

Vol. 38, No. 9 (Sep. 1, 1967)

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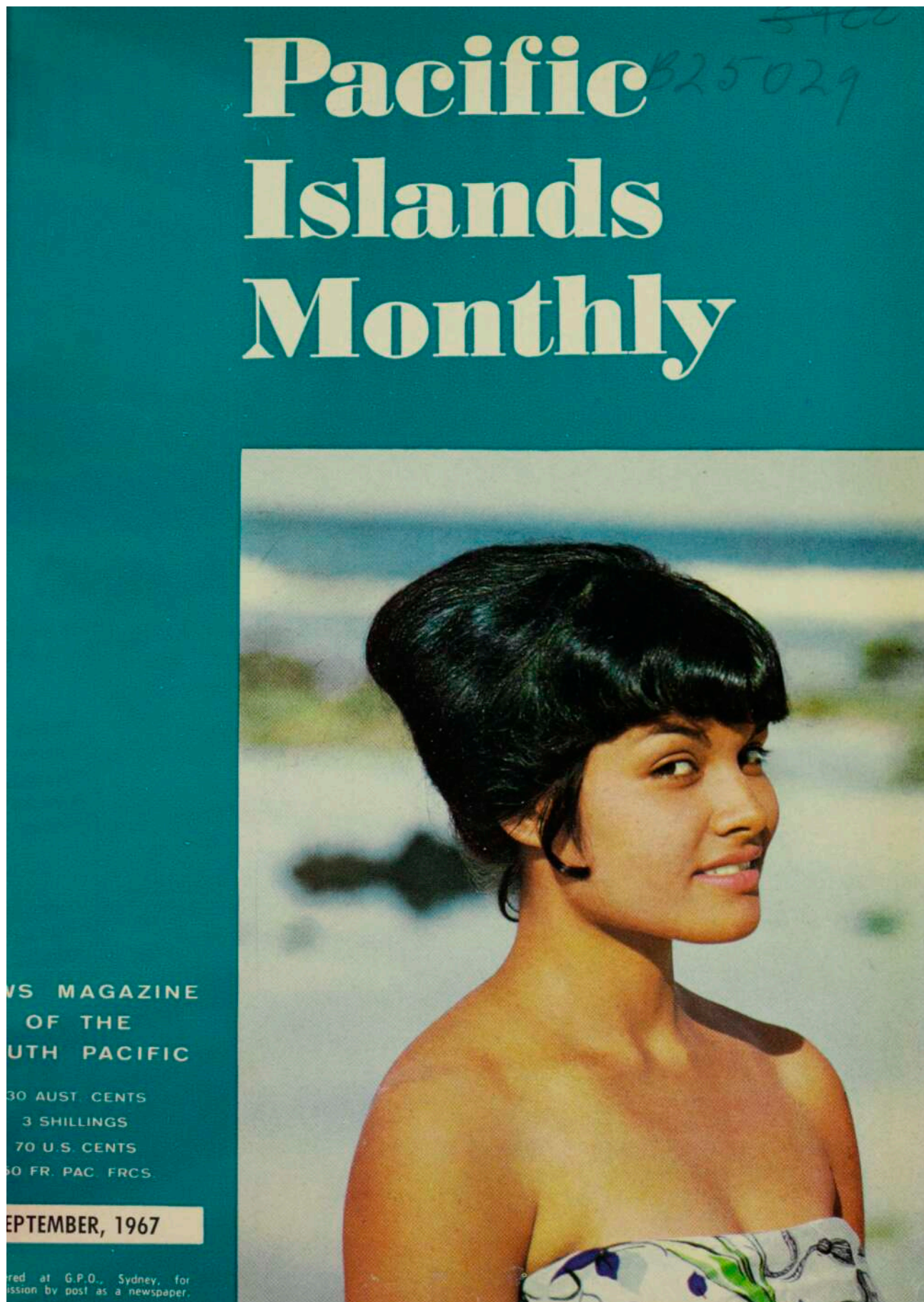
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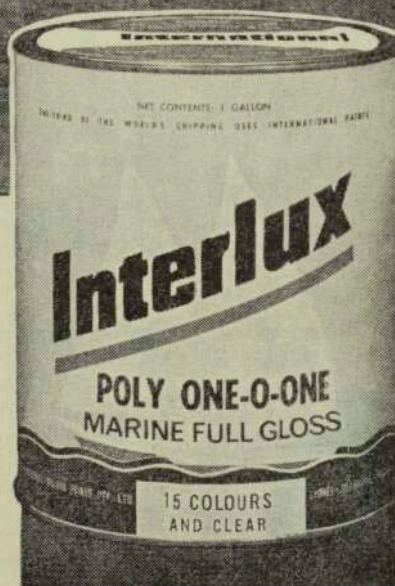


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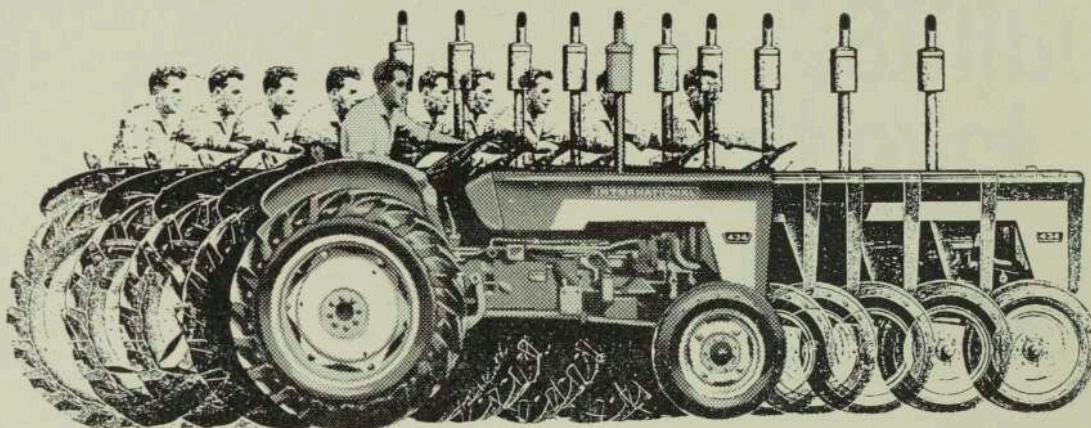
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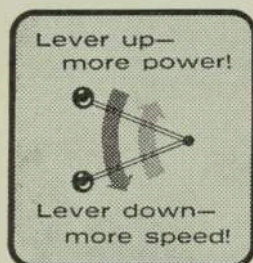


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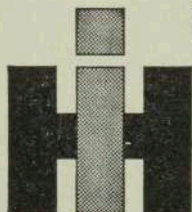
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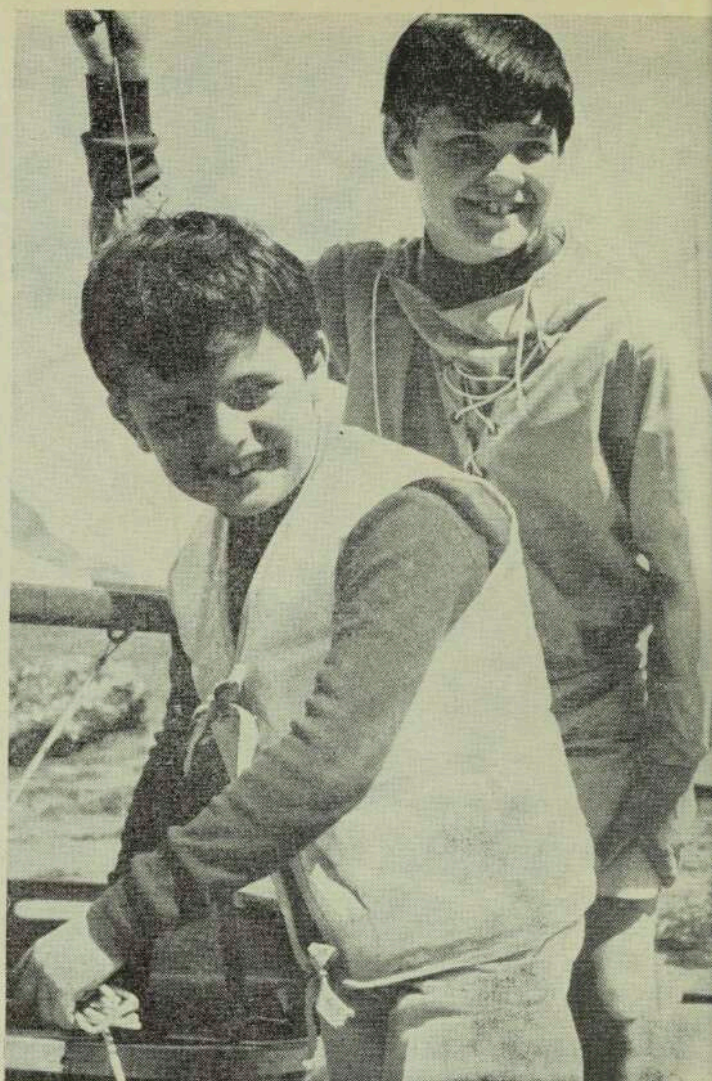


