on Angaur and Fais, but also managed more than 30 affiliated or subsidiary companies engaged in bauxite mining, pineapple

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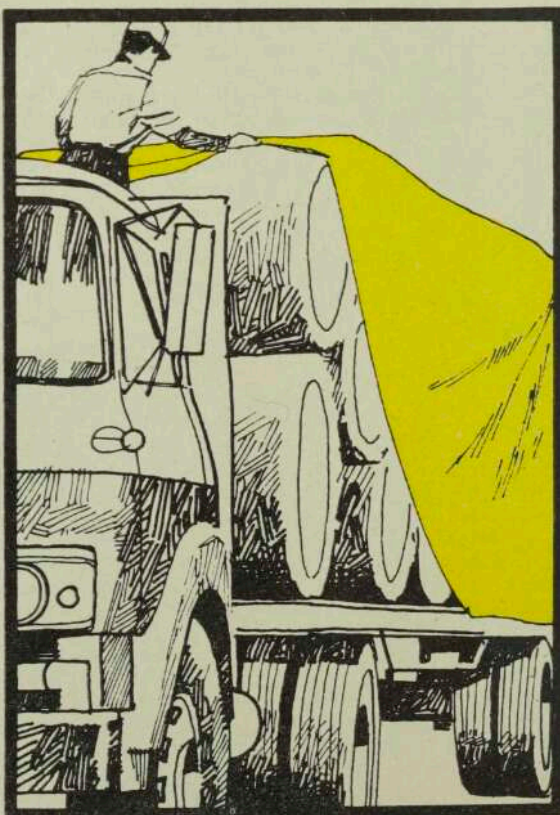
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Nylex research laboratory proved Wavelock RV 150 is unaffected by salt water and also highly resistant to mildew and rot, even after months of use and storage while dripping wet.

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As well as being incredibly tough, Wavelock RV 150 is lighter in weight than conventional tarpaulins so you can have a lower total weight load — save on transport and handling costs.

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MYSTERY OF THE VOLCANIC "DOUGHNUTS"

From Fred Dunn in Noumea

The study of certain stones found in New Caledonia over the past few years is to be taken up seriously. The stones are extremely hard, seemingly of volcanic material, in the form of a doughnut, but with the hole in the middle in the shape of a lozenge rather than round.

New Caledonians have been asked to try to find more of the stones so that they can be sent to Paris for study at the Musée de l'Homme.

The stones appear to be of considerable age, and the holes in their centres seem to have been made in them artificially.

Even with present-day tools, this would be a pretty difficult job. So the question is: How could prehistoric man have done it, if the stones are, in fact, of prehistoric origin?

using, pearl fishing and processing marine products.

The powerful Oriental Exploitation Company held the controlling interest in the sugar industry on Saipan and other enterprises throughout the mandate. The sugar industry was established on marginal soils, unsuited for production competitive with other countries.

"Second class" Japanese nationals, like Formosans and Okinawans, were "settled", given blocks for subsistence farming and made to spend a good deal of their time growing cane and working in the sugar factories, on minimal wages. The sugar was not used for food or liquor but as industrial alcohol, to save Japan foreign exchange.

Judy Tudor's article is too brief to allow mention of the tremendous logistic problems of the US Trust Territory, which consists of about 2,000 people on 64 island units in an ocean area of some three million square miles, roughly the land area of Australia.

Nor has she been able to mention that the US Government's financial support per head of population is far the highest of any administering authority anywhere in the Pacific.

HARRY JACKMAN

Port Moresby,
Papua.

BIGGER VOICE FOR G.E.I.C. PEOPLE IN OWN AFFAIRS

A new constitution giving the people of the Gilbert and Ellice Islands Colony a much greater voice in their own affairs is to be introduced in the colony later this year.

THE constitution provides for a House of Representatives of up to 30 members, 23 of whom will be elected by the people.

The 23 elected members will choose from their own number five members of an 11-member Governing Council, which will have the power to make laws for the colony.

The House of Representatives will replace the existing Advisory Council, which was created in 1963, and whose 18 official and unofficial members are all appointed by the Resident Commissioner.

The Governing Council will replace the three-year-old Executive Council, whose eight members, both official and unofficial are also appointed.

The House of Representatives will be elected by universal adult suffrage in secret ballot.

There will be 18 electoral districts—those in the Gilbert Islands returning 19 members, and those in the Ellice, four.

Electoral districts

The electoral districts are:

Gilberts: Makin; Butaritari; Marakei; Abaiang (two members); Urban Tarawa, also including Ocean Island (two); Rural Tarawa; Maiana; Abemama; Aranuka and Kuria; Nonouti; Tabiteuea (two); Onotoa; Beru; Nikunau; Arorae; Tamana.

Ellice Islands: Nanumanga, Nanumea, Niutao and Niu (two); Vaitupu, Nukufetau, Funafuti and Nukulaelae (two).

Besides the 23 elected members, the House of Representatives will have up to seven official members—the Assistant Resident Commissioner as ex-officio member, and not more than six public officers (to be known as appointed members) appointed by the Resident Commissioner.

The House of Representatives will act as a public forum for the airing of views on territory matters, and will advise the Governing Council on ordinances and other matters.

The elected members will also choose five of their number to sit on the Governing Council, and will have power to remove any one of them by a no-confidence motion.

One of the five members of the Governing Council (who must not be a civil servant) will be chosen as "Chief Elected Officer". Of the four others, three must represent the Gilbert Islands, and one the Ellice Islands.

The Governing Council will also comprise the Assistant Resident Commissioner, ex-officio, and four public officers appointed by the Resident Commissioner. The Resident Commissioner will preside, and will have a casting vote.

Consideration of legislation will be in public.

Except in certain extreme circumstances, the Resident Commissioner must act in accordance with the Governing Council's advice, and must not act without consulting it.

The High Commissioner for the Western Pacific will have power to make laws concerning international affairs, defence and public order. But only the Queen, through a Secretary of State, will have power to disallow laws made for the colony.

Salaries

Members of the Governing Council will probably receive a salary, but members of the House of Representatives will not.

The House of Representatives will be elected for two years.

An Order in Council promulgating the new constitution will incorporate provisions guaranteeing the fundamental rights and freedoms of the individual, based on the Universal Declaration of Human Rights.

The Order in Council will be signed in time for elections to the House of Representatives and a meeting of the House to be held in the last quarter of the year.

Footnote: Speaking of constitutional matters at the opening of the Advisory Council on July 14, the Resident Commissioner, Mr. V. J. Andersen, expressed regret that little enthusiasm had been shown for trying to find a new name for the Gilbert and Ellice Islands. The idea of a new name was put forward a year ago when the proposed constitutional changes in the colony were first mooted (*PIM*, July, 1966, p. 12). The colony's present name is considered to be "not entirely accurate, rather cumbersome and to emphasise dependency".

King Taufa'ahau will keep his hand on the helm

By STUART INDER



When King Taufa'ahau acceded to the throne on the death of Queen Salote in December, 1965, he lost a post which had given him undoubted control of the kingdom. As Prince Tungi, he had since 1949 been Premier, Minister of Foreign Affairs, Minister of Education, Minister of Agriculture, and Chairman of the Tonga Copra Board and the Produce Board.

ALTHOUGH certainly his high birth would have guaranteed him support for anything he wanted to do whatever his positions, his specific executive authority in all these departments enabled him to exert a powerful influence on Tonga's progress.

Since he came to the throne there have been no great changes because of the long period of mourning and the preparations for the coronation. The question most asked in this interval has been whether the new king would revert to the passive role of a constitutional monarch and leave future developments to Cabinet under the new Premier, his brother Tu'ipelehake, or continue the way he has always operated.

It was a question I was interested in getting an answer to in coronation week, but right up to the end of the week I could get nothing positive; for every person I spoke to who felt that King Taufa'ahau would continue to play the role of Prince Tungi, there were those who felt that the king would eventually pass over his responsibilities to his brother. Some felt that Queen Salote's death had taken Tungi by surprise, that he had been too involved with the kingdom's affairs to be able to hand over quickly, although that was his intention.

At the end of the week I received a final opinion which seemed at last to be an accurate pointer to

the king's intentions: It came from the king himself.

At a general Press conference in the palace on July 7 I asked him whether, since he had had a reputation for taking a clear and practical hand in the kingdom's affairs as Premier, he felt that his role as monarch would restrict him in this kind of activity.

His answer was, "No, I will be freed from details so I will be able to concentrate on things I want to do. I will be free to plan a better life for the people".

He indicated he will have more to say in Parliament now that the coronation is over. King Taufa'ahau left me in no doubt, after listening to him, that his hand would still be the hand on the helm.

Good conference

It was a good Press conference and during 30 minutes the king gave the 29 Press and film men (all who were left from a big corps who had covered the coronation) an idea of the problems he still felt needed planning for.

He said the priorities in meeting the problems were a matter for the government, and one of the facts of political life was that you gave priority to those problems which the local people pressed most.

To questions, he said he did not feel that Western influence on Tonga

was intensive enough to force any changes on the country, and as far as political changes went the tradition in Tonga was that the royal house had always been ahead in political reforms.

Asked for his estimation of "the place of monarchies in the political world of the 1960s", King Taufa'ahau said it was very hard to say anything about monarchies in the abstract. Monarchies varied and each country and each tradition was so different. Some monarchies were ultra-nationalistic and others had long traditions of liberalism behind them.

Both tourism and outside investment would continue to be encouraged, he said, although Tonga didn't want tourism to be a flood. Fortunately, Tonga's airport was not likely to be developed into an international jet strip, and this fact would restrict the intake of tourists.

Tonga was hopeful of having an internal airline, although there were no specific plans. A site had been found for another hotel at Vavau, in the northern group.

The king said Tonga's problems meanwhile were land and population. The kingdom was disseminating birth control information. People were going to other territories, but people weren't commodities—they had minds of their own—and many of them liked to stay at home.

King Taufa'ahau said that no plans had yet been made for his eldest son, the Crown Prince, who was now at Sandhurst. But he expected to make them by the end of the year.

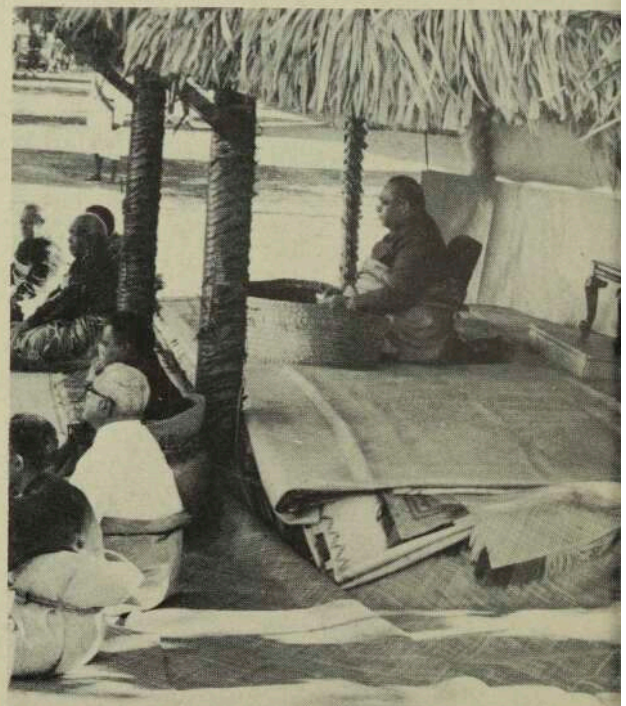
● *Despite appearances in the photo above, taken at the news conference, I was merely one of 29 newsmen in the room.*



Newly crowned King Taufa'ahau Tupou IV and Queen Halaevalu Mata'aho receive the acclaim of their subjects from the palace steps immediately after their coronation on July 4. With them, at left, are their daughter Princess Pilolevu, young Princes Mailefihi, 'Alaivahamama'o and 'Aho'eitu, and at right in Sandhurst uniform Crown Prince Tupouto'a. Rob Wright, of Fiji, took this colour photograph.



There were two installations of King Taufa'ahau. The crowning in the chapel (the Rev. C. Gribble is here placing the coronet on the head of the Queen, following the crowning of the King by the Rev. G. Harris) and the royal kava ceremony, which is the traditional Tongan installation. Nobles and matapules formed the great kava ring, with the King at the head (right). He sat thus for 4½ hours.

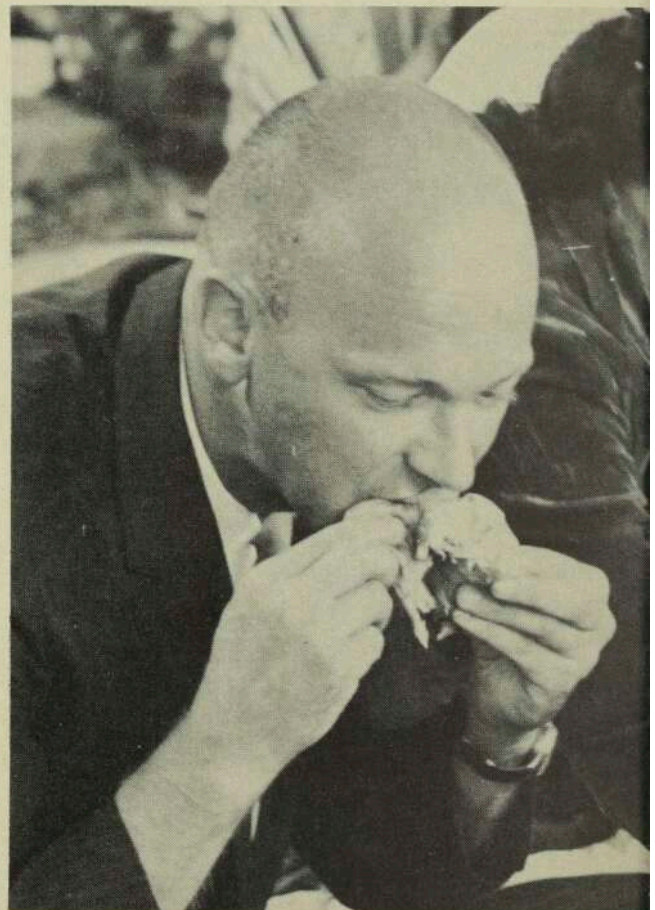




The formal splendour of the chapel
 service contrasted with the wild
 enthusiasm of Tongan school-
 children in the palace grounds
 immediately after the crowning.
 The children enjoyed themselves.
 In the photo above, Queen
 Taufa'ofu is seen with her two
 daughters-in-law, and her daughter,
 Princess Pilolevu, and the King's
 brother, Prince Tu'ipelehake. Photo-
 graph at right by Nitin Lal, others
 including those on the next page
 by Rob Wright.



Spectacular dances such as this one performed by 500 girls from the Queen Salote College were a feature of the entertainment provided for official guests after the coronation feast. Below, Nukualofa was filled with scenes like this during the coronation, when mats seemed to be everywhere.



American visitor Robert Hunter enjoys the coronation feast, Tongan style.

TONGA'S CORONATION WAS ALL THINGS TO ALL MEN

By STUART INDER, who was in Nukualofa for the coronation

Yes, but was Tonga's coronation a success? And what was it really like in Nukualofa in coronation week? Naturally everybody wants to know, but the coronation was one of those events which are all things to all men, and the right answers don't come pat.

NO start with, which ceremony do you mean? There were two. There was a Westminster Abbey-type spectacle on the Tuesday, when they dressed in ermine, brocades, coronets, medals, three-cornered hats and topers, cutaways, and striped morning suits of Victorian vintage.

Then there was the *taumafakava*, traditional installation, on the Thursday, when the king and his nobles and *matapules*—with mats bound their middles—formed a great ring-shaped kava ring so the king could hear them pay him allegiance in Polynesian fashion.

For Tongans, both installations are a success. There was hardly a soul of the 77,000 of them who was not involved in some way, whether cooking the pigs, waving a flag, driving a taxi or sitting for hours on the *malae* listening to the oratory.

Whatever and whenever it was opening they were all within reach of their transistor radios, and on the insistence the coronation coverage is very good indeed. Not a word of any of the major functions, from the chapel service to the football, could Tongans not pick up from on-air spot broadcasts by ZCO, the voice of the Friendly Islands.

Move on, please

For those of us who don't speak Tongan, the coronation was more difficult. At times it even became imperative for us who, unfortunately, don't look like Tongans and who shone like naughty deeds in paradise—the target of stone-faced palace guards, fat inspectors of police and disciplined members of the Tongan defence forces, all of them imbued with the moving spirit.

If for Tongans, even for stone-faced palace guards, the coronation is undoubtedly a success, for me the ceremony leading up to the chapel, and the procession of the crowned king and entourage back to the palace next door, appeared to be nothing of a mad hatter's tea party—at least, at my first look.

Squatting down in my roped-in enclosure, trying not to block the camera lens of my old friend Cec Lynch of the Australian magazine *Woman's Day*, I found I was asking myself whether I ought to be taking the thing seriously. It was a sparkling South Seas day, with the surf on the reef, and what on earth were we all doing here?

Cec shook his head and gave a shrug, and apparently was having similar doubts. It was the shining, eager faces of the school children which gave me a twinge of conscience; it was obvious that for them, where else would *anybody sensible* be?

Press not invited

On reflection, they had the right attitude. Didn't the Governor of Fiji still sometimes wear a plumed hat and sword, and the Speaker of the New Guinea Assembly a full-bottomed wig and gown? And nobody made fun of them.

Christian Tonga held a Christian coronation, with its anointing, investing and enthroning, based on a Euro-

pean pattern introduced last century for King George I. The kingdom has made the ceremony not an anachronism but one of its own traditions, and when viewed this way the spectacle was fascinating.

The king hadn't been keen to encourage too much publicity, I learned later, but it had sort of got away from him. His attitude was to his credit, in view of the mess the Press arrangements finally got into, and of some of the irreverent things the world's newspapers had to say. (Wrote one reporter: "You can't really report the coronation. It needs to be set to music").

No reporter was allowed into the chapel, but they let one fellow put his nose against the window pane and peer in with the movie cameras which were also kept out. From every account of those who were there it was a successful, satisfying chapel service, run with un-Tongan precision.

The pomp and circumstance of the procession to the palace broke down when the king got to the door and turned to face the seated guests in the grounds. At this point



Tonga's Press liaison officer Jack Reichelmann (left), gives instructions to a section of the big group of overseas Press and film photographers who covered the coronation.



In this picture, taken in Nukualofa on July 4 by Tulua Bros., Tonga's royal family was together for the first time since Queen Salote's death in 1965. From left they are Princess Taone, Prince Tu'ipelehake, Crown Prince Tupouto'a, Princess Pilolevu, the King and Queen, Princess Siuilikutapu, Princess Melenaite, Prince 'Uluvalu, Princess Fusipala and Princess 'Ofeina. Kneeling, Princes Mailefihi, 'Aho'eitu and 'Alaivahamama'o.

Fiji Government photographer Rob Wright, who has shot more modern Tongan history than anyone, had been invited to take some close-up colour photographs. But when the guests saw the newly-crowned king and queen merely standing there, they broke from their seats and banged away with amateur enthusiasm with their Instamatics and Brownies.

Open warfare

This angered the professionals, who had been told to keep to their roped enclosure, and they broke and ran too. After five minutes, when it looked like developing into open warfare, the palace guards entered the fray, unceremoniously clearing an open space to allow thousands of school children to wheel in through the gates in colourful, uniformed battalions, eyes sparkling with enthusiasm, to greet their king with flags and unbridled cheers.

For the next hour it was all a mad, gay scramble of peeling bells, saluting guns and wide smiles—as if they put on a coronation once a month for fun. This was the real Tonga, in all its sincerity.

The Big Week was now on, starting with a garden party that very afternoon at Kauvai, "their Majesties' country residence", some miles out

of town, at which the Duke and Duchess of Kent met the guests over tea and orange drinks.

There were brass band competitions, choir competitions, open-air films, a harbour regatta, feasting, illumination of the seafront and islets in the harbour by flaming torches (*tupakapakanava*), traditional dancing and fireworks.

All the fun of the fair

Tonga's clubs opened their doors, nobody in the Dateline Hotel or anywhere else in Nukualofa went to bed that week. Tongans from throughout the kingdom erected makeshift camps on vacant pieces of land, and in the mornings the smoke of the cooking fires as the pigs were roasted blanketed the capital.

One great relief, everybody agreed, was that the P & O liner *Canberra*, with 1,400 passengers, had been delayed by the Middle East crisis and would not now arrive in Nukualofa until the following week. That many extra people would have meant the capital being declared a disaster area.

The *tupakapakanava* ceremony, which was repeated for four nights, was a family affair. It was the youngsters who lit the flaming torches and who sat on the sea wall with

Mum and Dad, proudly adding their lights to the masses, with spectacular effect. I expect never to see anything more fascinating than that might spectacle of illumination.

It far outdid the fireworks display turned on by HMS *Sirius* and HMA *Anzac*, in typical naval rivalry. The Royal Navy did the better job. The Australian Navy's explanation was that their fireworks got wet.

For those who saw it, Thursday's ancient royal kava installation of the king was the highlight of the week. I am not sure that Tongan coronations would not be just as satisfactory if they were built around nothing else but the kava ceremony. The form and order of Taufa'ahau's chapel service was designed especially for this occasion—the work of the Royal Chaplain, the Rev. George Harris and a committee, although, as I have said, it is based on British traditions. The royal kava ceremony has its roots in Tongan history.

The royal kava ceremony

For most Tongans the kava ceremony is the real installation of the king. From all the outlying islands the chiefs had come to drink kava with their monarch, and thus the ordinary man in Tonga was left in no doubt of the authority of his chiefs. They were the men who had sealed their office in the great kava ring.

There had been two rehearsals for the chapel ceremony, both private, and there was one for the royal kava installation, the previous week. This rehearsal was a vital one, for at it

The Coronation Regatta on Nukualofa Harbour was a backdrop for this New Zealand National Film Unit team making a colour film of the coronation. Director Derek Wright, left, watches cameraman Kell Fowler film Rita and Ana Foliaki and Jim Panuve, with the yachts in the background.

In the absence of the king, the nobles and the *matapules* had argued out the strict order of seniority. But not before the participants had expressed some views on the form of the ceremony itself, and it appeared there were two schools of thought—the traditionalists, and those who felt there had to be changes.

They sat and wondered

There was criticism expressed of Ve'ehala, Keeper of the Palace records and undoubted arbiter on Tongan tradition. Ve'ehala was the man behind the royal kava arrangements. It was hard to get at the facts, but I gather that Ve'ehala was angered by this schism, but he had the support of the king.

The real event went off with greater harmony than some people had expected; starting a mere five hours' late. Typically, nobody had bothered to tell the many would-be lookers of the delay, or the reason for it—which was that traditionally later in the day the ceremony finished the longer the monarch could reign.



Taufa'ahau should have no worries. He got going at 4 p.m. and wearily climbed to his feet at 8.35 p.m.

By the time the climax was reached the light was too bad to allow the film people (harassed all day by policemen insisting they move from one spot to another) to film the first cup of kava. They appealed for permission to use lights, and were refused. They packed up in disgust and returned to the Dateline Hotel.

Back at the kava ceremony the lack of light soon became a problem;

the rows of coloured carnival lights draping the great pine trees as part of the general coronation festivities were hardly sufficient. So they drove in the king's limousine, parking it across the mats with its headlights full on, and the ceremony droned to its close.

Thus, in the end, Tongan and Western influences shared the billing as usual, the Tongan way the more dominant.

Muddle

Official arrangements for VIP's during coronation week always appeared to be in a muddle. Seating was often missing, transport unreliable, invitations were frequently delivered to surprised sleepy-eyed VIP's at two in the morning; instructions were contradicted, countermanded, forgotten.

The Press, particularly the film men, including the New Zealand National Film Unit which was attempting to produce a full record of the coronation as a gift to Tonga, were either being hounded or ignored in long stretches, and could find nobody to discipline the Instamatic tourists who were making their task difficult.

The Press and some VIP's were inclined to blame Tongan efficiency in general, and some officials in particular, for this state of affairs. But it isn't as simple as that.

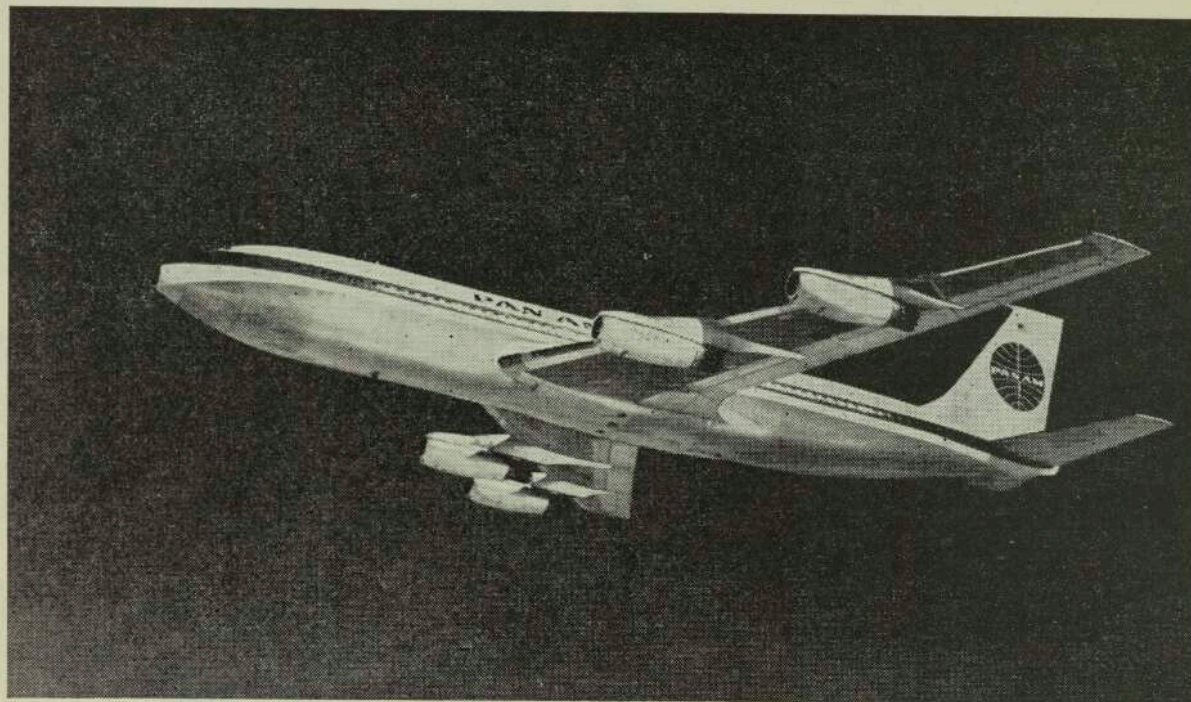
When it came to handling VIP arrangements—such seemingly simple things as addressing and distributing up to 6,000 personal invitation cards and arranging transport—a small

(Continued on p. 120)



Porting highlight of coronation week was the first Test between Fiji and Tonga rugby teams. King Taufa'ahau was present to see his subjects whipped by the visitors (striped socks), 18-6. Fiji won the Test series with further scores of six-all and 9-6.

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One entrance to the grim, 19th century prison on the Isle of Pines is the small doorway at left. Within are the prisoners' cells, now in ruins (right). A guillotine once stood on the stone platform in the prison yard (right, below).



New Caledonia's Isle of Pines

Where grim history and the lotus life go together

By KATHLEEN HANCOCK

The Isle of Pines lying off the southern tip of New Caledonia was a French penal colony a century ago. Today its role as a holiday resort for the French of mainland New Caledonia and for sundry Australians and New Zealanders contrasts oddly with its grim past.

THE island has a lot of surprises in store for the tourist. History and hedonism rub shoulders on this lovely spot, half an hour's flight by Transpac from Noumea.

At one end of the island, set on a narrow neck of land bordered on each side by sugar-white beaches, the thatched roof of an outsize sheltered lounge, dining-room and bar of the Relais de Kanumera. Bungalows built by the islanders

cluster beneath one of the few big stands of sandalwood left in these islands. The musky scent of the great trees hangs in the warm air.

According to the direction of the wind, you can swim off one or other of the twin beaches, separated by a few yards of isthmus.

The inn and its surroundings are a lotus eater's heaven.

The cuisine is under the sharp eye of the manager, Mr. Jean Roques, a formidable gourmet.

The local fish—and particularly a succulent crustacean known as a *popinee*—is delectable.

Snorkeling and spearfishing are fabulous. Even the feeblest swimmer can putter round in four feet of water and watch a rainbow parade of the most unlikely looking fish swimming among coral of every colour imaginable. And a "pedalo" (pedal-propelled boat) will transport you across the lagoon to a dozen little offshore islands. Each has its whiskery growth of casuarina trees, punctuated by the tall spiky fingers



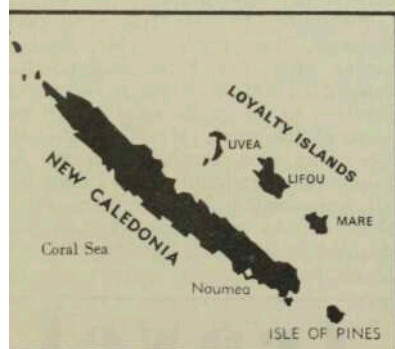
of Captain Cook pines, named after the great navigator who discovered the island in 1774.

At the tip of the isthmus, a stone's throw from the hotel, the island broadens out into a spatula of rolling land. The gendarme occupies a graceful old colonial house which formerly housed the island's governor.

Former prison colony

During the 1870's, this small dot on the map was a place of some importance. The first convoy of deportees arrested during the troubles of the Paris Commune arrived on the Isle of Pines in 1872. Hundreds of Arabs exiled at the end of the great Kabyle revolt in Algeria were shipped out to join the Communards. Ultimately, the political prisoners on the island numbered thousands, and later they were joined by numbers of habitual criminals.

The island's period of fame—or





The main bungalow at Relais de Kanumera, the hotel on the Isle of Pines.

infamy—as a prison colony finished at the end of the century, but ruins of great interest remain. The prison compounds in the bush still retain an atmosphere that send a chill down the spine.

Near the inn a rough track ends at towering stone walls. A creaking gate opens on an area some 30 yards square. The cells are within the walls themselves and a large stone platform in the middle of the compound once held the guillotine.

But where a hundred years ago prisoners sweated out their grim sentence, today hundreds of saplings sprout toward the light, and black pigs root among the coconuts in what is now an enormous pig-sty.

Limestone grottoes

Not far from the old prison, half hidden in rough scrub, you can explore the deportees' graveyard. The elaborate crenellated brick waterworks, built by the Communards, still stands. But there are other, less grisly, attractions.

The hotel minibus makes a trip to one of the huge limestone grottoes that honeycomb the island. The islanders will tell you that some of their ancestors hid in terror from Cook's men on a stone shelf in this very cave.

And the tumuli (burial mounds) on the central plateau will intrigue travellers of an ethnological turn of mind. Their origin remains a puzzle to scientists.

At the mission village of Vao, the century old white-washed buildings could have been uplifted from Mediterranean France. Gnarled, old-man bougainvillea spill purple showers over wide verandahs.

On Sundays you can listen to glorious singing in the charming little church, whose gold cross is probably still askew at the top of the spire.

Captain Cook's name for this enchanting island may be prosaic. But the ancient ruins, the languid casuarinas, the icing sugar beaches and the friendly islanders create an ambience that's alive with history and romance.

TOURIST travel in Fiji is usually confined to buses, cars, aircraft and the occasional inter-island ship, but 23-year-old Victorian farmer Ray Pearce would have none on his Fiji holiday.

Arriving in June he scorned the normal tourist tracks and set off on the open road with a compact array of camping gear strapped firmly to his 80 cc Japanese Suzuki motorcycle to bump and grind his way over the colony's highway system.

The dust and watermelon-size gravel was not what was expected. A far cry from roads in Colac—his hometown—he soon fell off, shattering his windscreen, both rear-view mirrors and injuring his arm.

Undeterred he started off again and planned to dodge his way over 1,000 miles of the colony's tracks before concluding his holiday in July.

Ray found Fijian villagers admiring him with astonishment at attempting such a journey, and they invited him into their village homes to rest and tell them all about it. The night's rest was frequently taken among the often large family stretched out on rush matting of the grass huts.

When a roof was not in the offing, Ray tied up a two-man pup tent to a handy coconut tree alongside a stream for the night.

He's even reported one hitch-hiker—a village chieftain flagging him down for a lift to a nearby village for a session of drinking of the native brew, yaqona.

**Government, major airline
to be shareholders**

BIG NEW PLANS FOR POLYNESIAN AIRLINES

Western Samoa's flourishing Polynesian Airlines is more than doubling its share capital to buy a larger plane and to expand its services.

THE chairman of the board of directors, Mr. E. F. Paul, announced in Apia at the end of June that the company would be registered as a public company. Shares increasing the capital of the company from \$WS80,000 to \$WS200,000 would be offered to the general public.

He said that the Western Samoan Government had agreed to invest in the new company, and that one major airline, which he did not name, would also make a substantial investment.

Mr. Paul said that Polynesian Airlines had already applied to New Zealand for landing rights in the Cook Islands.

"We may also fly to Tahiti," he said.

The airline already maintains regular services with two DC3's between Western Samoa and American Samoa, Tonga, Wallis Island and Fiji.

New plane

A few days after announcing the increase in capital, Mr. Paul confirmed rumours that the company planned to buy a DC4. He said this plane would be fitted with more powerful engines than normal and would carry 60 passengers at 265 mph.

He said Polynesian's operations manager, Captain R. D. Steel, would go to the United States in July to inspect the new plane.

Footnote: In late July, the New Zealand Press reported Mr. Paul as saying that Air New Zealand had bought 20,000 \$2 shares in Polynesian Airlines to bring its total to 20 per cent. of the total. He added that the US companies, PanAm, Eastern Air Lines and Continental Air Lines, had all approached his company for a share in its expansion, but it had decided to link with lines based in the South Pacific.

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Fiji's Captain Withers is off to sea again

When Captain T. S. Withers sold out his interest in Fiji's popular Blue Lagoon Cruise a couple of years ago, his friends wished him the best of luck in a well-earned retirement.

BEHIND him was pioneering of tourist cruises to outer islands of the group, commenced in a winkle-barge type of craft left over from the USAF operations in war-time Fiji, named by the enterprising aviator-cum-mariner *Turaga Levu* to give it a Fijian flavour.

His friends expected him to sit quietly on the beach from there on, reflecting on the profitable past and looking proudly on the present-day operation now carried out by two luxury Fairmile launches. These leave the port of Lautoka twice weekly, packed to the gunwales with tourists for the Yasawa group of islands and its golden beaches where Trevor and his customers first planted their footprints in the cause of tourism 17 years ago.

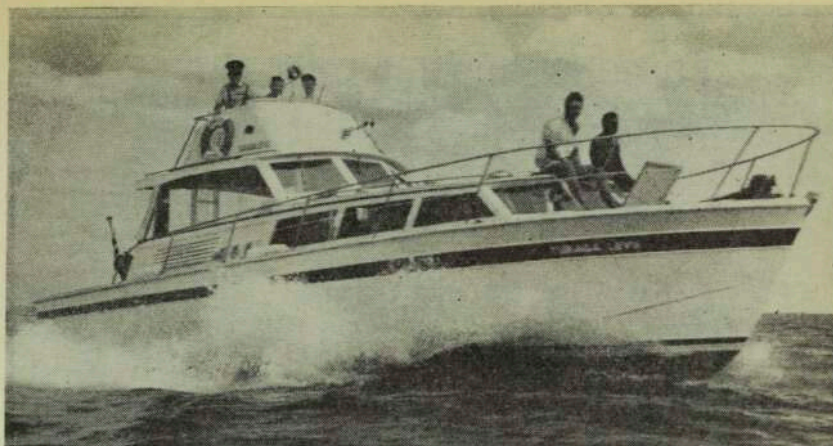
Retire? Not on your Nelly! In July the shore-based sailor plunked in the Lautoka harbour a sleek, 35-foot express cruiser, a gleam with chrome fittings and sparkling white and blue enamel.

Can take six

Over a year in construction, at cost estimated in excess of £10,000, the craft was quietly pieced together in a back street of the town by Trevor and a team of local boat-builders led by Mr. George Morris, of Levuka, from a design by the well-known New Zealand boat-builder, Mr. Jim Young.

With comfortable accommodation for six persons, and equipped with everything nautical that opens, shuts, clicks or whistles, Captain Withers will personally command her on game fishing charters, for which he has set up base on an island in the Yasawas, where Fijians have constructed for him one of the finest houses in the colony.

The craft, powered by a turbo-charged Perkins diesel, with an output of 145 s.h.p., is built of New Zealand heart of kauri, diagonally



Captain Withers' new "Turaga Levu" shows her paces off Lautoka in July.

double-planked, with the whole interior and cockpit lined with sapele mahogany.

After trials she is to be equipped with outriggers, twin fighting chairs and a comprehensive assortment of the latest tackle for medium and big game fishing.

She carries electrical equipment believed to be the most comprehensive installed in a Fiji-built craft.

Charter rates have not yet been set by Captain Withers, but they are not likely to be at economy levels.

Not that it matters, for a cruise with him through the lovely island group which is his home; the fund of reminiscences and anecdotes of a superb host; the off-shore waters of the group waiting to be seriously

fished for the first time—but already giving him marlin up to 562 lb.—are liable to make charges appear like charitable contributions.

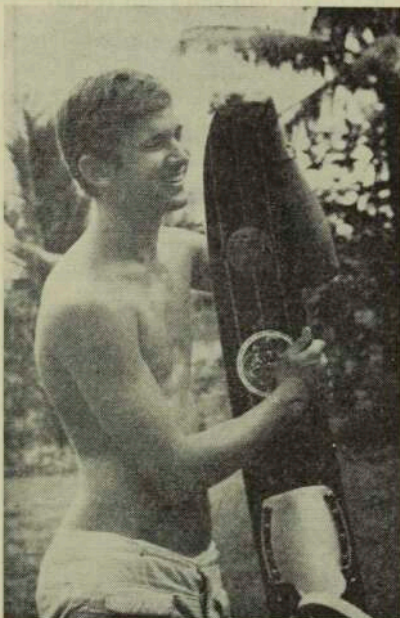
WHEN good-looking 18-year-old Suva youth Keith Watkins, was asked by a visiting tourist not long ago to give him a trip about Suva Harbour in Keith's runabout, it gave young Keith an idea. The idea came to fruition in Suva in July in the form of Ski-Dives Limited, Fiji's latest tourist cruise venture, of which Keith is director.

The new company operates from the BP Marina at the bottom of Edinburgh Drive, and its fleet comprises two fibreglass power boats and an 18 ft 6 in. cabin cruiser.

An enthusiastic skin diver and water skier himself, Keith's company also offers tourists skin diving, water skiing, snorkelling and catamaran sailing, as well as island trips around Suva Harbour and river trips up the Rewa and Waimanu.

His skin and scuba diving and water skiing amenities for tourists are new for Suva. For skin diving around the Namuka, Toberua and Suva reefs he charges visitors £F2 an hour per boat with 5/- extra for the hire of spear guns. Masks, flippers, slurp guns, fishing rods and lines are at no extra cost. Water skiing is £2/10/- per hour per boat, or 5/- per ski run, with skis provided. Charges for sailing and scuba diving are £3 per half day or £5 a full day.

The young director told local travel agents in a note just before he started his new venture, "Starting up a new business means that I have no laurels to sit back on. Just as well. That way I shall have to try all the harder to make a success of it".



Keith Watkins.