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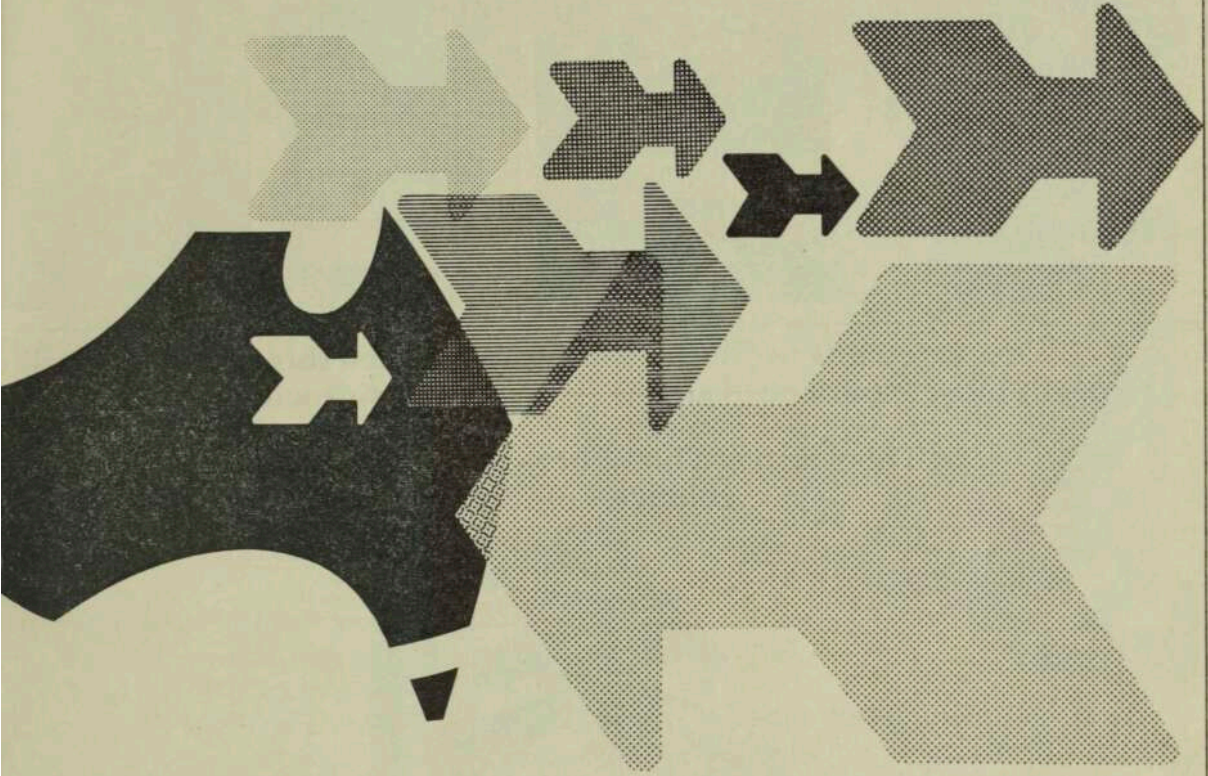
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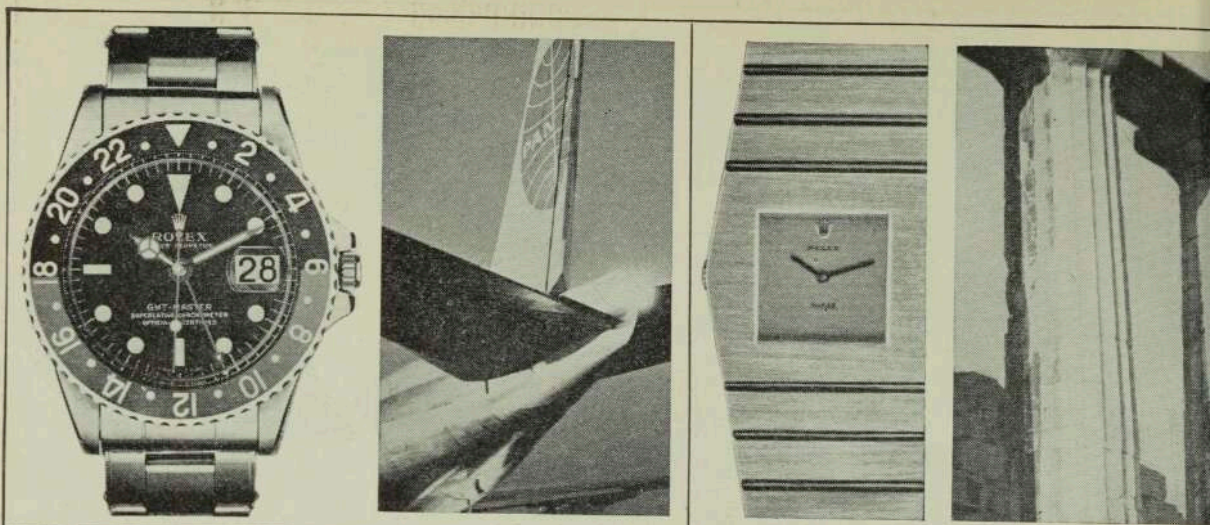
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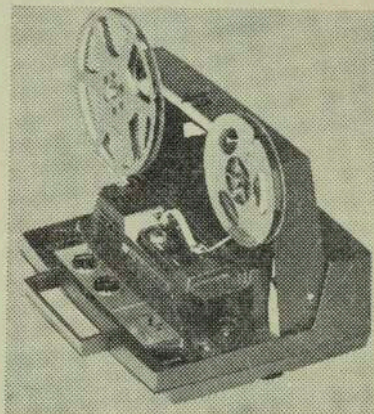
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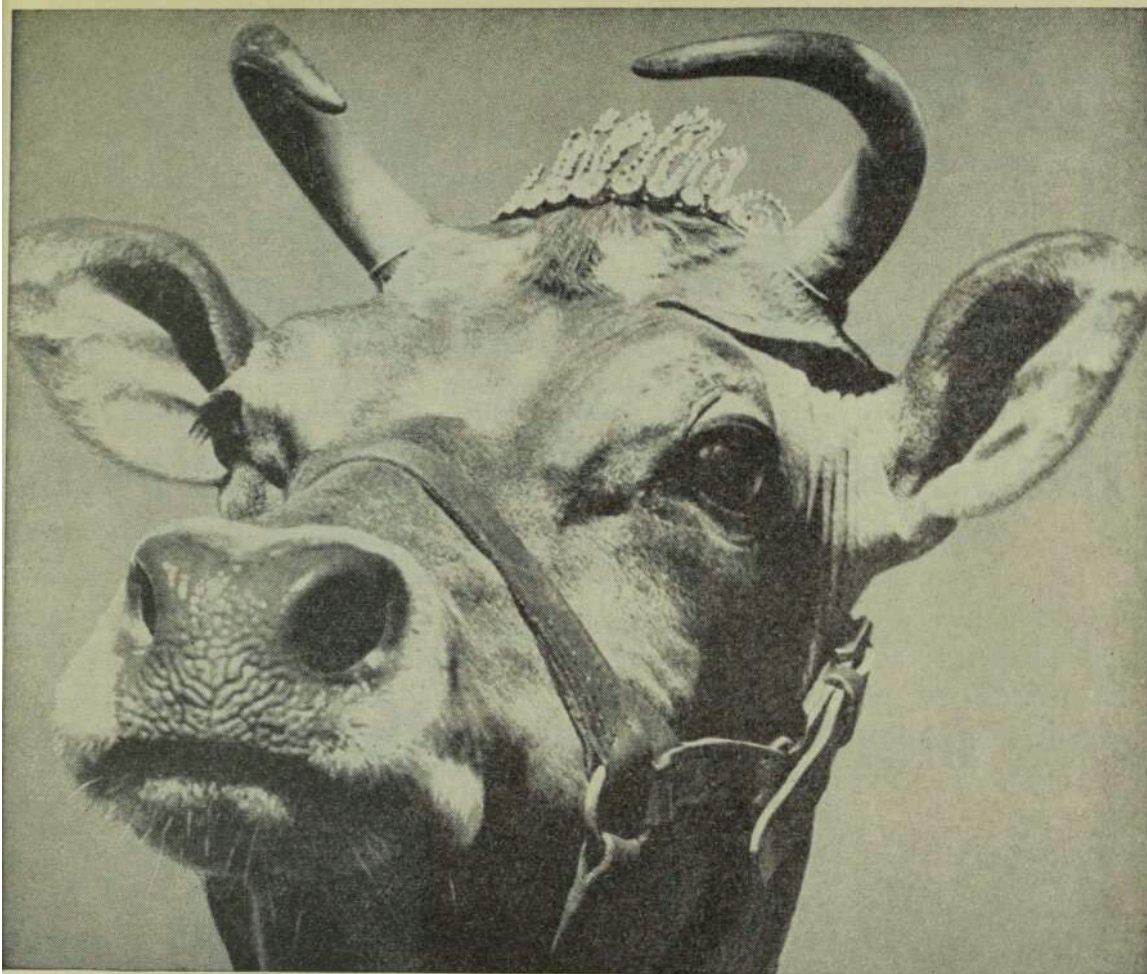
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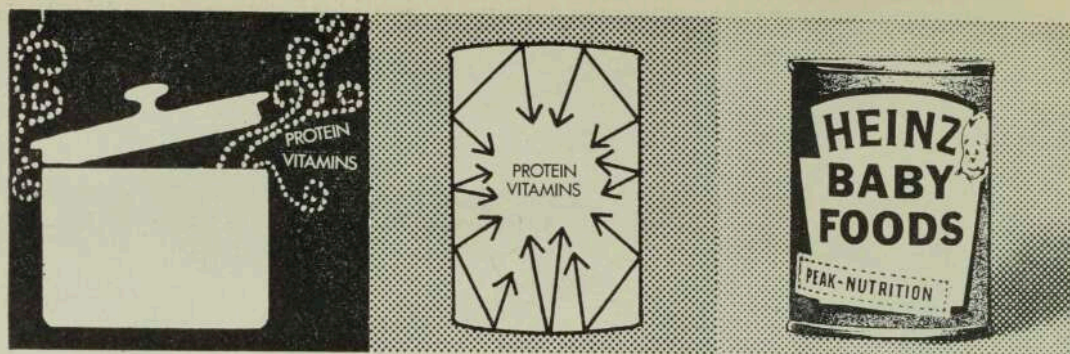
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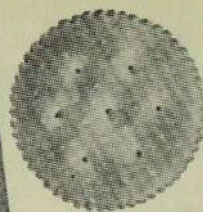
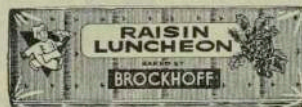
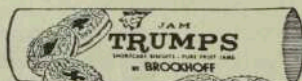
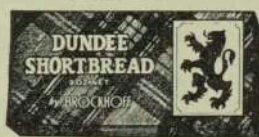
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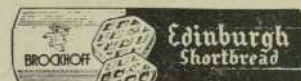
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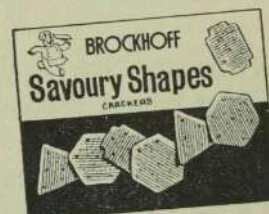
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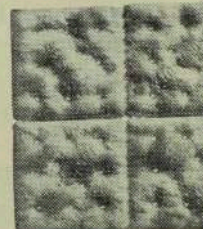
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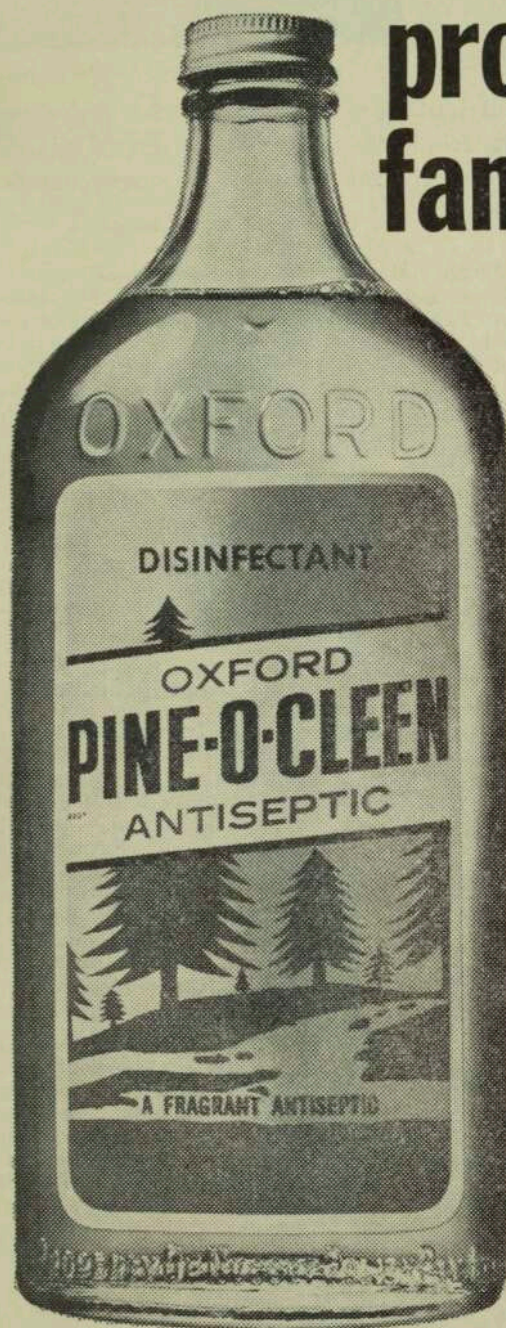


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Established 1930: 38th
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29 ALBERTA ST. (G.P.O. BOX 3408), SYDNEY
TELEPHONES: 61-9197, 61-7101, 61-4369.
Telegraphic Address: PACPUB, Sydney.
Managing Director: R. W. Robson.
General Manager: Selwyn Hughes.

BOOK PUBLISHING DIVISION

Editor: Judy Tudor.

PACIFIC ISLANDS MONTHLY

Editor: Stuart Inder.

Assistant Editor: Robert Langdon.

BRANCH OFFICES

Melbourne: Newspaper House, 247 Collins St.
Tel.: 63-7053.

Fiji: Pacific Publications (Fiji) Ltd., Fiji Times
Building, 20 Gordon Street, SUVA. Tel.: 25601.
Fiji Times Office, Vidilo Street, LAUTOKA.
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UP FRONT

with the editor

"The crisis in leadership in Australia may prove to have been a crisis in the relationship between the generations. Events have moved too quickly for most of the old generation to absorb."

SYDNEY writer Donald Horne (*The Lucky Country*), says this in the text of *Southern Exposure*, a new, mainly pictorial look at Australia he has produced with photographer David Beal, and which, in passing, I confidently recommend to anybody looking for an intelligent picture book (Collins, \$5.50).

I extract this particular comment from it because it is relevant to the South Seas. At the moment there is no crisis of leadership in the Islands of the kind that Horne appears to see in Australia, but it is easy to underestimate, or to ignore altogether, the influence of youth on those changes now going on in the South Pacific.

It is youth more than anybody involved in the "tremendous revolution" which Dr. George Knight, principal of Suva's Pacific Theological College, has recently talked of. As Dr. Knight puts it, the whole structure of Islands society is crumbling under the steamroller of Western industrialism.

Pop music now

Islands' youth has absorbed the *with-it* world of today far more than its parents realise. There is a reflection of it to be seen in the pop music and dances that have captured South Seas youngsters in the last few years. Pop music envelops you from loudspeakers set up in the palm trees of Nauru; from transistors in the Solomons; from local bands in Fiji, New Caledonia, Tonga.

Not long ago I found myself up "The Road" on Buka, Bougainville, invited to the opening of a local women's club, where we were courteously treated to afternoon tea

of sweet potato and arrowroot biscuits by the senior ladies. This was followed by a concert under the palms, which began with some traditional dance items and which shortly gave way to some hot guitar playing and *The Twist* as the youngsters took complete charge.

The teenage idols at that enjoyable afternoon were clearly those members of the Pacific Islands Regime, the police, or the hospital nursing staffs who had most recently been to the metropolis of Rabaul and brought back the latest dance steps.

Youthful haunts

It can be no fluke that a current issue of the *P-NG School Paper* from upper primary students, just arrived on my desk, tells the tale of how Papuan Yokomo, and his dog Omokoy, took off on a space flight in their home-made rocket, and finally splashed down in the sea, to be rescued by The Beatles in the yellow submarine. Naturally Yokomo himself knew a Beatle song, one called "Help", and thus he was better able to draw attention to his plight.

Youth meets together and compares notes in the Islands as anywhere else. There are, as anywhere else, favourite haunts where surprising fascinating conversations go on. Port Moresby correspondent in our last issue referred to the "Bohemian intellectuals" of the Kone Tavern threatened with the possibility of the lowly Pidgin speaker suddenly becoming their social equal.

"It would not be," said the correspondent, "the first time in history that a minority has decided a political issue on a minor tenet of a political

form." Nor a minority of the
ing at that.

The Kone Tavern has, I believe,
n changing its character since I
in Port Moresby a few months
—it is now being remodelled into
otel—but I have no doubt that
er haunts are available where you
take part in youthful discussions
local politics, the place of America
he world, girls, John Guise, Euro-
ns and football.

Ideas are there

Islands youth has been born into
different world from their fathers',
ch is moving more quickly than
r fathers' world did. It is almost
e to say that, yet how many older
ple in the Islands understand the
h and significance of it I wonder?
New Guinea, for instance, how
y Europeans recognise that it is
merely the so-called elite New
neans, the high school and uni-
sity students, who are querying
state of their world, but youth in
eral? Take a look at the photo-
h of the wage demonstrators in
t Moresby we printed in July.
note, if you can, the number of
lies" you find there.

Islands youth may not yet have
know-how, but it has the ideas.
crisis in leadership that will come
he Islands may yet prove to be
risis in the relationship between
generations. Meanwhile, those
sell short the intelligence,
acity and honesty of Islands' youth
making a sad mistake.

—Stuart Inder

OUR COVER GIRL

For Islands beauty of a
pecial kind we have this
month gone to Nauru. The
dark-eyed lass with the
oney skin is Miss Milka
Philip, 20, a Nauruan em-
ployed as receptionist at
Nauru's Administration
Hospital. Irene Sexton, a
teen local amateur photo-
grapher, took the colour
photograph of the attractive
Milka against a background
of reef, surf and ocean.
Milka had her last four
years of school in Australia.

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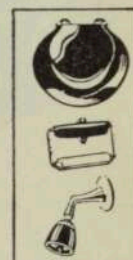


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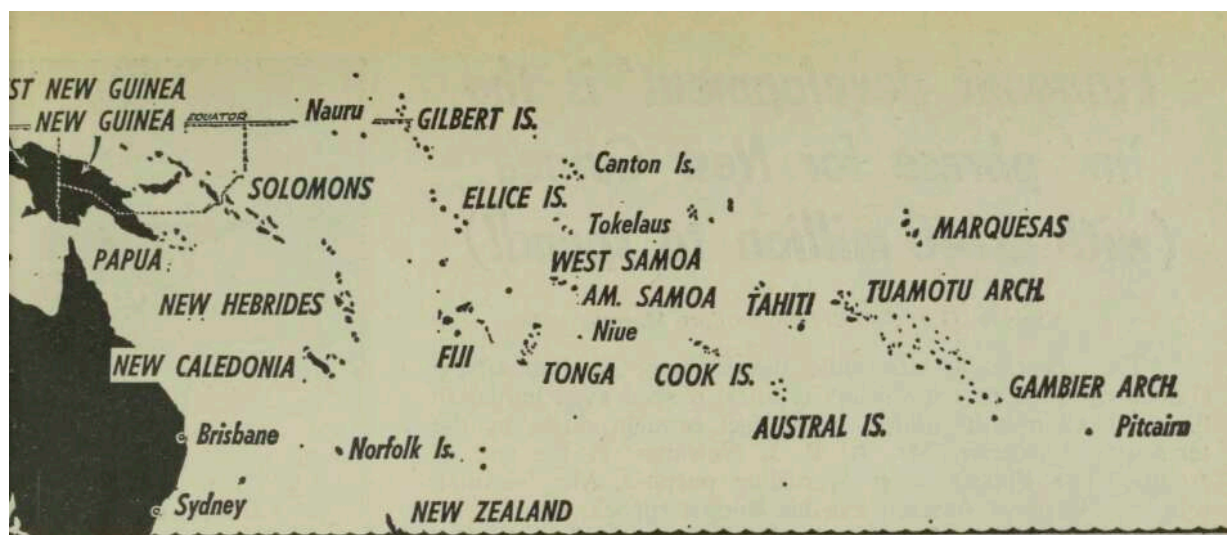
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famous

Biscuits





38, No. 9, September, 1967.

PACIFIC ISLANDS MONTHLY

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'Economic development' is the 'in' phrase for New Guinea (with \$140 million to spend!)

From a STAFF WRITER in Port Moresby

The spectacular economic development of Papua-New Guinea over the past few years is to be pushed even harder in the next 12 months under the Budget brought down by the territory's Treasurer, Mr. A. P. J. Newman, at the end of August. The Budget's first overriding purpose, Mr. Newman told the House of Assembly in his Budget speech, was to "intensify the impetus of economic development, with particular emphasis on the expansion of exports". As a matter of policy, plans for development had been drawn up on the basis of the greatest possible participation by the native people.

MR. NEWMAN said that the total proportion of the Budget devoted to economic purposes was "rather higher than last year". Much more money was to be spent on roads, bridges, ports, coastal shipping and posts and telegraphs.

The budget is not only a record but the 17 per cent. increase in its size over last year's figure of \$120 million is the biggest in its history.

The total Budget figure of \$140.6 million is made up of a Commonwealth grant of \$77.6 million (\$7.6 million higher than last year), internal revenue of \$55 million (up nearly \$11 million), and loan raising of \$8 million (up \$1 million). In addition, the Commonwealth will spend a further \$44 million on "various departmental and defence activities".

Eight new revenue raising measures will hit the pockets of territory residents, particularly those in the larger centres. The most important of these is an increase to 22½ per cent. in the rate of tax on private and public companies, which is estimated to yield \$500,000. (The present differential between private and public companies will be abolished.)

Stamp duties will be raised from three to five cents to produce an extra \$100,000.

An additional \$250,000 will be raised by increasing the excise on locally manufactured beer by 10 cents a gallon (five-eighths of a cent on a 10 ounce glass). An increase of \$1 per gallon (16 to 20 cents per bottle) on the import duty on spirits will yield an extra \$100,000.