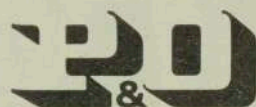
Famous author sails P & O



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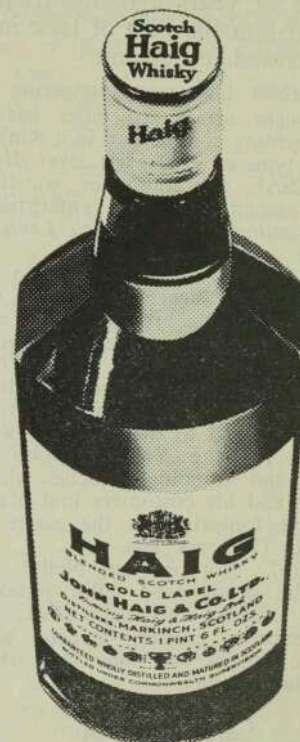
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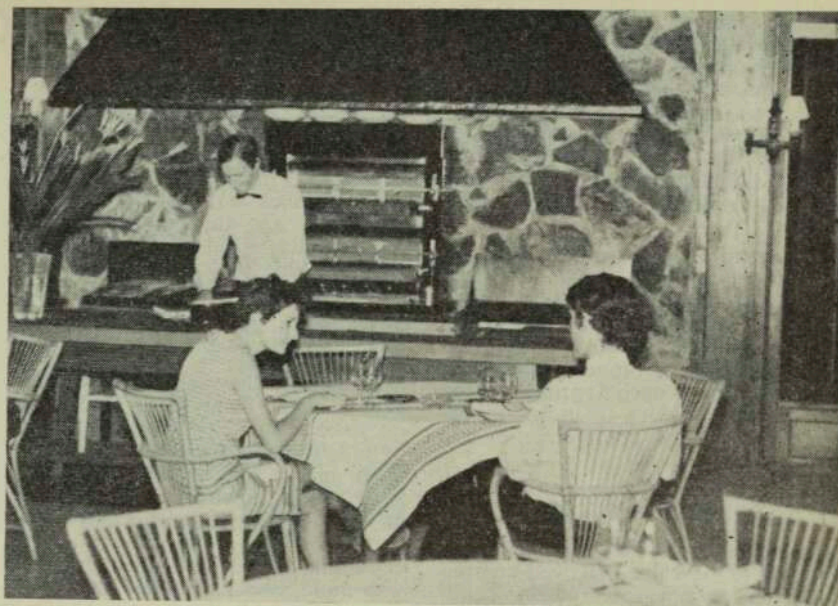
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- Tahiti's La Chaumiere Restaurant, four miles out of Papeete, is a delightful, quiet spot serving good French food, and missed by most visitors to Tahiti.



And the French food's good if you know where to go

CHANGES, YES — BUT TAHITI IS STILL TAHITIAN

By JUDY TUDOR

If you think of Frenchmen as perpetually small, dark and argumentative, you are surprised at M. Gerard Gilloteaux, of the Tahiti Tourist Development Board, who is big, fair and can discuss even de Gaullism without either one-eyed fanaticism or enthusiastic vituperation.

He is a bit of an Anglophile, too — possibly because he was once attached to a Scottish regiment as an interpreter and obviously enjoyed it, at his rapport with the British doesn't extend as far as their food. He has some entertaining things to say about New Zealand cooking and has never dared ask what he thought about eating in even further-out outposts of Empire.

He is, of course, an excellent guide where and what to eat in Tahiti and if you think that a guide could not be necessary in a place the size of Papeete, then obviously you haven't been there for a long time.

There are, in addition to the restaurants in the big hotels, a score of other good places, with French, Chinese cooking; and whatever

else might be said of Tahiti in the era of the bomb, this fact alone places it in a different category to every other town in the South Pacific.

The visit before last he took us to the Royal Tahitian to try out some special kind of soufflé. This time we had two excursions—to Papachou's for lunch; and to La Chaumiere for dinner.

Papachou's place

Papachou came from France some years ago to be chef at Taaone Hotel —and because he used to hand out left-overs at the back door he got his nick-name (which hasn't got anything to do with cabbages but means "sugar-daddy").

Now Papachou operates a restaurant of his own, in an old waterfront mansion on the Quai de

l'Uranie. In the best traditions of French family business, Madame Papachou sits at her raised desk in the restaurant and watches everything with eagle-eye; while Monsieur reigns supreme in the kitchen, emerging spotless in white apron and high hat only to receive your compliments on his food.

La Chaumiere is about four miles out of town. You take the Airport Road, pass the Hotel Tahiti, and about a mile from Faaa turn sharp left up the Pamatai Road into the hills. When I first discovered this road for myself in 1962, each bend revealed more breath-taking views, but all but the very lowest slopes were quite uninhabited. In 1964 when I went back again the houses had crept up a little further; but in 1967, thanks to the atomic tests and the tremendous impetuous that building has got, new houses now decorate both sides of the road and march up the slopes.

Food is from France

About a mile from the turn-off, La Chaumiere restaurant occupies a saddle in the range, with a magnificent view from the front terrace of Faaa and the coast. It has been built of oiled timber and local stone and looks as though it has been plucked straight out of some European alpine resort and set down whole in this South Sea island.

The young restaurateur comes, like M. Gilloteaux, from Alsace-Lorraine (via West Africa) and has decided views as to what he wants to give

Tahiti in the way of a restaurant. The raw materials for the food he serves are all imported from France and he seems to rely entirely on word of mouth to attract custom. Probably most tourists pass through, never knowing that the place is there and so miss this delightful, quiet spot with its good food and beautiful surroundings.

In spite of what that American secret-weapon, Mrs. Gertrude Baker, says (*PIM*, June, p. 54) I like French food. Even more, I like the things that go with French food. The good service, the right appointments, the wine, and the French approach to the whole thing—which is a matter-of-fact blending of commonsense and pleasure.

Hotel school successful

Nonetheless, I imagine that what appears to be calm and well-ordered out front is not achieved in Tahiti without its heart-burnings and frayed nerves out back, because although to the French the hotel or restaurant business is an honourable profession, worthy of total and lifetime devotion, to the Tahitian it is apt to be something to be indulged in only so long as it's fun.

In this department, the Tahiti hotel

PAPEETE'S RUSH HOUR IS SHEER HELL

school—or to give it its more impressive French title, Centre d'Apprentissage Hotelier — is now paying dividends.

The school was established about four years ago and at present trains 30 students at a time but expects to treble this number when the new technical school is built. Students are taught how to prepare food, how to serve it and the wine that goes with it.

Generally they emerge from the course with flying-colours, carrying on thereafter with a certain amount of old Tahitian unexpectedness. The head girl at our hotel, for example, used to flop down into a spare chair at our table every morning. Her feet, she said, were killing her because she had danced all night; what was more, she had a bad cold (and proved it with loud sniffs). Only after she had unburdened herself of the assorted encounters of the last 24 hours could she be persuaded to go and get our coffee.

By contrast was the young waiter at Papachou's, who was supposed to have come from the Tuamotus a year before and had, until then, never

seen the inside of a restaurant. He was a student at the hotel school, getting some practical experience during the vacation, and under the sharp eye of Madame and the indulgent one of M. Gilloteaux—the school is very dear to his heart—performed like a veteran.

The new Tahiti

ELEGANT restaurants and Tuamotuans playing French waiter are not the usual ingredients for South Seas charm and probably both are regarded by the purists as part of the long list of things that have, in recent years, changed Tahiti, and not for the better.

Dr. Bengt Danielsson, acknowledged authority on French Polynesia, takes a dim view of what is going on there. Possibly because of this he has let his house in Tahiti, doesn't know when he'll be back and has become curator of the anthropological museum in Stockholm. He thinks that de Gaulle and France will make a convenience of French Polynesia so long as it suits them, then pull out.

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Part of the new Papeete are these government offices in Rue Bruat, full of dappled sunlight at the right time of day. Many modern buildings have risen in Papeete in recent years, and in the last five years Tahiti has virtually been made over.

in the resulting confusion, American tourists interests will take over.

Whether the casual observer can agree or disagree with this dark picture or not, it is true that physically Tahiti has virtually been made-over in the last five years.

Papeete has developed into an urban sprawl that takes in all the nearer districts; and, right out as far as Papeari, what used to be small plantations seem to be in process of subdivision to make way for more houses.

In five years, the motor traffic must have increased four-fold so that the rush-hour, morning and night, is sheer hell and extends 15 to 20 miles out of Papeete, in a weaving single-file of scooters, motorised-bikes and cars.

Inside the Papeete pass, French money has built the fantastic new harbour that seems capable of berthing most of the French Navy. The waterfront, too, has had a face-lift, not only in spots. From Quinn's westward, with the exception of a few new buildings, including a new establishments Donald emporium, it is much the same; from Quinn's eastward there has been a great deal of new building.

In the streets behind the waterfront, new offices jostle old wooden shops and the old cathedral clock still stands at 10 to 10 one side. At 11 another and 12 o'clock somewhere else.

Out in Pirae, with a four-lane boulevard running down the centre of it but ending abruptly in bush

at each end, the Centre d'Experimentations du Pacifique has gouged out a mile-long strip and filled it with palatial offices, a hospital and housing development.

CEP is there to stay!

It may be as Dr. Danielsson has said—that France will dump French Polynesia when it no longer serves a useful purpose—but from the sheer

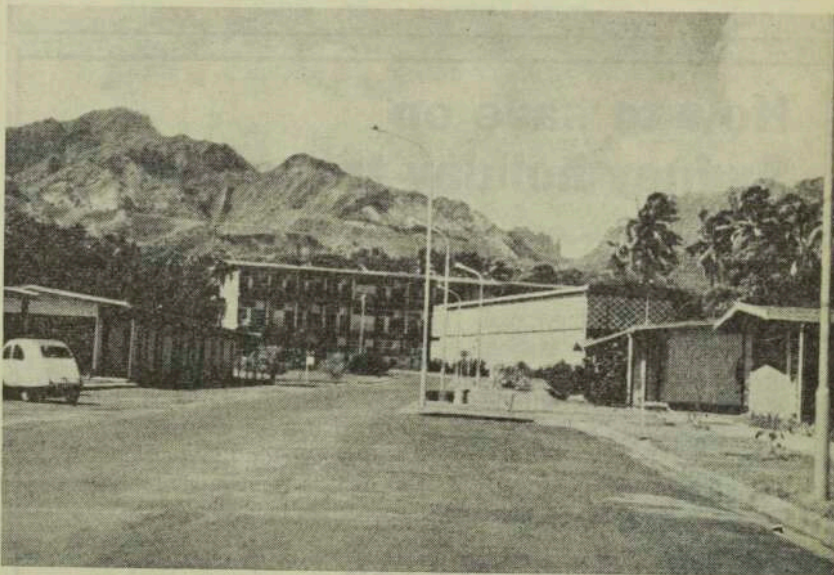
travel

amount of construction that CEP has undertaken in connection with its nuclear experiments, it seems that it will be in Tahiti a long, long time after President de Gaulle's influence is not.

If Tahiti today is vastly changed to what it was 10 or even five years ago, it probably would be a mistake to conclude that the Tahitian has changed to the same degree. Since the last war, and probably long before that, a certain class has never been precisely unpolitical; and if there are current rumblings and fulminations against the French metropolitan government, it is carrying on a tradition.

Of the class whom politics does not touch very much, there seems little superficial change except that more people own motorised bicycles, and those who had bicycles probably now own scooters and former scooter-owners now buy cars.

Tahiti, oddly enough, in spite of the CEP, tourism and everything else, still is Tahitian. The people are, as the spirit moves them, venal or generous, touch-me-not or approachable, friendly or oblivious. They are still masters of their environment and while this is so it is hard to see the charm of Tahiti disappearing completely.



The Centre d'Experimentations du Pacifique has filled a mile-long strip near Papeete with palatial offices, a hospital and housing developments. This is the hospital. The CEP handles France's nuclear tests in the Pacific.

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Economy rates at Nadi's new Hotel Hibiscus

Single occupancy room charges of £F2 a day are being offered by the latest of Fiji's hotels to open for a share of the colony's booming tourist trade.

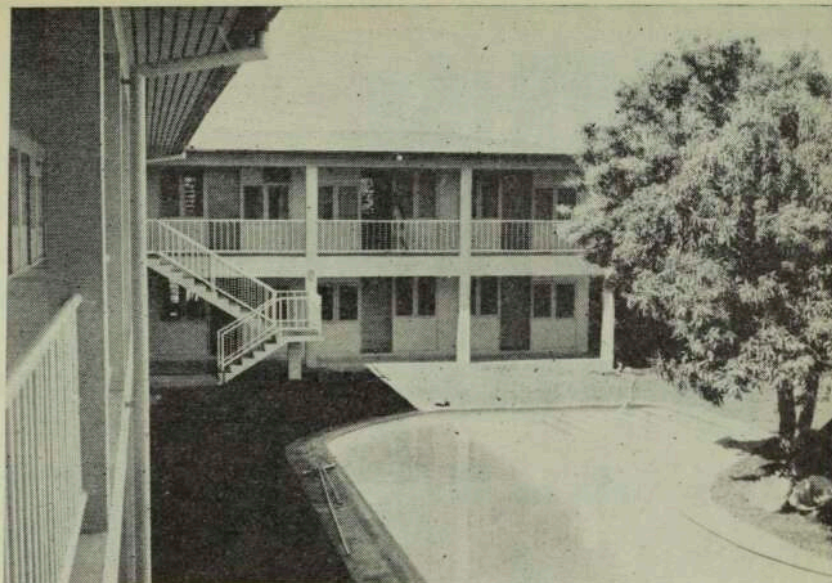
SINCE its opening on July 1 the Hotel Hibiscus, near Nadi airport, has been inundated with reservations, confirming its owner's belief that in the airport area there was room for an hotel offering facilities at economy rates in opposition to the higher rates of other hotels in the area, all of which offer single occupancy rates of over £F3 per day.

A double-storey structure, Hotel Hibiscus has rooms on both floors, all self-contained, and convertible suites that cater for large families.

A large kidney-shape swimming pool is located in the hotel's inner courtyard, flanked by lawns and shade trees.

Dining facilities are offered in an interior dining room adjacent to a spacious lounge or in a covered courtyard area at the pool side.

Air-conditioned rooms are available at an extra cost; power for the conditioning units being controlled from a panel in the reservation desk area as a guest checks in, and decides whether he wants it. A 24-



Part of Nadi's new Hotel Hibiscus. The rooms are grouped around the swimming pool.

hour service is offered and transportation to and from the airport's terminal building is provided for guests free.

The hotel is under the management of Mr. John Gow, a New Zealander with a major holding in the operating company and wide experience in the hotel industry.

Plans for doubling the Hibiscus' accommodation are already in hand. Meals at present are served on a table d'hôte basis, but a la carte menus are being planned.

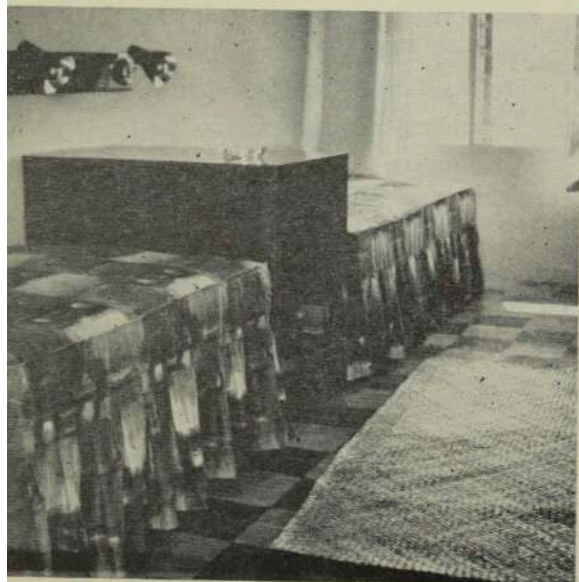
TRADEWINDS, LATEST RESORT HOTEL FOR FIJI

Progressing well, overlooking a superb site at the Bay of Islands, only about four miles from the centre of Suva, is construction of the Tradewinds Hotel. It's different for Suva, because it is a resort-style luxury hotel, like the famous Korolevu, and the new Fijian soon to open at Yanuca.

A GROUP of Fiji businessmen has put up the capital for the Tradewinds, and the major shareholder is architect Colin Philp, who has been working long hours supervising construction. The Tradewinds is to his own design.

Central theme is a huge open area for lounge, dining room and bars, built right on the water in the Bay of Islands, which is a popular yacht harbour.

Yachts will be encouraged to come right alongside and power hookups and slipping facilities are being provided. Mosquito Island and several others are nearby and the whole area is ideal for waterskiing, skin and scuba diving. The Trade-



A typical bedroom in the new Hotel Hibiscus, which offers accommodation at economy rates. Plastic tiles and mats replace carpet.—Photos: Tony Wilkinson.

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Winds will also have its own filtered pool.

Seventy air-conditioned rooms, each with its own facilities, face the bay. The hotel is right on Queen's Road, which links Nadi and Suva.

The hotel should be finished by December, but bookings are not being taken until January. The owners are confident there will be visitors enough to keep the resort hotel busy close to Suva, but in any case they are conscious of the big Suva population always looking for somewhere new to dine and dance. And certainly the deepwater anchorage will be a considerable attraction to Suva's big boating fraternity once there is a 19th hole alongside it.

Tradewinds' tariff will be £F5/10/- per night double; £F3/10/- single; with £F1 per night per extra bed in the room.

THE new hotel at Lae, being built by Steamships Trading Company, will be completed by September. The second-last stage of the \$850,000 project is due to be opened by July. This will consist of three separate wings, a lobby, management rooms and a large convention room, available for hire.

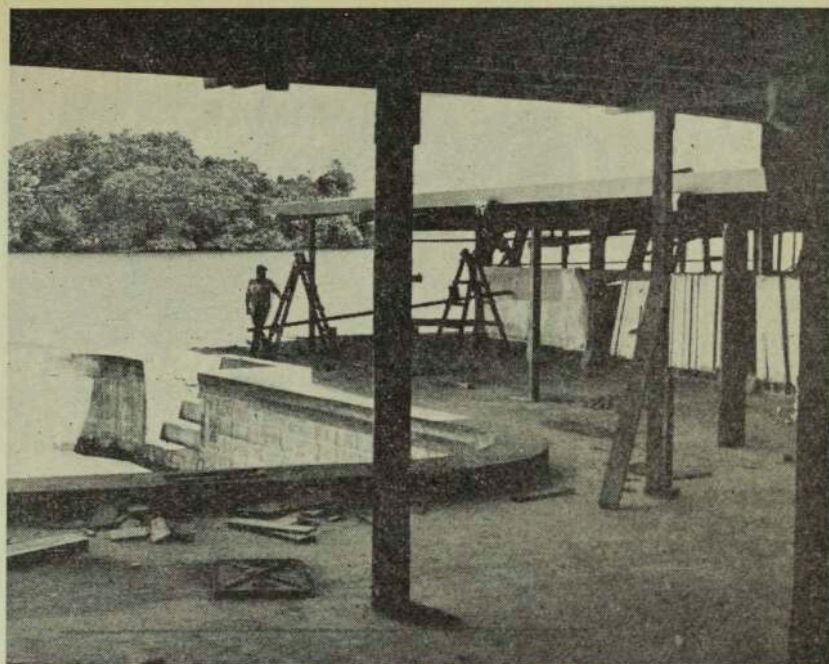
The accommodation blocks, consisting of 47 suites holding 94 beds, will open in September if construction goes according to plan.

Steamships also own the Hagen Hotel, and opened a new block there months ago at a cost of \$160,000. The Hagen now accommodates about 100 people.

With a Sydney businessman, Bill Maybury, who has a minor shareholding, the company owns the pondetta Hotel, which has about 100 rooms.

Mr. O. A. Todd, Steamship's resident director in Australia, told PIM the company had not yet decided on a name for the Lae hotel, and hoped to come up with one similar name to its three hotels in the territory. "No matter what we call it, I think the locals will always tag her the Lae Hotel," he said. "We hope maybe something else might come along — perhaps in the Hilton tradition."

On the face of growing protests over the Boeing 727 airline schedules between Papua-New Guinea and Australia, TAA and Ansett-ANA, have revamped their timetables with effect from August.



A section of the partly completed Tradewinds Hotel, near Suva, looking across the swimming pool towards the main lounge. The hotel is built right on the Bay of Islands, where small islands like the one in the background create a superb backdrop.

The most important change is that the Boeings will generally leave Australia earlier in the mornings and will arrive in Port Moresby before lunch. Freight to be transhipped to Rabaul, Lae and Madang should thus arrive at those destinations the same day.

Under the new schedules, the Boeings will generally leave Sydney at 6.30 a.m. (instead of 9 a.m.) and will reach Port Moresby at 11.10 a.m. instead of 1.35 p.m.

A return trip on the same day will drop passengers in Sydney at 4.55 p.m.—instead of 7.20 p.m. now.

The southbound service to Sydney will connect with Canberra and Melbourne.

Each airline will also run an extra Sydney - Moresby - Sydney flight on alternate Sundays, and one of their current weekly flights will omit the Brisbane stop.

The direct flight, 1,823 miles, will take three hours 40 minutes—a saving of one hour.

MEANWHILE, work has begun on a \$135,000 extension and rebuilding project at Port Moresby's Jacksons Airport.

The present terminal building will be enlarged by about half and the existing car park at the airport will be improved and extended.

It is hoped the extensions and improvements will relieve much of the confusion and delay of freight

and passengers at the airport, precipitated by the start of the daylight Boeing 727 services.

The Department of Civil Aviation expects the work to be finished by February next year.

AT a recent general meeting of stock holders of the Chateau Royale Hotel, at Noumea's Anse Vata Beach, it was decided to accept the offer of Union Touristique et Hoteliere, UTH (UTA and Chargeurs Reunies) for future operation of the hotel.

A new company will be formed by UTH in which the Chateau Royale company will receive 10,000 shares valued at 3,300 Pacific francs (total \$A330,000). UTH will take over the debts of Chateau Royale reckoned at some \$A108,000.

The new company will run the hotel and enlarge its capacity, which, PIM's Noumea correspondent says, it will have to do to make the hotel pay.

FUJI AIRWAYS new turboprop aircraft, the Hawker Siddeley 748, is expected to go into service in the Pacific in October.

The 748 will make a once-weekly flight between Fiji and Honiara. It will also fly to the GEIC, Tonga and Samoa.

A twin-engined turboprop airliner, the 748 is pressurised and air-cond-

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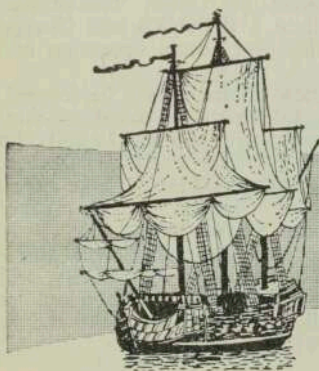
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ditioned. It will carry 40 passengers but it can be modified to seat up to 62 people.

The 748 has two Rolls-Royce Dart turboprop engines and flies at 270 mph with a range of up to 1,500 miles. It is particularly suited for operation in the Islands as it does not need highly developed airfields.

Over 140 of these planes have been sold all over the world, particularly in South America, where conditions require an exceptionally versatile and tough aircraft.

AUSTRALIAN and New Zealand Customs officers have been having talks in Wellington about ways of streamlining Customs formalities between the two countries. Further talks are to be held.

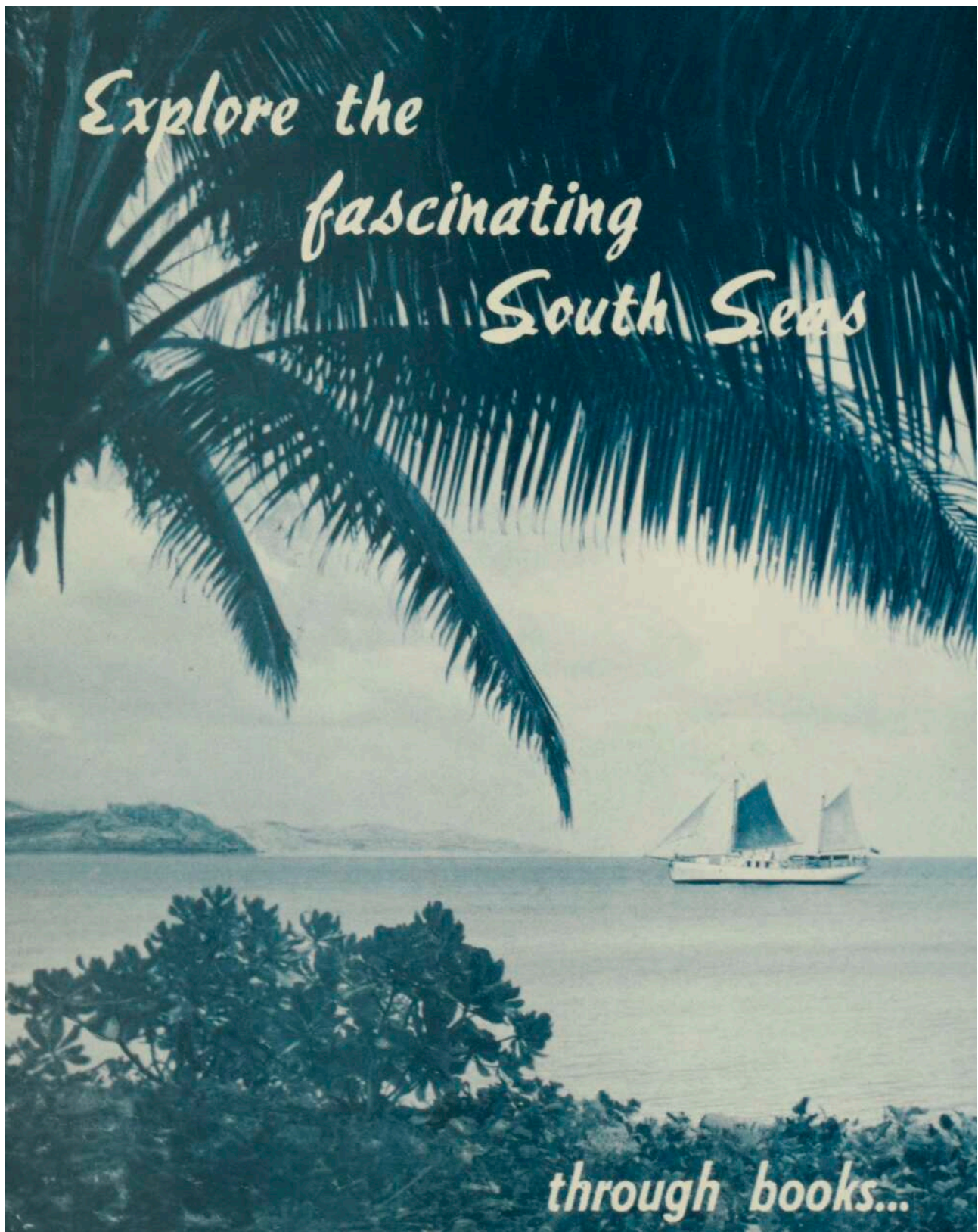
Commenting in July, Australian Minister for Customs, Senator Ke Anderson, said that although there was a special relationship between Australia and New Zealand, the Australian Customs Department had not lost sight of the need to simplify procedures for passengers and cargo arriving in Australia from every country.

He drew attention to the fact that recently air passengers arriving in Australia have not had to make written Customs declarations, and he said similar arrangements would be introduced for passengers arriving by sea.

Under the new air arrangements which certainly are a big improvement on the old, passengers are issued on the aircraft with a new type of baggage declaration form but they do not have to fill this in unless they have more goods than they are entitled to bring in at concession rates. The concession forms are printed plainly on the form.

Since most passengers carry goods within their entitlement it means that passengers are cleared after only a few verbal questions.

Passengers into Australia are entitled to bring duty free personal articles, including jewellery, toilet requisites, binoculars, cameras and "articles of utilitarian nature": one portable typewriter; one battery operated radio set for each person 10 years of age and over; personal sporting equipment; 400 cigarettes or 1 lb of tobacco; three bottles of liquor; and souvenirs, gifts and other goods up to a total value of \$100 so long as these goods do not include radios, liquor, tobacco, tape-recorder dictating machines or gramophone



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General

MANY A GREEN ISLE, by Judy Tudor

Too many peregrinating writers on the South Seas provide pictures which are out of focus. To them, palm fringed shores and smiling brown islanders conform to a pattern, and nothing emerges of the real Islands atmosphere. Now in "Many A Green Isle" experienced Pacific editor, Judy Tudor, presents a different survey—diverting, light-hearted, packed with incident, embellished with dry humour and cynical insight, but, above all, different because it is authentic. Illustrated 256 pages cloth bound. Price: \$3.50 Aust., plus postage, 12 cents British Commonwealth, 34 cents Foreign, \$4.50 U.S. posted.

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B AUGUST, 1967—PACIFIC ISLANDS MONTHLY



TO THE POINT

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We have recently acquired some new Papuan neighbours. Their employer has had a house built for them on a block adjoining ours—not a very large house, but a well designed one for its size. The design includes a small kitchen with a conventional fuel stove. But most mornings, and quite often in the afternoon too, I can look across and see a little camp fire, with a kettle or a saucepan on it, burning briskly on the ground outside the kitchen.

THERE are probably two reasons for this. One is that fire-wood is getting harder and harder to come by in Port Moresby, and a camp fire uses less wood than a fuel stove. The other is that Papuans coming to town from the villages tend to re-create their accustomed way of life in their new surroundings.

To many such people the idea of living in a house is a new and strange one. In most Papuan villages people don't live in their houses—they sleep in them, and take refuge from the rain in them.

But they live for most of the time outside them, either on a verandah built out in front of the house, or on the ground underneath, among the spindly piles which hold it up, or on what the Motu people call a *patapata*—a platform of bamboo or light timber raised on posts two or three feet off the ground. This may be built in the shade of the house or of a convenient tree nearby, or it may have a roughly thatched roof over it.

Ghoulies, ghosties

Here the daily business of living goes on. Here meals are eaten after being cooked on a camp fire on the ground nearby. Here family conferences take place, and siestas are taken in the heat of the day. Here dad sits mending his fishing net, while mum, with her little daughter's head on her knee, searches the small mop of hair for insect life which, when found, she disposes of deftly.

Night falls. The fires die down. The family retires to the house to sleep, securely shutting all the doors and windows to keep out the ghoulies and ghosties and things that go bump

● Even in the shanty settlements, the Papuan houses are usually bigger than this one, which has only one room and a live-out area with an earth floor.

Building houses that Papuans like to live in

in the night, and incidentally the fresh air, too.

There is pathos in the sight of people like these trying to adapt themselves to life in a brick cell with holes (euphemistically known as breeze bricks) in the wall, instead of windows—holes which can only, with great difficulty, be made secure against the urban ghoulies and ghosties, often more terrifying than the rural ones.

There is pathos in the *patapata* built alongside it, with a few banana plants set around it to screen it from the public gaze, and from that of imperious officials who might order it to be demolished.

There is pathos in the sense of insecurity which comes from having as neighbours folk with whom one

has no ties of kinship or even of language.

These are the factors, quite as much as the physical shortage of low-cost housing, which cause so many of the immigrants to gravitate to the shanty settlements. There the insecurity of their squatter status is compensated for by the fact that they can settle among their own kith and kin, and, from materials they can buy or scrounge, build the kind of house they like to live in.

The result of their efforts is a shanty which externally is an eyesore to the fastidious European, but which inside is a good deal more roomy and comfortable than some of the Administration's efforts.

What sort of houses do Papuans like to live in? Until recently it



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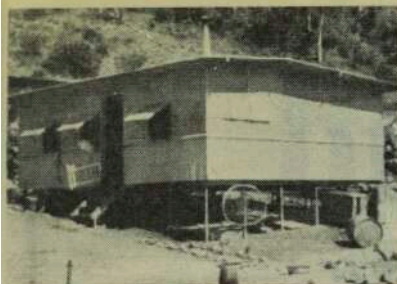
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had not occurred to anyone in authority to ask this question. One gets the impression that most of the designs for low-cost housing have been prepared by architects commuting by car between an air-conditioned drawing office and an \$8,000 bungalow in the predominantly European suburb of Boroko.

Now the situation has changed, and the Department of Public Works has established a Buildings Research Unit which, with some help from the CSIRO, is looking into two related questions: What sort of houses do Papuans like to live in, and how can local materials be used to give them these houses at prices or rentals which they can afford to pay? This unit has already begun to produce some very promising results.

Attractive prototypes

At Sabama, a low-cost housing area in Port Moresby, it has built some very attractive and liveable-in prototype houses, far in advance of anything yet achieved by the use of more orthodox designs and materials. Some of them are built of stabilised-earth bricks, others are timber frame buildings with walls of *selo*—strips of sago-leaf midrib plaited into sheets on simple looms. One, perhaps the most promising of all, combines the use of these diverse materials.

The Indian architect in charge of this work has also introduced new ideas from Asia for simple and cheap, but hygienic toilets and stoves which don't waste firewood.

All this experimental work is aimed at producing a larger house for less money by the use of unconventional methods. When I visited the unit recently I saw plans and a model of a house of nearly five squares which it is hoped can be built, in Port Moresby, for \$750.

● Many of Port Moresby's Europeans live in houses such as these at Boroko. They are worth \$10,000 each and more.

This design includes a large, semi-enclosed live-out area, something which should be regarded as an essential part of any house intended for Papuans.

In other parts of Sabama there are "self-help" areas, where men who are earning a steady wage can get a block of land and a loan to enable them to build a house for themselves. One Papuan I know has built himself a first-rate five-room house under this scheme.

Housing commission

But, on the whole, the scheme has not been a success, since most of the applicants were found not to have a sufficient assured income to qualify for a loan. As well, a man building his own house in town cannot call in the help of a large circle of relatives in the way that his counterpart in the village can.

Till now the problem of providing houses at all levels has been handled by a Housing Division of the Treasury. But an ordinance recently passed by the House of Assembly has cleared the way for the establishment of an independent housing commission, on the same lines as the already existing Electricity Commission.

The housing commission, when set up, will have no easy task. It will inherit some dreary rows of "little

● Three types of Papuan houses currently being built in Port Moresby. At left, a frame house with walls of plaited "selo". Centre, the prototype of a small stabilised-brick house. Right, a self-help house, built with the help of an Administration loan.

boxes", which it is perhaps not too unkind to say should never have been built. And in the new houses it builds it will have to be continually sensitive to changing needs.

I have used the phrase "the sort of house that Papuans like to live in". But Papuan living patterns are no longer static; they are changing all the time.

The traditional Papuan house consisted of one large all-purpose room, which at night became a bedroom by the simple process of spreading sleeping mats on the floor.

Where considerations of cost limit the size of the house, this is still the most advantageous way of using the available floor space, and many Papuans are still quite happy about this style of living.

But as they become more sophisticated and adopt the use of furniture—chairs, tables and beds—it becomes necessary to split the available space up into rooms. And as the children begin to grow up and go to high school, a place where they can do their homework becomes a desideratum.

(Over)



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So living patterns change all the time, and sometimes the old overlaps the new, as, for example, when, though there may be one or more bedrooms, some members of the family, or perhaps visitors from the home village, bed down in the living room.

One type of house which the new commission might well consider building would consist of a live-out area and one large room capable of being divided up by light and easily erected partitions, which could be moved around to suit the needs of the occupants.

It must not be overlooked that a new generation of "townees" is emerging in Papua and New Guinea. These are young people who were born and have grown up in town, and have never known village life.

They have been educated in town schools where the pupils are drawn from a score or more of different tribes. They have intermarried across tribal frontiers. They have shed old customs and adopted new ones. They have shed old prejudices and maybe acquired some new ones. They are a new phenomenon, and, if they may be allowed to plagiarise St. John, it doth not yet appear what they shall be. But they, too, will have to be housed.

Unorthodox approach

When the Housing Commission has done its best and, within the limits of what is economically possible, has provided Papuan and New Guinean townsfolk with the kind of houses they like to live in at the kind of rent they can afford to pay, or has given them loans with which to build their own houses, we shall still be left with a hard core of shanty dwellers who cannot afford either of these alternatives.

These are the casually and irregularly employed unskilled workers, who cannot rely on being able to keep up either regular rent payments or regular loan repayments.

The suggestion has been made that to meet this situation we need not only low covenant areas but also no covenant areas. Here the land could be divided into small blocks and minimal essential services—water stand-pipes, sanitary facilities and garbage disposal—would be provided. A small all-in charge would be made to cover rent and services, and the tenants would be left to put up their own shanties according to their taste and means.

I understand that this rather unorthodox approach has been used with success in some other parts of the Pacific.



Papuan houses like these, built entirely of local materials, are rare today in Port Moresby or its vicinity. This picture was taken at Hanuabada, Port Moresby, before the war.

Would this arrangement be any improvement on the present shanty settlements? I think that it would be in several respects. First, even the minimal essential services I have mentioned are at present lacking in most of the shanty settlements. Second, the shanties would be adequately spaced instead of in a tightly packed huddle. Third, with secure tenure the tenants would be more likely to improve their shanties bit by bit until they begin to look like real houses. There is no incentive

for them to do this so long as they are liable to be ejected at any moment.

I have heard it said that such an area would become a hotbed of crime. This is poppycock. I live in an area where there are several shanty settlements, and in my experience their inhabitants are among the quietest and most inoffensive of our citizenry. I feel pretty sure that the police are called to the local villages far more often than they are to the shanty settlements.

"CLOSE TO THE ANSWER"

The Australian Government was now close to solving the problem of adequate low cost housing for New Guinean public servants, the Minister for Territories, Mr. C. E. Barnes, said in Port Moresby early in July.

After visiting a number of low cost housing projects around Port Moresby, the Minister said: "I am very encouraged with what I have seen today".

Asked by newsmen what he had meant several months ago when he had told the Australian Parliament of an impending "breakthrough" in the housing problem for indigenous public servants, Mr. Barnes said he had been referring to the experiments in low cost housing which he had just seen.

However, the Government had further planning to do before it could finally decide on the most suitable type of housing within the economic capacity of New Guinean public servants.

Curly case

Can the land be found on which to implement such a plan? In Port Moresby this is certainly not going to be easy. The people of the Motu and Koita villages, the original land-owners, have already disposed of a substantial part of their tribal land, and are very conscious of the value of what is left.

They are even challenging the validity of the Administration's title to some areas which have long been regarded as Crown land. One of these is "Newtown", once the locale of Port Moresby's golf course, and since the war the scene of quite a lot of commercial development.

Two Hanuabada groups, one Motu and one Koita, are now rival claimants to its ownership. A nice curly case for the Land Titles Commission.

So it may not be too easy to find a site for Shangri-La, as the no covenant project has been nicknamed. But it's worth trying.



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This painting by Semisi, which is owned by a PIM staff writer, is done in only two colours—vivid blue (for the sky, palms and hut) and brown, sometimes mixed with blue (for the soil and other vegetation). The effect is most striking.



Paintings of Fiji's ex-leper artist fetch high sum at UK exhibition

From JANE GREGOR in London.

An exhibition in London recently of paintings by the Fijian artist Semisi Maya has raised the handsome figure of £Stg2,500. Semisi, a leper for 14 years, has such terribly crippled hands that each of his paintings cost an enormous amount of painstaking care and skill (see p. 69).

THE exhibition of Semisi's paintings, which lasted a fortnight, was held at the famous Bond Street gallery in the heart of London's West End.

Eighty paintings were on display, and 50 of them were sold for £50 each—a price usually reserved for the work of artists with an established European reputation.

Novelist's part

One of the gallery's owners, Sir Danvers Osborne, told me he thought the paintings proved as popular as they did because they were *not* the tortured, enigmatic, fevered products of a sick mind, as so many currently "with-it" paintings are, but a happy end of free imagination, sophisticated colouring and harmony with nature.

The story of how Semisi, an invalid living in a rehabilitation home for lepers in the far-off Pacific, could have an exhibition in London's Mayfair reads rather like a novel.

In fact, it was the noted British

novelist, Dennis Wheatley, who inspired it.

Early last year Mr. Wheatley and his wife were the guests in Suva of Fiji's Governor, Sir Derek Jakeway.

While there, Lady Jakeway took them to St. Elizabeth's Home, where Semisi lives and works, to show them some of his remarkable work.

The writer immediately fell in love with the artist's unique style, bought several of his paintings and, eventually, showed them to his lifelong friend, the gallery owner and art expert, Sir Danvers Osborne.

Smart, discreet

In his turn, Sir Danvers showed them to his partner, Mr. James Green, and the three men agreed that they were seeing the work of a rare artist and that the world should be given a chance to know his paintings.

After a good deal of correspondence and organisation, Semisi produced sufficient paintings for an exhibition; Sir Danvers had them framed, and the smart, discreet gal-

lery, in one of the world's most celebrated streets, opened its doors for art lovers to see the work of Fiji's hitherto unknown genius.

I first heard the word "genius" used in reference to Semisi when chatting to Sir Danvers and Messrs. Green and Wheatley at the end of the first week of the exhibition.

"Nothing short of genius"

These three wise, worldly gentlemen were as excited as schoolboys before a feast.