Other new revenue will be raised

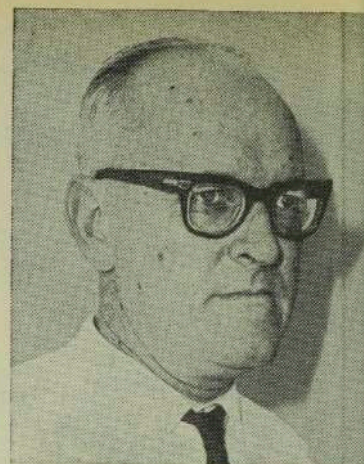
internally by charging a 20 cent treatment charge and an inpatient charge of \$2 at the base hospitals of Port Moresby, Lae and Rabaul. There will also be higher charges for sewerage, sanitation and water.

Items of particular interest in the Budget are proposals to:

- Recruit a total of 2,664 officers for the Public Service, of whom four out of five will be indigenous, compared with the present ratio of three out of four.

- Spend \$100,000 on external publicity to promote trade with and investment in the territory.

- Spend 13.5 per cent. more on education, most of which will go in increased pay to teachers, including 370 new ones.



Mr. A. P. J. Newman.

- Set aside \$158,000, compared with \$2,814 last year for a hydrographic survey. "This recognises that there are still areas of territory water requiring detailed surveying for the future benefit of this country," Mr. Newman said.

- Spend \$3 million on accommodation for local officers in the Public Service, plus further large sums for the accommodation of local teachers and police.

- Spend \$361,000 on the Doro River bridge, and other works that New Britain area associated with the development of the new oil palm industry.

- Begin work on cargo sheds at Port Moresby and Lae to ease congestion, and begin work on wharves at Wewak, Lorengau and Rabaul.

- Purchase 286,000 acres of land.

Samoa clamps down on Matai racket

PARLIAMENTARY approval will shortly be sought in Western Samoa to ensure that politicians will no longer be able to hold their seats by creating more voting holders to titles than their opponents.

Following the election in March, Prime Minister Mata'afa expressed regret at the abuse of custom that had resulted in a great many new *matai* being created in various electorates throughout the country. The worst example was in Vaisigano No. 1 in Savaii, where in a race between candidates 1,400 *matai* were registered in a district that five years previously had less than 200. Only *matai* have the right to vote in Samoan electorates.

New legislation has been drawn up by Cabinet, under which anyone conferring a title will have to:

- Advertise the fact 30 days beforehand.

- Satisfy the Registrar of the Lands and Titles Court that the new *matai* will be given a residential site and plantation land under the title.

That should stop the *matai* races, Cabinet expects.

FIJI WILL GET ITS LOAN IN UK

Fiji has given up hope of getting a loan from Australia to meet the gap in its five-year development plan and will turn to Britain instead. The Financial Secretary, Mr. H. P. Ritchie, received approval from the Fiji Legislative Council in August to raise a UK loan of £2 million. Australia has lost a great public relations opportunity.

Meanwhile, Australia's aid to Fiji under the ASPTAP scheme this year will double to \$A136,350—which is better than nothing, but far short of the financial support the colony needs.

The most ambitious land purchase programme ever attempted in the history—for economic and urban development.

Provide \$2.5 million in additional capital for the Papua-New Guinea Development Bank to bring resources to almost \$3.5 million.

Spend \$2.9 million on the P-NG university, an increase of 63 per cent over the previous year.

Spend \$1.1 million on the Institute of Higher Technical Education, an increase of \$740,000.

About the only industry that the insurer spoke of as needing some help was the tourist industry. In 1967 that \$50,000 had been set aside for the Tourist Board to "develop an industry which appears to have good prospects," Mr. Newman said. "It must be recognised by those individual organisations involved in the industry which will benefit from tourism that their support of the industry will also be expected."

Tax details

The increased company tax applies to 1967-68 earnings. Company un-distributed profits will not be taxed in 1967-68, thus enabling companies to plough profits back and expand their businesses. But new regulations will prevent profits being distributed in "a manner which would evade

company provisional tax is being introduced under a new system of assessment, which will mean that at the end of 1968-69 (after a period of adjustment) companies will be assessed for tax on the previous year's income, and will pay this the following year, as in Australia.

AND IN FIJI THE PHRASE IS, 'WE WON'T CO-OPERATE'

From a Suva correspondent

Sunday, September 3.

The whole of Fiji's Opposition walked out of the Legislative Council on Friday. They say they have no intention of co-operating with the colony's new ministerial system.

FRIDAY was September 1, which is the day that Fiji's new Cabinet system came into effect (for the details, see p. 20). Ministerial government has been introduced as a result of the new constitution given to Fiji last year, under which the elections of last October were held.

The constitution was drawn up as a result of the constitutional conference held in London in July, 1965, which was attended by the entire Legislative Council of that time, including the present Leader of the Opposition, Mr. A. D. Patel.

Mr. Patel opposed the constitution at that time, and has continued to oppose it since becoming Opposition Leader.

Undemocratic

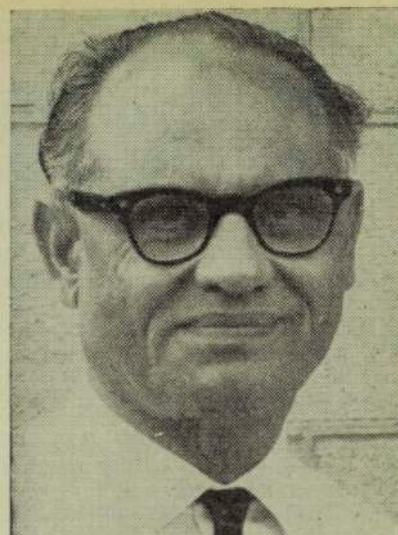
The present sitting of the Legislative Council opened on August 28. On Friday, five days after the opening, Mr. Patel moved a motion in the council condemning the constitution as "undemocratic, iniquitous and unjust". In moving it, Mr. Patel said, "The time has come when in the interests of democratic freedom we must call for a halt".

Fiji's new Minister for Social Services, Mr. Vijay R. Singh, proposed an amendment which was a complete reversal of Mr. Patel's motion.

As Mr. Singh was proposing it, Mr. Patel rose and walked out of the chamber. He was followed by eight companions, all members of the Federation Party which Mr. Patel leads. These nine form the Opposition in the 40-man chamber, which includes 27 Government members and four officials.

The walkout appeared spontaneous, as several of the Opposition members appeared bewildered by this turn of events and hesitated before following Mr. Patel.

Nevertheless, that such a possibility had been in the Opposition's mind was indicated by one of the



Mr. A. D. Patel.

Federation men, Mr. S. N. Koya, two days earlier. Angered by the Government's criticism of the Opposition's tactics, he told the House, "We can leave if you don't want an Opposition. You can have a one-party government. Is that what you want?"

As the Federation Party walked out, Government members called, "Shame on you! Shame! Cowards, cowards!"

Mr. Vijay Singh continued speaking calmly on his amended motion, and said: "They are the great warriors who were absent in 1943—absent in war, absent in peace. I wonder where they propose to fight the constitutional battle? They are used to running away from the conference table, these champions the Indians elected to go and fight their battle".

Party's statement

After the walkout, the Federation Party issued a statement saying that the members had walked out in protest at the existing constitution, and the introduction of the ministerial system under it. The statement said they proposed to resort to non-co-operation.

Fiji's new Chief Minister, Ratu K. K. T. Mara, must have decided there is no crisis, as today he left Fiji by air (a day later than planned earlier) for a global trip in which he will examine conditions of newly independent countries and have talks in America and Britain (details p. 20).

Should the Federation Party members be absent from the Legislative Council for two consecutive meetings without permission they will be disqualified as members, and by-elections will have to follow.

Ministerial Government for Fiji now

From a Suva correspondent

Fiji gets Cabinet Government from September 1, with Ratu K. K. T. Mara shedding his present title of Leader of Government Business to become Chief Minister of the British colony.

WITHIN a day of stepping into his new shoes he planned to take off on an extended world tour to see what was happening constitutionally elsewhere.

The new changes (*PIM*, Aug., p. 22) are another step in the progress towards self-government in Fiji, with its population of half a million, half of these being Indian. Most people in the colony do not want independence from Britain, which keeps the colony going with extensive subsidies, and there are no moves for independence.

Since the general elections of last October, which were held under a new constitution of communal and cross-voting, Fiji's new Cabinet members have in fact carried the title of "Members". They have had no executive authority over the Government departments, and their duties were limited to assisting with formulation of policy. As from September 1 they do have executive authority.

Right of veto

The Governor, Sir Derek Jakeway, still has the right of veto and retains control of external and internal affairs and defence, and has some financial control.

Ratu Mara, as Chief Minister, will also have the tasks of co-ordinating economic planning and operating Government information services.

His Ministers comprise:

- **RATU EDWARD CAKOBAU**, Member for Commerce, Industry and Tourism, will become Minister for Commerce, Industry and Labour. Because of his added responsibilities for labour, he will relinquish his responsibilities for tourism.

- Tourism will be taken over by **MR. C. A. STINSON**, Member for Communications and Works, who will become Minister for Communications, Works and Tourism.

- **MR. VIJAY R. SINGH**, Member for Social Services, will become Minister for Social Services.

- **MR. D. W. BROWN**, Member for Natural Resources, will be Minister for Natural Resources.

- **MR. J. N. FALVEY** will be Minister without Portfolio.

- **RATU PENAIA GANILAU** will be the Minister for Fijian Affairs and Local Government.

- The Financial Secretary, **MR. H. P. RITCHIE**, will become the Minister for Finance.

Exec. Council ceases

The Chief Secretary, Mr. G. P. Lloyd, and the Attorney-General, Mr. Justin Lewis QC., will retain their present designations in accordance with the practice which has generally been adopted by other Commonwealth countries when they have reached this stage of constitutional development.

From September 1, Executive Council will cease to exist and will be replaced by a Council of Ministers. The Governor will be in the chair.

All these ministers, with the exception of Mr. Ritchie and Ratu Penaia, who were officials, are

Fiji will fix THAT road

Fiji's major road link, between Suva and Lautoka, is to be shortened, widened and sealed in a £F5 million scheme, the Member for Communications and Works, Mr. C. A. Stinson, announced in Suva in August.

The road links with Nadi airport. Tourists will be able to travel comfortably to Suva with about two hours cut off the present five hour journey, which is winding, narrow and dusty.

Mr. Stinson said that the preliminary realignment survey is expected to take twelve months. The Government would call tenders towards the end of next year.

members of the Alliance group who won the majority of seats at the elections.

The Federation group, led by Mr. A. D. Patel, is in Opposition in the Fiji Legislative Council. The Opposition would like to see independence.