Mr. Green said to me, "I've been dealing in paintings all my life . . . old masters more often than not . . . and I'm quite convinced that the man who painted these (and he waved his hand to Semisi's paintings adorning the walls of the gallery) is nothing short of a genius."

Mr. Wheatley interrupted eagerly. "One thing proves it," he said. "That's the way the paintings have sold, considering the good price we've charged for them."

I asked Sir Danvers who was buying the paintings. (Over)



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Semisi Maya

"All sorts of people," he said. Mostly Londoners, but quite a few continental visitors and several Americans. One was bought by the president of the British Leprosy Relief Association, Lord Boyd, to hang the society's London headquarters."

And what type of painting did the buyers seem to prefer?

"Every kind," Sir Danvers said. Whether they are flower studies, sea and landscapes, shell fantasies or more abstract pictures, it just seems that Semisi turns in consistent good work, and that's what people who know about painting go for." I suggested that Semisi's unusual and well-nigh tragic story might perhaps influence buyers.

Worth buying

"Oh, no," said Mr. Wheatley who, author of countless best-selling novels, is something of an expert on the drawing powers of a good story. "People are interested, of course, and no doubt it adds to their pleasure in possessing a fine painting to know that the artist overcame tremendous handicaps and still could produce to the world such beauty. But lovers buy only when they're convinced that a painting is worth buying, you know."

Then the famous author pointed to a basket I'd hitherto overlooked. "It was some money with a small, discreet notice saying, 'For St. Elizabeth's Home.'"

"People who come in and have enjoyed looking at Semisi's art," he said, "but who haven't been able to afford the fairly hefty figure which his work commands, have been counting their odd shillings and half-

(Over)

CRIPPLED ARTIST OFTEN PAINTS WITH BRUSH IN MOUTH

From BERYL CATES in Suva

SEMISI MAYA, the Fijian artist, whose work has just been acclaimed in London, is an ex-leper, who, although cured of the disease, is so crippled that he can scarcely hold a brush.

His fingers are so deformed that he is unable to do up a button, and if he drops a brush or a paper, he has to rely on someone to pick it up for him.

A tall, shy man of 50, Semisi comes from the chiefly island of Bau where he was educated at the district school. Later he worked with the other young men of his village, in the plantations, fishing or house-building until 1938 when it was discovered that he had leprosy.

For 14 years he lived at the leprosarium at Makogai Island, confined to the hospital ward with the old, the blind and the very ill. Other male patients, able to move about, lived in villages surrounding the hospital area, able to play sport, tend plantations, fish and enjoy all island forms of entertainment.

Semisi could do none of these things because his arms were already wasted from what some doctors say was an earlier, undiagnosed case of polio, and leprosy had the effect of contracting his fingers towards the palms.

Undiagnosed polio

When Semisi left Makogai, his leprosy cured, he was so deformed that he had to fight continually against despondency.

Although, he returned to his village, he had to spend a great deal of time at St. Elizabeth's Home for the rehabilitation of lepers on the outskirts of Suva. The home is staffed by nuns of the Society of Mary.

Semisi now lives there permanently.

The nuns, with infinite care and

patience, gradually gave him the courage to start living again.

One of the nuns, who is interested in art and who has had some art training, showed Semisi the rudiments of finger painting with the object, perhaps, of introducing him to an interest which would be, at the same time, occupational therapy.

The nun coached the crippled artist until now she says, "He has gone completely beyond me. The amazing style he has developed is entirely his own."

Different

"We now make his paints, using a starch base, and we apply fixatives after he has completed his paintings. Beyond that, all Semisi's work is his own."

Semisi's style is decidedly different from any other artist's, and would defy a copyist. So also are the means he uses to achieve it.

He works with his fingers, with a brush held in his mouth, and with anything else that will help him get the effect he desires. He even uses the hairs on his arms at times.

His style is slightly abstract, but his rhythmic lines and beautiful colours show up clearly as landscapes and underwater scenes.

He has a strong liking for religious subjects and his Madonnas are always Fijians. Semisi, however, is a Methodist who regularly attends the Methodist services held at St. Elizabeth's Home.

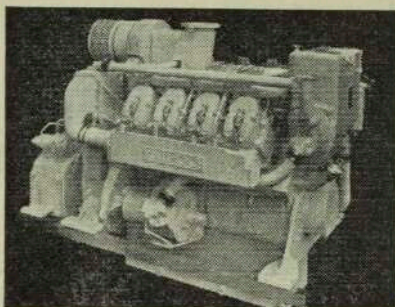
In the past, the nuns at the home believed in making Semisi's works available to everyone despite their means, and his water-colours were sold for £1 each. Part of this sum went to the Home for Semisi's upkeep; the rest went to Semisi, himself.

Hundreds of his early paintings are now in private homes and art collections all over the world. One painting was on display at the New York World Fair; and a number have been shown on television.

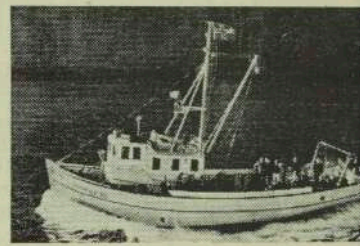
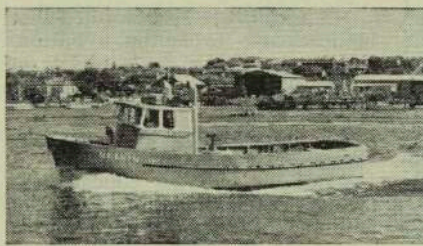
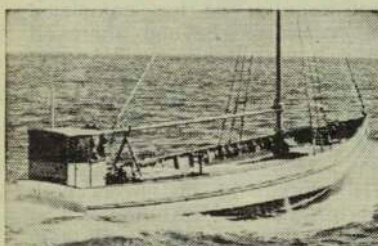
Several times the nuns were advised to raise the price of the paintings on the ground that they were cheapening the artist's work. Now it looks as if the matter is out of their hands.

At least, examples of his work are not obtainable in Suva at present.

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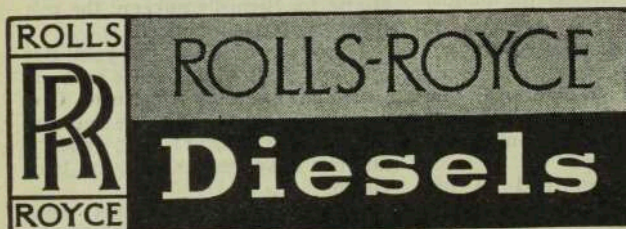
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A genuine Semisi is good enough for the Duke!

The Duke and Duchess of Kent, during a Royal visit to Fiji in July, were presented with one of Semisi Maya's watercolours by Semisi himself. The artist made the presentation when the Royal couple visited St. Elizabeth Home, where Semisi now lives.

The watercolour was a sunset scene, and both the Duke and Duchess accepted it with genuine enthusiasm—admiring it for some time before leaving the artist.

The last of Semisi's paintings for sale in Fiji was sold in Suva the same day—for £7/6, the old retail price. The retailers, Caines Limited, of Victoria Parade, have been selling Semisi's work at this low price for some years now, but they do not know when they will be able to get any more.

And, do you know, already of such 'widow's mites' we've collected more than £50.

That makes us all very happy. Especially, Sir Danvers and James (Mr. Green) for they've put this exhibition and arranged the little thing without making one iota of it.

That's pretty rare for business—with Bond Street rates to pay.

But this is no charity drive. Make no mistake about that. This is one of those wonderful, rare times when a good artist—a great artist, if you like—finds recognition in his own time."

For, it seems, is Semisi's London exhibition a mere flash-in-the-pan. Impressed are the gallery owners by the results of Semisi's first show—that they are already eager to plan a repeat next year, negotiations are in hand to give the gallery the exclusive right to sell Semisi's work.

For a man who has suffered so long as Semisi, his present success is a sweet indeed.

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A lovely skin will keep its soft dewy bloom when pampered with regular complexion care. Time, weather and other drying conditions can often steal away the smooth youthful qualities of the skin so try these beauty suggestions to bring out the full radiance and beauty of your complexion.

Complexion Loveliness

To give your complexion a radiant loveliness, smooth a protective film of tropical moist oil over your face and neck to ease away roughness and tiny lines, and to beautify and guard the skin against the drying effects of winter weather. Oil of Ulan is recommended because of its special isotonic properties that help nature to maintain the natural oil and moisture balance of the skin. This unique beauty fluid is also ideal for use as a beautifying base beneath make-up, ensuring that your complexion will look matt and flawless.

Eyes that Sparkle

To revive tired eyes in just a few seconds, moisten two pads of cotton-wool in lemon Delph freshener and place them over your eyes while you relax with your feet up. Then, to ease away the fine lines that develop around and beneath the eyes, pat in tropical moist oil of Ulan. This moist oil is excellent for smoothing dry skin and easing away wrinkle-dryness.

Peach-like Powder Bloom

Face powder should never be dusted straight on to the skin as it is absorbent and will probably cause unwelcome enlargement of the pores. It is essential to apply a light film of moist oil of Ulan to the complexion, firstly to nourish and preserve the skin's natural oils and moisture balance and, secondly, to ease away wrinkle dryness and provide a perfect base for your tinted foundation and powder.

A Youthful Neck

A youthful neck will retain its smooth beauty if it is given constant care and protection with the same moist type of beauty oil you use on your face. Because the skin in this area is particularly dry and tends to develop "bracelet lines", lavish double quantities of oil of Ulan on the neck and throat to protect their petal-soft loveliness.

**A pioneer of the golden days
of New Guinea aviation**

RAY PARER, ADVENTURER EXTRAORDINARY, DIES QUIETLY IN BRISBANE

By a staff writer

On the morning of March 31, 1927, hundreds of Rabaul's townspeople gathered near a makeshift airstrip at the end of the local golf course to watch a tiny De Havilland 37 aircraft take off on a flight, via Lae, to the booming, newly-discovered goldfields at Wau.

TO cheers from the crowd, the plane taxied down the runway, rose, circled Rabaul, and disappeared out to sea.

Piloted by Ernest ("Pard") Mustar, and owned by Guinea Gold NL (later Guinea Airways), the plane reached Lae safely and went on to Wau. Mustar thus won the first leg of an exciting race to establish the first air service to the goldfields and also to usher in the era of commercial aviation in New Guinea.

But Mustar's victory was a narrow one, for among the crowd who had watched him take off at Rabaul was "Battling" Ray Parer, one of Australia's most determined aviators, who had missed being first into New Guinea's air by a single perished plane tyre.

On next ship

With the idea of establishing the first service to the goldfields, Parer had formed his own company, Bulolo Goldfields Aeroplane Service, in Sydney a couple of months earlier, and had booked space on the *Melusina* for a small DH4 aircraft to be shipped to Rabaul.

But at the last moment, he had been unable to pay for the space, and Mustar, who had similar ideas to himself, eagerly bought it for his un-assembled DH37.

Parer got his plane on the next ship to New Guinea a few weeks later, and landed it at Rabaul before an aerodrome had been built at Lae for Mustar to make his first flight. He therefore thought he was still in the race to beat Mustar—until he discovered that one of his tyres had perished in the tropical heat.

As he had no replacement, he had to give up the idea of being first in the air.

Parer's failure to beat Mustar was

of no real consequence, however, for within a week or two, he, too, had reached Lae, and as there was more than enough freight to keep two aircraft busy between there and Wau, both he and Mustar were soon making big money.

And they earned it!

Operating in a region of rugged, lofty mountains; deep gorges; dense, tropical vegetation; and huge, quick-moving cloud masses—and at a time when unevenly surfaced aerodromes made every landing and take-off an exacting performance—their lives depended on making the right decision in every crisis and emergency.

In the years that followed—as in the years before—Parer, who was only 5 ft 3 in. tall, was involved in some amazing scrapes. But, cat-like, he lived through them all, and on July 5, after taking ill in Brisbane where he lived in retirement, he died quietly in hospital from natural causes at the age of 73.

It was an ironical end for one of the outstanding figures in the rip-roaring days of South Pacific aviation, and one of the last of them.

Eight-month flight

Parer, who hailed from Victoria, was the second eldest of seven boys in the large Parer family of King Island, Bass Strait. Several of his brothers also made names for themselves in various fields.

Born in 1894, Ray Parer was educated in Melbourne and Bathurst. He wanted to be a flier from an early age.

To qualify, he studied engineering and began to experiment with pusher planes and gliders.

One trip in a glider from the upper storey of a barn at Mentone, Victoria, ended in the glider being com-



Ray Parer, as pre-war territorians remember him. The photograph was taken in 1934.

pletely wrecked, but Parer escaped unscathed.

When World War I broke out, he joined the Australian Flying Corps as a sergeant mechanic, and graduated as a flight-lieutenant after only 5½ hours of dual flying in a contraption called a Graham-White Box Kite.

Commissioned, Parer left for England in 1916 to join the Royal Flying Corps. He ferried planes for the Allies across the English Channel to France.

When the war ended, Parer teamed up with John McIntosh to fly in a single-engined DH9 bomber in the London-Melbourne air race sponsored by the Australian Government. They



began their journey when the winners had already reached Cloncurry, and therefore had virtually no hope of coming in first.

Their flight took nearly eight months, and was the first in a single-engine plane from England to Australia.

It was one of the most amazing flights in aviation history because the plane was held together by fencing wire, boot laces and string, and it crashed dozens of times in landing and taking off from non-existent airfields.

On reaching Melbourne, Parer wrote his only book, *Flight and Adventure* (now a hard-to-get collectors' item) before beginning a series of barnstorming flights around Australia which kept him going financially for the next six years.

In 1926, he joined in the Wau-Edie Creek gold rush, saw the possibilities of commercial aviation and returned to Australia where he floated his company, Bulolo Goldfields Aeroplane service.

Having acquired his small DH4, he was back in New Guinea within a few months and in profitable competition with Mustar on the Lae-Wau route.

More aircraft

Their charges were 1/- a lb for freight and £25 for passengers on the forward trip and £10 for the return trip.

Within a short time Parer returned to Australia, acquired a DH9 aircraft and an old Bristol fighter and returned to New Guinea with another pilot, Charlie Pratt.

At Port Moresby, they landed at Ela Beach, as there was no airstrip.

On January 12, 1928, they flew across the Owen Stanleys from Port Moresby to Lae—the first flights between Papua and the mandated territory.

In 1929, Parer established a second company, Pacific Aerial Transport Ltd., based at Lae, with a fleet of one

W34 Junker, two Fokkers, a DH9 and a Moth. Within two more years, he had also founded Morlae Airlines, with headquarters in Port Moresby. His planes by this time were running from Lae to Salamaua, Port Moresby, Wau and other places on the goldfields.

Parer had plenty of lucky escapes.

In September, 1930, while flying from Salamaua to Port Moresby the petrol ran out in his Fokker aircraft and he made a forced landing on a beach at Hisiu, 60 miles from Moresby.

Cow incident

Not long afterwards, he got into strife while carrying a cow in his Fokker from Lae to Wau. The cow, the first to be transported by air in New Guinea, was in the rear cabin. Half-way to Wau she panicked.

With no one on board to calm her, the cow wrecked the rear cabin and forced her way towards the cockpit, crashing her head through the thin, three-ply partition.

Fortunately she did no further

● Ray Parer's Bristol plane on Ela Beach, Port Moresby, after a trip from the New Guinea goldfields.

damage, but Parer had a very critical passenger for the rest of the trip.

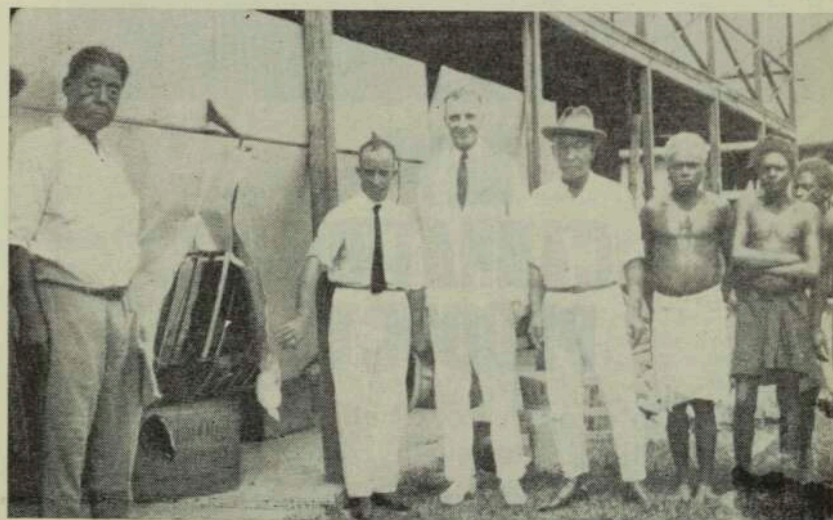
Some time later, while flying one of his four-a-day trips from Salamaua to Wau in a Fokker, he escaped unhurt in a crash although his passengers were slightly injured.

He preferred at that time to use a strip at Galley Reach, west of Port Moresby, for one of his bases because of its big salt pan.

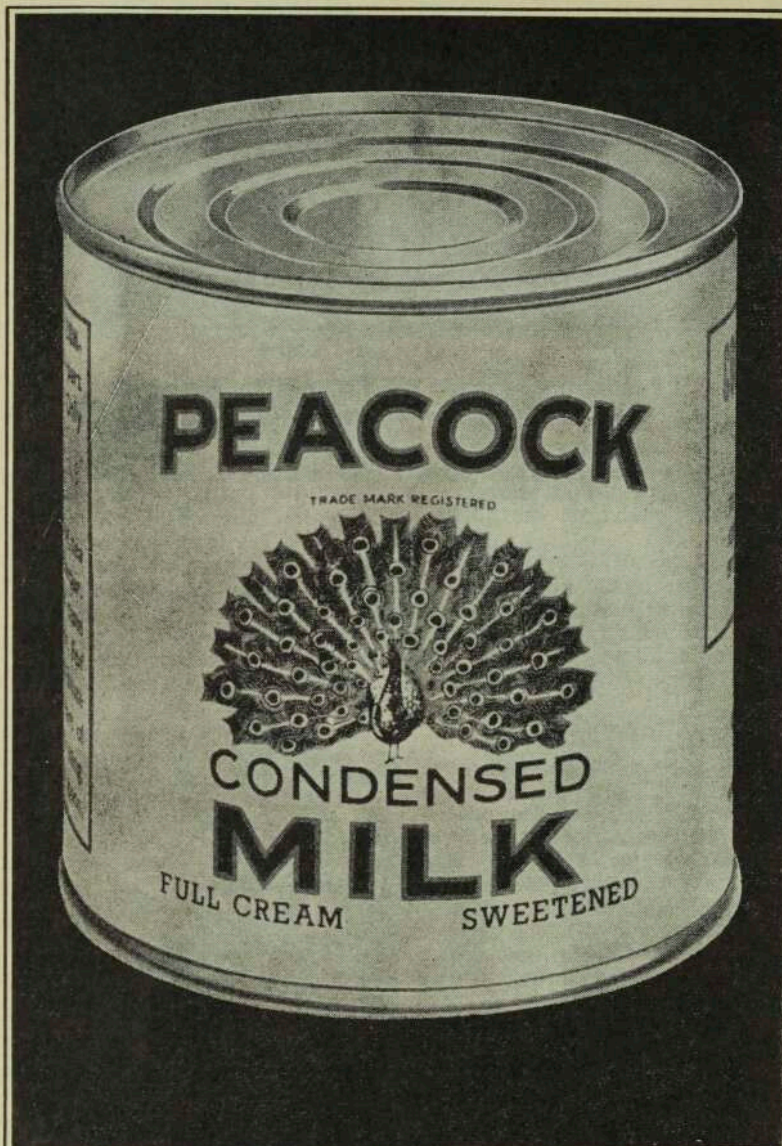
By February, 1932, the air trails that Parer, Mustar and others had blazed had attracted several other companies to the territory. New planes and new pilots arrived constantly, and many new routes were opened up.

In 1934, Parer took time off from New Guinea for the Melbourne Centenary Air Race from England. New Guinea goldminers subscribed £400 so he could fly a Fairey Fox in the race.

Of the 22 competitors, only 11 finished and Parer, with co-pilot



Ray Parer, second from left, points to a gaping hole in one of his early planes after a mishap in New Guinea before the war.



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Geoffrey Hemsworth, were the unlucky last after a series of crashes.

Parer went straight back to New Guinea to fly planes again and to work a small sluicing "show" which he had had on the Watut River since 1926.

He made plenty of money but never kept it for long. Money was for spending and he made several trips to Sydney to whoop it up or buy planes.

In August, 1935, he made the first aerial trip from Australia to Papua when he flew a Moth aircraft from Cape York to Port Moresby in six hours.

Later that year he led an expedition up the Sepik River with a plane and a 35 ft launch. The party penetrated 450 or 500 miles of virgin jungle before turning back.

Mining at Wewak

In 1937, W. R. Carpenter and Company, which had set up their own air service to transport cargo between Salamaua and Wau in 1933, bought out Parer's PAT airline, which was then being run by his brother, Kevin. (This was the origin of Mandated Airlines Limited, now part of Ansett-MAL).

That same year, *PIM* reported that Parer was on the Wewak goldfields scratching a living with about 200 other miners. He set up air services for the miners to Madang and brought in his own supplies by air.

A year later, while flying a Moth aircraft from Watut to Wau, darkness descended before he could land and his plane crashed at the end of the Wau airstrip. Parer and a passenger were admitted to hospital with slight injuries.

Later, he delivered a single-engined Junker aircraft for the Catholic Mission at Alexishafen from Adelaide to Madang.

In July, 1939, he flew a Boeing single-engined aircraft from Victoria to New Guinea to start a new service from the Morobe goldfields to Wau. A month later he began another air service from Wau to Salamaua.

In between times, he mined with Dick Glasson on the Watut River, flying in his own supplies with a Fox Moth.

This life continued until the latter part of 1941 when, with the Japanese war imminent, Parer went to Sydney and tried to enlist in the fighting services—preferably the RAAF.

When the Air Force rejected him as too old at 47, he joined the Australian Merchant Navy. But before long he was in New Guinea again with the American forces, running the 65 ft schooner *Melanesia* and other small ships around the Papuan coast.

Attacked by Japs

While serving aboard the *Melanesia*, Parer survived a heavy attack by Japanese Zeros at Douglas Harbour (near Buna) when the schooner's engine was riddled with machine gun bullets and part of the ship caught fire. It was while repairs were being made to the *Melanesia* that Parer had another close shave.

He was walking among mangrove swamps when he tripped over a tree root and a hidden Japanese officer jumped at him with a hook protruding from a knuckle-duster. The Jap forced Parer's head under the water and was trying to drown him when Parer drew his Bowie knife and stabbed his attacker in the head. He later told a friend that it was the only time he really felt scared.

In September, 1943, Parer was in Sydney—running, of all things, a grocery shop at Edgecliff. But within a few months he was at sea again in northern waters, as chief engineer on a military ship.

After the war Parer worked for the New Guinea Department of Public Works salvaging wrecked ships and picking up stranded Japs along the coasts.

At one time he was on a small boat up the Fly River when the stove and scrub turkey that was cooking on it caught alight.

When the fire spread, everyone dived overboard, but Parer stayed put, threw both stove and turkey overboard, and muffed the fire.

Then he pulled stove and turkey out of the river with a wire line, dried both, recooked the turkey and ate it.

Prospecting again

Later, he prospected up the Sepik and again at Wau.

In the early 1950's Parer was nearly burnt alive when he was trapped under an exploding utility in Queensland.

He received shocking third degree burns to most parts of his body and spent nearly three years recovering.

In 1955, he ran a tourist launch from Heron Island to Gladstone, Queensland, and then tried trawling and pearl fishing in Torres Strait.

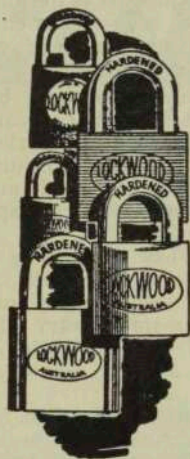
From time to time he was back in New Guinea in small ships. He left for the last time in 1958, and settled on about five and a half acres of farmland near Brisbane.

He used to tell friends he was "growing rocks" when they asked him what he hoped to farm there.

Parer was twice married. He is survived by his 19-year-old son Michael.

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From the Islands Press

BITAIN'S continued contributions to advance Fiji's economic and social welfare emphasise the apparent indifference of official Australia to the colony's condition.

Britain is at the opposite side of the world, and the calls upon her for help—especially from present and former parts of her once widespread empire—are endless.

Australia is within four hours' flying time of Fiji. The Australian investment in Fiji is huge.

In terms of defence, and of political conditions in the South Pacific, the future of Fiji is of immensely more importance to Australia (and New Zealand) than it is to Britain. . . .

Australia, by her size and wealth, and the spread of her trading operations—and whether she likes it or not—must accept a large measure of responsibility for the future welfare of the South Pacific countries.

The Government of Fiji is keenly aware of this situation.

It seeks closer relations with Australia, on a basis of mutual friendship and goodwill, in the fields of politics as well as economics; but if apparent Australian official indifference towards the colony's problems continues, it is not inconceivable that steps may be taken or contemplated, which will hurt Australian interests in the fields of commerce and finance.—*Editorial in "The Fiji Times," Suva.*

GOVERNOR H. Rex Lee is leaving American Samoa on Monday, July 24, for the last time. It is to be hoped that in this moment of parting American Samoans recognise something of what they owe him.

Throughout his term as Governor, Lee has been praised and admired throughout the rest of the Pacific and in America for his strength, vision and drive. Most people within the territory also acknowledge these points.

It is certain he has made mistakes. . . . But he has also got results.

During his six years here, we have seen better air and ocean communication developed, better

roads have been built, much additional money has been poured into the territory to pay for new housing, sewerage and electrical schemes, a new hospital, a rebuilt police force and judicial system, and probably the most important of all—an extensive and revolutionary form of education by television.

Great political steps have been taken. The Samoan Legislature has been established and nurtured and guided; a modern constitution has been drawn up and much vital legislation has been sponsored and passed.

While this has been going on, new industry has been attracted and we have seen the beginnings of a local tourism industry which could possibly provide American Samoa with a truly viable economy.

These measures and others have resulted in a surge of prosperity throughout the community resulting in an improvement in living standards and general awareness here that American Samoa is finally going some place.—*Editorial in the "Samoa Times," Apia.*

A YOUNG man is reported as missing from Makin in the Northern Gilberts. Aged about 16 years, he apparently got drunk and decided to run away to sea in a "borrowed" sailing canoe on June 23. The Police and Marine Departments have been alerted, but so far the missing man has not yet been found.—*News item in "Colony Information Notes," Tarawa*

ALTHOUGH Samoa has gained its independence, the representatives of the people still do not run the country. The country is still in the grip of certain interests who wield tremendous and often hidden power.

One of the more powerful of these interests is the Bank of Western Samoa whose policy is still controlled by the Bank of New Zealand and dictated from Wellington, and which policy can, in certain instances, be shown as clearly inimical to the best interests of Western Samoa.

To a very large extent, the

manager of the Bank of Western Samoa has more influence on the economic well-being and rate of progress of this country than the Prime Minister.

The fault lies with Samoa's politicians and leaders. They have had six years of independence to know the limitations of the bank; they have been told by United Nations economists that the bank was ignoring the real needs of the country.—*Editorial in "Apia Advertiser," Apia.*

THE Minister for Territories, Mr. Barnes, could be wide of the mark when he talks of independence for Papua and New Guinea in 20 years.

It may be that the fervor and extent of moves for self-government—and independence—among native people are being underestimated.

The strength of this fervor will only be known when the line-up of native Members is studied after the House of Assembly elections early next year. In any event it seems unwise for anyone to talk about precise dates for independence at this stage.

There seems no reason for the Government to switch from its stand that independence will be granted as soon as there is real evidence that the people as a whole are ready for it.

While no-one wants premature independence, it is to be hoped that everything possible will be done to encourage territory development so that the people can achieve stable self-government and independence, or some other negotiated arrangement, without unreasonable delay.—*Editorial in the "South Pacific Post," Port Moresby.*

ON Tuesday while at Cam's waiting to be "hairdressed", Monica Smith poked her head out from under a dryer to tell us how "browned off" she is about the fact that the films for the Rawson Hall talkies have been offloaded on the last three planes. Surely, films for entertainment of the people would not take up much room on an aeroplane?

We understand many viewers were turned away with disappointment on Monday night after braving the wet to see "Peyton Place", which didn't turn up on the plane!—*Item in the "Norfolk Islander."*



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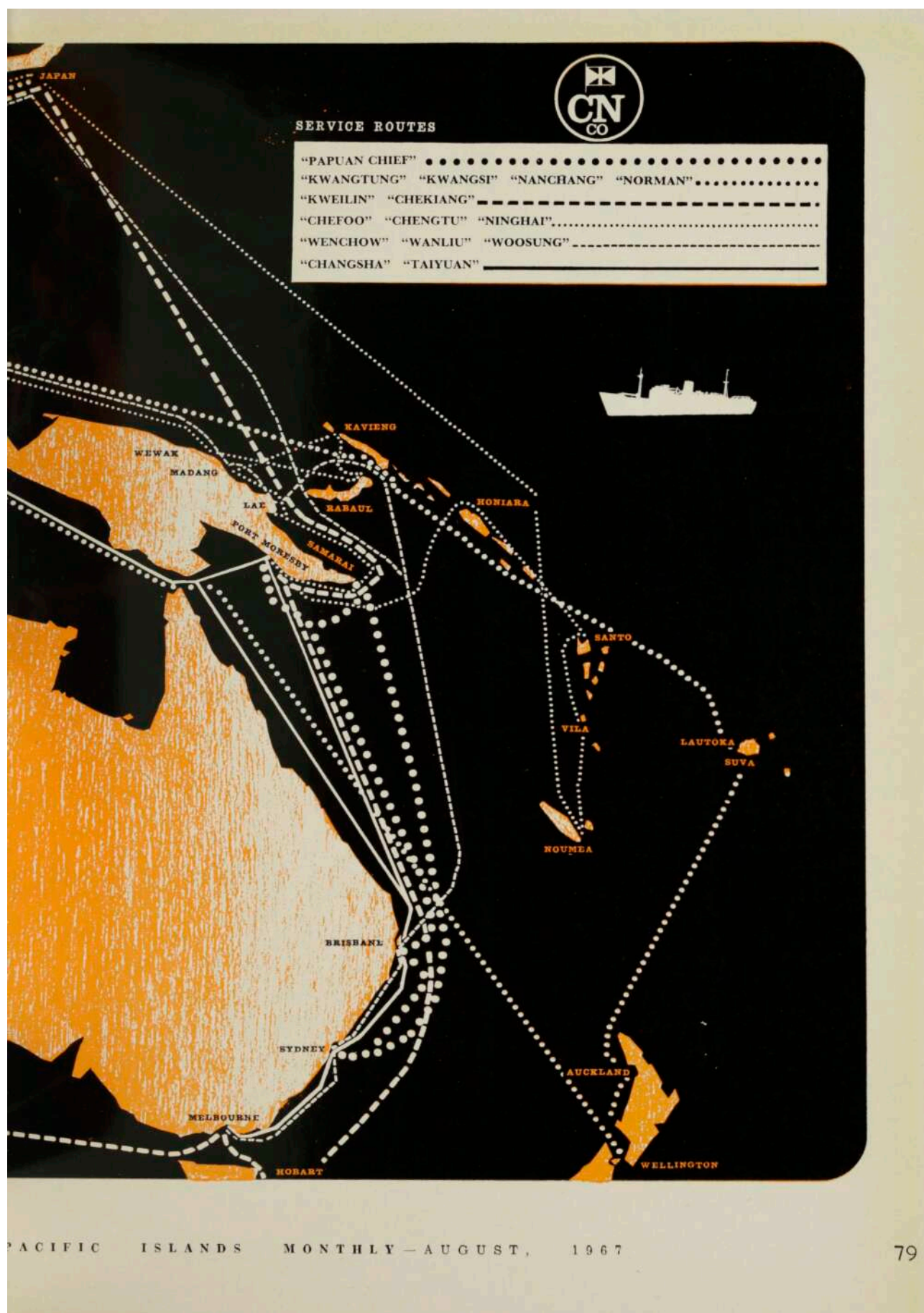
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Monthly*

MAGAZINE SECTION

A TIME TO REMEMBER

**It's now
25 years
since...**



● Dead Japanese lying half-buried in the sands of the beach after the Battle of Alligator Creek in which the Ichiki force of over 900 was annihilated.

GUADALCANAL, 1942

From a special correspondent

The Japanese engagement in World War II lasted for three years and eight months—eight months of brilliant success and breathtaking expansion, followed by three years of unremitting defeat and withdrawal that ended in Tokyo Bay. The turning point in Japanese fortunes came at Guadalcanal, where on August 7, 1942—25 years ago this month—the 1st Division of the US Marine Corps, commanded by General Vandergrift, landed to stem the thrust that threatened America's vital line of communication with Australia (vital, because America needed Australia for her ultimate offensive against Japan).

THUS began the six-month campaign on the jungle-clad, fever-ridden island bearing the code name of Cactus. The name was apt in the context of the thorny problems of supply at that early stage of the war, although to the Marines and the GI's who followed them the tangled undergrowth of the jungle concealing an adversary renowned as a jungle fighter was better described as "green hell".

One US war correspondent described it as "Passchendaele crossed with the Gran Chaco", and most of the Americans who fought there came away with memories of mosquitoes, ants and bugs of one sort and another. But it was the unceasing rain and wetness that apparently got them down more than anything.

"It was always raining," said Corporal John Conroy, USMC, who was evacuated with shell shock after six weeks on the 'canal. "We fought virtually afloat in our fox holes. You'd get wet one day and stay wet for the next three."

Untrained, untried

The conditions may have seemed worse than they really were, for the American troops were raw, untrained in tropical conditions and untried in battle.

But they held on until growing sea and air power enabled them to take the initiative and drive the Japanese from the strategically-placed island, beginning the long process of rolling back the Japanese.

In Honiara today—itsself a creation of the war—it is hard to imagine the horrors and discomforts of the war.

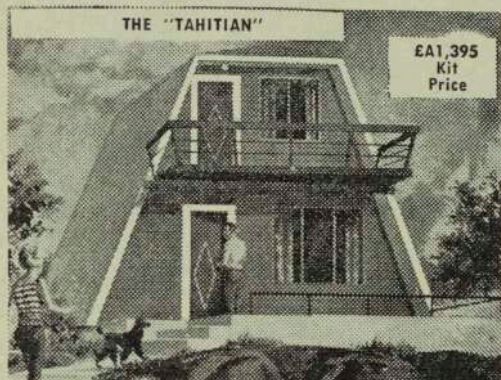
Business and government are conducted from air-conditioned offices, football and golf are played on the old battlefields, and malaria, the scourge which accounted for half the US casualties and about 9,000 Japanese deaths, is now largely eliminated from Guadalcanal, thanks to the WHO-BSIP malaria eradication campaign.

Who would guess that for two months the front line cut right through the present capital of the Solomons, extending from the present Hotel Mendana through Coronation Gardens to the power house and up Cruz Creek to Skyline Ridge?

Rather than suffer the heavy casualties that a frontal attack on the strong Japanese defences in that sector would have inflicted, General Patch held it with one division while with another division he swept the hinterland hills and hooked around to the coast at Kakambona, where he overran the Japanese 17th Army field headquarters.

But that offensive was right at the end of the campaign, when the Ameri-

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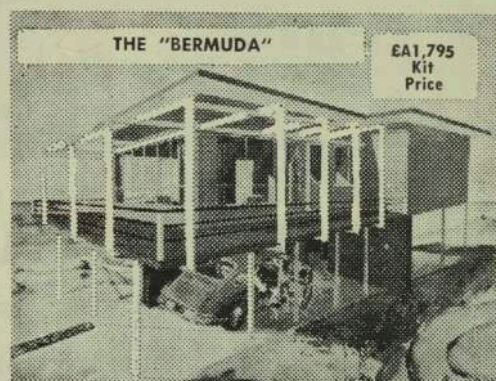
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Marines abandoned by carriers

an forces had wrested local command of the sea and air from the Japanese, and had built up their ground forces to a safe strength.

In the beginning the situation was exceedingly precarious, for the launching of the campaign was a rash job undertaken with a bare minimum of troops, ships and planes, and, as it happened, only half of the transported supplies.

The Japanese had occupied Tulagi (the pre-war capital of the British Solomons) since May, 1942, and had nearly completed a large airfield at Lunga Point on Guadalcanal when the American Marines landed on August 7. Tulagi and the adjacent small islands with a seaplane base were taken after two days of hard fighting, but the landing on Tenaru Beach, Guadalcanal, was virtually unopposed. The troops moved gingerly forward through what was described as jungle (actually it was Lever's Lunga Plantation, but admittedly unpushed for six months) and on the second day captured the airfield that was shortly to be named Henderson Field. The name commemorates a Marine Corps hero, Major Lofton Henderson, who was killed in the battle of Midway.

No large-scale ground fighting de-

veloped until August 21, when a Japanese force of over 900 reinforcements from Rabaul attacked the American perimeter at the mouth of Alligator Creek (also, but wrongly, called the Ilu River and the Tenaru River) and were annihilated. Their commander, Colonel Ichiki, committed suicide. History does not record whether the chosen weapon was a pistol or his Samurai sword.

Calamitous encounter

The first—and most calamitous—encounter with the Japanese Navy occurred on the second night after the landing. The Battle of Savo was only one of six major naval battles in the Solomons, but it is the best remembered because in a brilliant night attack lasting only half an hour, the Japanese sank four Allied cruisers (including HMAS *Canberra*) and escaped virtually unscathed. The US Navy admitted that it was the worst beating their ships had ever taken at sea, but worse was to follow next morning when the three US carriers covering the landing operation (from the Coral Sea side of Guadalcanal) decided that the situation was unhealthy and fled.

The commander's excuse was that



This Japanese AA gun in Lunga Plantation still guards Henderson Field, which today is Honiara Airport. The airfield was the key point to the Guadalcanal campaign.—Photo: Ted Marriott.

his ships were running short of fuel. But Morison, the official US naval historian of the Guadalcanal campaign, wrote that the three aircraft carriers were unlikely to suffer any more serious consequences from staying on than severe sunburn. An analysis by the American defence authorities showed that the carriers were not short of fuel.

Anyway, the aircraft carriers abandoned the 1st Marine Division to its fate on Guadalcanal with only 30-days' supplies and half the cargo transports unloaded. It was not till the glorious Battle of Guadalcanal (November 13 to 15), and, ironically, after the loss of three US carriers in Solomons waters, that the US Navy redeemed its honour, and success in Guadalcanal became assured.

Keypoint

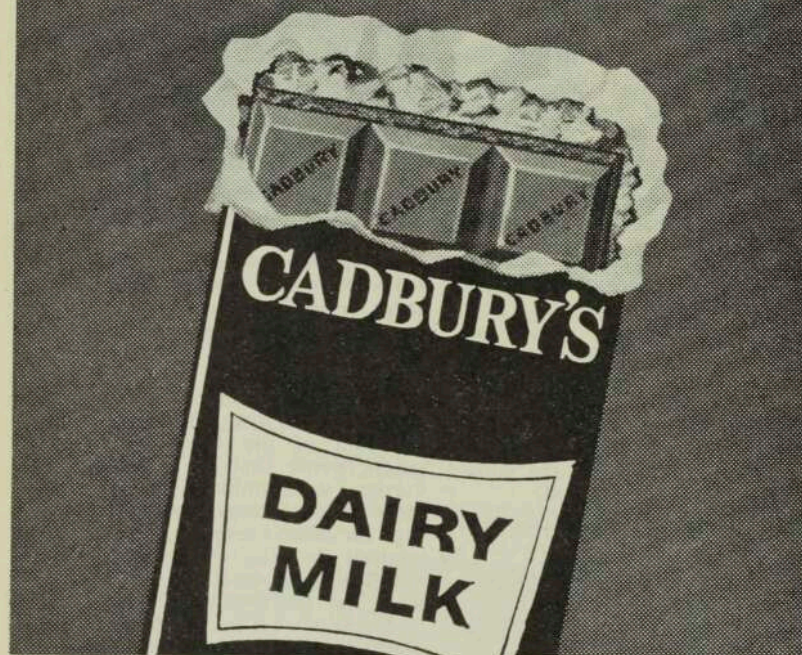
Henderson Field was the keypoint to the Guadalcanal campaign, but although Admiral King had listed it as a prime objective for the US invasion force, its development as an offensive weapon was completely neglected in the early planning of the campaign. Thus it was that although the Americans held Henderson from August 8, for lack of ground installations at the airfield—ground crews, bomb hoists, refuelling, maintenance and repair facilities—they were unable to use aircraft to chase the Japanese garrison off the island and prevent reinforcement.