The Chief Minister was due to leave Fiji by air on September 2 and return on October 9. He will be accompanied by his wife, Adi La and his secretary, Mr. Rob Sanders.

An official statement says that



Latest aerial picture of Suva, capital of Fiji, showing the quickly extending industrial area. The main business area is in the far distance. The Royal Suva Yacht Club anchorage is in the foreground. There are more pictures on p. 41—Photo: Rob Wright



is a multi-racial society, and half the population has an Indian background. The Indian girls, at Labasa, on Vanua Levu, performed an Indian festival dance for Duke and Duchess of Kent during their visit there in July. It was the first royal visit to Labasa.—Photo: Rob Wright.

five weeks he will visit the United States, Guyana, Trinidad, Guyana, Britain, India, Malaysia and Singapore, and attend the South Pacific conference in Noumea in October.

The statement says the chief purpose of Ratu Mara's visit to the United States is to investigate the possibility of enlarging trade between Fiji and the US. Preliminary discussions on this subject are being held in Washington by the Member of Natural Resources, Mr. Brown. After a week of negotiation in the United States, Ratu Mara will fly to the West Indies, where he will spend several days each in Guyana, Trinidad and Jamaica.

In Britain

Ratu Mara commented: "I want to visit these territories in particular, because they have gone through the stages of constitutional development which we are now entering. I would like to see how the ministerial system works in those countries with particular attention to the allocation of portfolios to the various ministers and the responsibilities which the Chief Minister or Prime Minister has in those territories."

From Jamaica, Ratu Mara will fly to Britain where he hopes to have further discussions with British ministers on matters of importance to Fiji other than the sugar industry (on which he has already talked in Britain) in the event of

Britain entering the European Common Market.

He will also discuss with British ministers, various questions affecting expatriate civil servants in Fiji.

The next visit will be to New Delhi, where Ratu Mara hopes to call on the Prime Minister, Mrs. Gandhi, and Mrs. Pandit, who visited Fiji last year. He will have talks there on various subjects.

From India, he will fly to Kuala Lumpur, where he will spend three days studying the Malaysia Development Organisation at its headquarters. He will also study Malaysia's economic planning.

His next call will be at Singapore where, during a two-day visit, he hopes to have discussions with the Prime Minister, Mr. Lee Kuan Yew, especially on aspects of multi-racial integration and co-ordination.

From Singapore he will fly by way of Australia to Noumea to attend the South Pacific Conference which begins on October 2.

Ratu Mara made proposals at last year's session of the South Pacific Commission for modifications of the constitution of the Commission so as to permit more participation by the Pacific territorial delegates. These proposals will be discussed at this year's conference.

Ratu Mara will not be making any calls in Australia.

The duties of Chief Minister will be collectively undertaken by Ratu Edward Cakobau, Mr. Singh and Mr. Falvey, in Ratu Mara's absence.

FIJIANS, TOO, HAVE A HEAD FOR SOCCER

From L. J. WILKINSON,
in Lautoka

For many years Indian sportsmen in Fiji have dominated the soccer pitches of the colony, Fijians preferring their rugby and cricket, and rarely turning out to kick a conventional football.

BUT in the past two seasons, April-August, more and more Fijians have been taking part in the game, many commanding top honours in representative matches. This culminated in seven Fijians being included in a district team that won Fiji soccer's top trophy, the Lloyd-Farebrother Cup, at Lautoka in August at the Indian-dominated Fiji Football Association's 30th annual inter-district tournament.

Sixteen teams battled for honours in a cup-tie atmosphere before record crowds. Over 12,000 crammed into the stadium for the final between Ba and Lautoka.

Ba, with seven Fijians in the side, won the trophy by one goal to nil. A Fijian set up the winning shot for a fellow Fijian to crash past the opposing goalkeeper. That goalkeeper was another Fijian, and the star of the series. It was the only goal he had allowed in the series.

None of this should really be any surprise.

Soccer is nothing new to the Fijians, the game being a regular feature of their recreation in the late 1800's and early 1900's. Hectic tournaments were staged in the colony's old capital of Levuka.

Rugby took over

Then rugby was introduced to the colony, the Fijian taking to the game like youngsters to ice cream, probably because his war-like nature could be put to useful effect in the ruck and scrums and the tackle, a licence heavily penalised in the other sport.

The introduction of indentured Indian labour helped to accelerate the almost complete disappearance of the bushy-haired sportsmen from the soccer field. The game was dominated by the Indian sporting associations, the first national soccer body

And why not Gilbertese for Australia?

A plea in *PIM* that Australia should take Gilbert and Ellice Island immigrants has been supported by Australian author Keith Willey, writing in the Sydney newspaper, *The Sun* (circulation over 300,000).

IN a prominent feature article published on August 29, Willey says it is about time Australia faced up to her responsibilities in the Pacific.

Willey is the author of a number of best-selling books on Australia. For 12 months he was a staff correspondent in New Guinea for an Australian newspaper chain, and one of his books is *Assignment New Guinea*.

In his article, Willey quoted extracts from the proposal made by a special Australian correspondent in *PIM* in August (p. 20) that Australia allow immigration of a few thousand Gilbert and Ellice Islanders a year, to save them from a desperate economic position.

The correspondent said: "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 people sink into poverty."

In his *Sun* article, Willey pointed out that New Zealand had accepted large numbers of Polynesian migrants over the years.

FIJIANS TAKE TO SOCCER

(from previous page)

being called the Fiji Indian Football Association, a title amended only in recent years.

Some of the colony's district soccer associations have appeared reluctant to encourage too many Fijian players in representative play.

Not so Ba; they won the premier trophy last year and were all out to retain it, and if there had been an Eskimo worthy of a place in the side he would have been included.

Two Australian teams are expected to tour Fiji during the 1968 season, and soccer fans expect that a national team to oppose them will include Fijians.

"This has been one of the several factors giving New Zealand an influence in South Pacific affairs which rivals—and in some areas exceeds—Australia's own," he said.

Willey said overpopulation and the boredom of a closed, settled society had created a pressure for emigration on many Pacific atolls. The Nauruans, who refused the idea of a new home in Australia, were not opposed to settling their young people in Australia, if they would be sure of a welcome. Willey said James Bop, a Nauruan councillor, told him this last year.

"In Tonga—where the people's intelligence and education far outweigh the opportunities open to them at home—I gained the impression that many young folk would migrate if they could," Willey said. Tongan men and women educated in Australia often asked if they could return to Australia.

"At such times the White Australia Policy seems a churlish affront to a charming, generous people," he said, and added:

Face responsibilities

"New Guinea must be considered in any discussion of Pacific immigration.

"A limited number of Polynesian settlers present a very different problem from the flood of New Guinean immigrants who could be expected to flock south if the gates were opened.

"Alarmists fear such a move could lead to ghettos of Melanesians living on the lowest wages, or social services—a situation as explosive, potentially, as that of the Negro in America.

"Nevertheless, it is about time Australia faced up to her responsibility as a dominant power in Pacific affairs.

"An agreement confined to the Gilbert and Ellice Colony, under which a limited number of islanders could enter as migrants, might be a good way to start."

● The Nauruans, the Ocean Islanders and the Gilbert and Ellice Islanders were all in the news in August. The Nauruans were in Canberra putting the finishing touches to an agreement which should give them independence by January (see p. 23). The GEIC people received support for a suggestion that they should be allowed to migrate to Australia (this page). And the Ocean Islanders, who are called Banabans and who now live on Rabi Island, in the Fiji Group, were preparing for an important conference in Wellington, NZ, in an effort to get more money from Ocean Island phosphate. The developments were connected.

RABI PEOPLE SAY THEY ARE STILL ANGRY

The GEIC people are under severe economic pressure as they depend on tax from the Ocean Island phosphate. The large slice has irritated the Rabi people (see Tebuke Rotan article on p. 23).

ROTAN, manager of the Rabi Island Council, together with councillors Kabure Kaibati and Karawa I. Eri, visited Melbourne, Canberra and Sydney in August gathering advice on what stand they should take in Wellington in September, when they discuss phosphate payments with the BPC partners, Britain, Australia and New Zealand.

In Melbourne they talked to the Nauruans, led by Head Chief Hamer DeRoburt; in Canberra they spoke to Dr. Helen Hughes, Professor J. W. Davidson and Mr. Hamer Maude. In Sydney they talked with economic advisers Philip Shrapnell and Co. Also taking part in the Sydney talks was the leader of the Opposition in the Fiji Legislative Council, Mr. A. D. Patel, a barrister, who the Rabi Council has retained as legal adviser for the Wellington talks.

Tebuke Rotan said in Sydney that the council's regular adviser, Mr. J. C. Saunders, of the Suva firm William Scott and Co., had resigned.

"Rabi wanted to retain both Mr. Saunders and Mr. Patel, but Mr.



Tebuke Rotan.

Rabi Islanders 'pay half of the GEIC revenue'

By *TEBUKE ROTAN*, manager of the Rabi Island Council

Throughout the world people are confronted with problems, and some problems create gloom for everyone. India is one country which has some serious economic problems, but whoever heard of the Indian Government attempting to impose taxes of 80 per cent. on exports?

Fiji needs more money to develop her islands and to safeguard the future of her rapidly growing population, but I never heard that the Fiji Government ever thought of imposing as much as 80 per cent. taxation on goods leaving the islands.

The fact is that both India and Fiji are working very hard to find ways of increasing government revenue in proper, reasonable and fair ways.

Yet now we have Pastor Amara Makaea, leader of the unofficial members of the Gilbert and Ellice Islands Colony Advisory Council, telling us in an article in *PIM* (July p. 31), that he supports the British Govern-

ment's decision that the Rabi Island landowners should receive 7/- a ton royalty for the Ocean Island phosphate, which is theirs, and that the GEIC government should receive 35/1d as a phosphate tax. Furthermore he believes it right that the GEIC should receive another 5/- in "normal" taxation from the phosphate.

With fairness

In other words, Ocean Island phosphate is bought for 47/1d per ton, but before the helpless owners receive the 47/1d the GEIC imposes more than 80 per cent. taxation on it for the purposes of its own revenue. And Pastor Makaea says the GEIC has the right to do this and is doing it with fairness.

Poor blind Pastor Makaea! The current level of taxation means that the Banaban people, now living on Rabi, are providing more than 50 per cent. of the GEIC's total revenue.

Every government in the world has the right to impose whatever scale of taxation it sees fit. But fortunately those in power are human beings, who have consciences, and their conscience reminds them that this is 1967 AD, not BC; and that the jungle law of the "big eat the small and the powerful eat the weak" is no longer in existence.