So they were committed to the miseries of a war of attrition. Mean-



The mouth of the Mataniko River, Honiara, as it is today. The Americans held the far bank, where Chinatown now lies, and the near bank was no-man's land, where many battles and raids were held. In one battle, the Japanese attempted to cross the sand bar at the mouth of the river with 12 tanks, but all were knocked out.—Photo: Ted Marriott.

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They were there

There are still four well-known people in the Solomons today who played important roles in the Guadalcanal campaign.

They are Vouza, the headman of Roroni village, who won the George Medal and American Silver Star for great bravery and loyalty to the Allies in the face of severe torture when captured by the Japanese; William Arthur (Bill) Bennett, assistant broadcasting officer with the Solomon Islands Broadcasting Service, who was an assistant to Coast Watcher D. G. Kennedy; Silas Sitai, a Solomon Islands administrative officer, and Solomon Dakei, senior radiographer at the Honiara Central Hospital, who were both members of the BSIP Defence Force and had adventurous careers as guides and scouts for the American forces.

while, the Japanese built up their original garrison of 430 marines and 1,700 labourers to 30,000 troops, and the Americans increased their strength from the original 10,000 who landed at Red Beach, Tenaru, to a peak of 50,000 in January, 1943—after painfully gaining local control of the sea and fighting desperately (with the invaluable aid of the coast watchers' early warnings) to keep their few aircraft at Henderson operational.

Airfield objective

The recapture of Henderson Field was the Japanese objective, and they came very close to achieving it in the Battle of Bloody Ridge (September 12 and 13). Colonel Merritt Edson's 1st Raider Battalion was only just able to hold off a fanatical Japanese assault on the low, grassy ridge on the outskirts of the airfield.

"The Jap attack began just after dusk," wrote Captain Harry Torgerson, USMC, who was present. "First they threw over huge calcium flares, which turned night into day. Then mortar shells, machine-gun shells and rifle fire as an accompaniment. Then came the Japs themselves—chanting as they marched, 'Banzai! Banzai!' They came on and on. They never stopped. The bodies piled up in heaps. When they broke through, bloody hand-to-hand battle ensued. It was a night of slaughter."

With one more breakthrough, the Japanese would have gained the en-

● Tenaru Beach, where the American forces landed on August 7, 1942.

tire ridge, and the way would have then been open to the airfield. With the airfield lost, the Americans would have lost Guadalcanal, and the whole Pacific strategy would have had to be recast. But the Marines held, and the day was saved.

The Marines were inspired by the personal leadership of their CO, Colonel Edson, who stayed with his troops all through the action, was nicked several times by bullets, and was later awarded the US Medal of Honor.

The action was the most critical of the whole campaign, for although there was to be another battle at Bloody Ridge the following month (when Maruyama sent 6,000 men from Kakambona through the jungle south of Mt. Austen to attack Henderson Field), and the battles on Mt. Austen, at Point Cruz and on the Galloping Horse Hills were all hard fights, success and failure were never so critically poised in the balance again.

Not only did the Japanese assault Henderson Field in two all-out ground offensives, but they pounded it unceasingly from the sea, from the air and from a battery of 150-mm howitzers safely placed near Kakambona, where they were out of reach



of the lighter US guns at Lunga Point. On the nightly raids of the "Tokyo Express", as the Japanese warships sailing down "the slot" from Rabaul came to be known, Henderson would be subjected to a systematic bombardment with everything up to 14-in guns. Then, while the Tokyo Express sped away to safer waters before dawn, "Washing Machine Charlie" would drone overhead, dropping the occasional flare or bomb—enough to keep the American troops in their mud-filled, mosquito-ridden slit trenches.

When daylight came, "Pistol Pete" at Kakambona would begin firing on Henderson every 15 minutes, and by mid-day the massed air raids from Rabaul would begin arriving. Henderson Field was eventually knocked out of action on October 14, but the adjoining Fighter I airstrip had by then been partly built and served until Henderson was made operational again by the resourceful Seabees a week later.

Heavy bombardment

On the worst night Henderson was hit by 914 rounds of 14-in. high explosive that left the airfield a sea of flames. "Next morning," remarked Sir David Trench, who was present, "the ground was littered with the purple-stained base plates that looked like giant tiddleywinks."

Ordinance men, the scrap-metal merchants and souvenir hunters have removed many of the old war relics, but the hills behind Honiara are still littered with shrapnel, an occasional bomb explodes when someone is burning off in his garden, and only recently a skeleton was found sitting against a tree close to a crashed Bell Aircobra fighter plane on the outskirts of Honiara. One big bomb disposal job remains at Hell's Point ammunition dump at Lunga, where Australian Army Engineers worked for three years but left an estimated 15,000 tons of high explosive still buried and grown through with the roots of trees. Sappers from the Royal Engineers are beginning work again on a section of this clump to enable Henderson Field to be lengthened sufficiently for jet aircraft, but while plenty of first-class agricultural land is available on the north Guadalcanal plains, no one is anxious to clear the main part of the dump.



Much of the action in the Battle of Guadalcanal took place in the vicinity of Honiara, which did not exist in those days. The Americans landed at Tenaru Beach (not seen at left in picture) and captured Henderson Field and Lunga Point. After several battles in that area, the Japanese landed reinforcements near Kakambona (extreme right). From there, they attacked the Americans at the Mataniko River and Kola Ridge (to the left of Point Cruz, foreground) and also marched inland, skirting the town site, to attack Bloody Ridge, the key to Henderson Field.

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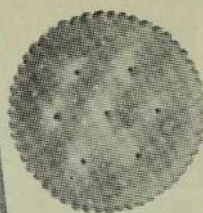
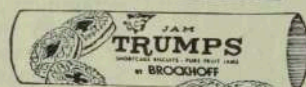
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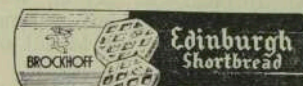
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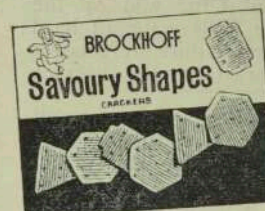
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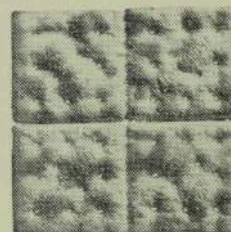
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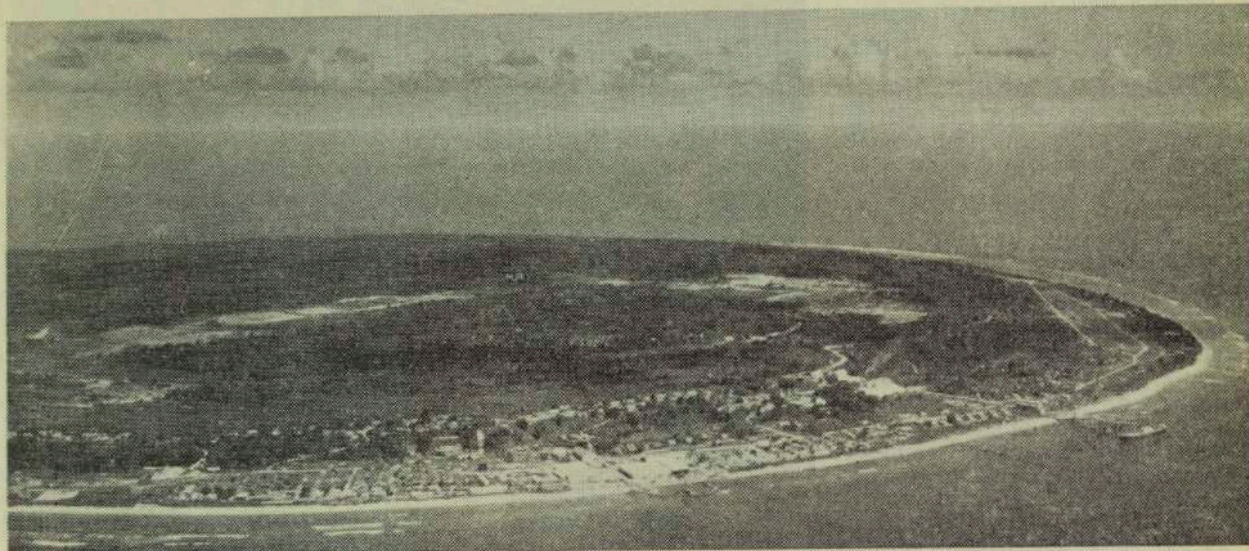
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AUGUST, 1967 — PACIFIC ISLANDS MONTHLY

● One of the best known stories in the history of the South Pacific is that of Will Mariner, the young crew member of the British privateer "Port au Prince", who was stranded in Tonga for four years from 1806 to 1810 after the Tongans captured the "Port au Prince" and burned her to the waterline. Mariner's story is well-known because a book was written about his adventures after he returned to London. Here is a story of a similar kind about which no book, or even an article, has previously been published . . .



THE STRANGE STORY OF NAURU'S WILL MARINER

By ROBERT LANGDON

In mid-May, 1803, when the Royal Navy ship *Buffalo* was sailing from Sydney to Bengal, she put into New Caledonia for water and there discovered a beautiful harbour, near the present capital of Noumea, which her captain called St. Vincent's Bay after the First Lord of the Admiralty.

THIRTY-THREE years later, another HMS *Buffalo* sailed into St. Vincent's Gulf, South Australia—another body of water honouring the same Sea Lord—and deposited on the gulf's shores South Australia's first Governor, Captain John Hindmarsh.

The coincidence of two ships called *Buffalo* sailing into two places called St. Vincent 33 years apart is, on the face of it, not particularly remarkable.

But the recording of it is, in fact, probably as good a way as any to introduce the extraordinary story of Ernest Milner Hindmarsh Stephen, who was "dumped" on Nauru in the 1870's at the tender age of 13, and who lived there for many years as a trader and government interpreter.

Ernest Milner Hindmarsh Stephen was a great-grandson of Captain (later Sir) John Hindmarsh, of the *Buffalo*, and the primary reason for his arrival in Nauru was that his father was manager of a nickel mine in New Caledonia, probably somewhere near the bay which the captain of the first *Buffalo* called St. Vincent.

Strong point

How E. M. H. Stephen's father came to be managing this mine is not stated in the records that I have seen, but I do know that geology was a strong point in the Stephen family, and that more than one of its members earned his living by it at one time or another.

● Nauru from the air.

But the Stephen family made a name for themselves in other ways, too.

James Stephen, Jr., for example, was Permanent Under-Secretary at the Colonial Office about the turn of the 19th century, and his son John (1771-1833) was a judge.

John Stephen, who married a girl called Sibella Milner, migrated from England to Australia in 1824, and before long at least two of his sons had made their marks there.

One son, Alfred, became Crown Solicitor in Hobart; and another, George Milner Stephen (who inherited his mother's maiden name) had a notable career as a public servant, legal practitioner, geologist and faith healer.

While working as a commissariat clerk in Hobart in 1838, George Milner Stephen was appointed Advocate-General and Crown Solicitor of South Australia by Governor Hindmarsh, of the *Buffalo*. And in 1840, he married the Governor's daughter, Mary.

In 1841, this same Stephen, having returned to England, was elected a member of Cornwall's Royal Geological Society, and a short time later he went to Heligoland as secretary to his father-in-law, who, having been recalled from South Australia, had

- The Nauruans had little to wear but their own grass skirts when this picture was taken some time after the Germans annexed Nauru in 1888. Until 1914 when it was captured by an Australian force, Nauru was administered as part of Germany's Marshall Islands Colony.

been appointed Governor of that island.

In 1846, G. M. Stephen returned to Australia, where he led such a full and variegated life that several columns are needed to describe it in the new *Dictionary of Australian Biography*.

Berth in ship

The *DAB* does not say how many children G. M. Stephen had, but one of them was Ernest Henry Hindmarsh Stephen, manager of the New Caledonian nickel mine mentioned above.

E. H. H. Stephen, a former lieutenant with the Royal Navy, was friendly with a Captain Champion, an American, who was skipper of the schooner *Venus*. The pair often met at one of Noumea's hostels.

At one of these meetings, Captain Champion suggested that his friend's son, then aged 13, should accompany him on a voyage to the islands to gain experience of the world.

E. H. H. Stephen agreed to this proposal, and so young Ernest Milner Hindmarsh Stephen (whose second and third Christian names betokened his ancestry) was given a berth in the *Venus*.

The *Venus* called at various islands picking up cargoes, and eventually reached Nauru. By the time Captain Champion had taken on another cargo there, he had a full ship, and it was impracticable for him to return to Noumea to deliver young Stephen to his father.

The skipper discussed his problem with various traders ashore, and one of them, named Michell, suggested that he should leave the boy with him, and that Captain Champion could pick him up and take him back to Noumea on his next trip.

Captain Champion, however, never returned to Nauru; nor did he go back to Noumea. So young Stephen was obliged to settle down on Nauru; and his father in Noumea was left wondering what had become of him.

Nauru in those days was well away from the tracks of most ships. Its vast phosphate deposits were still undiscovered. And no European Power had taken the slightest interest in it.

The few Europeans who lived on the island were ex-sailors who had jumped ship. Some of them, like



Michell, a Cornishman, had become traders. The rest were simply beach-combers.

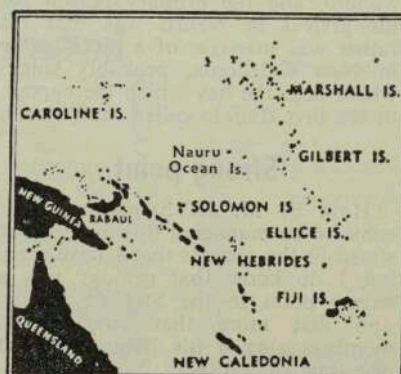
As Michell was illiterate, young Stephen was useful to him in his store, although there was precious little to sell in it.

All the stores were alike in this respect, for their owners were far more interested in obtaining spirits from passing ships than in the more essential commodities. Generally, their only trade goods consisted of tobacco, axes and any kind of gun the traders could get their hands on.

Some traders encouraged deadly feuds between the various Nauruan clans, and the Nauruans built up an enormous stock of arms. Life, otherwise, was monotonous.

Being on the Equator, the sun rose at 6 a.m. and set at 6 p.m., and as there were no lamps and plenty of mosquitoes, the evenings without a moon were very quiet affairs.

Coconuts and fish were the staple diet—most of the fish being eaten raw.



If a pig, dog or chicken was killed for a change of diet, the fire to cook it was lit by rubbing two sticks together.

The Nauruans did not wear clothes in those days except their own grass skirts, and they were always friendly towards the Europeans.

If any trouble did occur between the Nauruans and the Europeans, it was generally the white men's fault.

Fatal affrays between the two races were almost non-existent. The only one that occurred in Stephen's early years on the island involved his "protector", Michell, who shot and wounded two Nauruans in a drunken quarrel over a woman, and was shot dead by the Nauruans. This occurred in 1883.

Stephen, by this time, was a strapping lad of 17, who had lived in Nauru for four years and had become thoroughly familiar with the Nauruan language.

Meanwhile, his father had been making inquiries about him all over Australia and the Pacific, but it was not until he had been on Nauru for eight years that Stephen Sr. learned from someone on the Islands trading vessel *Archer* that there was a young man on Nauru who might be his son.

Father, son reunited

Some time later, Stephen Sr. sailed to the island to investigate the story for himself, and he found on his arrival that his son had married and had three small children.

The elder Stephen therefore decided to settle on Nauru and give his son and family the benefit of his

education. He died of a heart attack about four years later.

Meanwhile, Nauru had been annexed by Germany following an agreement in 1886 between the Foreign Ministers of Great Britain and Germany to divide the islands of the Western Pacific between them.

The German flag was hoisted on Nauru on October 2, 1888, by Commissioner Sonnenschein, representing the Imperial German Government, who arrived at the island in the gunboat *Eber*.

Young Stephen, who was then 22, recalled the *Eber's* visit 30 years later in an article he wrote for the *Rabaul Record* of September 1, 1917.

"They (the Germans) were here three days," he said, "during which time the natives were ordered to bring in all their guns, ammunition, etc., under penalty of having their principal men deported for life, if any guns, etc., were held back.

"In every other way the natives were treated very well, and none of the man-o'-war-men were allowed to take anything from a native without paying well for it.

"The commander punished a couple of sailors before the natives for doing so.

Interpreter

"As soon as Commissioner Sonnenschein landed, he came to me and asked if I would interpret.

"I was only too willing to do so, and was well recompensed for it. And though, during the years following, nearly all the traders became naturalised Germans, I never thought of such a thing, but I think I was always thought well of by the Government officials both here and in the Marshalls, being invited to all their German functions."

Stephen worked as an interpreter for the Germans throughout the 25 years that they were in control of the island. He also worked as an interpreter and overseer for the Pacific Phosphate Company, which began exploiting the island's phosphate on May 20, 1906.

If it had not been for Stephen, the PPC would probably not have been able to establish itself on Nauru as easily as it did, for he was one of the few Europeans ever to speak Nauruan with fluency.

Stephen was involved in the phosphate industry right from the start, for on May 28, 1900, when Albert Ellis, the discoverer of phosphate on neighbouring Ocean Island, arrived at Nauru on a prospecting visit, Stephen was called in to act as interpreter between him (Ellis) and the German District Officer, Herr Kaiser.

Ellis knew, even before he reached Nauru, that its geological formation was similar to Ocean Island's, and he therefore suspected that it probably contained phosphate as Ocean Island did.

When he called at the German District Officer's office to seek permission to prospect in the interior, he found that Herr Kaiser could not speak English, but through Stephen, Kaiser told him that there was nothing in the way of phosphate or guano on the island.

German warships, Kaiser said, had called at the island regularly with scientists, and they would have known if any such deposits existed.

Stephen, however, suggested on his

own initiative that there might possibly be some guano in the interior where there were many seabirds, and when Ellis expressed a desire to go there, no objection was raised.

After crossing 400 yards or so of flat sandy country, Ellis came to a geologically old formation in which evidence of phosphate was everywhere.

"One felt instinctively that the deposit existed over the whole of the elevated interior, and that it must constitute the largest deposit of high grade phosphate yet found," Ellis wrote 35 years later.

Such a deposit, before being exploited, naturally needed a far more intensive examination than



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Ellis was then able to make, so experts from his company paid several visits to the island between 1900 and 1906.

Among the first of these experts was the company's chemist, Alfred Stephen, who went to Nauru with Ellis and a consulting engineer, E. Danvers Power, in 1901.

Ellis and Co. hired a party of Nauruans to dig test holes and they engaged Ernest Stephen to act as interpreter.

On the second day, Alfred Stephen said to Ernest: "How do you spell your name?" When the latter told him, Alfred Stephen said: "You are my cousin. I was told by Uncle Evelyn Stephen that I might possibly meet you on Nauru".

Fruity melodrama

Melodrama—the fruity melodrama so beloved of the Victorian novelists—was thus enacted among the phosphate deposits of Nauru. The pair presumably shook hands, Stanley and Livingstone fashion, and that night Ernest took his newly-found cousin home to show him all the albums and the family Bible which his father had brought from Sydney when he arrived in search of him.

The two cousins remained in contact thereafter—Alfred taking care of Ernest's daughter May when she was sent to Sydney for schooling.

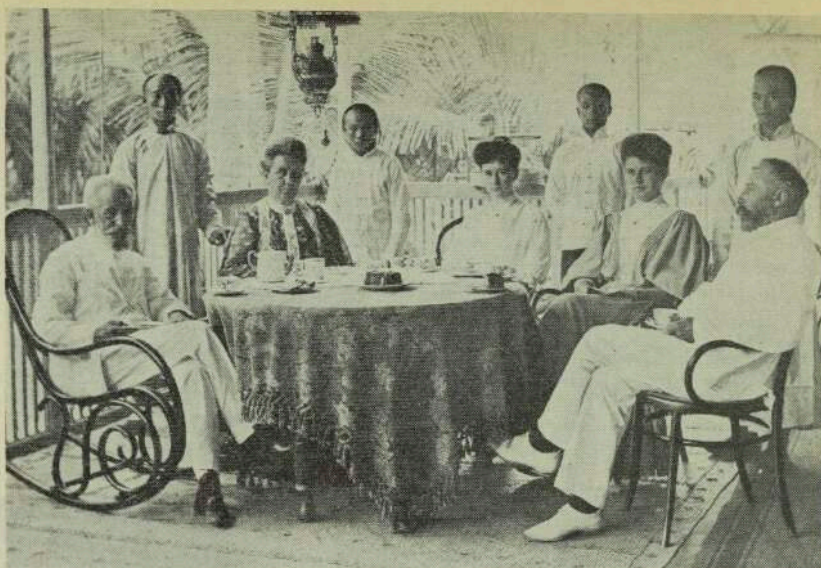
It may have been through the urging of Alfred Stephen, who was keenly interested in historical matters, that Ernest Stephen wrote his article for the *Rabaul Record* in 1917.

Students of Nauru's history, at any rate, are grateful for Ernest Stephen's excursion into journalism, for his article deals with a number of matters concerning the island which few people apart from himself were ever in a position to know and describe.

He said in his article, for example, that the name "Nauru" was not really the name of the island at all, but a corruption of the correct name, "Nawero", which the early traders could not pronounce.

"The Nauruan language," he went on "is absolutely distinct from any other in the Pacific Ocean, being, I would say, derived from nearly all the surrounding groups, there being many words of Gilbert, Caroline, Marshall and Solomons origin, the former being the only one to retain its original meanings. Nearly all words of the other groups still keep the pronunciation, but the meaning is different.

"It all goes to show that the inhabitants are descended from natives of these different groups, who have accidentally drifted here and inter-



For the leading lights in the Pacific Phosphate Company (for which Ernest Stephen worked as interpreter and overseer), life appears to have been sweet when this picture was taken in 1907. It shows (seated from left), Mr. A. H. Gaze, his wife, daughters Elsie and Ethel, and Captain Theet, master of the ss "Archer", which was chartered to carry phosphate to Australia. Mr. Gaze was the company's manager on Nauru.

married, so creating a perfectly distinct language.

"You can see a slightly different type of native on parts of the island, viz., to the south they have curly hair, but not woolly; on the western side their hair is very straight indeed, showing their Gilbert descent. On other parts they seem to be of more mixed blood."

Stephen thought the Nauruans were a fine race of people. They had little disease and both the men and the women were of fine physique.

Many of the women were "really pretty", with luxuriant hair and beautiful white, even teeth, of which they were very careful.

"You very seldom see a badly proportioned man or woman," he said, "and they always have a smile and greeting for everybody, that being the reason why the island is called Pleasant."

"Entirely different"

A little further on, however, Stephen said that "too much intercourse with white men and the missions" had made the Nauruans an entirely different type of people from that of their forefathers.

"All they think of is cheating the whites and getting all they can out of them," he said. "By going to church three times on Sundays, they think all their sins are forgiven and they start their rascality again on Mondays. Their religion is only skin

deep and is cast aside whenever the occasion requires. . . ."

Stephen, however, did not seem to think that there would be anything improper, if, at the end of World War I, the Australian Government took over Nauru's phosphate deposits (which he said were estimated to be worth £250 million) and worked them for themselves.

As it turned out, the Australian Government, in conjunction with the British and New Zealand Governments, *did* take over the deposits at the end of the war—after they bought out the Pacific Phosphate Company for £3,531,500, obtained a mandate over the island from the League of Nations, and established an organisation known as the British Phosphate Commissioners to work the deposits.

One of the officials who figured prominently in the negotiations leading to the new arrangement was the British Colonial Secretary, Lord Milner. He, in all probability, came from the same family as Sibella Milner, Ernest Stephen's great-grandmother.

I have been unable to establish when Stephen died, but it appears to have been within a few years of the publication of his article in the *Rabaul Record*. A son-in-law, Mr. Jack Mullins, who married Stephen's daughter May, still lives on Nauru.

Part of this article is based on material written by Mr. Mullins, which has been in *PIM*'s possession for some years.

Wallis Island, the tiny, isolated, seldom-heard-from outpost of France, 500 miles west of Samoa, was having a splurge of limelight 20 years ago this month. PIM reported that, following native unrest on the island, 11 Wallisians had been taken to Noumea by ship and imprisoned on Ile Nou, and the only British trader there, a Mr. Brabant, had been deported with his wife and two children. The king of Wallis had reportedly been deposed by the French for allegedly pro-British sentiments, and the French Resident had hastily returned to France.

OTHER items from PIM for August, 1947, were:

A QANTAS Airways Dragon Rapide Aircraft had crashed into a large tree while on a trip between Lae and Bulolo. The two passengers were unhurt and the pilot slightly injured. All spent what was probably a pretty worried night in the tree before a land search party found them next day.

A SMALL motor vessel, the *Rosalie*, was to start a monthly shipping service from Auckland to Norfolk Island and New Caledonia.

She was to carry general cargo to the islands and return with timber and copra from New Caledonia and fruits and vegetables from Norfolk Island.

TONKINESE from French Indo-China (now Vietnam) who had been brought to the New Hebrides by the French to work as labourers, were making themselves felt in the Condominium through a Tonkinese Commissioner, whose office in Vila's main street boasted a red flag and whose car carried a smaller version of the flag on its bonnet. Most of the 8,000 Tonkinese wanted the French to send them home, but no ships were available.

WHOOPING cough and influenza had caused several deaths on Rarotonga.

"Schools, churches, the cinema and all public gatherings have been closed for weeks," said PIM's correspondent. "Local shipping has been tied up, but official permission has now been given for shipping and public meetings to resume."

SUFFERING from beri-beri and tropical ulcers, Japanese soldiers were still turning up in

Yesterday

New Guinea. Three had been taken to Rabaul from Madang after hiding in the Bogadjim area since the war ended. One of them said he was a doctor and had built a large garden which grew root crops and fruits to feed himself and companions.

GIANT tree-climbing rats were in the news in New Guinea. Of several rare specimens collected by an old territorian. "Nep" Blood, one measured 34 inches. This included a rough-scaled tail which acted as a "climbing iron."

THE notorious New Caledonian bushranger, Gaston Dijou, was sentenced to five years' gaol in Noumea for terrorising the west coast of the territory, killing cattle, stealing fowls and molesting Asians. A charge against him of having attempted to kill a US military policeman was dropped.

THE New Hebrides were out of matches. A letter-writer to PIM said all matches for the territory were made in Melbourne, and these had missed the Burns Philp steamer which had arrived in Vila from Sydney. "I suppose the long-suffering population of these islands should be thankful that the New Hebrides are not included in the sphere of Timbaktu match manufacturers," he said.

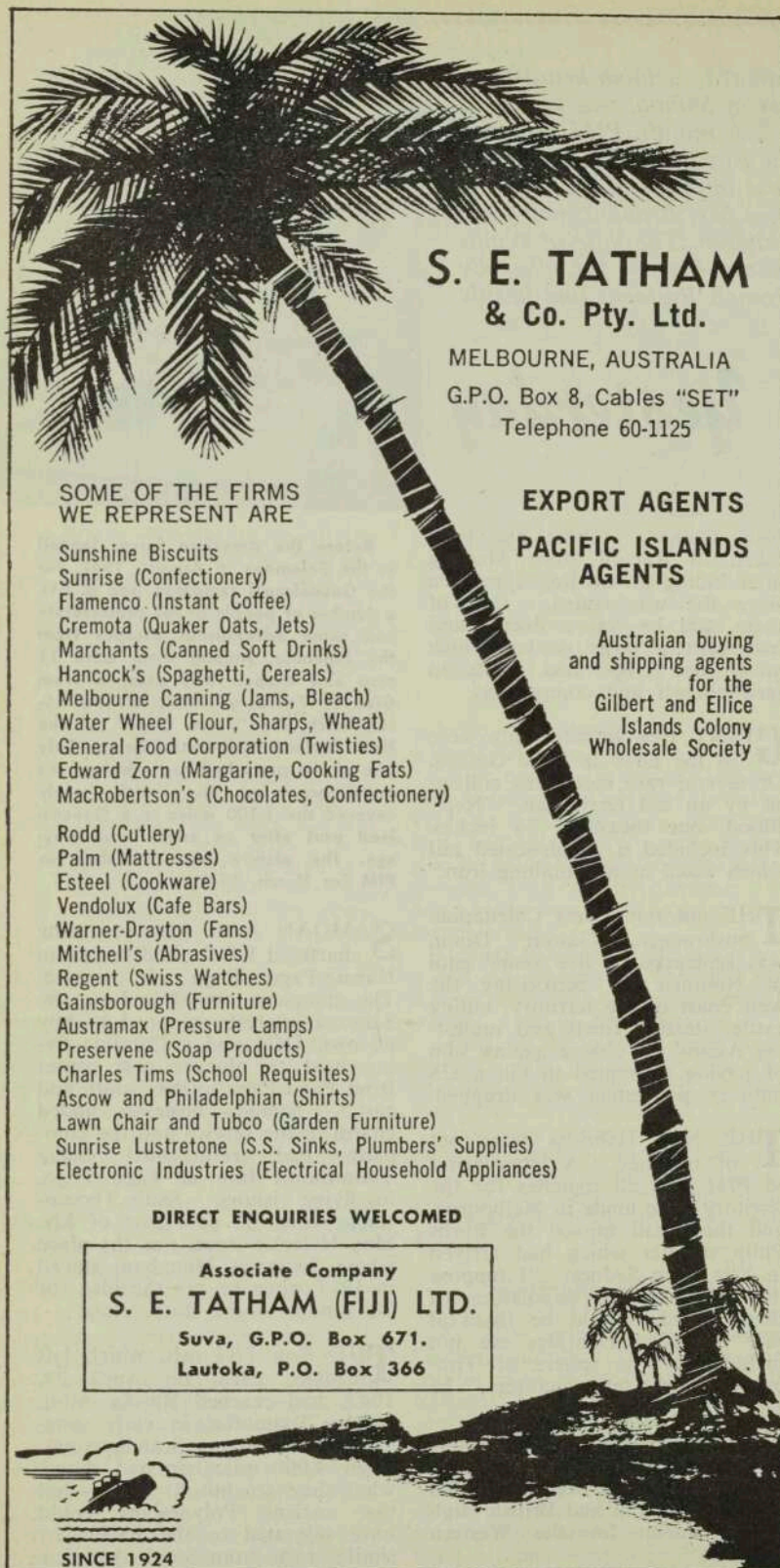
SIR Brian Freeston, Governor of the Leeward Islands, West Indies, had been appointed Governor of Fiji and British High Commissioner for the Western Pacific.



Before the American forces landed in the Solomons in August, 1942, for the Guadalcanal campaign (see p. 81), a number of people of the protectorate had some adventurous escapes from the Japanese. Among them were 11 men and women who escaped from Gizo in February, 1942, in this 19-ton ketch, the "Fauro Chief", of the New Zealand Methodist Mission. Only one of the party had had previous sea experience, but the ketch safely covered the 1,100 miles to a Queensland port after an adventurous voyage. The picture was published in PIM for March, 1942.

SAMOAN Area Airways, using chartered DC4's, had begun an Hawaii-Pago Pago air service. The company, owned and run by Samoan interests, planned to buy its own DC4 and a Catalina flying boat to pioneer new routes from Pago Pago to the "south and east." Samoan hostesses added charm to the service and the company had refurbished Sadie Thompson's Inn, at Pago Pago, for flying visitors. Sadie Thompson's, which is now part of Mr. Max Haleck's store, was the place where Somerset Maugham stayed in 1917 when he got the idea for his famous short story, *Rain*.

THE *Kon Tiki* raft, which left Callao, Peru, on April 29, 1947, had reached Raroia Atoll, in the Tuamotus, in early August, with six young Scandinavians. Their 4,000 mile trip had shown what they set out to show—that the ancient Polynesians could have migrated to the Pacific by similar rafts from South America.



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BOOK REVIEWS



Journalistic anecdotes of the islands

It's taken him a long time to do it, but Melbourne writer Osmar White, whose journalistic stamping ground just after the war was in the islands north of Australia, has now given us some of his reminiscences of that time.

HE devotes half of a new book *Time Now, Time Before*, to New Guinea, the Solomons and the New Hebrides, and the other half to South-east Asia, including Indonesia. The result is not incisive portage—nor is it meant to be—it is a collection of stories that often are no more than colourful anecdotes selected from a mass of material.

Mr. White does recapture some of the rough and ready atmosphere of New Guinea in the late 1940's, when Ma Stewart ran a pub at Lae, what had once been a barracks for army women, and when heaps of scrap metal bordered rutted roads.

Although Mr. White changes names, most Islands people will recognise his characters. His Solomons story deals entirely with an expedition he made to one of the outliers, and is in fact a character sketch, and in the New Hebrides he tells the story of the launching of the *Royal Harry* by the British Resident Commissioner, who wanted his own boat so as to match appearances with the French Commissioner, who had the *Marechal Foch*. The *Royal Harry* comes to disaster, but not without a lot of fun.

Pandemonium

The story of the *Royal Harry* is used to illustrate Mr. White's introductory contention that the "British and French metropolitan governments, following the proclamation of the condominium, saw to it that diametrically opposed policies were formulated and followed in such matters as native land alienation, labour laws and assistance to primary producers. They consistently selected two distinct types of administrators—men of pronounced Anglo-Saxon temperament and men of pronounced Gallic temperament—to preserve the

status and dignity of the partner powers with the backing of the machinery of the separate and joint authorities."

Mr. White continues: "With the effluxion of time, British commercial influence in the area waned and the expatriate population became predominantly French. This was all the more reason for the British to go to great lengths to assert their presence and to insist on exercising their legal and political rights. In the Pandemonium it was commonly acknowledged that an important part of the job of the British Resident Commissioner was to obstruct the French Resident Commissioner as far as possible, and that the job of the French Resident was to give tit for tat.

One-upmanship

"Under these circumstances, it is remarkable that the French and British communities nevertheless remained on tolerably good terms with one another, even in times of severe stress, and the rival Residents committed to a never-ending trial of one-upmanship were often if not always on cordial personal terms.

"Generally speaking, the French Resident Commissioner in later years did not have to try as hard as his British counterpart, for French nationals outnumbered British by five to one and controlled more than eighty per cent. of the economy. The uneven situation was usually reflected in the type of officer chosen to keep the rival flags flying on poles of precisely equal height.

"This was certainly true in the period during which Gabriel Feron and Gilbert Lyttelton held office. They were as different as chalk from cheese."

And thus Mr. White goes into his anecdote of the *Royal Harry*. This is a good example of his approach throughout the book, and



Stamp oddities

In 1951, Pitcairn Island issued an eightpenny postage stamp showing its new school (lower picture). But when, six years later, a new series was brought out, the stamp showed the schoolmaster's house (centre) instead of the school, as intended. However, the error was easily corrected — by changing the caption (top).

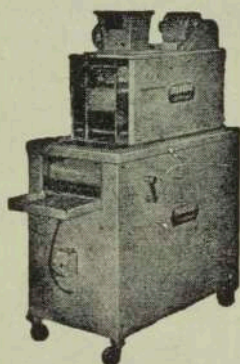
The story of the Pitcairn stamp mix-up is one of hundreds told in cartoon form by Monty Wedd in a 64-page book called "Stamp Oddities" (\$1), published by Review Publications Pty. Ltd., Sterling Street, Dubbo, NSW, 2830. From the same publishers also comes a new edition of "The New Zealand Stamp Catalogue" (46 pages) to coincide with the NZ's changeover to decimal currency. This costs 75c.

although it is all in good fun, most people, including Islands readers, will probably find more rewarding his stories on Indonesia and of Captain "Turk" Westerling, of brief notoriety.—SI.

(TIME NOW, TIME BEFORE. William Heinemann. \$4.75.)

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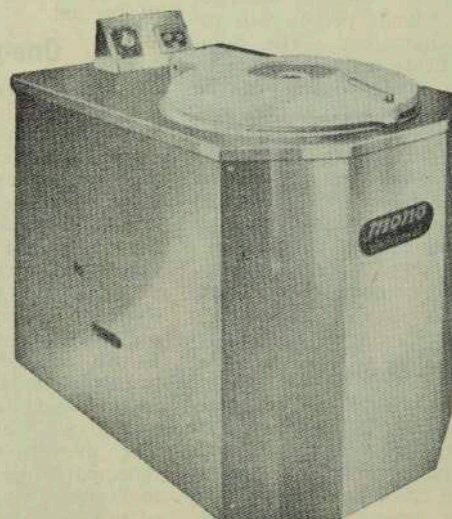
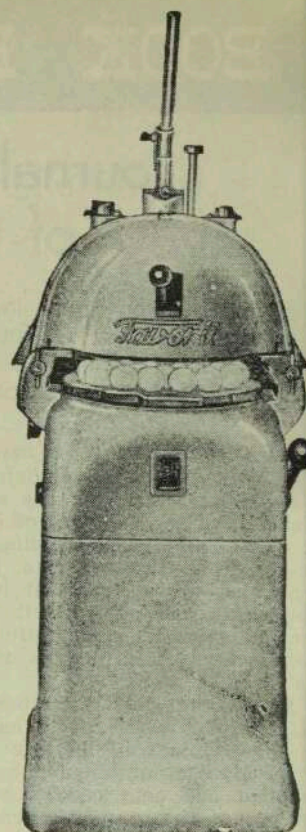
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● These women, of Funafuti Atoll, Ellice Islands, no doubt saw a good deal of Dr. Gerd Koch when he was tape-recording indigenous music in their archipelago between 1960 and 1963. The women are showing off some of their fine mats, fans, skirts and basketware.

A Topical Look At Tonga

Books on Tonga are still so rare that it is good to welcome a new one. Kenneth Bain's "The Friendly Islanders" adds to the general picture at a time when there is special interest in the kingdom and its newly-crowned king.

It is a lightweight picture of the day-to-day social scene in Tonga seen by a New Zealander who was for a few years secretary to the Government of Tonga.

This is a post to which colonial officers from Fiji have been traditionally seconded, and Mr. Bain is the first colonial officer to have written a book about the Friendly Islanders. The late J. S. Neill, former British consul, published his memoirs in 1955; and Basil Thomson's *versions of a Prime Minister*, published in 1894, is still available occasionally on the secondhand market.

Mr. Bain's book is closer to Thomson's entertaining work than to Neill's.

Perhaps because Mr. Bain is now in charge of the South Pacific Office, Suva (not to be confused with the South Pacific Commission) and thus continues to take an active part in colonial administration, his book makes no political predictions, or discusses any weighty economic problems.

We hear about Tongan picture dances, sport, whaling, Sunday observance, Tin Can Island, the usual tourist sights and that ever-famous London ride in the rain by Queen Maud. The most interesting chapter is on Queen Salote's death and funeral.

Mr. Bain's writing style occasionally falls into the pedestrian, especially when he gives us long quotations of dialogue. But anybody looking for topical information on the Tongan way of doing things will find it an attractive investment, if one perhaps would like to have seen more explanation attempted as to why Tongans do certain things.

But there are some rewarding passages, such as: "It is said with some truth that the Polynesian way of life is bound up in the three fundamental elements of human existence—birth, marriage and death. The contemporary observer might perhaps add a fourth—the auction sale. Occurring albeit spasmodically but, for the Friendly Islander, rather more frequently than the other three, the Tongan auction sale is Middle Eastern in the fervour, if not in the bargaining skill, of the participants."

"The Tongan lives domestically and financially for the day. At an auction sale, he lives for the moment—the supreme moment when he disgorge an outrageous sum for an unnecessary article and thus achieves that peerless but short-lived satisfaction of having beaten a persistent rival."

Most of the illustrations are Rob Wright's photographs.—SI.

(THE FRIENDLY ISLANDERS. Published by Hodder and Stoughton. \$4.60.)

GERMAN STUDY OF ELlice ISLANDS MUSIC SHOWS HOW

Reviewed by Sydney music critic CURT PRERAUER.

Die Musik der Ellice-Inseln (The Music of the Ellice Islands), published by the Museum für Völkerkunde, Berlin, is among the most important ever to come under my notice. It is strictly scientific.