People—black, brown, red, white—are all equal, for they are the children of God. Only justice can maintain peace and goodwill among all people.

The Banabans are the only people under the sun who are still suffering from the cruelty of the jungle law.

If the British Government, with the support of the GEIC, continues to treat us unfairly, then the Rabi Island Council is prepared to take further steps which would embarrass the British Government.

ders said it wouldn't work out two lawyers," said Tebuke.

Earlier this year, as a result of a visit to London, the Banabans were given a special UK grant of £80,000 to be used on development on Rabi. British advisers are now preparing a scheme.

Sydney the Rabi delegation said this handout was "a lolly", and the main complaint, that they were not getting their rightful share of the phosphate as landowners, still had to be dealt with.

They wanted two-thirds of what was available, and the present distribution of 10/1d for the GEIC and 7/- for Rabi landowners was unfair.

Got advice

Their main anger was that the distribution of monies over the years had been made without negotiation with them.

During their Australian visit the Banabans received specific advice on points of relevance between their case and the Nauruans' case. Particularly they have learned of the importance of obtaining the world price for Ocean Island phosphate, and it is likely they will press for this.

Complications are brought about by the GEIC Government's interest in the phosphate monies and the fact that the Banabans will be part of the Rabi delegation in Wellington, and will not have the same independence of action that the Nauruans successfully insisted upon in their own talks.

NAURU INDEPENDENCE TALKS NEAR END

A Nauru Local Government Council deputation, headed by Head Chief Hammer DeRoburt, was completing final negotiations in Canberra in late August and early September for independence for Nauru on January 31 next.

The Nauruans have been promised independence, but the talks have been on whether Nauru should be linked with Australia by a Treaty of Friendship before independence is granted; and with the Nauruan Constitution. Under the treaty, responsibility for Nauruan foreign affairs and defence would devolve on Australia.

In charge of talks for the partner governments in Canberra has been the Attorney-General Mr. N. H. Bowen, QC.

The Nauruans were confidently expecting the independence celebrations to be held on time in January.



THE U.S. MARINES REMEMBER

From a Honiara correspondent

The Battle for Guadalcanal—25 years after—was commemorated here on August 7, and the US Marines didn't forget. Ten hand-picked Marine veterans of Guadalcanal flew into Henderson Field in a special Navy aircraft from Marine headquarters on Hawaii.

THEY were joined by exservicemen from Australia and New Zealand, and many of the 1,200 passengers from P & O's *Orcades* on a cruise.

Prominent during the occasion, and specially honoured by the Americans, was Sgt.-Major Vouza, once of the Constabulary, whose wartime exploits contributed to the success of the campaign. He is now 73.

It was at dawn on August 7, 1942, that the first assault on Guadalcanal was made by United States Marines and Allied servicemen.

By dusk, hundreds of men were already dead and the toll began to mount in the days that followed as the bitter fighting continued.

Bitter price

When the Japanese resistance ended in defeat in February 1943, an estimated 600 Japanese planes had been shot down. Their ship losses were heavy, and 14,000 were posted as killed or missing while another 9,000 had died of disease.

The Allied forces lost nearly 2,000 men in enemy action and almost 5,000 were wounded.

It was a bitter price to pay, but this battle halted the Japanese drive

south and spelt the death of Japanese might in the Pacific.

So on August 7, in the blistering heat in the small, tree lined town of Honiara—a town far different from the malaria ridden, settlement near where they fought 25 years ago—the war veterans of Guadalcanal stood in silence as they listened to special messages from U.S. President, Lyndon Johnson, and from the Foreign Minister of Japan, Takeo Miki.

"We have not forgotten the Battle of Guadalcanal and the brave efforts of the men who participated in this first American land offensive in the Pacific during World War II," said Mr. Johnson's message.

"Times change, and our former enemy is now a staunch ally. I am happy to learn that the growth of Honiara has all but eliminated the scars of that fiercely fought conflict. But the memory of Guadalcanal reminds us all of the price that free men must be willing to pay in order to preserve their precious freedom."

Takeo Miki in his message said: "It is the determination of the entire people of Japan to live in peace hereafter without going into another war with any other country.

"It is the sincere hope that the

Some of the Marines who made a sentimental visit to Guadalcanal in August 1967, are photographed with the command general of the Fleet Marine Force in the Pacific, Lieut.-Gen. V. H. Krulak, in Honiara before departure. Front row, from left, Col. S. N. McLeod, Gen. Krulak, Master Gunnery Sgt. Charles Houts. Back row, W. O. Charles A. Hanke, Sgt.-Major J. Lossie, Master Gunnery Sgt. Charles F. Master Sgt. Charles Price and First Lt. Roy Radakovitch.

people of the Solomon Islands will understand this position of Japan because we wish for nothing better than the creation of friendship with the United States, and the two countries will maintain their friendly relations for ages to come."

Tortured

The veterans, wearing ribbons and medals, stood stiffly at attention as a bronze commemorative plaque was unveiled at Honiara's cenotaph for Sgt.-Major Vouza. It was Vouza's day in many respects.

During the Guadalcanal campaign Vouza was captured by the Japanese and tortured while tied to a tree for refusing to reveal the position of the American troops.

Left for dead, he escaped and staggered back to the American line where he made a full report to the Marines. His information enabled the Marines to cut off and destroy a sizeable enemy force.

For his bravery he was awarded the George Medal and the American Silver Star in 1943.

Letter from Marines

Vouza spent 12 days in a field hospital after his ordeal, and returned to the Marines. He stayed to conduct numerous patrols and gathered valuable information for the Americans about the enemy.

honour for t-Major Vouza

Sergeant Major Vouza, now an honorary sub-inspector of police and a man of a village, nearly 25 miles from Honiara, was presented with a cigarette lighter which tingles *The Marines' Hymn*, and a Marine belt cap. Vouzas' face, still showing Japanese bayonet scars, broke into a smile as he received the gifts. It was more serious when he was handed a personal letter from Lieutenant General Victor Krulak, commanding the Marine Corps in the Pacific, which read:

Dear Sergeant Major Vouza: In Marine Corps history, the word Guadalcanal has become a symbol of courage, sacrifice and determination. Your name and your actions during the Guadalcanal campaign are important parts of that history.

You are well-remembered by the officers and men who fought for the liberation of the Solomon Islands. Wherever Guadalcanal is mentioned, the conversation usually focuses on Sergeant Major Vouza and his invaluable assistance during those historic days on Guadalcanal.

Your friends in the Marine Corps, some of whom you have never met, include veteran cameramen and young Marines who know of you only through the tales told by the men who fought on Guadalcanal or from the official accounts of your valor.

On this anniversary of the landing on Guadalcanal, I have asked a group of Guadalcanal veterans to present the more than 130,000 Marines now in the Pacific who remember with respect and reverence the sacrifices of the brave men who fought there. The tokens they bear from all of us as simple tributes to your personal valor and untiring efforts in behalf of the First Marine Division (Reinforced) a quarter of a century ago.

The respect and admiration you have from all Marines in 1942 is as strong now as is our enduring appreciation of your assistance and courage in defeating the enemy on Guadalcanal."

Brought their own

The plaque unveiled by Vouza on the cenotaph was designed by Mr. Lewis, of the Geological Survey Department, and commemorates "the liberation of the Solomon Islands,



NEW GUINEA ALSO REMEMBERS

The Papua-New Guinea Department of Posts and Telegraphs didn't forget the 25th anniversary of the war in P-NG, either. In August it issued a set of four stamps to commemorate some aspects of the fighting there. The denominations of 2c, 5c, 20c and 50c feature the battles of Milne Bay, the Kokoda Trail, the Coastwatchers and the Coral Sea.

which began with the landing of the US forces in August, 1942".

The returning Marine veterans then unveiled a plaque on a cement base which they had brought with them from Hawaii, and which read: "On this spot on August 7, 1967, a wreath was laid by representatives of the US Marine Corps in reverent memory of the sacrifice of the heroic men of all the nations, arms and services who took part in the battle for Guadalcanal and the liberation of the Solomons a quarter of a century earlier".

The Marine party was led by Colonel Stanley N. McLeod, C.O. of the Marine Barracks, Pearl Harbour. He and the others all served on Guadalcanal—one of them, Sgt.-Major John Lossie, being only 17 at the time. Since World War II most of the men have also seen action in Korea, and some in Vietnam.

They were given a very warm welcome during their sentimental journey. Their aircraft also carried a crew of 10 and two photographers.

They were accommodated at the Hotel Mendana, Blum's Homotel and in private homes. Twenty three Solomon Islander exservicemen turned on some hospitality arranged by Solomon Dakei, who these days is an X-ray technician in Honiara.

The Navy aircraft left Henderson at 9.15 a.m. on August 8, circling Honiara before heading into the clouds for Hawaii. The Marines had remembered.

NEW LANDMARK FOR NEW GUINEA ANGLICAN CHURCH

From a Port Moresby correspondent

The first diocesan conference of the Anglican Church in Papua-New Guinea was being held at Dogura, Papua, at the end of August. It was expected to last a fortnight.

THE conference coincides with the 25th anniversary of the deaths of Anglican martyrs at the hands of the Japanese in Papua and a special service will be held during the proceedings to mark the event.

The conference has been set up by the new diocesan interim constitution, which was approved by general synod of the Anglican Church in Sydney last year and which came into force in the territory at the beginning of this year.

It represents an important step forward in the progress of the church in the territory.

Until now, though he has made a habit of extensive consultations, the Bishop of New Guinea, the Rt. Rev. David Hand, has been solely responsible for what goes on in his diocese.

Under the new constitution and at the Diocesan conference, clergy and laity will have a much bigger hand in planning and decisions. It is expected that the New Guinea delegates in particular will be vocal about what they want the Church to do and how it is to develop.

Church in politics

Since this is an interim constitution, the Bishop still has the last word, and is still ultimately responsible for what happens and in theory at any rate could veto any decision made by the conference. But this is not seen as likely.

With a general election due next year, one of the most important subjects at the conference is sure to be the Church's role in politics as well as in economic development, social welfare, education and medical work.

Important discussions will also be held on the Church's attitude to various native customs.

If this and the next few conferences function smoothly it is possible that Church authorities could produce proposals for a permanent and even more democratic constitution as early as 1970, for approval by general synod then.

Big increase in Tonga's population

From a Nukualofa correspondent

A preliminary report on Tonga's census of last November (the first for 10 years) shows Tonga's population is 77,429—an increase of 20,591 since 1956.

By far the greatest increase has been on Tongatapu, whose population has jumped from 31,261 in 1956 to 47,920 now. The island supports well over half the kingdom's people.

Increases in the outer groups have been marginal—Vavau's population has risen from 12,477 in 1956 to 13,533, and Haapai from 9,918 to 10,591 now.

Of the towns, Nukualofa has shown the biggest jump, with a population of 15,545 people, Neiafu, on Vavau, is second largest, with 3,393, and Mua, on Tongatapu, third with 3,502.

Apart from Tongatapu's big increase, an interesting statistic from the census is the very big proportion of children now in the under-10 age group—27,955, or just under 30 per cent. of the overall population.

ALL THE FUN OF THE FAIR

From a Mt. Hagen correspondent

Eighty thousand visitors—more than 2,000 of them from overseas—who attended the fourth Mt. Hagen Show in August helped to turn those common old Hollywood-type of spectaculars to a whiter shade of pale.

IT'S hardly believable, but this show (the first was in 1961) really was bigger than ever. And the most interesting feature was that although the overseas visitors came, as usual, to see stone age primitives performing age-old rituals, this was a show which more than any other blended old and new into a fascinating package.

It was summed up in the picture of the splendid Highlands warrior trying not to get his purchase of fairy floss tangled with his nose-bone!

The natives were housed in the traditional "long houses" (such as the mile-long building bearing the sign "Instant Hilton"! Europeans who were wise enough to book accommodation 18 months ahead slept in the hotel, motel or hostel. But hundreds happily unrolled their swag in schools, offices and other large buildings.

The old-new theme was stressed throughout the exhibits, with agricultural machinery being dominant. While New Guineans were more interested in two Australian agricultural officers sweating on the shearing board at one stand, the tourists were fascinated by the Highlands men wearing a few leaves and some feathers who were industriously weaving. The avidity with which the visitors bought up the hand-woven blankets indicates that the Highlands

weavers need have no worries about their market.

Just over the way from the wool-weaving exhibit a mission group was showing temperance films. Nearby, ladies from the women's clubs were demonstrating to their less enlightened sisters the advantages of a gas cooker.

An enterprising young businessman was doing a roaring trade with his boxing booth, while warriors in plumes and tanget-leaf bustles careered crazily around the show ring in a bicycle race, only to be beaten by a more sophisticated competitor in shorts and shirt.

Show fever

Bush babies bawled in their billums; gnarled village elders got ice-cream in their beards, and hill-billy music competed with the skirl of pipes and traditional sing sings.

It would have been natural for "show fever" to spark off a few tribal incidents, particularly as only recently the favourite sport of these people was archery against moving human targets. Yet, there was merely some unpleasant incidents on the Hagen-Kagamuga road, when members of one tribal group speared and stoned cars travelling to the grounds.

Anyway, at what other show in the world can you get such realism?

PACIFIC'S SECOND UNIVERSITY GETS GOING

As Papua-New Guinea's new university in Port Moresby was officially opened on August 1, plans in Suva were well advanced for the new University of the South Seas to be established there. An interim council for the Suva university will meet for the first time in September.

THE University of Papua-New Guinea has been functioning as a going concern since March, and the opening was a formality by Australia's Governor-General, Lord Casey. The university has an academic staff of 49, and basic faculties of Arts, Science and Law are currently giving degree courses to 223 students, many of whom had already completed a preliminary year at the university.

Latest academic appointment, announced in August, is that of Mr. D. Rowley to the foundation Chair of Political Studies. Mr. Rowley, 61, a former principal of the Australian School of Pacific Administration, will take up his appointment in 1968.

Suva plans

In Suva, Sir Norman Alexander, who was appointed in July as vice-chairman of the interim council of the new University of the South Seas, has been busily preparing submissions to be put before the council's inaugural meeting.

The council will elect a chairman and arrange appointment of a vice-chancellor and staff, but Sir Norman will administer university affairs and organise the planning until it is formally established as an entity in its own right.

He hopes that some preliminary classes will get under way by next March, but details have yet to be worked out. Sir Norman says the university will need 10 or 15 students a year in any subject before a claim can be economic.

The interim council will have 12 members, including three appointed by the High Commissioner for the Western Pacific, two from Western Samoa and one each from Tonga and the Cook Islands. The vice-chancellor designate and the Director of Education will be ex-officio members.

The two universities are the first in the South Seas.

Alec Wickham: He gave the world the Australian crawl

Alec Wickham, the Solomon Islander who gave the world a new way to swim, died in Honiara on August 10, aged 79. He had taken two weeks previously at his home on Munda, New Georgia, and was brought to Central Hospital Honiara, where he died.



This was the last of the Wickham brothers, famous in their day. The older brother, Harry, died in November, 1962, at his copra plantation on Munda, at the age of

Harry and Alec Wickham were sons of Frank Wickham, a Somerese who arrived in the Solomons in 1875 and became a planter and trader. He had as his headquarters Munda Island, which is close by Honiara Lagoon.

Harry's mother was a woman from the district of Bougainville and his mother was a woman of the same district. The youngsters did all their swimming in the Roviana Lagoon. When the outside world was still unfamiliar with breaststroke and dog-paddle, the Wickham youngsters were doing nothing else but the unique arm action swum by the natives.

Roviana crawl

When Harry Wickham was six years old his father took him to Sydney. When Harry swam, he swam the Roviana crawl. It was the first time the crawl had been demonstrated outside its home waters—it was Alec who was the means of making the crawl better known. Alec arrived in Sydney about 1897 and attended the old Fort Street School, and the development of the crawl began. It was not until 1902 that he returned permanently to the Solomons. Harry had returned in 1902.

In Sydney, Alec Wickham was a free use of the Domain Baths, and Arthur Cavill and his younger brother, Dick, intently studied Wickham's actions. Dick Cavill later staged the swimming world when he became the first swimmer to cover

100 yards in under a minute, and went on to win so many sprints that swimmers were forced to adopt the style.

Another swimmer successfully combined the old style with the Wickham method, firmly laying the foundation of the modern Australian crawl.

Dick Cavill meanwhile took Alec in hand and saw him win the Australian 100 yards title. Alec became a popular trick diver and swimmer at carnivals throughout Australia.

He would jump into the water feet first from incredible heights—a common Roviana feat—and once at Sydney's Manly Baths he swam underwater over 50 yards against a swimmer on the surface, and beat him. At Sydney's Rose Bay Baths in 1910, Alec

South Pacific 'mini' meeting

The 7th South Pacific Conference will be held at South Pacific Commission headquarters in Noumea from October 2 to 7.

It is the first of the "short" conferences and it is expected that 18 South Pacific territories will send only one major delegate, instead of several as at earlier conferences. They will discuss the SPC works programmes for 1968 in the fields of economic, social and health development. A proposal for a South Pacific Arts Festival will be among the discussion points.

Guam is expected to be the venue for the 8th "large" South Pacific Conference in 1968.

The Wickham brothers, Alec (left) and Harry. This was the last photograph of the brothers together, taken in 1962 by former Australian Coastwatcher Reg Evans, not long before Harry died. Evans, the man who was responsible for the wartime rescue of President Kennedy, stayed with the Wickhams on one occasion during the war, when the brothers remained in the Solomons and assisted the Coastwatchers, acting as scouts. The Wickhams never demanded recognition for their help in developing a new swimming style, although Harry, before his death, commented that "it would be nice to get a nod our way occasionally".

set a new world record for 50 yards. Alec could take a standard ship's life buoy or a four gallon kerosene tin down 25 feet and sit on it.

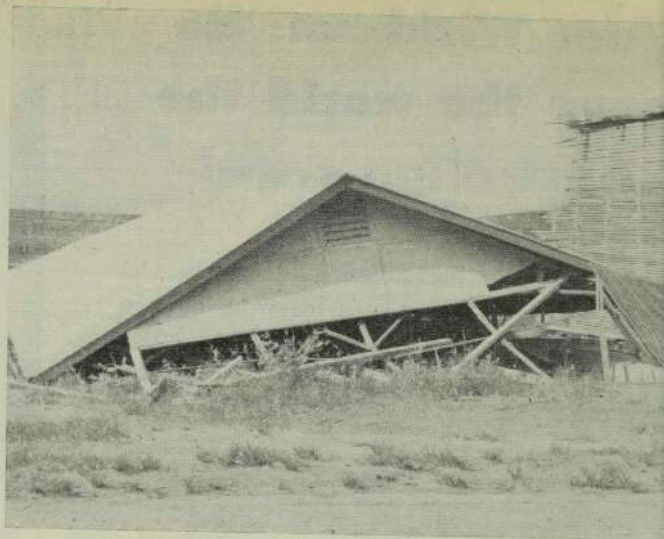
Alec's greatest feat was in March, 1918, when at a swimming carnival at the Deep Rock Swimming Club, in Melbourne, he agreed to do a spectacular dive from the cliffs above the pool into the Yarra. The world record dive at that time was held by G. W. Clarke, 165 ft from a bridge in Chicago.

"Prince Wickyama"

Alec was billed as "Prince Wickyama from the Solomons"—which he objected to—but nevertheless 70,000 people thronged the Yarra Banks to see the dive. Alec's dive was 205 ft 9 in.—a record which still stands.

He recalled a few years ago that part of his costume was ripped from his body and that for three weeks afterwards he suffered internal pain.

Alec Wickham was buried in Honiara.



This is some of the damage caused by the earthquake in the Rabaul area in August. At left, inside a house on Rainau Plantation, occupied by Mr. and Mrs. Binnie, an interior wall has collapsed and concrete has crumbled. The house was so badly damaged it might have to be rebuilt. Above, this is what happened to Burns Philp's old store Kokopo, now owned by the Vunapope Mission.

Photographs: Rabaul Photograph

Unperturbed Rabaul gets a shake-up

From a Rabaul correspondent

Earth tremors are frequently felt in the Gazelle Peninsula area of New Britain and are generally accepted as part of everyday life, but in August the whole area was rocked by a series of earthquakes which caused damage of more than \$200,000. Worst hit were the Catholic Mission's Kabaleo Teachers' College, near Kokopo, where about \$55,000 worth of damage was done and the Vunapau Catholic Mission church, which was damaged beyond repair.

TREMORS were first felt at 3 a.m. on August 14 and continued throughout the early morning. The quake was strength six on the Richter scale—which made it very severe.

The disturbance was not of volcanic origin. It was the result of movements deep in the earth's crust, and was quite different from that associated with volcanic activity. According to Mr. A. Renwick, senior resident geologist in Papua-New Guinea, many earthquakes occur in areas where there is no volcanic activity at all.

Widespread damage

Damage from the earthquake was widespread. Although the Roman Catholic Mission was the main sufferer, Administration-owned property

was damaged, villages throughout the area lost buildings and many water tanks, and extensive damage was reported from various plantations.

The walls of buildings on the northern top of New Britain bulged as though they were pushed from within as the area was wracked by the tremors.