ONE of its authors, Dr. Gerd Koch, spent some time between 1960 and 1963 in the Gilbert-Ellice archipelago and took on tape what he could find there of indigenous music. After his return to Berlin, his co-author, Dieter Christensen, subjected his 283 tapes to a musico-ethnological scrutiny.

As the most important cue which, we know, applies to the whole Pacific area—whether Australian, New Guinean, British, French, or American—Dr. Koch writes that, despite the fundamental changes which followed the Islanders' contact with Europeans, many examples of pre-white musical styles were still traceable.

We are thus now faced with the absurdity that a small Polynesian population, the Ellice Islanders, have had their music analysed under just that type of ethnological scalpel for which the Australian aborigines are still waiting. Indigenous Australian music, if analysed by the same method (the only scientific one) would fill a whole library while Mr. Christensen's volume runs to 146 pages (plus one 45 rpm recording) for an area of 22 square miles.

As Dr. Koch writes correctly: "Presumably it was the last favourable opportunity . . . for preserving irretrievable evidence for the future."

I have often driven home the necessity for this type of research for Australia and shall continue to do so.

But Australia's learned musicologists prefer playing around with Handel's and Bach's minor contem-



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poraries—or with learning the didgeridoo (as if you just had to learn the piano to understand the “Ar of the Fugue”) and strumming all sorts of Elizabethan instruments—while every day more aborigines are dying out, taking their aboriginal ethnological heritage with them into their graves.

While, according to Dr. Koch, the first white man probably came to the Ellice Islands in the 1560's, actual christianisation only began there about 1865.

Koch-Christensen's book, being not only scientific but also modern, abstains from that ready trap for mediocrity and ignorance, conjecturing.

We read facts, nothing but facts—and they're interesting enough never to be “dry”—and not only because the Pacific Islands are liberally surrounded by water.

Koch-Christensen give the exact circumstances connected with a melody—not only where they heard it, but whom they heard singing it, how old he or she was, and what the person said about the sources of the song.

“Very old” or “traditional” is absolutely unacceptable to them.

Songs are cryptic

Dr. Koch found through questioning that the songs deal with situations about which the words themselves give only a very cryptic idea. The actual event is often omitted.

Example: “My beloved child, carried him on my back. We went into the surf. What a woe for my child! No sound of his voice. Little little, little (he was)”. This is the song of a father whose child was washed away by a wave.

Koch and Christensen give, of course, a comprehensive view of every ethnological aspect (subdivision of songs into working, fishing, playing songs, etc.), not to speak of a most thorough musical analysis including a listing of the manner in which the singers sometimes were “out of tune,” etc.

The “instrumental” accompaniment consists of hand-clapping or beating on mats, or on slot-drums (with two sticks).

Summing up, I should like to say that *Die Musik der Ellice-Inseln* ought to become THE standard reference work on how ethnomusical research must be carried out—and for the whole Pacific Island area, not only Polynesia—but especially for the Australian aborigine—before it is too late.

r Children

THE CHIMBU, by Nancy Curtis

This is the story of a small boy who lives in a round house at the bottom of a tall mountain on the big Island of New Guinea. He has a father called Big Chimbu and a mother called Bigger Chimbu, and lots of little brothers and sisters. Nancy Curtis' story and inimitable drawings in colour and black and white provide a new and different book for children, and the first one to come out of the Territory. Price: \$1.95 Aust., plus postage, 8 cents British Commonwealth, 12 cents Foreign, \$2.50 U.S. posted.

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D AUGUST, 1967—PACIFIC ISLANDS MONTHLY

In one of the books of the late Aldous Huxley, I think it was, there is a delightful chapter or essay entitled "From Med to Mum".

IN it, the author described how he went on a long journey somewhere and took with him the "Med to Mum" volume of a well-known encyclopedia to read on the way.

Starting at the first page, the author worked his way conscientiously through articles on Medals, Medan, Medea, Medellin, Medford, Medici, Medicine, etc., until, presumably, he reached journey's end at Mummy and the Mumps.

One of the points he made about reading an encyclopedia in this way was that you could pick up a vast store of useful, and wonderfully irrelevant and unrelated knowledge, simply by turning the pages over. It was a good point.

Where else, other than in the pages of an encyclopedia, can you so lithely skip from a description of Numazu (completely useless knowledge to me) to a dissertation on Numbers, Numerals and Systems of Numeration?

Where else can you get from Taxation to Taxidermy simply by passing through Taxco (a town in southern Mexico)?

Magic carpet

The sheer magic carpetry of being able to move from one unrelated body of human knowledge to another (whether useful or not) is really so marvellous that, for me, it represents one of the best reasons there is for owning an encyclopedia.

There are plenty of other reasons, of course.

But whatever your reason is—and everyone must surely have a reason—it is desirable to be sure that the encyclopedia you own is as authoritative, broad in scope and up to date as you can get.

Who, after all, wants an encyclopedia in which the article on Numazu (a city in Japan) is out of date or of only doubtful authenticity? Who wants an encyclopedia that has nothing to say about Taxco?

I, personally, own a set of *Collier's Encyclopedia* (first published in 1951), together with the various updating year books that Collier's have issued since I bought it.

I had three main reasons for choosing Collier's work ahead of all other encyclopedias on the market:

- It was a brand-new publishing venture, which meant that all the articles (including those on Taxco

From Numazu to Numbers; Taxco to Taxidermy

Reviewed by ROBERT LANGDON

and Numazu) could be no older than the original edition.

- The list of contributors, both in numbers and authority, was most impressive.

- Every subject that I was familiar with was completely accurate and up to date.

I have had no reason to regret my choice. In fact, I can honestly say that, although I use the encyclopedia constantly and am probably a more critical reader of it than most people, I have never detected a single error of fact in it, nor even a literal error.

When, therefore, the Collier's people sent *PIM* a review set of the latest edition with the news that they planned to start marketing their work in the Pacific Islands, I was more than willing to volunteer for the job of reviewing it.

Collier's Encyclopedia, which is

revised annually, is now in 24 volumes (mine is in 20) and each volume contains some 750 pages. The whole work is a remarkably comprehensive and up-to-date summary of human knowledge, profusely illustrated and minutely indexed. The last volume, which contains the index, also includes a valuable bibliographic guide to further reading.

The publishers say that of the encyclopedia's 18,000 pages, changes have been made in 4,450 of them since the last revision; that 136 new articles and 230 new illustrations have been added; that 161 articles have been completely rewritten; and that 1,701 articles have been reviewed and updated.

I would not dispute these figures, for when I compared two or three volumes of the current set with the equivalent volumes in mine, I found more differences than resemblances in many articles.

CUMULATIVE INDEX TO PIM READY SOON

Plans to publish a detailed cumulative index to the first 15 volumes of the "Pacific Islands Monthly" (from August, 1930, to July, 1945) are now in hand. It is expected that the index will be available for sale about the end of the year.

The index, the result of nearly three years of part-time work, has been compiled by Mrs. Margaret Woodhouse, an experienced Sydney librarian. For writers, students, librarians and researchers, the index will be an invaluable and unique key to events in the South Pacific from the time of the Depression to the end of World War II.

Persons or institutions interested in acquiring copies of the index are invited to lodge preliminary orders now with Pacific Publications Pty. Ltd., Box 3408, GPO, Sydney, 2001. It is hoped to make copies available at about \$20 each, but the price will depend on the probable demand for the index when the volume goes to press.

An index to *PIM* for the period, August, 1945, to July, 1955, is now being compiled.

New material

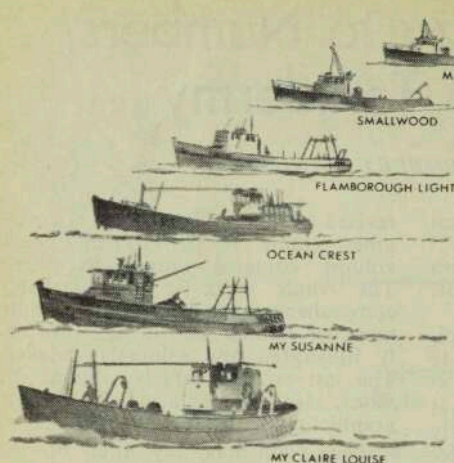
The article on encyclopedias, for example, has been expanded from half a column in my set to 12 columns in the new. The articles on electronics (not my kind of reading) seem to be completely new. And there is now a series of colour transparencies showing what an internal combustion automobile engine looks like that did not exist before, etc., etc.

Some 250 departmental editors and advisers, aided by an electronic computer, are employed in the never-ending task of revising the encyclopedia, which is the work of more than 4,400 specialist contributors. The contributors include numerous well-known figures, among them the late President Kennedy.

Contributors who are especially familiar in the Pacific Islands are Margaret Mead, Alfred Metraux, Harry L. Shapiro, James Ramsey Ullman, and the late Dr. Felix M. Keesing and his wife Marie.

The Keesings were the original authors of all the numerous articles on the Pacific Islands. But these have been thoroughly revised and brought up to date since the Keesings died.

So, too, I am glad to say, have those on Taxco and Numazu.



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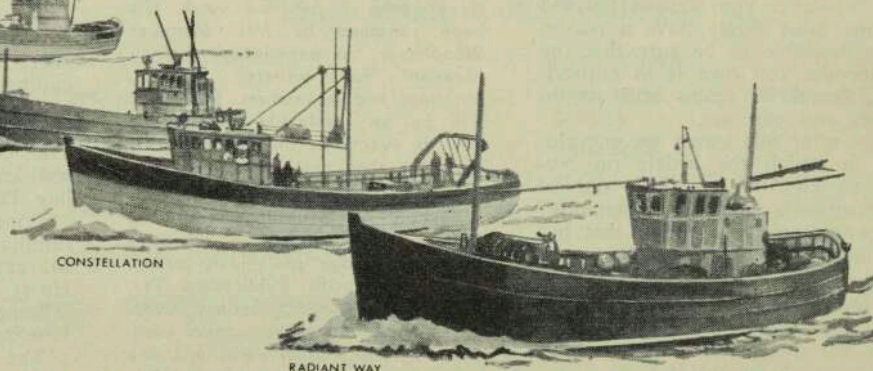
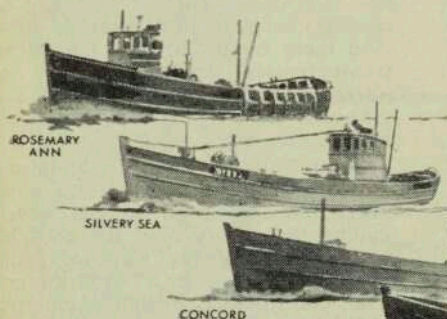
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Pacific Shipping And Cruising Yachts

The smallships harbour in Nukualofa was a busy place in July (see story, 3rd column).



WORK AT SAVAII "GOING WELL"

Following an inspection trip to Savaii early in July, Western Samoa's Director of Works, Mr. L. McQuitty, said that the clearing of the channel to the new Asau wharf was progressing "remarkably well".

HE said that following the blasting of the channel by a New Zealand Navy demolition team earlier this year, the dredge *Palolo* had cleared half the width of a 1,200 ft channel to a depth of 35 ft and was now working on the other half.

A new island is growing on the reef at Asau where the dredge is depositing sand and crushed coral from the channel.

Mr. McQuitty said that a bulldozer

would soon start working on this island to form a base for the Asau airstrip which will extend along the reef.

Mr. McQuitty said that a bulldozer scheme to be completed about this time next year.

Much depends upon the successful completion of this harbour. Apart from the need for a port from which to ship Savaii bananas, a provision of the Potlatch Forests Inc. agreement to develop the Savaii timber industry is that the wharf be completed.

Parliamentary approval to legislation allowing Potlatch to go ahead with its plans, involving the expenditure of millions of dollars, was expected in July and a formal agreement between Potlatch and the Samoan Government will be signed shortly afterwards.

Footnote: When the New Zealand Navy team blasted the channel at Asau, they set off the biggest explosion ever heard in Western Samoa. The team set off 28 bombs, spaced at 35-ft intervals, each ignited with four sticks of dynamite and exploded simultaneously. Dead fish rose to the surface after the blast, and the Asau people saw to it that none was wasted.

SEVEN YACHTS EQUAL TONGA RECORD

Traditionally, Papeete, Tahiti, is the magnet which draws cruising yachts together in large numbers in July. This year the coronation of King Taufa'ahau Tupou IV of Tonga provided another strong attraction for boats within the South Pacific.

The seven yachts which filled the small boat harbour and anchored outside during the week of the festivities at Nukualofa equalled the record for the number in port at one time. The yachts were *Mar Quesa*, *Ahea*, *Astrocyte*, *Ariadne*, *Trekka*, *Caprice*, *Fiddlers Green* and *Rebel*.

Further details about each yacht are given in these pages.

In The News This Month

Ahea
Sokula
Itape
Enzac, HMS
Ariadne
Esail
Astrocyte
Eligou
Caprice
Arrophyt
Ulpper I
Oroniel
awn Breaker
lamantina
lander
Fiddlers Green
Jacob Dan
Jacques del Mar
Jacques del Mar II
essie W
athleen

Kiki Maru
Kismet
Lukanuki
Mar Quesa
Merrywing
Moana Roa
Narhval
Palolo
Papuan Prince
Raili II
Rebel
Sirius, HMS
Spirit of Barbary
Ta'aroa
Talalagu
Trekka Caprice
Trident
Uluilakeba
YF 340
Zarathrustra
Zulane

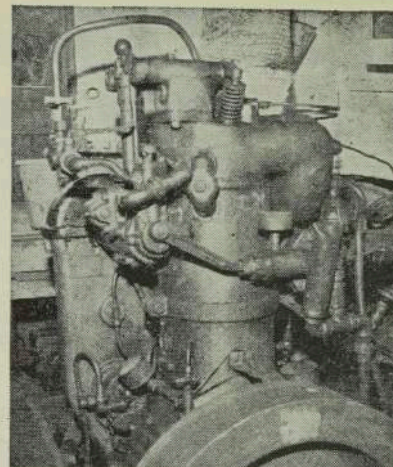
REPLACEMENT FOR "JACQUES DEL MAR"

The 1,379-ton passenger-cargo ship *Jacques del Mar* has been taken off the Sydney-Lord Howe Island-Norfolk Island-Noumea run and replaced by a bigger freighter.

The new freighter, *Jacques del Mar II*, was formerly the *Sletbay*. She was bought by the *Jacques del Mar*'s owner, Societe Maritime Caledonienne, Noumea, from the Skibs-Karlander Line, Oslo, for a sum "well in excess of £Stg.100,000", according to Sydney agents.

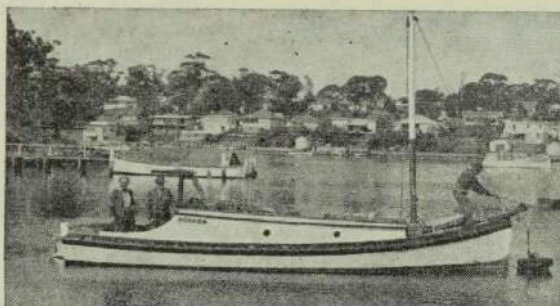
The new *Jacques* is 1,950 tons deadweight and has a cargo capacity

the man
who installed
this
CUMMINS
Diesel
44 years ago has
long since retired



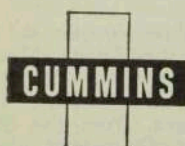
Around the Sydney coastline, this 44-year-old Cummins engine (Model 'F,' 7½ h.p.) still performs perfectly in the fishing boat 'Doreen' seen below.

but the Diesel hasn't!



Cummins Marine Diesels are built for a lifetime of reliable, efficient performance. Whether you cruise for pleasure or profit, Cummins-trained marine diesel engineers are on call to keep your engine in peak operating condition. Any time, anywhere, call on us for advice, maintenance, parts—and, in the years to come, a complete overhaul or rebuild.

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TO SEA IN A TUB

Fiji residents in July chuckled at the antics of a sailor of the Australian destroyer "Anzac", during the vessel's visit to Lautoka following the Tongan coronation.

Stranded on an outlying uninhabited island after a well-patronised dance on its beaches he paddled home in an ice box.

The happy tar fell asleep while the festivities were in full swing, and was overlooked by the organisers in the early hours of the morning when they left for the mainland a mile distant.

They did however leave for later collection a large ice box.

Waves that night were choppy through a strong south-westerly and running to four or five feet; no place for a 6 ft x 2 ft 6 in. x 2 ft 6 in. ice box, but he made it with the aid of some floats for a paddle.

Was his journey really necessary? Not really, as the destroyer's captain, having attended the shindig himself and knowing what sailors are, dispatched a launch from the ship to the island shortly before sailing time.

more than 2,000 tons, including freezer and cooler space. Her equipment includes two cranes and two sets of conventional gear.

Jacques del Mar II, under Captain Aile Savoie, left Sydney on July 1 on her first run to the Islands. The first *Jacques del Mar*, which had been on the run for 2½ years, left Sydney on the same day for Port Moresby, Lae and Madang. After Madang her future was uncertain as she has yet to be sold.

OPERATING LOSS FOR "MOANA ROA"

The *Moana Roa*, the New Zealand Government-owned ship plying between Auckland and the southern Cook Islands showed an operating loss of £NZ81,836 in the year ended March 31.

The operating loss has risen from £7,335 in 1962-63.

The *Moana Roa*, which is managed by the Government by the Union Steam Ship Company, suffers from uncertainty at times of return voyages and the limited extent of the service, a report of NZ's Controller and Auditor-General says.

The total loss in 1966-67, after allowing for insurance, depreciation, and interest on capital, was £177,138.

The report says that it is hoped to reduce the annual loss by £20,000 to £25,000 as a result of the freight and passenger rate increases levied from April, 1967.

NEW FISHING COMPANY TO START IN LAE

A new fishing company, which hopes to sell fish locally and also to export them to Australia and the United States, has been set up at Lae, New Guinea. The company has

a 50 ft \$50,000 trawler, *MV Lukunuki*.

The company, Huon Fisheries, is owned by Mr. Keith Bradley. New Guinea reports say his trawler will be launched in early August and will start immediately fishing for tuna and crayfish around Lae.

Mr. Bradley has set up a \$10,000 freezing works in Lae to handle the fish caught.

Meanwhile, the joint Australian-Japanese fishing company, South Sea Fishing Company, began fishing in Huon Gulf in July as part of its extensive survey of territorial fishing waters.

The company's mother ship,

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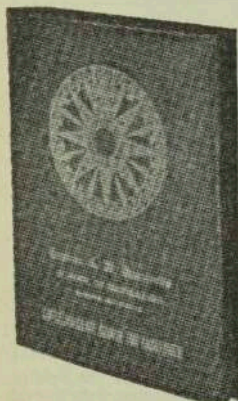
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NEW WHARF FOR RABAUL

The Australian Commonwealth Department of Works has called tenders for the first stage of a \$1.7 million overseas ships' wharf at Rabaul.

The department has called the tenders for the fabrication and supply of 1,000 steel piles estimated to cost \$200,000.

An officer of the department said in July the piles would comprise some 35,000 ft of 8 in. mild steel tube.

Tenders for the construction of the wharf to be erected at Shell Beach, would be called later this year.

The wharf would be the third major wharf to be built in Rabaul.

Upuan Prince, which made a survey of the Sepik and Ramu Rivers in June (PIM, July, p. 107), was reported in the Gulf with four small trollers.

About 47 men—16 Japanese, 25 New Guineans and six Europeans—were crewing the boats.

NEW TRAWLER FOR CRAYFISHING IN TONGA

A new company, Friendly Islands Traders Limited, has been formed in Fiji to use the 85 ft fishing trawler *Coromel* to catch crayfish in Tongan waters.

The company has a nominal capital of £F20,000 in 40,000 shares of 10/- each.

Coromel, which was bought by the company in June (PIM, July, p. 106) is expected to arrive in Fiji from New Zealand in late July.

The company hopes to handle about 100 tons of crayfish tails a year.

Suva will be *Coromel's* base. From there the tails, which will be snap-frozen on board, will be exported to the United States.

JAPANESE SHIP RUNS AGROUND IN PAPUA

Kiki Maru, a 2,842-ton Japanese cargo vessel, went aground on the Eastern Fields, a reef about 100 miles east of Port Moresby, in July.

The ship, owned by the Tokyo Shipping Company, freed herself the same day and sailed to Port Moresby for an examination of her hull.

She was on her way from Brisbane, Queensland, to Dampier, Western Australia, with a cargo of ore trucks when the accident occurred.

Divers at Port Moresby found buckled plates below the waterline on the ship's starboard side.

BIG JOB FINISHED AT RAKAHANGA

Islanders at Rakahanga (Cook Islands) have built a new causeway from the island's boat passage to the village road.

It is the biggest project completed in the Northern Cooks on a voluntary basis.

The causeway is 200 yards long, three feet high and 20 feet wide, and contains about 400 tons of gravel and sand and 100 tons of cement. All material was carried by hand.

P-N-G SHIPBUILDING CONTRACTS FOR \$214,757

The Papua-New Guinea Administration has awarded contracts totalling \$214,757 to four shipbuilders for the construction of four vessels for general purpose use in territory waters. This has been announced by the acting superintendent of marine, Captain W. J. Gibson.

(Over)

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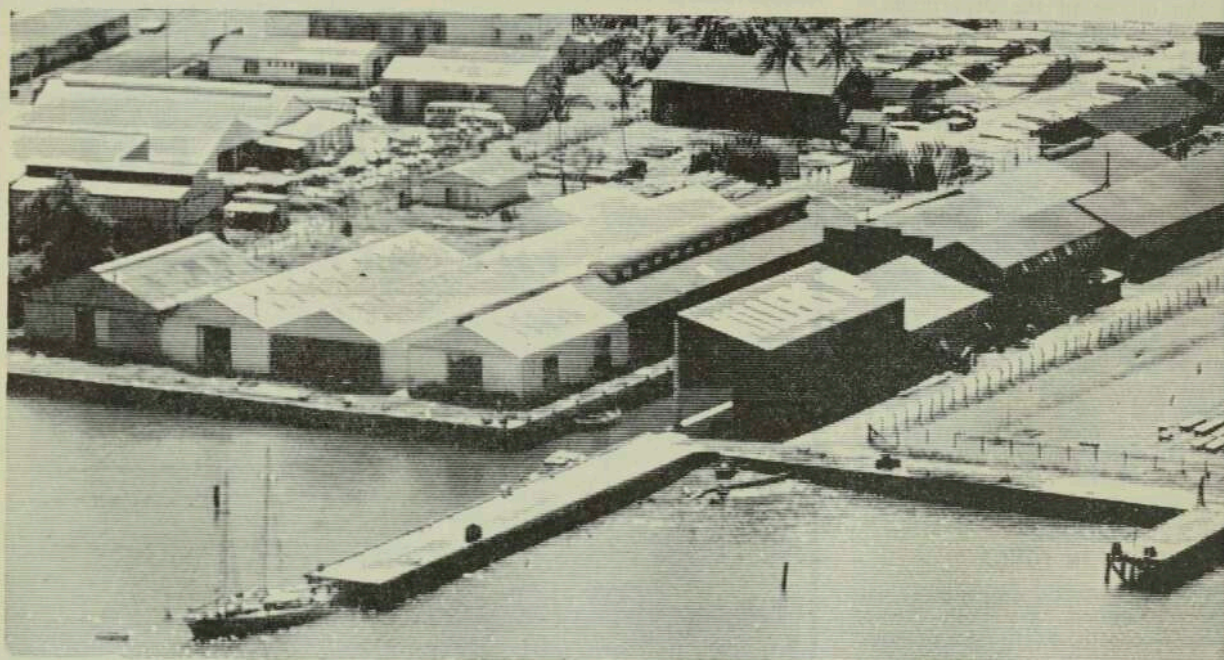
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NUKUALOFA WHARF NEARLY READY

Nukualofa's new deepwater wharf at Ma'ufanga, now nearly completed, will be in use before the end of the year. It is costing \$T1 million, half of it a loan from the British Government. The wharf will take the largest cruise liners. It is at the end of a long, two-lane road built across the reef. Installations include extensive cargo sheds. The wharf is well to the east of Nukualofa's present main wharf, and cruise passengers will need to take a taxi ride into town.



The shipbuilders are Toboi Shipbuilding Company Pty. Ltd., Rabaul; Bundaberg Slipway, Bundaberg, Queensland; H. Morris, of Brisbane; Capricorn Charters, of Maryborough, Queensland. The contracts cover the building of two 46 ft and 58 ft vessels.

Captain Gibson said the vessels could be used by Administration departments for surveys, patrols and general transport. The Administration fleet totalled 82.

In Rabaul, in June (*PIM*, July, p. 1), the managing director of Toboi Shipbuilding Company, Mr. Henry Bow, complained that the letting of some of the contracts to Australian companies might lead to more encroachments of his native employees.

ST LAUTOKA HARBOUR MASTER APPOINTED

Captain John L. Harrison has been appointed to the new post of Harbour Master at Lautoka, Fiji. He is 39 and went to Fiji in 1966.

In the past the functions of Harbour Master at Lautoka were in the hands of the senior Customs official in the area.

Captain Harrison had Royal and Merchant Navy experience before he joined Fiji's Marine Department.

Before the appointment to Lautoka, he was responsible for the Marine Department's hydrographic work.

NEW JETTY AND RAMP FOR PORT MORESBY

A new Port Moresby Harbours and jetty and ramp is expected to be completed by February, 1968, at a cost of \$220,000.

The chairman of the board, Captain G. A. Hawley, said this in early July.

He said the old Customs wharf had had to be reclaimed and possibly

a third transit shed would be built as well as the ramp and jetty.

The jetty would provide a landing point for tourist ships' tenders, the Gemo Island and Napa ferries, and small pleasure craft.

Public shelters and a large carpark would be built and an organised lighterage system would be started soon.

WELL-KNOWN CHANDLERS SELL RETAIL BUSINESS

W. Kopsen and Co. Ltd., of Sydney, which has been selling small-ship and yachts' fittings and equipment to the Pacific Islands for nearly 90 years, has sold its retail marine business.

The firm is to concentrate on the marketing and promotion of its marine equipment lines in Australia, New Zealand, the South Pacific and South-East Asia.

Kopsen will continue exporting boat and yacht fittings and marine engines to New Guinea, the Solomons, Fiji, New Hebrides, New Caledonia and both Samoas.

Wilhelm Gustav Kopsen, a Swede, founded the firm in 1878 in Fiji. When his offices were burnt down a few years later he moved to Sydney.

One of the present directors is

William Kopsen, 27, a grandson of Wilhelm.

FOR GEOLOGICAL SURVEY IN CORAL SEA

The Australian Navy's research vessel *Diamantina* left Sydney on July 12 to begin a geological survey of the Coral Sea plateau.

Scientists from the Lamont Geological Observatory, New York, were to join the expedition in another research ship at Townsville and co-operate with geophysics scientists from the universities of Sydney and New South Wales on board the *Diamantina*.

The *Diamantina* carries 30 tons of explosive which will be used to take readings on the layers of the ocean floors.

NOW HE CAN GO TO ROTUMA

Captain Don Wendt, of Suva, is the first local ship master to get an endorsement on his master's ticket, enabling him to take a ship to Rotuma, which is regarded as a foreign port.

Captain Wendt is master of the inter-island trader, *Uluilakeba*.

His previous ticket, called an "unlimited ticket", entitled him to take a ship of any size anywhere in Fiji, but nowhere else.

The recent examination, leading to the endorsement, which he passed, included celestial navigation, radar and ship master's business.

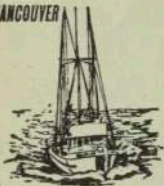
PATROL BOAT LAUNCHED FOR P-NG SERVICE

HMAS *Aitape*, the first of five 100 ft Royal Australian Naval patrol boats to be based at Manus Island with the Navy's Papua-New Guinea division, was launched at Maryborough, Queensland, on July 6.

Mrs. Paliau Maloat, wife of the

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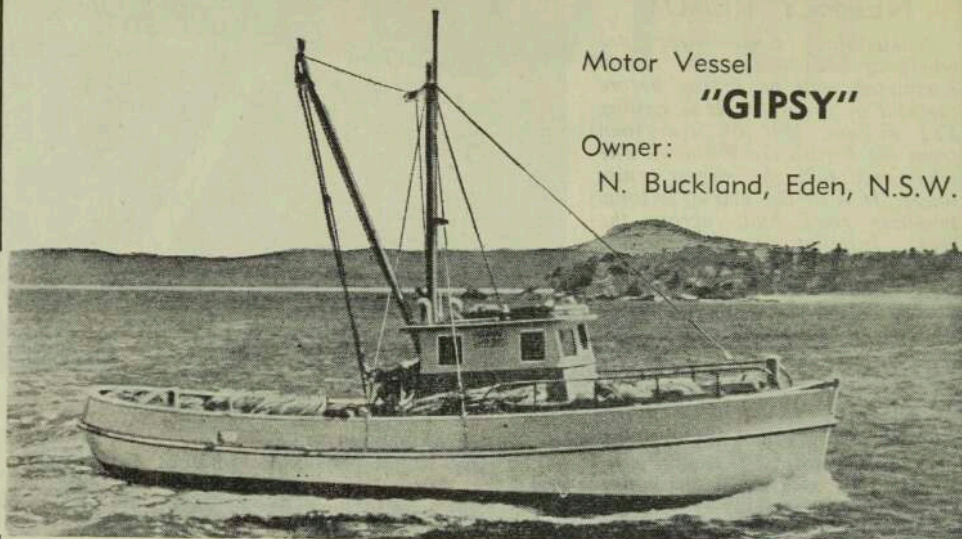
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member for Manus in the P-NG House of Assembly, performed the launching ceremony.

A second patrol boat, HMAS *Sail*, was to be launched at Brisbane on July 14.

Of 20 patrol boats being built for RAN, five have been assigned to P-NG division. The Navy hopes to train New Guineans to man the NG boats.

NEW SHIPS FOR AMERICAN SAMOA

Two new government vessels for American Samoa were expected to arrive at Pago Pago by September. Governor H. Rex Lee said at his staff conference in July.

They will replace the government vessel YF 340, which is due for major repairs.

Governor Lee said the new boats would be a 98 ft vessel, capable of 14 knots, to be used on the main run, and a 59 ft vessel, capable of 25 knots, for use largely around the island of Tutuila.

LAGOONS NOW OPEN TO SHIPPING

Lagoon passages to villages at Bara and Fulaga Islands in the Northern Lau Group of Fiji have been opened to shipping following testing by the Fiji Marine Department in July.

Captain Stan Brown, working on contract for the department, used 30 tons of gelignite over a 10-day period to clear the boat passages and to remove five large coral heads.

The clearing of the passages means the largest ships on the Fiji Register will be able to enter the lagoons.

FIJIANS IN DRUNKEN BRAWL AT BETIO

Members of the crew of the Fijian vessel *Ai Sokula*, which arrived at Betio, Tarawa, GEIC, on July 2 did not get much of a press from *Colony Information Notes*, the colony's weekly roneoed newsheet.

The crew staged a drunken brawl in the vicinity of the Betio Club on Friday afternoon," the newsletter said. "They were guests of the Betio Club until their behaviour got out of hand and after leaving the club they fought among themselves. They are all Fijians."

ANCHOR FISHED UP

Sailors on the inter-island trader *Uhulakeba* found an old anchor late June at Nabavatu, Lakeba, in the Fiji Group. The anchor is believed to have been lost by a sailing ship about 70 years ago.

The anchor is more than seven feet high and weighs between eight and nine cwt.

BRITISH WARSHIP "ATTACKED" AT UGI

When the British warship HMS *Sirius* arrived at Ugi Island, Eastern Solomons, on July 19 at the start of a three-day visit to the Protectorate, she was greeted by Pawa schoolboys in war canoes, who made a mock attack on her. The crew of the *Sirius*

threw thunder flashes overboard and the boys dived into the sea signalling "defeat".

Later the crew went ashore for a "peace" feast, sports programme, and an impressive display of traditional dancing in which spear-carrying schoolboys dressed as warriors daubed with mud and ochre "attacked" the visitors on two sides. The Ugi visit ended with a night rocket display by the *Sirius*.

The *Sirius* arrived in Honiara next day for a two-day stay.

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Rum
you're
wanting
say*



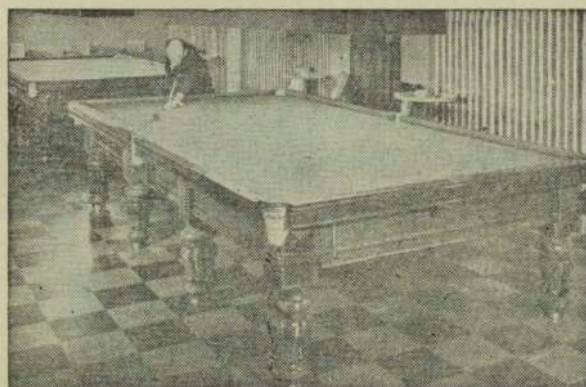

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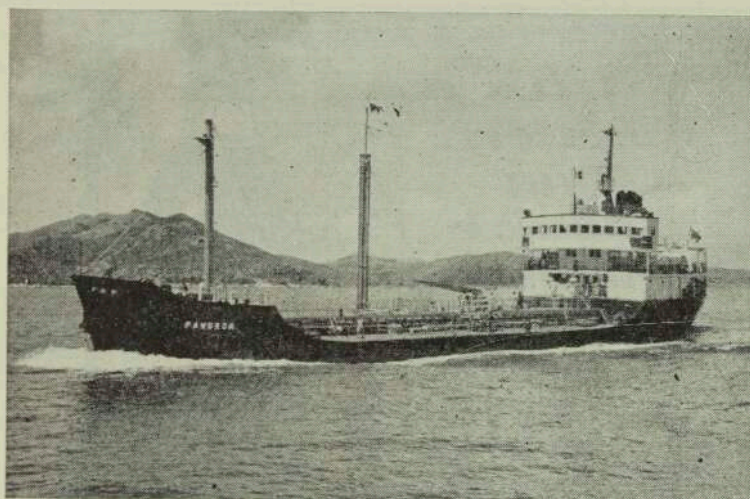
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Cruising Yachts

● **SPIRIT OF BARBARY**, a 26 ft back-hulled cutter from San Diego, California, arrived at Rarotonga on June 28. On board were a young married couple, Mr. James P. Cotten and Mrs. Cotten.

They had visited Huahine, Raiatea, Pora Bora, and Nukahiva (Marquesas) before arriving at Rarotonga. They intend to visit New Zealand and hope to spend several months there.

● **JACOB DAN**, 22 ft sloop built in New Zealand, arrived in Port Moresby in late June from Noumea, on the New Hebrides, with Dutchman Harry Holthausen, 41, and two men from Noumea. Holthausen hopes to make a westward voyage round the world.

● **KISMET**, 34 ft ketch from Istanbul, Turkey, arrived in Port Moresby in early June after a 13-day trip from Vila, New Hebrides.

With owner-skipper Sadun Boro, 40, of Turkey, and his wife, Oda, *Kismet* left Turkey in August, 1965, to sail round the world.

She sailed through the Mediterranean and the Atlantic, and made stops in the Pacific at the Galapagos Islands, Marquesas, Tahiti, Vavau, Fiji and the New Hebrides.

● **NARHVAL**, 35 ft gaff-rigged cutter, owned and sailed by a retired American naval officer, Mr. David Erlenkotter, with a crew of three, reached Rabaul in early July from Gladstone, Queensland (*PIM*, March, 1965).

The crew are Mike Bates, an American, and Peter Serine and Eric Williamson, both Australians, who named *Narhval* at Gladstone.

Narhval was built in Denmark for work in the North Sea and her name is Danish for a species of whale.

Mr. Erlenkotter bought her several years ago and in November, 1965, left Honolulu to sail around the world.

Narhval's next calls will be Port Moresby, Thursday Island, Timor, Christmas Island, Cocos and Durban.

● **RAILI II**, 30 ft fibreglass triaran, with her Finnish owners, Eino and Raili Nokelainen, was at Moss Creek, Townsville, in June.

About September, *Raili II* was to

head north for New Guinea. The Nokelainens left Sydney on August 17 last year and planned to spend 18 months cruising the islands of the Barrier Reef and New Guinea.

● **TRIDENT**, 42 ft Sydney-built racing sloop, which arrived at Rarotonga on June 2 was still there on July 13.

Trident was to have sailed to Mururoa atoll in the Tuamotu Archipelago in protest against the French nuclear bomb tests being carried out in that area (*PIM*, July, p. 111). However, one of the six young Australians and New Zealanders on board was admitted to Rarotonga Hospital in late June, and this was the reason given for the yacht's delayed departure.

● **ZARATHUSTRA**, 20 ft sloop, with Mr. Walter Konig, of Hamburg, West Germany, reached Apia from the eastern Pacific in late June. The sloop is a "home made" boat and looks like an old tin. She achieves a maximum speed of barely three knots.

Konig wants to circumnavigate the world singlehanded. He left Hamburg on July 28, 1964, having never sailed before.

After a troublesome Atlantic crossing, he broke his mast. Then in the Canal Zone, he was delayed by American officials, who declared his craft was not seaworthy and tried to refuse him a passage through the Panama Canal.

In the Pacific he got sick and had to return to Costa Rica.

It took him four months to drift

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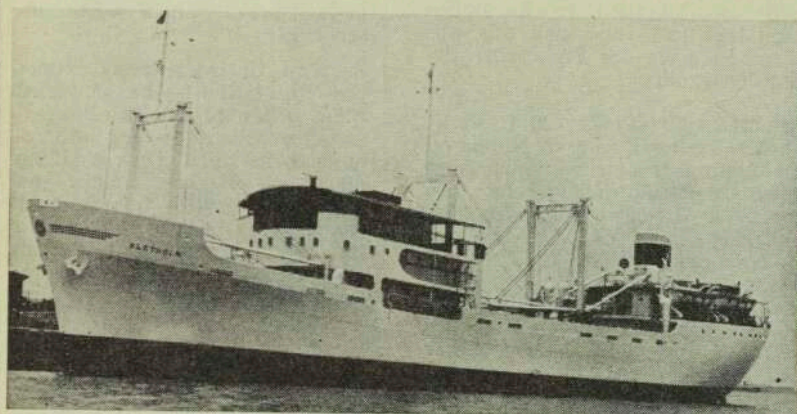
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in the notorious calms from Costa Rica to Acapulco, Mexico, but only 72 days from Acapulco to Tahiti.

Konig is collecting meteorological data at sea for the German and American Hydrographic Offices.

He had an appendicitis operation at Apia Hospital on July 7, and planned to set sail on August 1 for Port Moresby. From there he will go on to Darwin, Ceylon, Aden and Suez.

He hopes to be home in another two years.

• **ZULANE**, 36 ft South African trimaran, which left Durban in December, has safely reached the West Indies and is planning to spend the hurricane season there.

Frik Potgieter, her skipper, wrote from Barbados that the crew had "made a fortune" at Ascension Island, bringing up copper, gunmetal and silver from an old wreck in 3 ft of water in the port of the island. They sold their haul in London for £Stg.2,250.

Zulane plans to visit Panama, Hawaii, Tahiti, New Zealand, Australia, Japan, Thailand and Malaya before returning to South Africa via the Seychelles.

• **EILANDER**, 34 ft ketch from Sydney, which has visited Lord Howe Island, New Caledonia and the New Hebrides before New Guinea, was in Port Moresby in early July.

The ketch's captain, Mr. Graham Pike, through a friend, advertised in a Sydney newspaper for four young people to join the ketch on her world cruise.

After only one day he had received 16 applications to fill the four vacancies.

• **KATHLEEN**, 48 ft ketch from Rabaul, will be entered in this year's Sydney to Hobart yacht race.

The ketch is owned by Rabaul businessman, Mr. Reg Stephenson. She will be navigated in the race by Captain W. Gibson, acting superintendent of marine in Port Moresby.

Mr. Stephenson bought the *Kathleen* three years ago and fitted her for crocodile shooters in Bougainville.

• **MERRYWING**, 40 ft ketch arrived in Sydney from Suva on July 10 with Mr. John Heilman, 39, of Pennsylvania, USA, and his four sons, Albert, 17, John, 14, Mark, 11, and Lee, nine.

With his wife, who later left the ketch at Papeete, Mr. Heilman, a chiropractor, left New Jersey about two years ago and made stops in the West Indies and South America before going through the Panama



"Merrywing".

anal and on to the Galapagos lands, Tuamotus, Tahiti, the Cooks, American Samoa, Fiji and Sydney.

He planned to leave Sydney in late ly to return to California and sell e *Merrywing*.

Mr. Heilman told *PIM* he had ade the whole trip to educate his ns. "It's pretty expensive and I'm oke now but I think it was worth- hile because my children have arnt how to accept and get along th people", he said.

● *CAROPHYL*, 48 ft cutter, rived in Sydney on July 18 from arotonga with Captain Michael ichelin, of England, and crew, ian Fobert, of Canada, David rker and Terence O'Connor, both England.

Michelin told *PIM* they had sailed *rophyl* from the West Indies to australia to sell her for her West dian owner in Sydney.

Carophyl left Colon, Panama, on nuary 9 and sailed through the nama Canal to the Galapagos ands where a month was spent siting Chatham, Floreana and In- fatigable Islands. From there she sitated the Marquesas, Tahiti, Bora ora, Moorea and Rarotonga.

Brian Fobert said Makatea, the w-exhausted phosphate island in e Tuamotus, looked "like a ghost wn" when the yacht arrived there at April.

"Everything was deserted—houses, ctories and shops," he said.

"Only 55 people are living on the and now, growing coconuts and

trying to eat the enormous quantities of fruit and vegetables that have got out of hand now there is no one around to eat them."

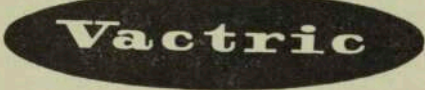
● *TA'AROA*, 47 ft American ketch, was severely buffeted over a distance of about 100 miles off the south coast of Queensland during heavy weather late in June and had to be towed to Mooloolaba for repairs.

Ta'aroa is skippered and owned by Mr. Jack Sederlund, of California. *Ta'aroa*, which crossed the Pacific

last year (*PIM*, May, p. 109) was heading for the Great Barrier Reef.

● *TATALAGU*, 35 ft trimaran, with five Durban men, left home recently to make a round-the-world trip. They will sail to St. Helena, Ascension Island, Recife (Brazil), the West Indies and Panama, and cross the Pacific to New Zealand and Australia. They have set themselves no time limit for the trip.

● *AHEA*, 40 ft New Zealand ketch, built and sailed by "Blue"



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Wells with a crew of two, arrived in Tonga for the coronation after a series of difficulties.

Ahea left New Zealand planning to go to Rarotonga, but met head winds and discovered a broken propeller shaft. Wells put into Tongatapu for repairs, then headed for Vavau to visit a friend . . . who had just left for Nukualofa for a funeral.

So *Ahea* sailed back to Nukualofa for the coronation. Future plans are somewhat indefinite, but, as Wells has been unable to repair his engine, he will probably return to NZ before setting out again.

• **MAR QUESA**, 40 ft Newporter ketch from California, with owner-skipper Harold Whilldin, his wife Pat, and one crewman, Jamie Lopez, arrived at Nukualofa about midnight on July 3, the last yacht to arrive for the coronation.

The Whilldins bought the yacht in California in 1963 and sailed to Hawaii in August of that year. They stayed in Hawaii for two years before setting out for the South Pacific.

Their route took them through the Marquesas, the Tuamotus, the Society Islands and the Cook Islands to Rarotonga. For this portion of the voyage, their crewman was Jim Anderson, whose photos are occasionally seen in *PIM*. He is now in Sydney.

Since leaving Rarotonga, *Mar Quesa* has cruised to New Zealand and Fiji. She claims the distinction of being the first yacht to visit Naitauba (Perry Mason's island) since a passage was blasted through the reef. From there she went to Western Samoa, American Samoa, and Vavau before hurrying to Nukualofa for the coronation.

The yacht was to leave Tonga late in July, to arrive in Hawaii near the end of the year. The route will include stops at Suvarrow and Penrhyn Islands.

In Hawaii, the Whilldins plan to sell *Mar Quesa* and perhaps return to the islands to settle and begin a small business.

• **ASTROCYTE**, Dr. and Mrs. Charles Gould's 50 ft sloop from Vancouver, arrived in Nukualofa on July 2 from Apia, Western Samoa. The Goulds had visited Nukualofa previously in December, 1965, then sailed to Suva for a stay of more than four months. That was followed by a leisurely cruise through the Fiji Islands, touching Levuka, Makogai, Koro, Taveuni, Naitauba, Avea, and Loma Loma. The passage from Loma Loma to Apia was a rough one, as Dr. Gould's three cracked ribs will testify.

After a trip to Vavau, *Astrocyte's* itinerary includes Suva, the New Hebrides, and New Caledonia, then Australia for Christmas.

• **ARIADNE**, 70 ft New Zealand-owned motor-sailer, arrived at Nukualofa for the coronation with an international crew of four. Skipper Tom Newland is a New Zealander; "Hutch" Hutchison is Australian; Peter Krokell is German, and Jim McCormick is American.

The vessel was in New Caledonia for the South Pacific Games, then went to Auckland before going to Tonga.

Future plans include trips to the Ha'apai and Vavau groups.

• **TREKKA CAPRICE**, sailed by Garth and Wendy Rogers, was the smallest yacht to put into Nukualofa for the coronation festivities. A 20 ft craft, she left Whangarei, NZ, and made a 12-day passage to Sunday Island (Kermadecs) for a five-day stay. The Rogers reported an overwhelming welcome. Two weeks' more sailing saw them in Tonga.

The yacht was more experienced than the Rogers when they purchased her. She was built to the design of John Guzzwell's *Trekka* by Geoffrey Dekkor, who sailed her single-handed from Australia to New Zealand.

She changed owners several times before the Rogers bought her about a year ago. They spent three months working on the yacht in the yard, then three months learning to "get in and out of harbour" before starting up the coast of NZ for Tonga.

The Rogers plan to remain in Tonga for as long as their visas permit. He is a geologist.

• **FIDDLERS GREEN**, in Nukualofa in July, was formerly *Volante*, a 35 ft racing trimaran, fairly well known in New Zealand.

Bought by an American, Dick Maddock, and converted to cruising, she now carries an international crew. Her skipper, Murray McGregor, is an Englishman; Barry ("Hori") Hora is Australian, and Elizabeth Ann Saxon is from NZ.

Fiddlers Green went directly from Russell to Tonga in a run of 10 days. She left Nukualofa on July 5 for Pago Pago, American Samoa, where the owner hoped to change the registration of the yacht.

After American Samoa, the plan is to reach Hawaii by the end of the year, where the boat may be put up for sale.

• **REBEL**, 35 ft trimaran is on her way again after a seven-month stay in American Samoa, with

Marvin and Ann Glenn. The Glenns were a month in the Manu'a Island of American Samoa, and another month in Vavau before arriving in Nukualofa for the coronation.

From Tonga, *Rebel* will cruise the Fiji area and perhaps New Caledonia before heading for Australia.

• **KATHENA**, 24 ft yacht, with German singlehander Wilfred Ermann, has been in Tahiti recently.

• **JESSIE W**, 35 ft trimaran, left Sydney on July 22 for Fiji with a 80-year-old Australian clergyman, the Rev. Frederick Watts, who told the Sydney Press he hoped to use *Jessie W* as "a floating pulpit in the Polynesian Islands".

Also on board was Frank Hale and Bob Brown.

• **BELIGOU**, a 35 ft cutter from Ouistreham, France, arrived at Rarotonga on July 11 after encountering bad weather two days previously.

The three Frenchmen on board were the brothers Guy and Claude Quiesse, and their friend Jean Claude Bazoin.

Rarotonga was not on their itinerary but they decided to call in for fresh food supplies and a day's rest.

The three men, assisted by a carpenter, built the *Beligou* themselves before leaving France a year ago to voyage round the world.

In the Pacific, they visited the Galapagos Islands, the Marquesas, Tuamotus and Tahiti. They had arrived at Rarotonga from Bora Bora.

The cutter left Rarotonga bound for Tonga, Fiji, Noumea, New Guinea and South Africa on the voyage home to France which is expected to take one year.

• **DAWN BREAKER**, 40 ft American trimaran from Florida (*PIM*, May, p. 115), called at Rarotonga in mid-June. The skipper is Russell Garcia, a composer and conductor from Universal Film Studios Hollywood. Also on board was his wife whose professional name is Gina Valentina. Mrs. Garcia is a night club entertainer. Others were Mr and Mrs. Ronald Schneider and their son Steve. Mrs. Schneider joined the yacht at Tahiti.

Dawn Breaker had called at the Galapagos Islands, the Marquesas and the Tuamotus before her arrival at Rarotonga. The yacht is scheduled to call at the Gilbert and Ellice Islands, Fiji, Tonga, New Zealand and Australia before proceeding eastwards around the world.

PEOPLE IN PICTURES

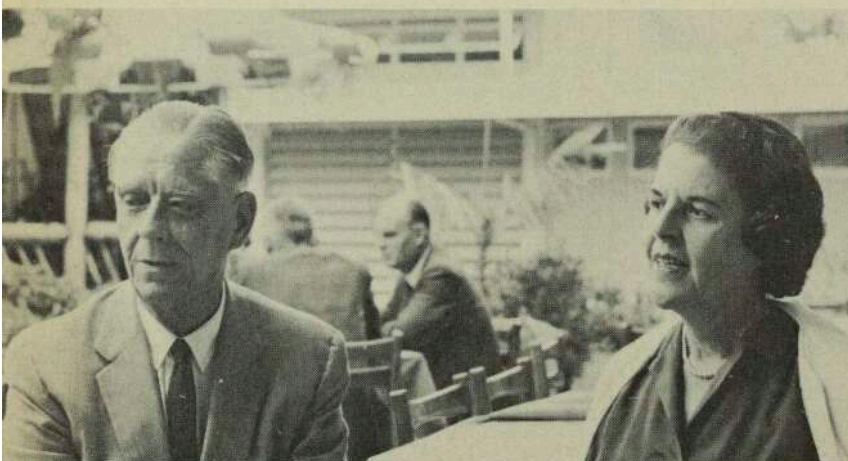
Tonga's Royal Chaplain, the Rev. George Harris (right), with his wife, and the President-General of the Methodist Church of Australasia, the Rev. Cecil Gribble, and Mrs. Gribble, in the Royal Chapel, Nukualofa, on July 4, immediately after the crowning of King Taufa'ahau, at which the two church leaders officiated. They were photographed for PIM by Nitai Lal.



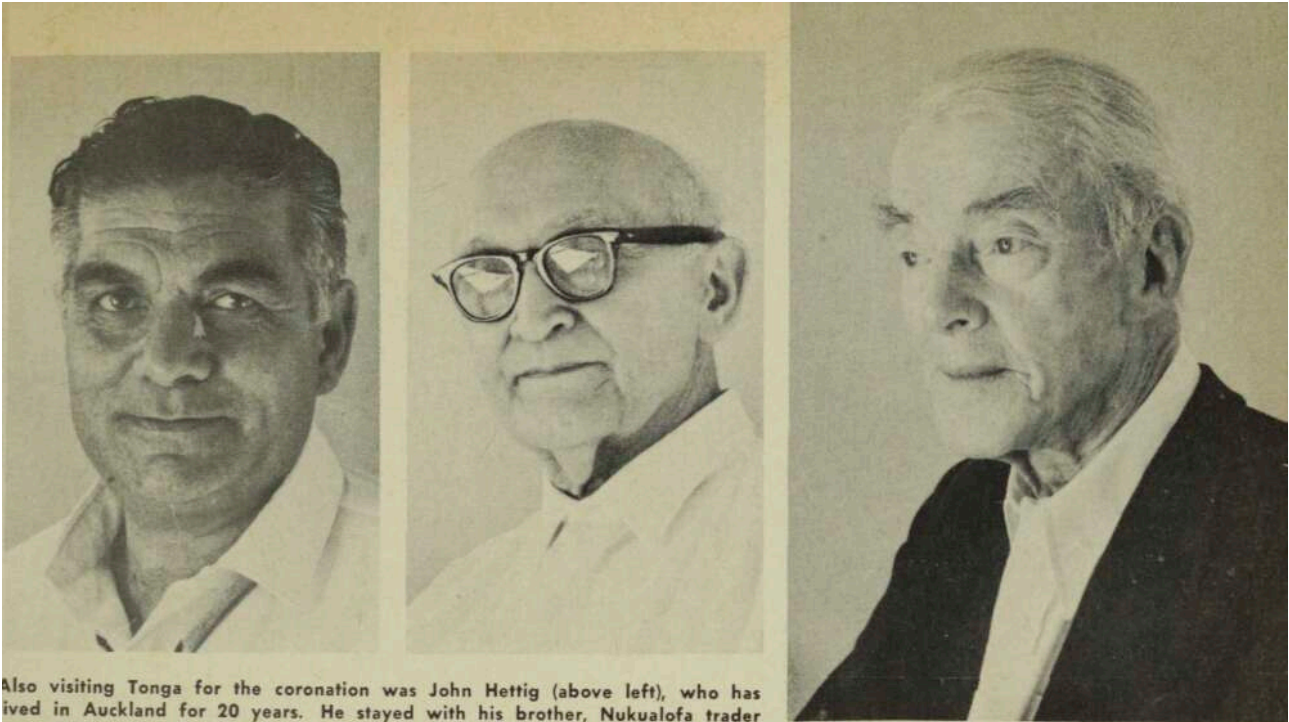


Married at St. Joseph's Church, Boroko, Port Moresby, recently were Mr. James Scott Wilson and Miss Teresa Joan Woo. Photograph is by Chin H. Meen.

Star Fijian athlete Ana Ramacake (right), is finding time from her new job as Fiji Visitor's Bureau receptionist at Nadi Airport to train for the 1969 South Pacific Games. Ana holds the Games 100 metre sprint record, and equal record for the long jump of 18 ft 1 in. She says she is now aiming for 22 ft.



Among the official visitors invited to King Taufa'ahau's coronation in July were Mr. J. E. Windrum and his wife Lois, now of Houston, Texas. Mr. Windrum was for 33 years with the British Colonial Service—from 1921 to 1949 in Fiji, and from 1949 to 1954, when he retired, as British Consul in Tonga. Photo: Rob Wright.



Also visiting Tonga for the coronation was John Hettig (above left), who has lived in Auckland for 20 years. He stayed with his brother, Nukualofa trader and photographer August Hettig, 71 (centre), and a former auditor of the Tonga Copra Board, J. H. Young, 84 (right). Mr. Young arrived in Tonga in 1921 and retired there in 1959.



Pretty Tahitian dancers Muryel Fontaine and Lola Temaeva admire the hibiscus in Suva in July en route to Noumea, where they have a six months' contract with the Biarritz night club. In Suva the girls performed at Bastille Day celebrations arranged by UTA-Air France.



People

● Mr. H. J. Goodwin has been appointed Director of Education on Nauru. Mr. Goodwin, a graduate in Arts of the University of Sydney, has been employed by the New South Wales Department of Education since 1939. Since 1960 he has been Principal of the Henry Lawson High School, Grenfell.

He is on secondment from the NSW Department of Education for an initial period of two years.

● Mr. H. V. (Hugh) Clarke has been appointed to the new position of Director of Information and Publicity with the Department of Territories. Mr. Clarke has been with the department for the last ten years in charge of its publications, films and exhibits programme. In his new position, he will be responsible for public information and publicity concerning Papua-New Guinea, Nauru, the Northern Territory, Norfolk Island, Christmas Island and Cocos Island.

Mr. Clarke is the author of three books with war-time themes.

● Sir Norman Alexander, the academic planner for the South Pacific University to be established in Fiji, arrived in Suva on July 7. He has accepted an invitation to be vice-chairman of the interim council for the university, which will plan, build and establish the university.

● The Bishop of Apia, the Most Rev. George Pearce, has been appointed Roman Catholic Archbishop of Suva. He succeeds Archbishop Hector Foley, who resigned earlier this year because of ill-health. The new Archbishop, who is 46, was born in Boston, Massachusetts. He was ordained a priest in the Society of Mary in 1947; became Vicar

The most charming pin-up to be found anywhere in the South Pacific in July undoubtedly was Her Royal Highness, the Duchess of Kent, 34, seen here (with the Duke in the background) receiving a bouquet in Suva. The Duke and Duchess represented Queen Elizabeth at Tonga's coronation, and then made visits to the Cook Islands, Western Samoa and Fiji. She made a great hit wherever she went because of her obvious sincerity, and her considerable personal charm. Before her marriage in 1961 she taught school.—Photo: Rob Wright.

Apostolic in Samoa in 1956 with a titular bishopric; and was made a bishop last July.

● A well-known Papuan, Rarua Tau, who worked with the P-NG Administration continuously for 32 years, retired in July.

Mr. Tau first joined the Administration in 1923 when he began work with the Government Printing Office. He remained there for seven years before leaving to work as a teacher with the Rev. Percy Chatterton at Hanuabada. After five years teaching he rejoined the Administration as a clerk and worked continuously with the Administration from then on.

● Mr. Michael Leach, information officer at the British Residency, Vila, New Hebrides, for the past two years, left Vila to return to England on June 28. The highlight of Mr. Leach's work in the New Hebrides was the commencement of broadcasts over Radio Vila, which he started in conjunction with members of the French Residency's information service. Mr. Leach's successor is Mr. M. L. A. Fitzgerald, who has seen service in the Middle East in the radio and public relations fields. He was seconded from the Central Office of Information, London.

● Mrs. Ann Pellegrino, of Michigan, completed a flight round the world in a 20-year-old plane in early July to mark the 30th anniversary of the ill-fated trip of Amelia Earhart, the US aviatrix, who disappeared after leaving Lae, New Guinea, for Howland Island. Mrs. Pellegrino's flight, over a distance of about 28,000 miles, took 28 days.

● Mr. Thomas G. Hatakeyama, 38, has been appointed to succeed Mr. Charles Shiraishi as American Samoa's Director of Agriculture. He is a graduate of the University of Hawaii and Cornell University, and was previously Assistant Director of Agriculture. Mr. Shiraishi, who served as director for four years, has been appointed director of the Peace Corps training programme for the Pacific area in Honolulu.

● A two-engine Piper Comanche, piloted by Mr. Jim Hazelton, of Air Melanesia, began an aerial geophysical survey of the New Hebrides on June 28. The survey is being conducted by the Condominium's Geological Service in conjunction with the University of Hawaii.

● Ronald and Jean MacGregor will retire from Soraken Plantation,

Buka Passage, Bougainville, in September, after almost a lifetime in the Islands. The MacGregors, Scots from Argyllshire, were married in Scotland in 1925 and went to Australia soon after. Mr. MacGregor was a Lever's manager in the Solomons from 1928 until 1942, when they lost everything they owned following the arrival of the Japanese. Mr. MacGregor served with the BSI Corps from 1942 until 1946 and since 1949, after a short stay in Australia, he has managed Soraken. During their long period in Bougainville Mrs. MacGregor has been especially interested in the CWA, and in a district where her neighbours, mostly government, move about fairly constantly, she claims she finds herself "a bit of a curio". Mrs. MacGregor's mother is still living in Scotland at the age of 87, and they have a married son there, but they plan to live in Sydney.

● Regional Director of the Pacific area for the WHO, Dr. Francisco Dy, visited Tonga in July, and was entertained by the Premier, at a reception at the Dateline Hotel.

● The first concrete step towards the implementation of Peace Corps assistance to Western Samoa was taken early July with the arrival in Apia of the director of the Peace Corps project in Western Samoa, Mr. David Zeigenhagen, and his wife.

Mr. Zeigenhagen was himself a Peace Corps volunteer in the Philippines. For 18 months before going to Samoa he was assistant director in Washington of the Peace Corps programme in Thailand.

He said on his arrival in Apia that the call for volunteers for Peace Corps programmes in Western Samoa, Tonga and Fiji had resulted in over 2,000 applicants, mostly from university graduates.

● The Henganofi by-election for the New Guinea House of Assembly has been won by Bono Azanifa, who is a vice-president of the Henganofi Local Government Council, a member of the District Advisory Council and the Coffee Marketing Board, and an assistant magistrate. Mr. Azanifa won with 6,505 votes, on the preferences, defeating his nearest opponent, Pupuno Aruno, by 528 votes.

● Mr. Thomas Michael Crotty has been appointed Director of Public Works for Papua and New Guinea, on loan from the Commonwealth Department of Works for three years. Mr. Crotty has been constructional manager for the Commonwealth Department of Works, Papua and New Guinea region, since 1965.

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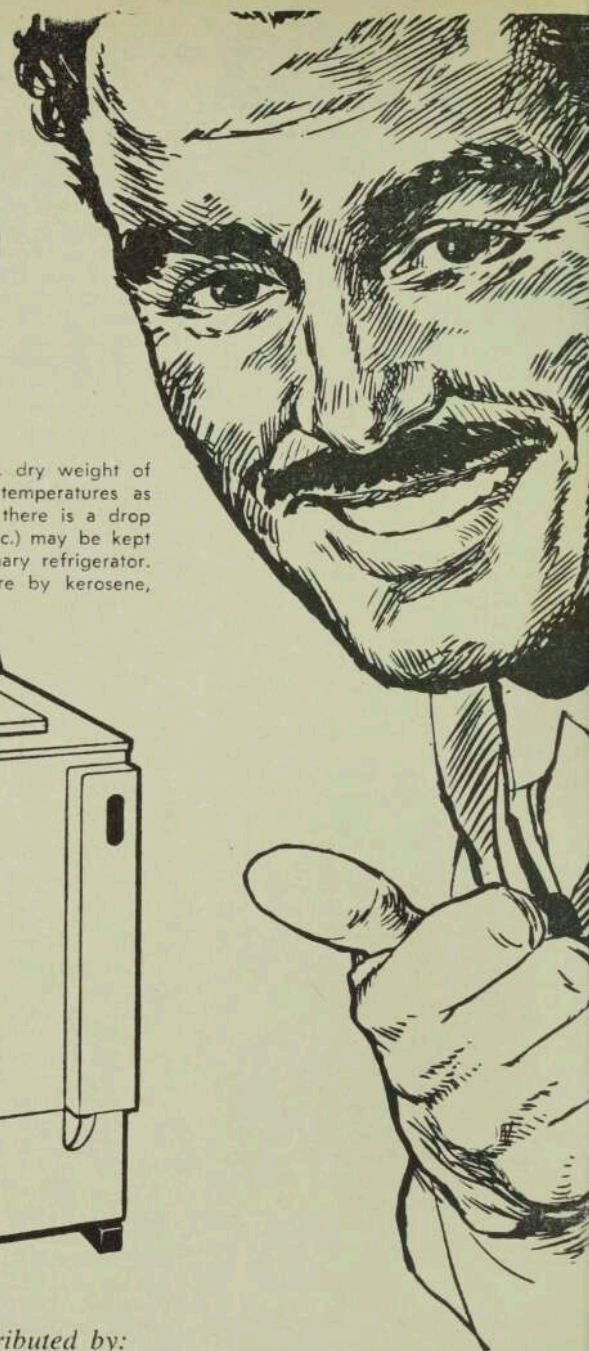
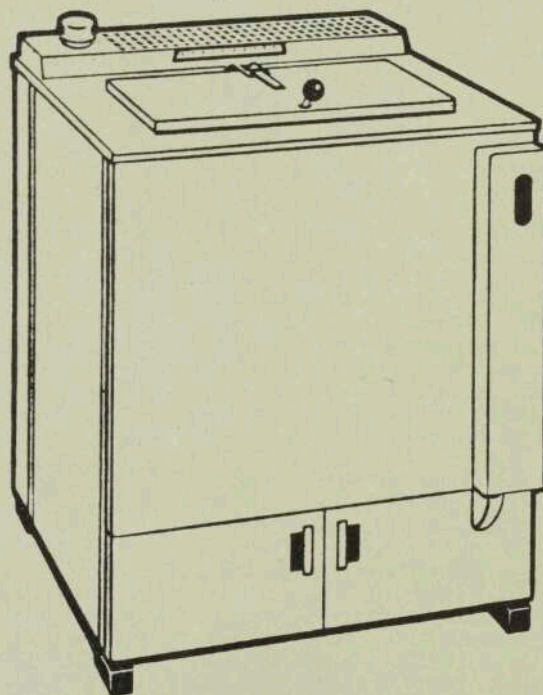
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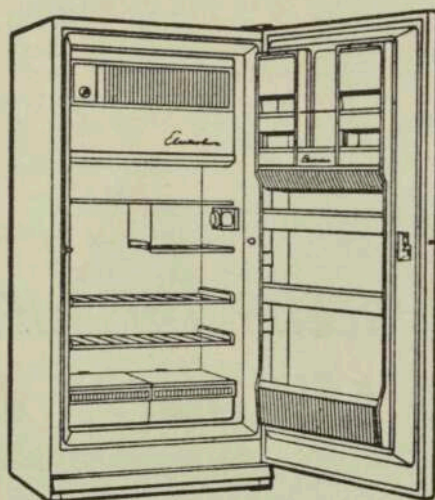
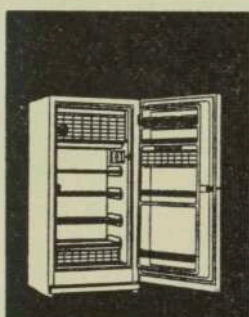
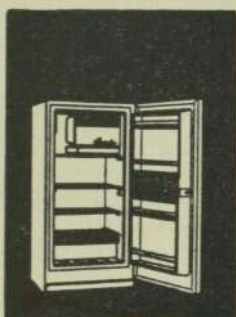
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Tonga's coronation

(from p. 47)

group of officials was faced with a huge job under heavy pressure. Like the South Pacific Games, spectacles like coronations need full time organisers, and large numbers of casual helpers.

To know what Tongans can do, when they have the numbers, one merely need point to the success of such Tongan responsibilities as the feasting and the torch illumination. The provision of food for that mighty multitude would have done credit to the logistic experts on the Second Front.

No, what mainly was lacking in coronation week was co-ordination.

And proper recognition that visitors have traditions too, and they cannot be expected to understand Tongan ways overnight. Why should Tongan communal life, with its genuine respect for the chiefs, be instantly understood by a visitor from Sydney or San Francisco?

Many times I heard somebody comment: "If they are so sure everything is so perfect in this country, why do they let any visitors in at all!"

It was a fair reaction. Tonga can't live on its own. It can't continue to afford to be insular and parochial. It can't continue the way that King Taufa'ahau himself realises it works, as he explains in the foreword of Kenneth Bain's new book, *The Friendly Islanders*:

MAN BEHIND THE KING

Tonga's best public relations man is King Taufa'ahau himself. He proved that during the news conference he gave at the end of coronation week (p. 40).

This was the first meeting between the king and the big corps of overseas newsmen and women who flew to Tonga for the coronation. Until the meeting he had appeared to most newsmen as a large, stolid figure without a sense of humour, who probably took himself too seriously.

At the conference he revealed himself as a man of intelligence, humour and wit, quite capable of relaxing. Said one reporter later: "If I had known he was human after all, I might have written my earlier stories from a different angle".

The pity of it was that most newsmen had gone home by the end of the week and so missed the man behind the man.—SI.

"Tonga is always trying to get the best of both worlds," he writes, "or all worlds if there are more than two. All this tends to confuse strangers, but it is the normal Tongan way of life!"

Having said all that, was Tonga's coronation successful?

It was, whether you look on it as an event purely for Tongans, or for visitors.

Nothing went wrong with the ceremonies themselves. Despite the man gremlins in some of the other activities in coronation week, everything went off a lot better than, say, some aspects of the Second South Pacific Games in Noumea last year.

Tonga in coronation week put its best foot forward, bumble-footed as it is inclined to be at times. And in everything that mattered, and especially in the general welcome with its friendliness and sincerity, the Tongans let nobody down, except in that one instance, of publicity. They have drawn some of the wrong publicity as a result of officialdom's failure there, but they hurt only themselves.

And another thing worth noting that was good.

A number of people who also had visited Tonga before commented particularly on Nukualofa's lack of street pests and would-be confidence men who normally are the bane of visitors. Like me, they hope that the last of them really has gone, and that their absence was not merely a temporary respite for the coronation.

If Tonga is to build up a tourist market following the great advantage the coronation publicity has given it, it does not want to spread its earlier reputation. Tourists to the South Seas don't want to be pestered by children begging for coins, and their fathers asking for \$20 "to buy some school books" for their children, or a shirt for church, or offering to "ship a case of bananas, but pay now".

The people of Royal Tonga are bigger than that, as the kingdom's extraordinary coronation showed.

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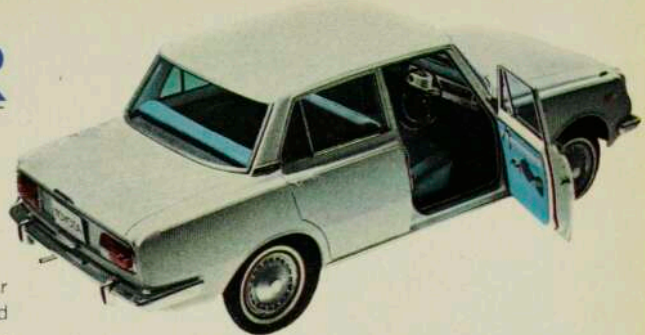
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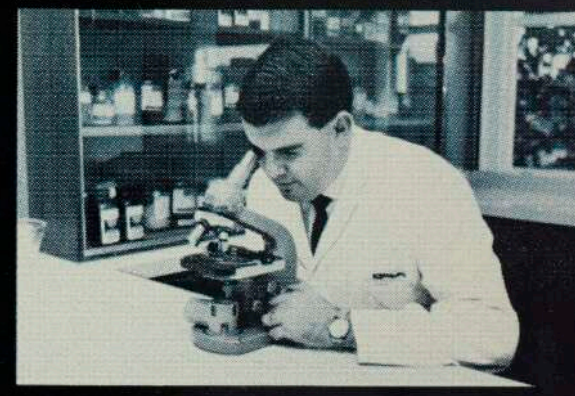
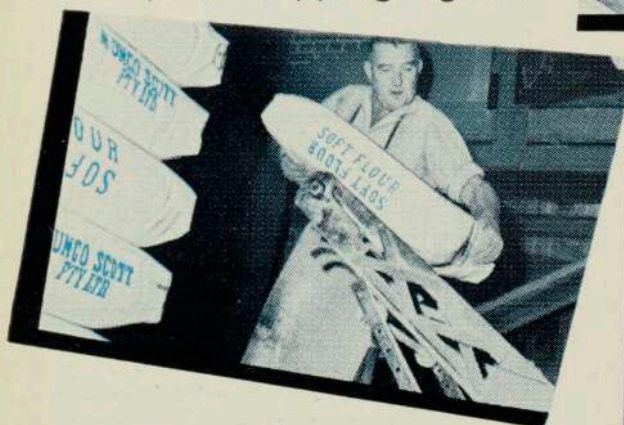
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Business and Development

\$1m. TIMBER PLAN FOR SOLOMON ISLANDS

Kolombangara, a large, volcanic island in the Western Solomons, is to be the location of a \$1 million timber project in the protectorate—subject to certain arrangements with the SIP Government.

EVER'S Pacific Timbers Limited, which is associated with the United Africa Company (Timber) Limited and with Unilever, plans a long-term, large-scale log extraction operation on the island.

Kolombangara is an almost circular extinct volcano rising to about 1000 ft and covering an area of about 250 square miles.

Lever's have been extracting hardwood logs from Gizo Island, eight miles away, since 1964 at the rate of about 500,000 cubic feet a year.

Their equipment will be moved to Kolombangara.

The undertaking on Kolombangara will be much bigger than the one on Gizo because Lever's plans to step up annual production rates to about three million cubic feet of *Alaphyllum*, *Pometia* and *Dillenia*.

A spokesman for the United Africa Company, which is lending timber experts from Ghana to Lever's for the project, said in July that equipment would be transferred by sea from Gizo to Kolombangara about the next year.

Extra equipment would be shipped about the same time, and a small harbour and accommodation for a labour force of 300 men would be built.

Bank of Western Samoa under fire

AN unprecedented attack on the Bank of Western Samoa and its manager was made in Western Samoa's parliament in July.

Afamasaga Maua, member for Aana Alofa No. 3, who is now serving his second term, called for the setting up of a new government bank to assist development, and asked

parliament to demand the appointment of a new manager of the Bank of Western Samoa.

"It does not seem proper that we should call the present bank the Bank of Western Samoa, when the Bank of New Zealand has more say than our own government," said Afamasaga.

(Fifty-one per cent. of the bank's shares are owned by the Bank of New Zealand and 49 per cent. by the Samoan Government. Control of the bank is centred in Wellington.)

Afamasaga said: "We all know that the people who are getting benefits are those who have property, but the majority who cannot supply property for security cannot get any loans."

He said that the only way to rectify the position was to set up "our own government bank so that the people will be able to benefit from the development of their plantations and other facilities that they need".

Afamasaga said that as the only source of credit in the country, the Bank of Western Samoa's monopolistic position was most unsatisfactory. He compared it with a single store in a village.

"Those people will have to buy what the store has," he said. "In the same way we have only one bank and we can go nowhere else to seek satisfaction of our needs."

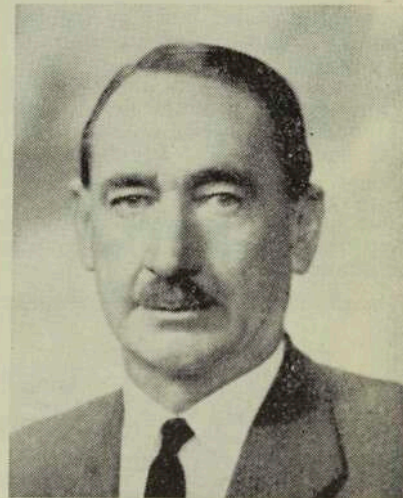
Afamasaga asked the House to demand the appointment of a new manager of the Bank of Western Samoa because, he claimed, the present manager was unable to satisfy the people's needs.

In an interview after his speech, Afamasaga claimed that two-thirds or more of the members supported his criticism of the bank and favoured the setting up of a new bank. They were in favour of inviting other banks to set up business in Samoa.

New bank opened in P-NG

A NEW bank, the Development Bank of Papua and New Guinea, opened for business in modest offices in Port Moresby on July 6. It has an allocation of \$1 million from the Australian Government and a policy of stimulating private enterprise in P-NG with loans to small producers and businessmen.

Australia's Minister for Territories,



Mr. Barnes.

Mr. C. E. Barnes, officially launched the bank in temporary offices in the British New Guinea Building in Musgrave Street.

The managing director of the bank, Mr. L. K. Cameron, his deputy, Mr. K. Watson, and the bank staff of about 12 will later move to a new location in ANG House.

Opening the bank, Mr. Barnes said that two years ago the Australian Government had accepted a World Bank Mission recommendation to set up the bank.

The P-NG House of Assembly had approved the project in November, 1965, but it had taken time and detailed work to establish it.

The new bank would do much to fill gaps in the territory's present credit facilities.

The existing banks did an important job in mobilising savings and providing essential banking services, but they had developed in a different economic setting.

The new bank would cater for some of the special needs and conditions of the territory.

Its main task was to stimulate development of private enterprises in the territory—farms, businesses and others.

Small producers—New Guineans as well as expatriates—would especially benefit from its operations.

Mr. Barnes said New Guineans were taking a fast-growing part in the rural cash economy. They produced almost one-third of the territory's

copra, two-thirds of its coffee and owned all the pyrethrum plantings.

Also, they were taking a keen interest in production of tea and palm oil.

When people asked for loans from the Development Bank, bank officers would be guided more by the prospects of a successful operation than by the security offered.

But the borrower would have to convince the bank he was a good proposal, and that he was hard working and honest and would repay the loan.

Mr. Barnes said he hoped that before long the bank would develop as one of the territory's key financial institutions.

The bank's board of directors has two New Guinean members, Mr. M. Tibu, of New Britain, and Mr. M. R. Rarua, of Port Moresby.

P.I. Mines shares at 1967 peak

SHARES in Pacific Islands Mines Ltd., which with Cultus Exploration Ltd., of Canada, is looking for gold and other minerals on Misima Island, Papua, reached a 1967 top peak of 58 cents in mid-July.

This contrasted with their drop to 27 cents in June (*PIM*, July, p. 132) when Cultus announced it was ex-

periencing a shortage of funds. The par value is 25 cents.

The apparent reason for their rise in July was that a top executive of Cultus paid a whistle-stop visit to Australia early in the month to reassure directors of Pacific Islands Mines that plenty of capital was available to continue exploration on Misima.

PI Mines' chairman, Mr. G. V. Noe, told *PIM* that the rise in the shares, if for reasons other than the visit of the Cultus executive from Canada, was "purely speculative".

"We believe our prospects on Misima are as good as ever," he said.

"We and Cultus are both sending men to Misima in early August to pick up assays and bring them back to Sydney for examination.

"I expect the results of the examinations will not be known until early September so until then any change in the value of our shares is speculative."

The shares levelled off to 50 cents in early August when it was learned that the British mining giant, Conzinc Riotinto, had applied for mining leases on Misima that PI Mines did not hold.

Ups and downs in the BSIP

THE growth of investment in private enterprise and the poor showing of agricultural production were features of the economy in the British Solomon Islands Protectorate last year.

Sir Robert Foster, High Commissioner for the Western Pacific, said this in opening the eighth session of the BSIP Legislative Council in July.

Sir Robert said production of the main export crop, copra, was only 23,300 tons—the lowest since 1960.

Cocoa production was only 9 tons, a mere 23 tons more than in 1965.

Referring to copra, Sir Robert said: "The experts tell me that there are specific reasons for the decline of them, but being a simple soul, I would imagine that had all the nuts which were on the ground been collected we should have done rather better than we did".

He said a hybrid nut, capable of a 30 per cent. increase over either of its parents, was already in production.

Log exports had exceeded one million cubic feet for the first time. Exports of sawn timber were valued at \$400,000.

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about 180,000 cubic feet was also a record.

Four timber companies were in production and this industry was growing in confidence, knowledge, experience and capacity.

Trials on oil palms by the Commonwealth Corporation would proceed; and a trial shipment of four tons of dried chillies would be sent to Britain.

Recently an additional 4,500 acres had been allocated to Guadalcanal Plains Limited for further mechanised agricultural development, and in 1968 the company planned to expand production substantially of both rice and soya beans.

Sir Robert said air travel had "purred forward" in 1966. Passengers carried internally totalled 5,200—a 45 per cent. increase over 1965. Also, the number of people arriving from overseas had reached 2,500 a year.

Future seen for Tongan vanilla

AUSTRALIAN vanilla buyers are agreed that samples of Tongan vanilla beans, grown by planters at Tavau, are up to world standards, and that if the kingdom can produce vanilla in quantity, it will sell on a competitive basis on world markets.

Although vanilla was introduced to Tonga as long ago as the early 1900's by French missionaries, it never got going until 1953 when King Taufa'ahau (then Prince Tungi) introduced it as a cash crop to Tavau.

It has taken 14 years of experimentation to produce beans of world standard.

Australian importers, Bush, Boake, Allen (Aust.) Ltd., early this year received samples of the beans from the Tongan Government.

A director of the company, Mr. N. Broadbent, told *PIM* in July that the beans had been thoroughly tested, and that they compared well with vanilla beans from Madagascar, which were regarded as the world's best, and from Tahiti.

"The Tongan beans have a character of their own," he said. "If anything, they are possibly nearer the Madagascar variety than the Tahiti beans."

"If Tonga can export the beans my company will be in the market for them."

Other buyers said they would pay \$4.50 for the beans landed in Australia. Allowing for freight and customs charges in Australia, this was expected to return \$2 per lb to Tongan growers.

Prices for Tahiti vanilla beans were \$6.50 and \$6.60 in late July. So if Tonga can export beans at the prices acceptable to Australian buyers they stand an excellent chance of making inroads in the Australian market. New Zealand buyers would be equally interested.

Both countries buy from Madagascar and Tahiti at present.

King Taufa'ahau, told reporters in Nukualofa in July that Tonga had high hopes of a lucrative export business in vanilla and planned to build it up.

"Exports have already started," he said.

Copra market is up slightly

MR. IAN McDONALD, chairman of the P-NG Copra Marketing Board, said in Port Moresby on July 21 that the average price fixed by the London Copra Association in June for Philippine FM Copra was £Stg.72/5/- per ton, quite a sharp rise from the average of \$65/17/6 fixed for the previous month. His report continued:

"Prices dropped back early in July to around £70/10/-, but have since reacted upwards and indications are that the average for July will turn

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out to be somewhere around £72.

"Developments in the oils and fats market have again been diverse, with prices for copra and coconut oil rising because of short nearby supply brought about by the closing of the Suez Canal, combined with the Nigerian situation, which has seriously affected palm kernel supplies.

"But there are indications of increasing supply pressures in copra and coconut oil, mainly from the Philippines, where production is recovering. Consequently further price rises can hardly be expected, particularly when one considers that there are also fairly good supply prospects ahead this year as far as most other edible oil seeds and oils are concerned."

Big job in P-NG copper project

DILLINGHAM Corporation of New Guinea Pty. Ltd. has won a \$500,000 contract to drill an exploratory 3,000 ft deep sampling tunnel for Conzinc Riotinto of Australia on the Bougainville copper project, 22 miles north of Kieta.

Work is to begin in late August and will take 18 months.

It is the third major job Dillingham has undertaken since it began in the territory in late 1965.

The company is due to complete a \$3.2 million road from Goroka to Kainantu in the Eastern Highlands by September.

In July, it was awarded a \$527,000 contract by the Administration to build a section of the Lae-Madang road from Gusap to Dumpu.

A few weeks later, the company won another contract worth \$573,690 to build 26 miles of road in the Ramu Valley area.

W. Samoa tries new cases

THE first shipment of Portuguese cases for Western Samoa's fruit export trade arrived at the end of July. The shipment consisted of 40,000 banana cases and 10,000 taro cases.

Minister of Agriculture Laufili Time said that if the cases prove satisfactory all future supplies will be bought from Portugal.

Previous to this, apart from some locally made cases, all cases were imported from New Zealand.

Portuguese banana cases land at Apia at 4/8 each compared with the New Zealand price of 6/10. Normal banana exports average about 600,000 cases annually.

The industry that New Guinea could have had

There are plenty of indications that some of the kenaf seeds that were planted in Papua in the 1950's are now metaphorically springing up all the way from Iran to Korea; and that one of Australia's hidden handouts to Asia might turn out to be a fibre industry.

BETWEEN 1948 and 1954 when the excessive price of Indian and Pakistani jute used in the manufacture of woolpacks, wheat sacks, burlap, etc., threw a heavy burden on Australian primary producers, planting and business interests in Papua were encouraged to establish a kenaf industry.

Seeds were obtained from abroad, a number of experimental plantings were made and from the long straight stems of the shrub—a relation of the hibiscus—burlap and woolpacks, as good as if not superior to similar articles made of jute, were manufactured.

Assuming that they still had the backing of the Commonwealth Government, one group, in 1954, prepared to set up kenaf-growing and milling on a large commercial scale. The Commonwealth Government, however, refused to give the infant industry protection and nothing has been heard of kenaf in Papua—or New Guinea—since.

It has always been assumed that Australia was forced into a trade deal with Pakistan and India over Papua kenaf and that part of the deal was to kill off the local industry. One official view was that kenaf had achieved its purpose in that it had brought the price of jute tumbling down.

As a result of the no-support-for-kenaf policy, Papua-New Guinea still imports its copra sacks and Australia still brings in the material for its wool-packs and wheat sacks although some of this material may no longer be jute, but kenaf.

Since Papua showed how it was done, an interest in kenaf-growing has sprung up all over Asia and is now outstripping jute in popularity. In East Pakistan, where kenaf was banned for years, it is now being grown in increasing amounts.

But perhaps the most extraordinary results have come from Thailand which produced 4,000 tons of fibre in 1957 and is now producing

600,000 metric tons of kenaf fibre per annum—the country's second largest export.

This result has been repeated although to a smaller extent, in Indonesia, Burma, Cambodia, Vietnam, Taiwan and even Iran. In the last few years, the United States agency that provides aid to agriculture in under-developed countries had been instrumental in the rehabilitation or construction of 18 textile mills in 11 countries—all but three of them to deal with kenaf.

New nickel company for New Caledonia

A CONSORTIUM of French companies and at least two foreign companies is being formed to exploit New Caledonia's vast low-grade nickel ore deposits.

The French High Commissioner in the Pacific, Mr. Jean Risterucci, said this in Noumea in July on his return from a conference in Paris of heads of France's overseas territories.

At present, New Caledonia's nickel industry is solely controlled by the Rothschild-owned Societe le Nickel.

The establishment of a second company has been a hot political issue for some time, but it was not until last December that the French Minister for Overseas Territories, General Billotte, announced in Noumea that a second company would be allowed into the territory (*PIM*, Jan., p. 142).

Mr. Risterucci said that the creation of the new company had been delayed because of "long discussions and negotiations with French capitalists".

If the present negotiations came to fruition, the new complex would start operating "very soon". It would be "essentially French and open to New Caledonian participation", with a capital of "around \$A100 million".

Newspapers in Noumea stated that the world's biggest nickel producer, International Nickel, was included in the new complex.

This company was one of several which applied to the French Government last year to join the complex (*PIM*, June, 1967, p. 129).

In June an experimental shipment of 240 tons of low-grade nickel ore was shipped to International Nickel in Canada by Mr. Edouard Pentecote, of New Caledonia.

Meanwhile, a correspondent in London of the Australian *Financial Review* has reported that Societe le Nickel has contracted to mine nickel in Venezuela.

The correspondent said that the
(Continued on p. 136)

Produce Prices

(Unless otherwise stated, quotations are Australian currency. New Zealand \$1 equals \$A1.24, Western Samoa \$1 equals \$1.24, 8/- Sterling equals \$A1; 1 pa'anga (Tonga) equals \$A1; 5,381 rupees Ceylon equals \$A1; 98 Pac. Frs. equals \$A1 and \$S1.25 equals \$A1.)

COPRA

PAPUA-NEW GUINEA:—All production delivered to Copra Marketing Board, controlled by six members, including three planters' representatives. The board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (surplus available). Prices generally tally with selling rate in Philippines with premiums for hot-air dried.

P-N-G Board's purchase prices for copra delivered main ports in July were hot-air dried, \$120 per ton; FMS, \$117 per ton; smoke-dried, \$115 per ton.

FIJI:—The Fiji Coconut Industry Board sets the prices to be paid for Fiji copra on a formula based on that for Philippines copra, and taking into account freight, taxes, selling costs, shrinkage, etc. The copra must be graded at centres in Suva, Levuka, Lautoka, Savusavu and Veunibeti. Prices in Suva to Aug. 20 were: grade one, £F59/15/-; grade two, £F54/17/6 and grade three, £F47. A scale of deductions has been established for copra delivered to grading centres nearer than Suva.

WESTERN SAMOA:—All production is sold to the Copra Board of Western Samoa at fixed prices. The Board makes payments to producers through its agents the local firms—and sells the copra on the open market with a portion to Abels & Co., NZ. Last prices in June were \$WS96 for grade one and \$WS83 for grade two.

TONGA: All copra is sold to the Tonga Copra Board which sends it to Europe and the open market.

The July prices to growers were \$T101 for 1st grade and \$T89 second grade.

EXCHANGE RATES

FIJI:—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda, Australia on Fiji, basis £F1: buying 2.2225, selling \$A2.26. Fiji-London, basis \$100: b. £F112, s. £F110/15/-, NZ-£1, basis £F1: b. £NZ1.7923, s. £1.8147.

WESTERN SAMOA:—Through Bank of Western Samoa, Australia-W-Samoa, basis \$S1: b. \$A1.2363, s. \$A1.2454. NZ-W-Samoa, basis \$NZ1: b. \$WS1.0050, s. par. \$1-W-Samoa, basis £F1: \$WS1.8182, s. \$S1.8018. W. Samoa-London, basis \$1: b. \$WS2.0200, s. \$WS2.0100.

NORFOLK IS. AND PAPUA-NEW GUINEA:—Australian currency used; no change payable in transactions with Australia.

FRENCH PACIFIC COLONIES:—Pacific francs (CPF) are used in New Caledonia, New Hebrides (jointly with Australian dollars), Wallis and Futuna Islands and Fr. Polynesia. **FRENCH BANK,** Sydney, on July 27, quoted: Selling, Noumea and Papeete, 98 Pac. francs to Aust.; 240 Pac. francs to £ Stg., prox. 90 Pac. francs to US \$; Noumea Pac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc). Paris-London: Buying 65 francs to £Stg.

SOLOMON IS.: All production marketed through official BS1 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 July 21 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 Venezuela. Official price on July 24 was \$72 (7,200 Pac. Francs). French price then was 977½ 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 \$NZ118 first grade, hot air dried; \$NZ116.04 first grade, sun dried and \$NZ114.57 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 July 26 these were approx. £Stg.225 per ton, c.i.f., London (Oct. to Mar. shipment).

On July 26, Quote No. 1: In store Rabaul, export quality \$450 per ton, ex-wharf Sydney, \$500. Quote No. 2: Best quality, ex-wharf Sydney, \$485, in store NG ports \$428 (for UK, Continent and USA shipments).

W. Samoa:—Latest prices quoted in Sydney, on July 19, were: Grade 1, £Stg.252/2/6, grade 2, £Stg.230 per ton, f.o.b., Apia.

COFFEE:—P-N.G.: July 17, Quote No. 1, good quality A grade 37c to 40c per lb; B grade 36c to 38c; C grade 35c to 36c; X grade 36c to 39c and native X grade 33.5c to 34c.

CROCODILE SKINS:—On July 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-N.G. 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: July 26, No. 1, 1st grade, \$500, f.o.b. Islands ports, 2nd grade, nom., \$240 on wharf, Sydney. Honiara: 16c lb.

PAPUAN GUM: New Guinea graded gum \$185 per ton, f.o.b., Samarai, ungraded gum \$174, f.o.b., NG.

PEANUTS:—P-N.G.: Sydney agents reported July 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 July. Two Sydney buyers, on July 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, \$NZ700 (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

Stock Market

LAST SALES SYDNEY

	June 26	July 26
A. Lemon .50	.80	.78
Ansett .50	.66	.63
Ball Plantations .50	.52	.50
Burns Philp 1.00	4.03	3.95
Burns Philp (SS) 2.25	4.40	4.00
Camelec .50	.52	.56
Carpenter .50	2.06	2.09
Choiseul Plntn. 1.00	2.60	2.44
C.S.R. 1.00	3.45	3.78
Dylup Plntn. .50	.54	.61
Fiji Industries 1.12	2.28	2.27
Hackshalls .50	1.30	1.33
Kerema Rubber .50	.21	.20
Koitaki Rubber .50	1.10	1.10
Lolorua Rubber .50	.43	.44
Makurapu Plntn. .50	.42	.45
Mariboi Rubber .50	.33	.35
Plantation Hldgs. .50	.34	.38
Queensland Ins. 1.00	4.00	4.40
Rubberlands .50	.26	.25
Sogeru Rubber .50	.58	.58
Sth. Pac. Ins. .50	1.50	1.50
Steamships Tdg. .50	.58	.60
do, rights	.06	.05
Watkins Cons. .50	.43	.46

OIL AND MINING SHARES

C.R.A. .50	8.00	8.72
Emperor .10	.48	.61
NG Gold Ltd. .35	.48	.49
Oil Search .50	.14	.18
Pacific I. Mines .25	.29	.52
Papuan Apin. .50	.23	.23
Placer Dev.	32.30	34.00

* No par value

Sydney stock exchange share price index for ordinaries on July 26 was 381.46. On June 26 it was 358.96.

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 July 27 were: Prompt nominal shipment 55¼ Malayan cents per lb, c.i.f. (16.02c Aust.); Aug. shipment 55¼ Malayan cents per lb (16.02c Aust.); Sept. shipment 57¼ Malayan cents per lb (16.78c 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: July 26 — 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 July 23 were: white and yellow label processed, standard packs, \$6.60, green label, \$6.50, c.i.f., Sydney.

London and US Quotations

COPRA: LONDON, July 21, Philippines, in bulk, \$US207 per long ton, c.i.f., UK/Nth. European ports. Malayan 1% c.i.f. UK/Nth. European ports, UQ. US Pacific Coast, Philippines, \$US175 per short ton. CEYLON: Spot, 995 Rupees per long ton.

COCONUT OIL: LONDON, July 21, Ceylon, 1% in bulk, £Stg.113 per ton, c.i.f., UK/Nth. European ports.

RUBBER: LONDON, July 27, Spot, buyer 17d Stg. lb; Aug. 16-11/16d; Nov. 17½d.



Shipping, Airways Information

SHIPPING TIMETABLES

BRISBANE - SYDNEY - WEST IRIAN - INDONESIA

The P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service between Indonesia (with an occasional call at West Irian) and Brisbane, Sydney and Melbourne with the Pilar Regidor.

Details from John Manners and Co. (Aust.) Pty. Ltd., general agents, 4 Bridge St., Sydney (27-9164).

SYDNEY - FIJI

The CSR Company operates a passenger/cargo service, usually with the MV Rona, departing Sydney every three to four weeks for Suva and Lautoka.

Details from Colonial Sugar Refining Co. Ltd., 1 O'Connell St., Sydney (2-0515).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains a six-weekly cargo service with the Waimate from Sydney to Lautoka, Suva (including transshipments for Vavau and Niue), Nukualofa and Apia with return to Sydney via Auckland. The return trip occasionally takes in Malua (Fiji) and Tauranga (NZ) for timber.

Details from Union Steam Ship Co. of NZ, 247 George St., Sydney (2-0528).

SYDNEY - FIJI - UK

Chandris Line vessel Australis maintains a two-monthly passenger service from Sydney via New Zealand and Fiji to Southampton, and return via Suez to Sydney.

Details from Chandris Line, 135 King Street, Sydney (28-2451).

SYDNEY - FIJI - VANCOUVER

Pacific Shipowners Ltd., of Suva, normally operate a passenger-cargo service three times yearly with the Lakemba calling at Sydney, Melbourne, Suva, Lautoka, Honolulu, Vancouver.

The Lakemba will occasionally call at Adelaide on the southbound run if it carries timber or paper.

Details from American Trading and Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4147).

SYDNEY - GEIC - HONOLULU

Columbus Lines of New York, operate approximately monthly passenger-cargo sailings from West Coast, USA (with occasional calls at Papeete or Pago Pago) to Australia and New Zealand, returning via Tarawa, GEIC (with transshipments to Majuro in the Marshall Islands) and Honolulu to Los Angeles or Vancouver.

Details from American Trading and Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4149).

SYDNEY - LORD HOWE - NORFOLK IS. - NEW CALEDONIA

Jacques del Mar II (owned by Societe Maritime Caledonienne, Noumea), makes a regular three weekly passenger-cargo voyage from Sydney or Melbourne to Lord Howe Is., Norfolk Is., New Caledonia (Noumea).

Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Messageries Maritimes Line passenger-cargo vessels, Tahiti and Caledonien from Marseilles, via West Indies and Panama, call regularly at Papeete, Taiohae (Marquesas Group), Vila Noumea and Sydney, and return by same route.

Polynesie maintains three-weekly passenger sailings between Sydney, Noumea, Vila and Santo.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

SYDNEY - NZ - FIJI - HAWAII - CANADA - USA

P. and O. Lines passenger vessels call approximately monthly at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and Vancouver, San Francisco, Los Angeles, 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 - 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).

● PIM's shipping and airways schedules are revised each month just before publication from information supplied by the shipping and airways companies. Detailed information on ships' sailing dates should be obtained from shipping agents.

SYDNEY - PAPUA - NEW GUINEA

Australia-West Pacific Line operates 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 vessel 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, 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, Lae, Madang, Wewak, Kavieng, Rabaul.

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 call at Samarai.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

Karlander New Guinea Line cargo vessels Sletfjord, Saldor, Sarang and Sletholm leaves Sydney approx. weekly for P-NG ports, calling at Brisbane, Pt. Moresby, Rabaul, Lae, Madang, Wewak, Kieta, Fulleborn 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 vessel 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).

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 Tabaul.

NOTE: From August 23 these ships will bypass Rabaul.

Details from H. C. Sleight 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), Tabaul, Lae, Madang, Alexishafen, Wewak, Sukarnapura, Biak, Manokwari and Sorong.

Details from Royal Inter-ocean 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, 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 Paga every second voyage, is operated jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Details from Royal Inter-ocean 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 Inter-ocean 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 Inter-ocean Lines, 261 George St., Sydney (2-0573).

FAR EAST - P-NG

China Navigation Co. Ltd. vessels Kwellin 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 (71-846) 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-cargo vessel Magga Dan maintains a two-monthly service from Auckland, NZ, to Papeete and Rarotonga, with calls at Lautoka, Suva, Apia and Nukualofa when cargoes warrant.

Details from Holm and Co. Ltd., Customs Street East, Auckland (49930).

NTH AMERICA - TAHITI - AM. SAMOA

Polynesia Line vessel Graziella Zeta maintains a regular seven-week cargo route (with limited passenger space) from Los Angeles, San Francisco, Coos Bay (British Columbia), Papeete and Pago Pago and return the same way.

Details from Inter-ocean Steamship Corp., Box 1631, GPO, Sydney (27-8505).

TONGA - FIJI - AUSTRALIA

The Tonga Copra Board vessel Niuvakai operates a six-weekly passenger-cargo service from Melbourne and Sydney to Lautoka, Suva, Apia and Nukualofa.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoni. Calls 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 maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co. Ltd., act as Loading Brokers in London.

Details from Burns Philp (SS), Suva.

UK - TAHITI - NZ - AUSTRALIA

Cogedar Line vessel Flavia, operates a passenger service regularly from Southampton, via Panama, Papeete and Auckland, to Sydney.

Details from agents: H. C. Sleight, 115 York St., Sydney. (2-0253).

UK - PAPUA - NG - BSI

Bank Line operates a monthly direct service from Europe to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, GEIC, or Vila and Santo, New Hebrides.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (27-2041).

USA - AMERICAN SAMOA - FIJI - AUSTRALIA

Matson-Oceanic Line operates a monthly passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Terminal ports, in Australia, vary with cargoes offering. Vessels call at Sydney, Brisbane, Melbourne, Fiji, Pago Pago, Papeete (occas.) and Honolulu.

Details from Matson Lines, 50 Young St., Sydney (27-4272).

USA - AUSTRALIA

Pacific Australia Direct Line's vessels maintain a monthly service from West Coast Nth. American ports

to Sydney, Melbourne and Adelaide, occasionally calling at Honolulu, Suva and Lautoka.

Details from Birt and Co. Pty. Ltd., 2 Castlereagh St., Sydney (2-0313).

USA - PACIFIC PORTS - NZ - AUSTRALIA - USA

Bank Line Ltd., operates regular services from US Gulf ports to Australia and NZ. Frequency of sailings offering fortnightly availability for calls at Suva and Lautoka on demand.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (27-2041).

Matson Line liners Mariposa and Monterey maintain a regular passenger/cargo every three weeks from San Francisco and Los Angeles to Bora Bora, Papeete, Rarotonga, Auckland, Sydney, and return via Noumea, Suva, Nuafoou, Pago Pago and Honolulu to San Francisco.

Details from Matson Lines, 50 Young Street, Sydney (27-4272).

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships on US Atlantic Coast-Panama-Sydney service make three-weekly calls at Tahiti on southbound voyages.

Details from Wihl. Wilhelmsen Agency, 13 Bridge St., Sydney (27-6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vessels Thorsgaard and Thor I maintain approximately monthly services from West Coast Nth. American ports to Papeete, Pago Pago, Apia, Suva, Noumea, occasionally Lautoka, Vila and return.

Details from Trans-Austral Shipping Pty. Ltd., 275 George St., Sydney (29-2551).

AIRWAYS TIMETABLES

(International Dateline is crossed between Nadi and Honolulu.)

TRANS-PACIFIC SERVICES

SYDNEY - BRISBANE - HAWAII - US

QANTAS (with 707's)

Thurs.: Dep. Syd. 0945, arr. Bris. 1100, dep. 1145, arr. Honolulu 0025, dep. 0130, arr. San Francisco 0915.

Thurs.: 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.

Mon., Wed., Fri., Sat.: Dep. Sydney 1900, arr. Nadi 0040, dep. 0125, arr. Honolulu 0930, dep. 1100, arr. San Francisco 1845 (to New York, London).

Mon., 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.

Fri.: Dep. San Francisco 2100, arr. Honolulu 2255 Sat., dep. 2359, arr. Nadi Sun. 0415, dep. 0500, arr. Sydney 0715. (From Vancouver via San Francisco alt. weeks (Aug. 11, 25, Sept. 8, 22, etc.).

Tues., Thurs., Sat., Sun.: Dep. San Francisco 1100, arr. Honolulu 1255, dep. 1400, arr. Nadi Wed., Fri., Sun., Mon. 1815, dep. 1900, arr. Sydney 2115.

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.)

SYDNEY - HAWAII (via N. CAL., FIJI, NZ OR AM. SAMOA) - USA

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. Syd. 1600 for Auckland (arr. 2045, dep. 2145), Pago Pago (arr. 0200, dep. 0240), Honolulu (arr. Sat. 0845, dep. 1000), Los Angeles, arr. 1755.

Sun., Mon., 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, Noumea, arr. Mon. 0755, dep. 0845, 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. 1340 for Sydney, arr. 1545.

SYDNEY - NEW ZEALAND - FIJI - HAWAII - CANADA

BY CANADIAN PACIFIC AIRLINES (with DC8's)

Alt. Sun. (Aug. 20, Sept. 3): Dep. Syd. 1800, arr. Nadi 2355, dep. 0040 Mon. (cross Dateline) arr. Honolulu 0850 Sun. dep. 1010, arr. Vancouver 1835, dep. 2000, arr. Amsterdam 131 Mon.

Alt. Fri.: Dep. Vancouver 1815, arr. Honolulu 2100, dep. 2245 (cross Dateline) arr. Nadi 0305 Sun., dep. 0345, arr. Syd. 0600.

Alt. Sun. (Aug. 13, 27, Sept. 10) the DC8 will end and start at Auckland, leaving at 2030 and arriving at 0640.

NOTE: Canadian Pacific operate 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.

Sat.: Dep. San Francisco 2200, dep. Los Angeles 2359 for Papeete, arr. Sun. 0515, dep. 0600 for Auckland, arr. Mon. 0945.

Mon.: Dep. Auckland 2359 for Papeete arr. Mon. 0640, dep. 0745 for Los Angeles, arr. Mon. 1830 and San 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)
Three 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's)
Daily both ways.

BOAC (with 707's)

Twice weekly, both ways.

PAN AMERICAN (with 707's)

Two services weekly, both ways.

SYDNEY - CHRISTCHURCH

QANTAS/AIR-NZ (with DC8's and 707's)
Six times weekly, both ways.

SYDNEY - WELLINGTON

QANTAS/AIR-NZ (with Electras)
Daily both ways.

AUSTRALIA-PACIFIC ISLANDS

SYDNEY - FIJI

AIR-INDIA (with 707's)

Dep. Sydney 1000, arr. Nadi 1545.
Dep. Nadi 0730, arr. Sydney 0955.

SYDNEY - LORD HOWE IS.

QANTAS (with Sandringham Flying-boats)

Once a week from Rose Bay Base.
Departure time depends on time of high tide at Lord Howe Is.

SYDNEY - NEW CALEDONIA

QANTAS/UTA (with 707's)

Dep. Sydney 1100 for Noumea (arr. 1430), dep. 1545 for Sydney, arr. 1735.

SYDNEY - N. CALEDONIA - FIJI - NZ

UTA-FRENCH AIRLINES (with Caravelle)

Dep. Noumea 1200 for Sydney, arr. 1420, dep. 1600 for Noumea, arr. 1955.
Dep. Noumea 0930 for Auckland, arr. 1320, dep. 1500 for Noumea, arr. 1705.

SYDNEY - NEW ZEALAND - FIJI

BOAC (with 707's)

Dep. Sydney 0900, arr. Auckland 1345, dep. 2130, arr. Nadi 0020 (Tues., Sat.).
Dep. Nadi 0505, arr. Auckland 0755, dep. 0930, arr. Syd. 1035, thence London via Singapore.

SYDNEY - NORFOLK IS.

QANTAS (with DC4's)

Dep. Sydney 0800, arr. NI 1445. Flight extends NI-Auckland-NI Wed., Sat. only. (See "NZ-Pacific Islands").

Dep. NI 1445, Sydney, arr. 1845.

Dep. NI 1600, Sydney, arr. 2000.

SYDNEY - PAPUA - NEW GUINEA

Trans Australian Airlines and Ansett-Australia each operate from Sydney or Melbourne to Pt. Moresby and return four and half times a week, with Boeing 727's.

NORTHBOUND

TAA: 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.
Ansett-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

TAA: 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.

Ansett-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.

NOTE: From August 18 both airlines will operate on these new timetables:

NORTHBOUND

Ansett-ANA: Mon., Wed.: Dep. Syd. 0630, arr. Bris. 0740, dep. 0850, arr. Pt. Moresby 1110.

Fri.: Dep. Syd. 0700, arr. Bris. 0810, dep. 0850, arr. Pt. Moresby 1140.

Sat.: Dep. Syd. 0910, arr. Pt. Moresby 1250.

Alt. Sun. (Aug. 20, Sept. 3, etc.): Dep. Syd. 0630, arr. Bris. 0740, dep. 0850, arr. Pt. Moresby 1110.

TAA: Tues., Thurs.: Dep. Melb. 0730, arr. Syd. 0835, dep. 0900, arr. Bris. 1010, dep. 1050, arr. Pt. Moresby 1335.

Fri.: Dep. Syd. 0910, arr. Pt. Moresby 1250.

Sat., alt. Sun. (Aug. 27, Sept. 10, etc.): Dep. Syd. 0700, arr. Bris. 0810, dep. 0850, arr. Pt. Moresby 1140.

SOUTHBOUND

Ansett-ANA: Mon., Wed.: Dep. Pt. Moresby 1200, arr. Bris. 1440, dep. 1545, arr. Syd. 1655.

Fri.: Dep. Pt. Moresby 1230, arr. Bris. 1510, dep. 1615, arr. Syd. 1725.

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.

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(SOUTH SEA) CO. LTD.

Suva

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 transshipments for Vavau and Niue), Nukualofa and Apia.

Also from Auckland to Lautoka, Suva, Pago Pago, Apia, Niue, Vavau, Nukualofa and from New Zealand to Port Moresby direct.

Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

Sat.: Dep. Pt. Moresby 1340, arr. Syd. 1710.
Alt. Sun. (Aug. 20, Sept. 3, etc.): Dep. Pt. Moresby 1200, arr. Bris. 1240, dep. 1545, arr. Syd. 1655.

TAA: Tues., Thurs.: Dep. Pt. Moresby 1445, arr. Bris. 1730, dep. 1810, arr. Syd. 1920.
Fri.: Dep. Pt. Moresby 1340, arr. Syd. 1705.

Sat., alt. Sun. (Aug. 27, Sept. 10, etc.): Dep. Pt. Moresby 1230, arr. Bris. 1510, dep. 1545, arr. Syd. 1655.

NOTE: TAA and ANA each operate a weekly DC4 from Sydney to P-NG with cargo only.

ANA: Thurs., Dep. Syd. 1930, arr. Bris. 2205, dep. 2320, arr. Pt. Moresby 0610 Fri.

Sat.: Dep. Pt. Moresby 0600, arr. Bris. 1240, dep. 1735, arr. Syd. 2015.

TAA: Sat., Dep. Syd. 2000, arr. Bris. 2235, dep. 2300, arr. Pt. Moresby 0600 Sun., dep. 0735, arr. Lae 0900.

Mon.: Dep. Lae 0600, arr. Pt. Moresby 0755, dep. 0845, arr. Bris. 1545, dep. 1805, arr. Syd. 1925.

QLD. - PAPUA-NEW GUINEA

TAA (with Viscounts)

Tues.: Dep. Townsville 1215, arr. Cairns 1310, dep. 1415, arr. Pt. Moresby 1635.
Wed.: Dep. Pt. Moresby 1445, arr. Cairns 1705, dep. 1800, arr. Townsville 1855.

ANSETT-ANA (with Viscounts)

Thurs.: Dep. Cairns 1250, arr. Pt. Moresby 1450, dep. 1530, arr. Lae 1625.
Fri.: 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)

Fri.: Dep. Pago Pago 0610, arr. Auckland Sat. 0855.

Sat.: 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.

● *PIM's shipping and airways schedules are correct to time of publication.*

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 0755.

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.

NZ - NORFOLK IS.

AIR-NZ (by Qantas DC4's on Charter)

Wed., Sat.: Dep. NI 1600, Auckland, arr. 1945.

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 DC8-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 1230, arr. Pago Pago 1640, dep. 1730, arr. Papeete 2120.

Tues.: Dep. Papeete 2230, arr. Pago Pago Wed. 0040, dep. 0130, arr. Honolulu 0735, dep. 0900 for Los Angeles, arr. 1655.

NEW CALEDONIA - NEW HEBRIDES

UTA-FRENCH AIRLINES (with DC4's and Herons)

Tues.: Dep. Noumea 0800, arr. Vila 0955, dep. Vila 1035, arr. Santo 1150, dep. 1330, arr. Vila 1445, dep. 1515, arr. Noumea 1710.

Sat.: Dep. Noumea 0800, arr. Santo 1040, dep. 1110, arr. Vila 1225, dep. 1400, arr. Noumea 1555.

NEW CALEDONIA - WALLIS ISLAND

UTA-FRENCH AIRLINES (with DC4's)

Monthly service (second Wednesday)

Wed. (Aug. 9, 23, Sept. 6): Dep. Noumea 0800, arr. Wallis 1530.

Monthly service (following Friday)

Fri. (Aug. 11, 25, Sept. 8): Dep. Wallis 1000, arr. Noumea 1530.

P-NG - SOLOMONS

TAA (with Fokker Friendships)

Wed.: Dep. Lae 0900 for Rabaul, Buka, Munda, Yandina, Honiara, arr. 1630.
Thurs.: Dep. Honiara 0630 for Munda, Buka, Rabaul, Lae, arr. 1205.

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S—Sandefjord, Norway.

Motor Vessels "THORSGAARD" and "THOR I"

Regular Freight and Passenger Services between Pacific Coast Ports of U.S.A. and Canada and

TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA
NEW HEBRIDES

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

1 Bush Street, San Francisco 4, California, U.S.A.

APIA—Burns Philp (South Sea) Company, Ltd.

PAPEETE — Agence Maritime Internationale Tahiti.

PAGO PAGO—G. H. C. Reid & Co.

NOUMEA—Etablissements Ballande.

SYDNEY—Trans-Austral Shipping Pty. Ltd.

SUVA—Burns Philp (South Sea) Company, Ltd.

LAE/RABAU—Burns Philp (New Guinea) Ltd.

PORT VILA — Comptoirs Francais de Nouvelles Hebrides.

SOUTH PACIFIC ECONOMY CLASS AIR FARES

FROM SYDNEY (Aust. dollars)

	Single \$	Return \$
Capulco	526.80	1,001.00
uckland	83.50	158.70
hristchurch	83.50	158.70
oniara	186.40	372.80
onolulu	382.40	726.60
ae	114.70	229.40
ord Howe Is.*	38.20	76.40
adi	122.00	231.80
orfolk Is.*	55.00	104.50
oumea	81.30	154.50
ago Pago	172.00	326.80
apeete	272.50	517.80
t. Moresby	89.50	179.00
abaul	138.00	276.00
an Francisco	473.70	900.10
ancouver	473.70	900.10
Wellington	83.50	158.70

FROM SUVA (Aust. dollars)

pia	56.30	107.00
onlara	196.20	372.80
adi	11.50	21.90
ukualofa	41.70	79.20
anto	111.20	211.30
arawa	212.00	402.70
ila	90.40	172.60

FROM NADI (Aust. dollars)

onolulu	280.80	533.60
oumea	55.00	104.60
ago Pago	50.00	95.10
apeete	159.00	300.00

FROM AUCKLAND (NZ dollars)

onolulu	279.50	531.10
adi	62.00	117.80
orfolk Is.*	41.50	78.90
oumea	62.00	117.80
ago Pago	99.20	188.50
apeete	166.80	317.00

First class seats available only.

The plane calls at Yandina on alternate Wednesdays (Aug. 9, 23, Sept. 6) and Thursdays (Aug. 10, 24, Sept. 7).

NEW GUINEA - WEST IRIAN

TAA, using DC3's, flies fortnightly from Madang, via Wewak, to Sukarnapura and returns the next day (Aug. 19, Sept. 9).

TAHITI - UTA

UTA-FRENCH AIRLINES (with DC8's)

Wed.: Dep. Papeete 0900, arr. Los Angeles 1955, dep. Wed. 2359, arr. Papeete Thurs. 0515.
Fri.: Dep. Papeete 0900, arr. Los Angeles 1955, dep. Fri. 2359, arr. Papeete 0515 Sat.
Sat.: Dep. Papeete 0715, arr. Honolulu 1240, dep. 1410, arr. Los Angeles 2205.

PAN AMERICAN AIRWAYS (with 707's)

Thurs.: Dep. San Francisco 1400, dep. Honolulu 1700, arr. Papeete 2225.
Fri.: Dep. Papeete 0130, arr. Honolulu Fri. 0650, dep. 0900, arr. Los Angeles 1655 Fri.
Sat.: Dep. San Francisco 2200, dep. Los Angeles 2359, arr. Papeete 0515 Sun.
Mon.: Dep. Papeete 0745, arr. Los Angeles Mon. 1830, arr. San Francisco Mon. 2045.

W. SAMOA - AM. SAMOA POLYNESIAN AIRLINES LTD.

(with DC3)

Daily: Dep. Apia 1600, arr. Pago 1640, dep. Pago 1705, arr. Apia 1745.
Mon., Wed., Thurs., Fri.: Dep. Apia 0800, arr. Pago 0840, dep. Pago 0905, arr. Apia 0945.
Sun.: Dep. Apia 0445, 0545, arr. Pago 0525, 0625, dep. 0630, 0730, arr. Apia 0710, 0810.

W. SAMOA - TONGA POLYNESIAN AIRLINES LTD.

(with DC3)

Sun.: Dep. Apia 0830, arr. Tonga Mon. 1130.
Mon.: Dep. Tonga 1215, arr. Apia Sun. 1515.

W. SAMOA - WALLIS IS. - FIJI POLYNESIAN AIRLINES LTD.

(with DC3)

Tues., Dep. Apia 1330 (cross dateline), arr. Nadi 1630 Wed., dep. 0345 Thurs., arr. Wallis Is. 0630, dep. 0700 (cross dateline), arr. Apia 0940 Wed.
Fri.: Dep. Apia 0645 (cross dateline), arr. Wallis Is. 0725 Sat., dep. 0745, arr. Nadi 1045, dep. 1145 (cross dateline), arr. Apia 1700 Fri.

INTERNAL SERVICES

FIJI

Fiji Airways, with Herons and DC3's operates regular services to Labasa, Matel, Nadi, Suva and Savusavu.
Details from Fiji Airways, Victoria Parade, Suva.

FRENCH POLYNESIA

RAI, with DC4's and a Bermuda flying-boat, operates regular services to Bora Bora, Huahine, Papeete, Raiatea and Rangiroa.
Details from RAI, Quai Bir Hakelm, Papeete, or any UTA office. (Over)



DAIWA LINE

DIRECT MONTHLY SERVICE

JAPAN / SOUTH PACIFIC

M.V. "USA MARU" V-2

Dep. JAPAN August 31.	LABASA September 22-23.
GUAM September 5-6.	LAUTOKA September 24-25.
APIA September 16.	NOUMEA September 28-29.
PAGO PAGO September 17-18.	VILA October 2.
SUVA September 21-22.	SANTO October 3-5.

Heavy lift, reefer space available.

Subject to alteration with or without notice.

Next Sailing—M.V. "Tahiti Maru" V-13,
end of September, 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.

GUAM - US TRUST TERRITORY

Pan American Airways, under contract, with SA16's and DC4's, operates regular services to Guam, Koror, Kwajalein, Majuro, Ponape, Rota, Saipan, Truk and Yap.

Details from any Pan-Am office.

PAPUA - NEW GUINEA

TAA, with Fokker Friendships, DC3's, Twin Otters and Aztecs, operates regular services to Baimuru, Baiyer R., Balimo, Banz, Buin, Bulolo, Buka, Cape Gloucester, Cape Hoskins, Daru, Finschhafen, Garaina, Goroka, Gurney (Samarai), Jacquinot Bay, Kandrian, Kavieng, Kerema, Kieta, Lae, Madang, Malalua, Manus, Minj. Misima, Mt. Hagen, Namatanai, Nissan

Is., Popondetta, Pt. Moresby, Rabaul, Talasea, Wabag, Wakunai, Wau and Wewak.

Ansett-MAL, with Fokker Friendships, DC3's and Piaggios, operates regular services to Aitape, Ambunti, Angoram, Banz, Bulolo, Erave, Goroka, Hayfield, Ialibu, Kainantu, Kagua, Kavieng, Kundiawa, Lae, Lumi, Madang, Mendi, Minj. Mt. Hagen, Momote, Nuku, Pt. Moresby, Rabaul, Tari, Telefomin, Vanimo, Wabag, Wapenamanda, Wau and Wewak.

Papuan Airlines Pty. Ltd., with DC3's and Piaggios, operates regular services to Aroa, Balimo, Bereina, Cape Rodney, Daru, Gurney, Kairuku, Kokoda, Losuia, Mt. Hagen, Paili, Popondetta, Pt. Moresby, Rorona, Tapini, Vivigani, Wanigela and Woitape.

NEW CALEDONIA

TRANSPAC, with Herons and Aztecs, operates regular services to Hienghien, Houailou, Isle of Pines, Kone, Kouaoua, Koumac, Lifou, Mare, Noumea, Ouvea, Poindimie, Thio, Tiga and Voh.

Details from TRANSPAC, Noumea.

NEW HEBRIDES

Air Melanesia, with Drovers, operates regular services to Aneityum, Erromanga, Lamap, Longana, Norsu, Santo, Tanna, Tongoa and Vila.

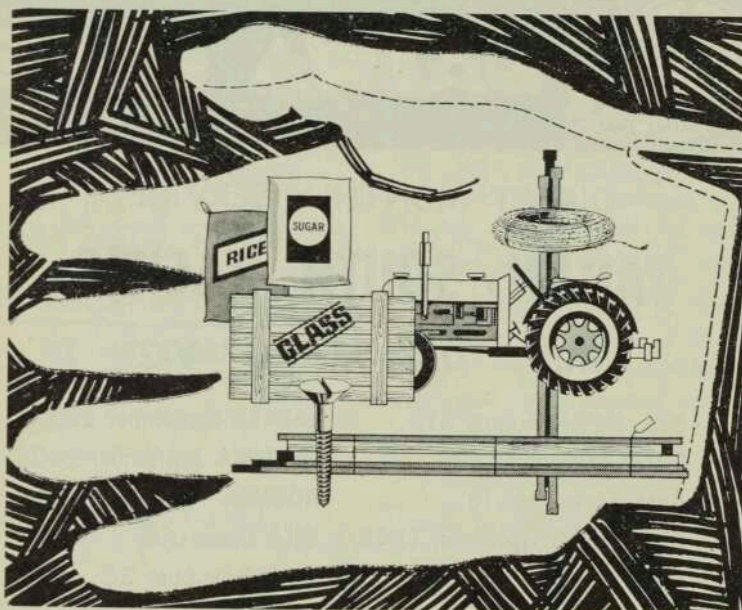
Details from Air Melanesia, Vila.

SOLOMON ISLANDS

Megapode Airways, with Apache and Dove aircraft, operates regular service to Auki, Ayu Ayu, Barakoma, Honiara, Kira Kira, Munda, Sege and Yandina.

Details from Megapode Airways, PO Box 103, Honiara, BSIP.

AUSTRALIA-WEST PACIFIC LINE



KID GLOVE SERVICE

Exporters/Importers. Your cargo to and from Papua/New Guinea is assured "Kid Glove Service" when entrusted to Australia-West Pacific Line.

By advanced, modern techniques in cargo handling, the proven service of A.W.P.L. is still second to none in the Papua/New Guinea Trade.

Your cargo is treated V.I.P. when shipped A.W.P.

For further enquiries, please contact A.W.P.L. Agents:—



Sydney and Melbourne—Wilh. Wilhelmsen Agency Pty. Ltd.
Brisbane and Adelaide—Gibbs Bright & Co. Pty. Ltd.
Lae, Rabaul, Madang—New Guinea Company Limited.
Port Moresby—Island Products Limited.

AUSTRALIA WEST PACIFIC LINE



Nickel company

(Continued from p. 128)

Societe was interested in mining in Venezuela because its work in New Caledonia was "to be limited" by the arrival of the second company.

Pechiney and Ugine on the French side, and Inco, Amax, Denison, Canada, and Hanna of the United States, on the foreign side, were named by the *Review* as negotiating with France to form the consortium.

It added that Japan had already agreed to a 15 per cent. increase in nickel ore prices under an agreement to import about 1.8 million tons from New Caledonia in the year to March, 1968.

\$6m. P-NG oil play

ESSO Exploration and Production Australia Inc. have joined Oil Search Limited in a "farm-out" agreement to explore 3,900 square miles of Oil Search's concession area in Papua.

Esso will spend up to \$6 million on exploration around the mouth of the Turama River and Deception Bay, in the Gulf of Papua, to gain a 50 per cent. interest in any oil or gas finds in the area.

The new partner will carry out seismic work to define prospective structures for test drilling and then drill four exploratory wells to locate gas or oil accumulation.

The first work is due to start in early August with a seismic survey around the Paibuna River, north of the Turama.

News of this agreement and speculation that Oil Search had interested British Petroleum in a similar oil survey agreement in one of its extensive concession areas in Papua sent the company's 50 cent shares on Sydney and Melbourne stock exchanges to 18 cents in early August, nearly the highest for 1967.

DEATHS OF ISLANDS PEOPLE

Pastor G. Stewart

Pastor George Graham Stewart, one of the first Seventh-day Adventist missionaries in Tonga, died in Sydney on July 5, aged 91.

He was born in Victoria in 1875, and went to Tonga with his wife, Evelyn, in 1911 as superintendent of the SDA church.

While in Tonga he adopted an eight-year-old Nukualofa boy, John Kamea, and took him to New Zealand and then Australia. Kamea is now a teacher in Fiji.

Pastor Stewart left Tonga in 1914 and spent his life working for his church in New Zealand and Australia. He retired in 1959.

He was the brother of Pastor G. Stewart, who is well known in the South Pacific for his pioneering work for the Adventists.

The late Pastor Stewart is survived by his wife and six of his eight children.

Professor A. J. Marshall

Professor Alan John ("Jock") Marshall, an Australian naturalist who extensively explored and wrote two books about the New Hebrides and New Guinea, died in hospital in Melbourne in late July. He was 56.

Professor Marshall was world-renowned as an authority on bird life and as an advocate of the conservation of wildlife, particularly in Australia.

Born in Sydney in 1911, he lost his left arm at 16 when a shotgun exploded accidentally, but managed to do very well without it.

After studying at Sydney University, he gained a place in an Oxford University expedition to the New Hebrides, which spent 12 months in 1933-34 studying the condominium's birds, animals, reptiles and people. Marshall then wrote *The Black Musketeers*, one of the few recent books on the territory.

In 1936, Professor Marshall walked over extensive areas of north-east New Guinea, and crossed into Dutch New Guinea. This gave him material for another book, *The Men and Birds of Paradise*.

Other pre-war activities included a trip to the Arctic with an Australian scientific expedition, study at Oxford, and further study at Sydney University, where he gained a degree in zoology and physiology.

Rejected by the Australian Army at the outbreak of World War II, Professor Marshall joined the Army Education Service and subsequently

became Australia's only one-armed infantryman.

After the war, he went to England and the United States to study and work at Oxford and London Universities, Yale, and the University of California.

He returned to Australia in 1959 to become foundation professor of zoology and comparative physiology at Monash University, Melbourne.

In 1962, in collaboration with the artist Russell Drysdale, Professor Marshall wrote *Journey Among Men*, about the Australian outback (*PIM*, Dec., 1962, p. 93). It is probably his best-known book.

Ratu Timoci Vosailagi

Ratu Timoci Vosailagi, the Na Ka Levu, Tui Nadroga (The Great, and King of Nadroga), died on July 14, at the Government Station, Lawaqa, Sigatoka, Fiji, aged 83. He had been ill for about a year.

He became a farmer in his own province of Nadroga, and tilled his lands for more than 50 years. Cane was his chief crop.

Occasionally he served in an active capacity in the Fijian Administration.

Ratu Timoci, who was awarded the MBE for outstanding public service, was an influential member of the Council of Chiefs.

One of his sons, Ratu Imanueli Louvatu Vosailagi, graduated as a dentist at Otago University, NZ, and became Government Dental Surgeon in Fiji.

Another son, Ratu Aisea Wakani-molikula, is a director of South Pacific Sugar Mills Ltd., one is a farmer, and a fourth is a Government official.

Ratu Timoci also leaves a widow, and a daughter.

Mr. W. J. Clapham

Mr. W. J. Clapham who served two terms in Fiji for the Bank of New Zealand, died at Whangarei, North Auckland, on July 8, aged 68.

He entered the bank's service in 1914, and was posted to Suva as accountant in 1932, staying there for eight years.

His second posting to Fiji was in 1955, when he went to Lautoka as branch manager. He left Lautoka in 1959 to retire.

Ratu P. E. Seniloli

Ratu Popi Epeli Seniloli, great-grandson of Ratu Cakobau who ceded Fiji to Great Britain, died at Suva on July 1, aged 55. He was paramount chief of Naitasiri Province and

held the title of *qaranivalu* (leader or great chief of the people of Naitasiri).

Ratu Popi was a teacher for some years before joining the Fijian Provincial Administration.

In World War II he was a recruiting officer in Naitasiri before being commissioned in the 1st Battalion, Fiji Labour Corps.

When he rejoined the Fijian Administration he worked with the late Ratu Sir Lala Sukuna in the difficult task of amalgamating provinces and tribes under the one *roko* (administrative head).

He left a widow.

Mr. Frank Ryan

Mr. Frank Ryan, who died in Suva on July 6, aged 68, was one of Fiji's best-known and best-liked "characters".

A journalist by profession, he seemed to know everybody in Suva; everybody seemed to know him.

Frank was born in New Zealand and started his journalistic career there with the *Timaru Herald*, and later with the *Auckland Sun*.

When the *Auckland Sun* ceased publication in the early 1930's, Frank went to Suva to work for *The Fiji Times*, then known as *The Fiji Times and Herald*. He married Miss Molly Barker (now Mrs. R. Gell), who was the daughter of Sir Alport Barker, then owner of *The Fiji Times*.

Although a good general reporter, his first loves were Rugby football (he was a South Canterbury representative in NZ) and music, and he wrote with authority on these subjects. He also knew much about boxing.

Frank gave up journalism late in the 1930's to become secretary of the Fiji Tourist Bureau. Later he was secretary of the Fiji Golf Club and Defence Club. In World War II he played a prominent part in the civil defence organisation in Fiji, and for his services he was awarded the MBE.

In 1951, Frank returned to New Zealand to work for the *Dominion* in Wellington, but he soon found that, after 20 years in the tropics, the NZ winters were too severe for him.

So he went back to Fiji and took up part-time duties with *The Fiji Times*. He also engaged in feature writing for overseas publications, including *PIM*, drawing on his vast knowledge of the colony to get his message across.

Frank Ryan could have achieved much more if it had not been for what *The Fiji Times*, in a warm editorial tribute following his death, described as "personal failings which made him in some ways his own enemy."

(Over)

McGOWAN BROTHERS DIE WITHIN EIGHT DAYS OF EACH OTHER

Two members of a well-known pioneering family in Fiji died within eight days of each other in early July. They were the brothers Gordon Goodenough McGowan, who was 94, and Arthur Quentin McGowan, who was 88.

Mr. G. G. McGowan, who was born in 1873, the year before Fiji was ceded to Great Britain, died in Suva on July 4.

He was educated at Levuka, and later operated a sailmaker's business there.

Later he bought Laucala Island, off the eastern tip of Taveuni, and he and his wife lived there till about 15 years ago, when they sold out to Morris Hedstrom Ltd.

Mr. and Mrs. McGowan then went to live in Suva.

He was in ill-health for about 12 months before he died.

Mr. A. Q. McGowan died in Suva on July 12.

Like his brother, he was educated at Levuka. On leaving school, he became an apprentice with Jimmy Morgan and Sons Shipping Co.

After some years at sea he went to Suva as managing partner in the family concern of McGowan Bros.

Mr. McGowan also worked for Henry Marks. In 1920, he founded his own firm, A. Q. McGowan and Co., traders in trochus shell and other Islands produce, and in a wide variety of other goods.

In 1956 he built a new building in Suva, which carried his name, with frontages to Cumming, Margaret and Marks Streets.

He leaves two daughters and a son.

But that was the life he made, and it is a significant comment on the man that he had no other enemies.

In the heat of a Fiji summer evening Frank would go for a stroll along the main streets of Suva, often taking time off to rest on a seat under a huge ivi tree in the Triangle.

There he would chat happily to Fijian or Indian friends, and nod to passing motorists.

Another favourite haunt was the "big bowl", a yaqona bowl in a junk yard near the main gates of Suva wharf, open to all and sundry.

Round this bowl Frank kept in touch with what was happening "on the beach", and was often in a position to forecast weeks beforehand matters which were "deadly secret".

Frank was the original "Man on the Beach" in *The Fiji Times*, the forerunner of the paper's present column, "Flotsam and Jetsam, with the Beachcombers".

Right up till his death, pungent items from his pen appeared in the column, and to the trained eye it was fairly easy to pick out those he wrote, for he had his own style and his own way of getting his point across.

Frank's memory will live on for many years.—HNB.

Mr. M. M. Narsey

Mr. Maganlal Motiram Narsey, a prominent Suva businessman, died at Suva on June 15, aged 51, after a long illness.

He was managing director of Narseys Ltd., Narhari Electrical Co., Narhari Footwear Distributing Co. and Hazrat Trading Co.

Mr. Narsey was a member of the Suva Rotary Club and had served on the board of the Fiji Visitors Bureau. He was once president of the Suva Indian Chamber of Commerce, and was a member of the Labour Advisory Board.

He leaves a widow, three sons and two daughters.

Mr. M. S. Buksh

Mr. Mirza Salim Buksh, a former Fiji MLC and civil servant, died at Lautoka on July 27, aged 83. He was born in Madras and went to Fiji in 1910 as a clerk and interpreter.

He served in many parts of Fiji in the Supreme Court and as a revenue officer, clerk of the court, and repatriation officer.

He retired in 1939, but was re-employed by the Government during the war. He was a nominated MLC from 1947 to 1949.

Mr. Buksh left a widow, three sons and three daughters.

Prince Eric Salmon

The death occurred at his home at Paea, Tahiti, on July 17 of Prince Eric Taaroa Temanaha Salmon, a direct descendant of the royal Pomare family of Tahiti and of King Tamatoa, of Raiatea. He was 56.

The late prince left a widow, Matua Tauatito, and two children, Prince Tua Teoariterai and Princess Moetaua, wife of a French industrialist, Mr. Francis Bardon de Perpessac, of Paris.

Mr. Robert Johnson

Mr. Robert (Bob) Johnson, popular photographer and artist of Rarotonga for the past six years, died suddenly at his home at Tupapa on July 15. He was 50.

Mr. Johnson's work appeared many times in *PIM*, the *Cook Islands News* and *Cook Islands Review*, and more of it will be seen in the *National Geographic Magazine*.

In early July, he made a cine film of the visit of the Duke and Duchess of Kent to Rarotonga for the Cook Islands Government.

Mr. Johnson was born in Shanghai of British parents and was educated at Shanghai University. He learned to speak French and Chinese fluently.

He joined the Indian Army as a private, became a member of Intelligence, and rose to the rank of lieutenant-colonel during World War II.

After 15 years' service, he was demobilised in London and emigrated to Canada.

When the Korean War broke out he was pressured into joining the Canadian Army as a captain in Intelligence because of his knowledge of Chinese.

During his civilian career, Mr. Johnson was at various times in Canada and the US working as a builder and contractor, a large-scale pheasant farmer, a magazine editor and an advertising manager.

He went to Rarotonga six years ago and became a professional photographer. As a sideline he painted portraits and, for relaxation, he collected shells, went skin-diving and played chess.

Mr. Johnson left a widow, Margot, and a son by a previous marriage.

Mr. William C. Groves

Mr. William C. Groves, a former Director of Education in Papua-New Guinea, and Nauru, died in London on July 11. He was 68.

Mr. Groves, who had been on a visit to Europe with his wife since March, collapsed at the end of June and was in hospital for two weeks before he died.

Born in Ballarat, Victoria, he enlisted in the Australian Infantry Forces in World War I when he was 16 and became the youngest sergeant ever to serve in those forces. He saw action in France, was taken prisoner

Villecourt, and was only 21 when he got back to Australia.

Mr. Groves then joined the Victorian Education Department and obtained a Bachelor of Arts degree in part-time course at Melbourne University.

He was seconded for educational work in New Guinea in 1922-26, after which he was a lecturer on the staff of the Melbourne Teachers' College; and lecturer on Pacific Affairs at the Melbourne University Extension Board.

In 1931, after a course in social anthropology at Sydney University, he returned to New Guinea to carry out special anthropological work under a Research Fellowship of the Australian National Research Council and remained there until 1934.

He was back in the territory on another fellowship in 1936.

In 1937, Mr. Groves was appointed Director of Education at Port Moresby; and at the end of a two-year term, he carried out a survey of education for the British Government in the Solomon Islands.

During the war, he served with the Army Education Unit in New Guinea, and immediately afterwards was appointed Director of Education in the territory. He held that post until his retirement in 1958.

From then on he was engaged in research for the Australian National

University and in lecturing for the Victorian Education Department.

The P-NG Administrator, Mr. David Hay, said in July that Mr. Groves contributed much to the territory. He was a member of the P-NG Legislative Council from its inception in 1951 to his retirement.

Mr. Groves assisted in the formation of the South Pacific Commission and later became a member of the Commission's Research Council. An enthusiastic worker for scouts he helped re-establish the movement in the territory after World War II.

When Mr. Groves first went to the territory in the 1920's he taught at schools in Kokopo and Malaguna, New Britain. Later he did research in anthropology in New Ireland and Finschhafen.

Mr. Groves left a widow, two daughters and a son. The son is Dr. Murray Groves, at present Professor of Sociology at the University of Singapore, who is well known in New Guinea for his anthropological studies.

Vice-Admiral C. A. Lockwood

Vice-Admiral Charles A. Lockwood, who commanded his first submarine at the age of 24 and who directed US submarine operations in the Pacific in World War II, died in California in June aged 77.

Gov. Lee's departure

(from p. 19)

retained "and perhaps the worst dissolved."

"It is hard to say whether American Samoa will ever become independent economically," the new governor said. "This will depend on what can be done with tourism."

"Many tourists complain to me that there is nothing for them to do here except sit under a palm tree. Obviously, facilities will have to be provided."

"Tourism can be a problem and a heavy influx of visitors could damage Islands life. But I think that if we maintain our immigration procedures, and even strengthen them, we can weather that storm."

"We cannot hope to retain the culture of Samoa intact throughout the development ahead, but I do feel that the Samoan culture offers some aspects, such as the communal family relationship and the ability to pull together when in trouble, which we can maintain."

"The struggle to maintain these things will be hard, but it can be done."

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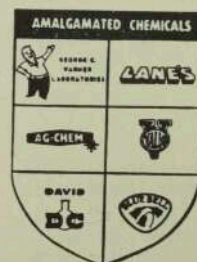
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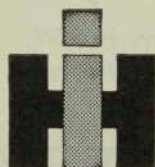
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THE PRACTICAL PLANTER



When the P-NG Department of Agriculture started an experimental tea plantation at Wairua in the Wairua Valley, near Lae, several years ago, there was a lot of conjecture about whether the local women could be trained as tea pluckers. But when they were tried, they soon showed that they had a lot of aptitude for that work.



Some overseas practices in the tea-growing industry

From a special correspondent

Dozens of different varieties of tea leaves are grown by the big tea-producing nations of Ceylon, India, Indonesia, Russia and Kenya, but only two kinds of plant form the basis of all tea grown. These two, which differ markedly, are the delicate Assam type and the hardy China variety.

It is essentially Assam tea which is being grown today in the Highlands of New Guinea, where several Australian plantations and numerous smaller ones run by natives should be producing some 4,000 tons of processed tea a year by the mid-1970's. The New Guinea tea industry, which was first envisaged in 1939, did not really get going until 1962 when the PNG Administration gave a firm commendation on tea production. So far, only a few small quantities of high grade tea have been sold on the London market.

Much of the Assam tea grown in the territory was originally brought in the form of seed plants from Queensland experimental tea gardens. There are five different types of Assam tea plants, the light-leaved Assam, the dark-leaved Assam, the Anipuri, the Burma and the Lushai. C. R. Harler, in a book *Tea Growing* published by Oxford University Press in 1966 (\$4.65), says the life of a single-stemmed Assam plant is

much shorter than that of the China bush, which can grow up to nearly 100 years. An average of one per cent. of the Assam stand in north-east India may die each year over the first 50 years and in this region, where yields of up to 2,000 lb tea acre occur, the life period is only 30-40 years.

Mr. Harler's book does not deal with tea-growing in New Guinea, but much of what he says can be applied to that territory.

He says plants should be selected from a two-year-old nursery put with well-known, proven seed. A knowledge of the age of the trees and local weather conditions is vital when looking at the leaves.

It is a good idea to have the seed gardens in isolated areas, and so avoid cross-pollination with other nearby tea plants.

In Java, Indonesia, tea planters have their seed gardens at least 1,100 yards away from all other tea, and outside the Assam Valley, seed bearers

HANDY HINTS FOR TEA PLANTERS

grow at least two miles from other areas of flowering tea.

Seeds grow over all the surface of the seed bearer, and when you come to spacing your trees you should keep this in mind. A general guide for Assam plants would be 134-194 trees in a 16-18 ft square or triangular.

Care should be taken when manuring the seed gardens during their early years and for young tea in plucking. After the fifth year the make-up of the mixture should be changed.

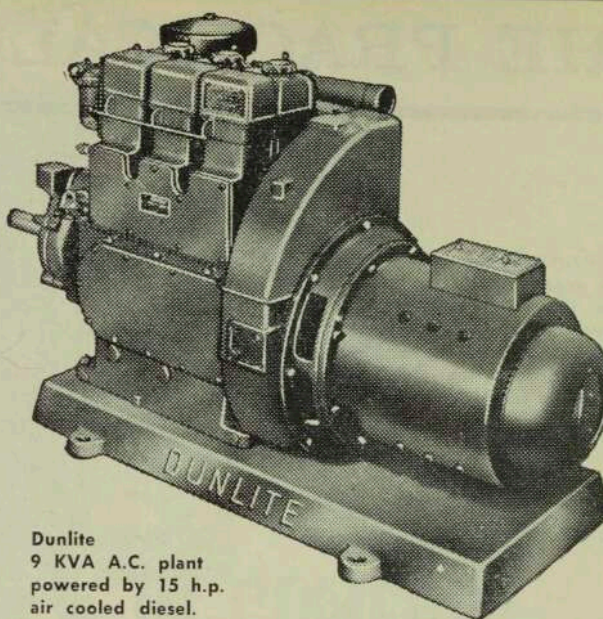
Increased dosage

In the early years the mixture should be spread around the young trees, ranging from 10 oz to 20 oz per tree, as the spread ranges from one ft to five ft. When the spread increases and the trees start to approach one another, the mixture should be scattered and the dose increased.

For a young seed garden, green cropping is necessary to protect the soil from the sun and also to reduce weeding costs. Make sure your gardens are well drained, otherwise your trees may catch Violet root rot. Cultivation must be shallow.

On the testing and grading of tea

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Practical Planter

Mr. Harler advises growers to pick the seed daily from the ground after it falls—not to pick it from the tree.

You can grade it by using a sieve or rotary-type sifter, usually of perforated aluminium. The size of the mesh varies with the age of trees and the weather.

Use a mesh of a half an inch in diameter sieve and throw away the seed passing through. Manipuri seed is generally graded over a $\frac{7}{8}$ in. mesh.

Floaters, sinkers

Large seed will usually germinate quicker than small seed, and the plants at first have an advantage in size, though this advantage may be lost in later growth.

Small seeds carry the risk that they may produce plants with some of the inferior strain in them.

After you have sifted the seed, place the seed in a large bin of water and leave it for half an hour.

Most seeds will sink, some will



Part of a tea nursery established by the P-N.G Administration at Nondugl, in the Western Highlands.

float, and others will float some distance down.

Remove the half-floaters and floaters and put them in another bin or in a cool shed and leave them for a few days. Then repeat the floating test, and many of the floaters or half-floaters will become sinkers.

Put the sinker seed wet on a tarpaulin and pick them over to remove cracked and split seed.

Such seed may come good if you put it immediately into a nursery. Flat-sided or twin seeds are perfectly good.

For transporting the seed, pack your picked seed. Use wooden boxes, lined with strong brown paper, and pack the seed in layers with a mixture of damp sand, ashes or charcoal. The mixture may contain up to 15 per cent. moisture but there is no set figure.

Selection of plants

A good test to see if there is enough moisture is to grip a handful of the mixture. If the impression of your fingers just remains when you release the mixture, then it is OK.

If you intend selling your seed, before you pack it, it must be tested. To do this crack 100 seeds with nut-crackers and examine the half-seed for cheesiness, seed that has been punctured by the tea seed bug, or otherwise damaged seed.

If your percentage of sound seed falls below the guaranteed figure, discard the lot because most estates carry out the same test on their purchases.

It is best to plant the seed as soon as you can after it falls from the tree because the percentage of seed that germinates drops rapidly as time

goes by. Seed kept for a month may show only 25 per cent. germination, after two months 10 per cent., and after three months, six or seven per cent.

Assam seed is planted in a nursery with the seed spaced 10 inches square. After two years, select the plants first for leaf appearance, then for size of stem, general spread and sturdiness.

In north-east India, growers take into account the covering of soft down on the leaves and stems of the plants when selecting plants.

To do this, hold the first leaf of a shoot with its back to the sunlight. If the hairs cover the back of the midrib only, the plant has a value of one.

If the hairs extend about halfway across the back of the leaf, their value is two, and if they extend to the serrations of the edge of the leaf, three is given.

A leaf with heavy down, reaching to the stalk, is given a value of four.

To determine these values on a stand of nursery plants or a stand of tea seed trees, these tests should be made on 20 typical plants and averaged out. Your plants should have roughly the same value.

A good seed garden of the Betjan type (with downy leaves of the dark-leaved variety), should give an average figure of not less than 2.6, while an average of carefully-selected Manipuri plants may be $1\frac{1}{3}$, and Burma plants, 0.75.

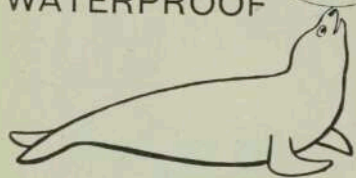
The selection of leaves with soft down is worthwhile because about 75 per cent. of plants with downy leaves give teas with marked quality, while only 25 per cent. of plants with hairless, bald leaves may give the same quality. (Over)



An employee at a tea nursery near Mt. Hagen inspects a tea plant for planting out.

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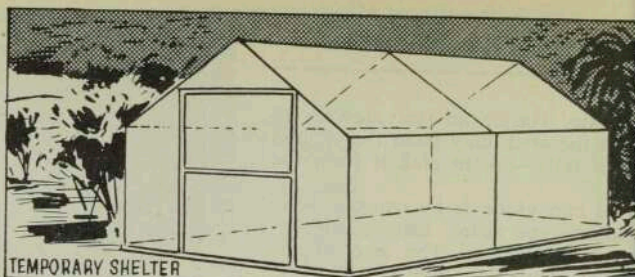
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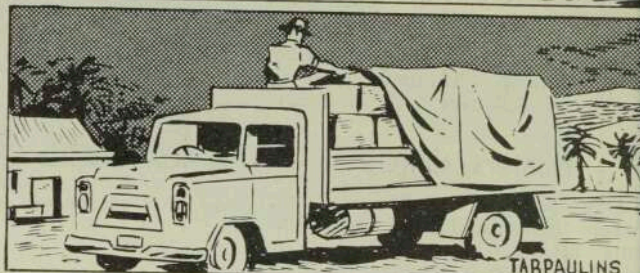
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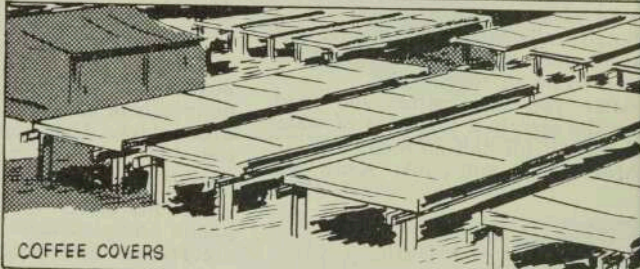
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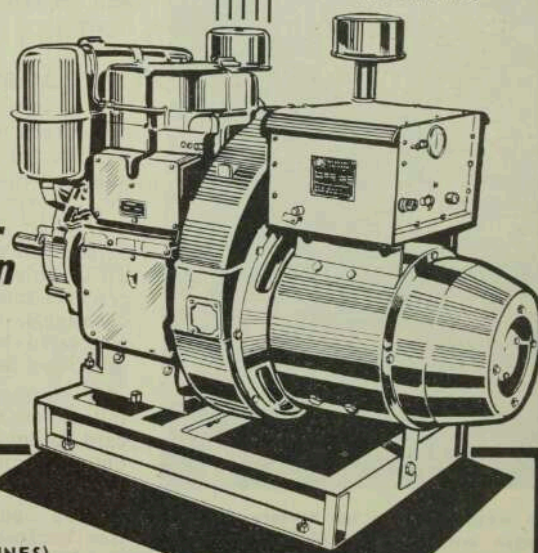
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Resettlement areas in the Wahgi Valley New Guinea are being prepared for the 20,000 New Guineans who are eventually expected to take part in the development of the Western Highlands industry. The P-NG Department of Agriculture is establishing nurseries to provide tea plants for the plantations and seedlings for building and firewood sheds. Some 3,200 acres at Kinding, Sandepina and Nondugl have been bought by the Administration for settlers to plant on blocks ranging from eight to 22 acres.

Photo shows farmers preparing the ground for kau kau planting as a means of improving the soil before tea planting.



Tea can be propagated from leaf cuttings, and every tea-producing country is looking closely into studies of selection and propagation. All cuttings from one bush, whether of the first or subsequent generations, are called a clone.

Clonal selection

D. M. Forrest, in his book *A Hundred Years Of Ceylon Tea* (Chatto and Windus, Lond., 1967, £30), says the Tea Research Institute of Ceylon became extremely active after World War II in experimenting with clones, or, as the process is otherwise called, vegetative propagation.

Mr. Forrest says the whole essence of clonal selection is based on finding suitable clones for all the varied climatic and soil conditions of tea country.

He says hundreds of Ceylon tea estates have experimental plots where the planters test their own, or their neighbours', or the institute's cuttings.

"The influence of re-planting with high-yield clones is something to be reckoned with during the next quarter-century or so, not at this moment," he says.

"There may be a progressive estate here and there whose output graph has already been given a steeper curve through clonal tea coming into bearing, but the fact that the total area of high tea yielding leaf by the end of 1955 was not more than 5,000 acres (one per cent. of all Ceylon's tea land) puts the matter in perspective," Mr. Forrest says.

Sir Percival Griffiths, in his book, *The History of the Indian Tea Industry* (Weidenfeld and Nicolson, Lond., 1967, \$26.20. Available in Australia in October) says that vegetative propagation was first tried in Japan at the end of the last century.

Thirty years passed before similar experiments were tried in India and the process did not become the subject of serious study until between the World Wars.

"Production of high-quality bushes by this process is a lengthy affair, but it is already beginning to show results in India in high yields and improved quality," Sir Percival says.

He says Indian tea institutes and some tea companies have evolved highly efficient ways to select parent bushes for making clones, and for reliable tests of yield and quality.

"Polyclonal seed obtained by allowing two or more clones to pollinate one another offers a means of combining the merits of specially selected clones and so of getting populations of tea bushes with some variation but of high value, and also of retaining the advantages of propagating by seed," Sir Percival adds.

Downy, top growth

Mr. Harler's book, *Tea Growing*, gives an outline of the method of selecting Assam tea plants as a source of leaf cuttings or clones. This timing and statistics refer to plains' conditions in north-east India.

From a high-yielding area giving good quality tea, bushes of 10-20 years of age are selected.

About 4,000 bushes are selected in

Practical Planter

September and examined for the downy appearance of their leaves.

These are then pruned and selected for frame, reducing the original number to perhaps 500.

The following May another selection for downy and top growth is carried out, and the numbers may be reduced to about 200.

Leaf cuttings are then taken and planted out, and by September the best rooters are taken. The number of selected plants, by then, is probably reduced to 50.

The following March, the leaf from each selected bush is manufactured and the teas tasted.

Five or six of the 50 bushes may give above-average teas, and one may be outstanding.

Vegetative propagation

After your clone has been selected and the nucleus bushes set up under Assam conditions, cut off the shoots in the spring, leaving half an inch of new wood.

Take the pruned stems to the propagating area or nursery, but don't expose them to the sun.

Don't use young tender leaves for good cuttings. Discard the top-most three or four leaves of the stem, or the two top leaves of a *banjhi* (dormant) shoot, whatever the case may be. Also, the hard and

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ody portion at the lower end of the m should not be used.

Only leaves which are hard and re dormant connecting buds are eptable.

Stems of each cutting should be 1½ long, the top of the cut immediately above the connecting bud and lines of the cut and basal cuts the same plane as the leaf.

The callus growth at the lower end the cutting should start two to four eeks after planting, rootlets should ear in six to eight weeks and root mation should begin in 10 to 14 eeks.

hoot formation and leaf growth ould start in 14 to 18 weeks.

ou must plant your cuttings as n as possible after you get them. n an average of 80 per cent. ould strike.

ndian, Ceylon and African re- chers have experimented with t hormones to improve tea leaf ings without encouraging results.

Seed or clonal planting?

he complex problems of clonal ction and the still more difficult al seed production have yet to be ed. Currently, if the Assam type of t is grown, as in the New Guinea llands, it would pay to use good mercial seed, if this is readily lable.

fter years of study and experi- t, scientists from Tocklai Experi- tal Station, Assam, have selected es and released them to estates.

he first batch of three became lable in 1949, the second batch of in 1959, and the third batch of in 1963.

he clones haven't succeeded on age estates in Assam, one of the ld's most prolific tea-producing s.

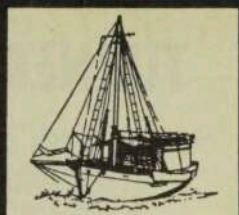
ne large combine there has worked the problem for 20 years, during h over 500,000 plants have been nined and 30,000 of them given ity trials.

f this enormous total, a scant 10 ts satisfied the criteria for crop quality.

There are many other aspects of planting besides those outlined . In future issues, PIM's Practical ter section will deal with such ects as bush formation and prun- the art of good plucking, soil ace, fertilisers and shade.

Practical Planter

WORKBOAT MAINTENANCE



Nothing is more dangerous than having your outboard remote controls freeze up just when you need to control the speed or direction of thrust of your motor.

TO avoid this possibility it's good advice to check your remote control box and cables.

Start with the control box alongside your seat. Unscrew the box to expose the levers and cable end fittings. Using the recommended grease (OMC Type A is ideal) smear grease on everything that moves, slides or pivots! Traces of grease ought to be there to guide you, and don't be miserly.

A half-inch paint brush is an excellent applicator. The grease comes in a tube but the brush can be used to work it into awkward places.

Re-assemble the box then move to the motor end of the cables. Disconnect them from the motor and remove the end fittings from the cables by loosening the two opposed

How to avoid freeze trouble in your outboard

screws which clamp the inner wire cable into the end fitting.

To grease the inner wire cables, disconnect both ends, remove the solid inner wire, polish off any rust spots, coat it with grease then replace inside the outer casing.

Grease the brass ferrule that slides inside the plastic fitting, and grease too the threads of the adjustment section, moving the knurled nut along the thread to ease it.

Replace the end fittings, making sure the wire passes through the hole in the brass peg into which the opposing screws fit. Tighten the screws sufficiently to crimp the cable only very slightly.

Too much pressure and the screws will shear the cable. Attach the cable to the motor but don't attach it to the gearshift lever or throttle arm.

Put the gearshift lever on the engine into "neutral", then put the remote control cockpit gearshift lever into the neutral position. Adjust the knurled nut on the cable end until the cable fitting comes abreast of the hole in the gearshift lever, then connect the cable to the lever.

Put the cockpit lever into "forward" then detach the cable from the motor to ensure that the gearshift lever on the motor has gone fully forward and that the propeller is engaged in forward gear.

Replace the cable and repeat this procedure for "reverse". If all is OK, the adjustment is right.

On the throttle side use the same technique to determine whether the cockpit throttle lever actually moves the throttle arm on the motor from right against the idling stop to the full throttle position. If it doesn't, adjust the knurled knob until it does. Many complaints of poor engine performance have been traced to incorrect throttle adjustment.

PROPELLER TROUBLE

When your neighbour with the same boat and motor consistently leaves you for dead, don't imagine the worst! Most probably your outboard motor is fitted with the wrong propeller, or it could be that your throttle control is out of adjustment. If it is out of adjustment you can put it right in a couple of minutes.

However, you need to know whether the propeller is the correct pitch for the load normally carried. Pitch can be described as the angle or degree of "bite" of the propeller blades and is measured as the theoretical distance the propeller would advance through the water in one revolution. Actually a propeller "slips" a little but the theoretical distance in inches is the "pitch" of the propeller. Coarse pitch propellers are generally used on light boats for speed work, and fine pitch props are the "work" propellers.

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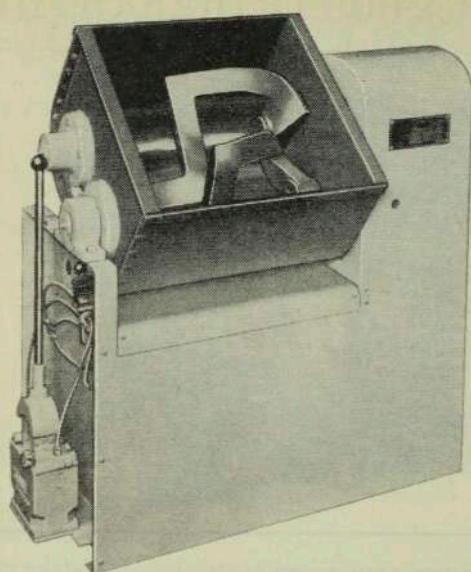
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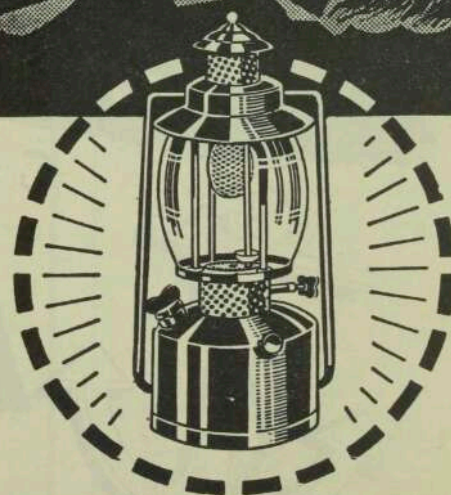
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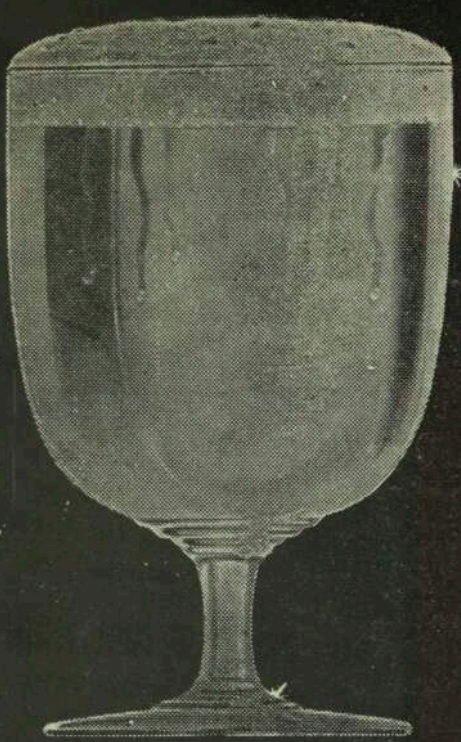
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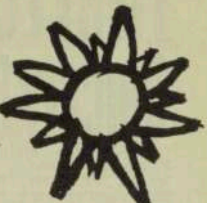


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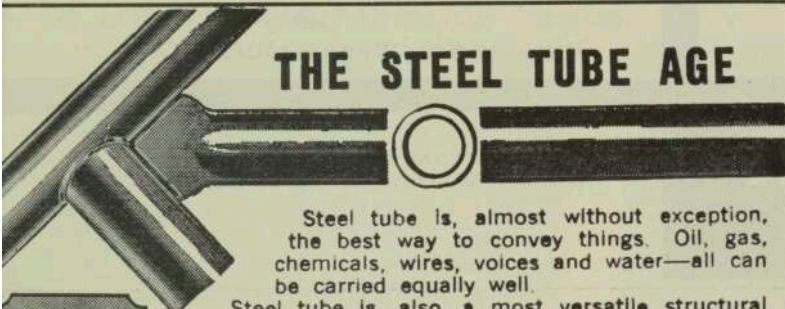
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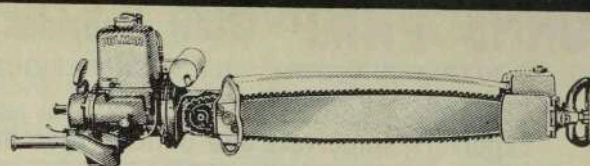
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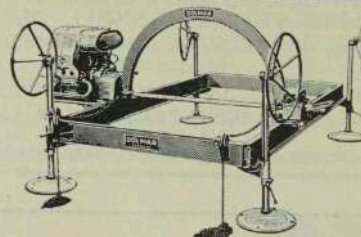


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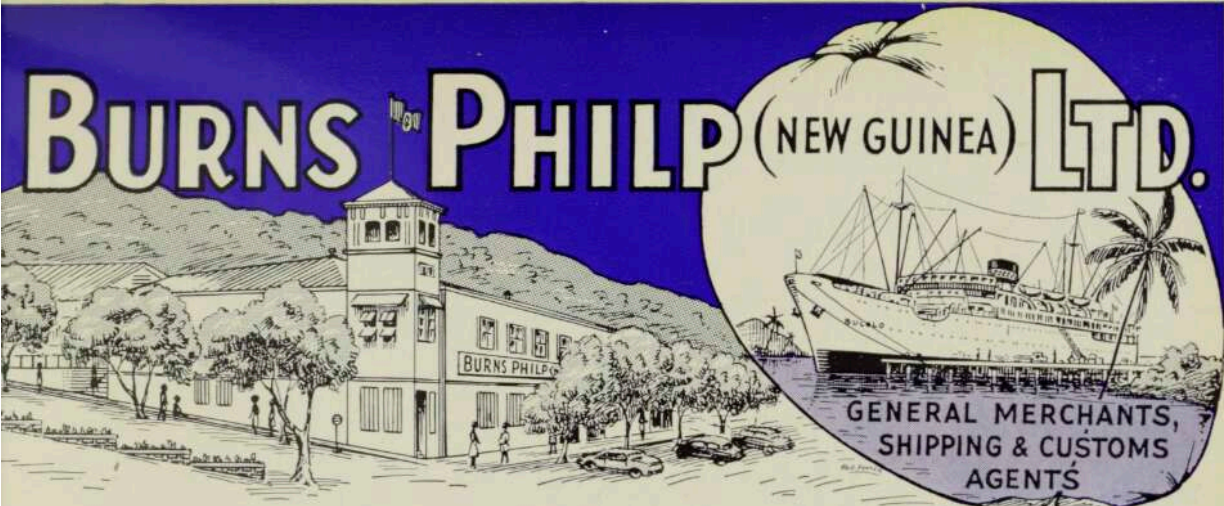
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