The busy highway between Rabaul and Kokopo, on the opposite side of Simpson Harbour to Rabaul, was cut in five places by landslides over a one and a half mile area. The road was closed for three days.

Many of the buildings at the Kabaleo Training College were knocked from their concrete foundations, and roofs were left at crazy angles.

Inside the college's kitchen huge iron stoves were wrenched from their

foundations. Every piece of crockery the college owned was broken.

In the classrooms blackboards were hurled to the floor, benches overturned and the floor was scattered with broken glass and books.

Statues smashed

In the school chapel every bench was overturned and every statue smashed. In the dormitories, wooden beds were thrown across the room and wardrobes tumbled to the floor.

Concrete flooring in the bathroom opened up to reveal fissures and sinks were pulled from the mountings and dashed to the floor.

Students fled from the dormitories at the college as the buildings collapsed around them.

Later, the ground in front of the wrecked buildings was covered with bags, suitcases, cardboard cartons and woven baskets, which held the belongings of the 81 mission teacher trainees. The young students huddled in groups under umbrellas which shaded them from the sun. They were later moved to Vunapope.

The earthquake struck the day after the first anniversary of the opening

ADVICE FROM THE PAST

As far back as 1917 Rabaul was worrying about its frequent earth tremors. Rabaul was then occupied by Australian troops who had captured it from the Germans, and the Army newspaper, *The Rabaul Record*, reported that year that it had had many queries from soldiers 'wondering what place they had been sent to'.

One man who sought advice on 'the quickest way to get out of Rabaul' was advised by the *Record*: 'The quickest way would of course be by motor car. The Kokopo Road, the only one leading out of Rabaul, would in all probability be submerged by a tidal wave and make a continuation of motor services impracticable. Most likely a good many would miss the bus.'

'If time allows those left behind may escape via Namakula, the North Daughter and along the ridge leading to Rataval pass. But most likely there would be no time, for which reason the *Record* offers the following advice: 'Do like the gallant Roman soldier who, at the destruction of Pompeii, died in his sentry box. Remain at your post'."

the college, which will now have been demolished and completely rebuilt.

The Roman Catholic Archbishop of Rabaul, Archbishop Hoehne, who described the tremors as the most severe he had experienced during a lengthy term in New Britain, has asked the Administration to grant dollar-for-dollar assistance to repair buildings. Rebuilding would take more than a year.

Only a few minor injuries sustained during the quake were reported.

During the disturbance—17 tremors were counted—the community in general went about its normal activities without undue disruption.

The District Commissioner for East New Britain, Mr. Harry West, after estimating the extent of the damage \$200,000 said he could see no justification for declaring Kokopo a disaster area.

In individual cases of hardship those involved could apply to the Administration for assistance.

See "Rabaul's fearsome night of the exploding volcanoes", p. 81.

Meanwhile, there was another earthquake in Moresby

From ROBERT LANGDON, in Port Moresby

One of Papua-New Guinea's newest political parties, the Pangu Pati, which was formed with much publicity several months ago, was showing signs of coming apart at the seams at the end of August.

THE party's primary aim is to work for the territory's eventual independence. Originally it had four co-chairmen. Now it has only three. Co-chairman number four was expelled from the party on August 26 in a move that seemed like a cross between comic opera and deadly intrigue in the Kremlin.

Co-chairman number four was Port Moresby trade union leader Oala Oala Rarua, who visited Australia in July to deliver the Evatt Memorial Lecture at Sydney University. Oala apparently embarrassed his fellow Panguinians over something he said in Sydney, but it is not certain what.

But Why?

A Press statement on his expulsion issued by two other Pangu co-chairmen, M. Somare and J. K. Nombri, simply said that Oala had been expelled for, first, making public statements contrary to party policy; second, failing to rectify or correct his statements, and, third, failing to attend meetings of the party's central executive following the statements he had made.

Oala himself, in a statement issued after his expulsion, was more explicit. He seemed to think he had put his foot in it for claiming that independence for the territory could be as close as 1970, and for stating that the present assembly was weak, because there was no understanding of the Westminster type system.

Oala said he had expected to be disciplined after his return from Sydney for some of the things he had said, but as "no one was willing to call a meeting" of the party's executive he concluded that no one wanted him in the party. Excuses given for not holding an executive meeting, Oala said, were that the three European members, Barry Holloway, Toni Voutas and Cecil Abel were away and a meeting could not be held without them.

Oala said he had lost faith in the party anyway, and had sent in his resignation the day before his expulsion.

He claimed that despite its pretensions, Pangu was a white man's party, and that real control remained with Holloway, Voutas and Abel, although they made out they had no ambitions for control of the leadership.

Oala said, "While I accept the expulsion I cannot help feeling that the meeting at which the decision was taken was not a proper one, having two of its co-chairmen (myself and Vin Tobaining) absent, as well as the organising secretary, Albert Mauri Kiki, and Thomas Tobunbun". Mauri Kiki claimed in a Press interview that Oala had made no effort to seek or attend the executive meeting. He added that incidents such as the Oala affair were only to be expected when people were seeking power (an obsessional word with Kiki) so perhaps Pangu's three co-chairmen will be reduced to two, then one in time.

Anyway, who ever heard of a political party with three co-chairmen that got anywhere?

Dates for P-NG elections

Polling for the greatly-enlarged Papua-New Guinea House of Assembly will begin on February 17, 1968, according to a tentative schedule of dates released in Port Moresby in August.

Polling will be conducted in the main territory centres on that date, but the last polls will not be taken until March 16, and return writs must be lodged by April 26.

The rolls will close and nominations for candidature will open on November 27 this year, and nominations will close on January 5. Firm dates will be gazetted later this year.

The new Assembly will be enlarged from 64 to 94 members.

Tropicalities

When Australia's newest submarine arrived in Sydney on delivery in August there was a chord struck in our memory. Wasn't there an Islands mystery surrounding Australia's first submarine, the AE1? There was. We looked up the facts and found that September is the 53rd anniversary of her mysterious disappearance off Rabaul, New Guinea.

AND perhaps—who knows?—the mystery could yet be solved. In 50 years there have been spectacular advances in underwater equipment, and the bones of the AE1 may still be off Rabaul, awaiting discovery by adventurous skin divers.

The AE1, and her sister submarine the AE2, were delivered to Australia from Britain just before the opening of World War I. (Australia's latest, HMAS Oxley, her first submarine for 36 years, was also delivered from the UK).

The AE1 and the AE2 of 800 tons, each had Royal Navy commanders and their crews were half-and-half Britons and Australians.

They made a rendezvous with the Australian fleet off Rossel Island, Papua, on September 9, 1914. The fleet, and the troopship *Berrima*, was headed for Rabaul to take German New Guinea for Australia.

Last picture

The picture reproduced here, taken at Rossel on September 9, was the last of the AE1 and her crew, for only five days later she had disappeared.

As history records, the landing at Rabaul was successful, with little loss of life, and Australia took over the islands which she still administers.

After the landing the AE1 left Blanche Bay, Rabaul, at 7 a.m. on September 14 to patrol off the Gazelle Peninsula with the *Parramatta*.

At 3.30 that afternoon the submarine was seen southwest of the Duke of Yorks, near Rabaul, and apparently on her way back into harbour. This is exactly where she should have been at that time.

But at 8 p.m. the submarine had not returned, and a search was begun with flares and searchlights. When nothing turned up, the coasts were searched for 30 miles or more, with the aid of every available vessel. But there was no sign of her, and

there has been no clue to her disappearance to this day.

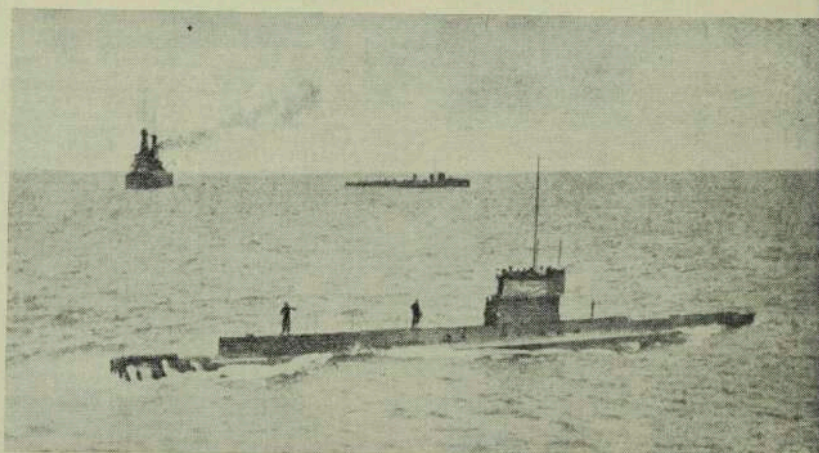
Rumour went mad at the time, of course.

As Australia's official World War I naval historian put it: "It is unnecessary to state in detail the various stories—usually ascribed to a 'bluejacket on leave' with which readers of the Press were regaled. But they all agreed in ascribing the loss to German treachery, and the ascription is contradicted by all the evidence.

Historian's view

"Out of the many hypotheses the least improbable is that the AE1 dived for practice in the ordinary course when nearing the mouth of Blanche Bay, and came up so close to the coastal reef—which there forms a precipitous, if not overhanging, edge to the deep entrance channel—that her thin steel plates were cut through by the coral rock.

"The objection to this hypothesis is that no traces of oil were found; whether that objection is insuperable must be left to technical experts".



Australia's first submarine the "AE1", photographed off Rossel Island, Papua, on September 9, 1914, a few days before her mysterious loss off Rabaul. She is with the "Australia", with the "Yarra" in the background. The photo was taken from the bridge of the "Encounter", and is one of the Australian War Memorial collection.

An \$(18)64 question

On August 5, a fisherman from Tongatapu, Tonga's main island, discovered a sealed bottle containing a message and a \$US500 bill in a fishtrap. He hurried ashore with his new-found wealth, only to find that the money was issued by the Confederate States of America and dated February 17, 1864 (during the Civil War). Asked about the message, which might have given a clue to the bill's origin, he said he could not read it and threw it away with the bottle, which was covered with weeds and barnacles.

However, as the \$500 bill was patched with cellulose tape, it was thought that it was not launched in the bottle until 20 years or so ago.

The fisherman who found the bottle is Sione Vili Sunia, of Ha'ataf village.

Three officers and 32 men disappeared with the AE1 that day off Rabaul. The Captain, Lt.-Cdr. T. H. Besant, from Liverpool, was one of the most alert submarine officers of his day.

And what of the AE2?

The war in the Pacific subsequently moved at a pace in which Australia's one surviving submarine was not required, so in December 1914, the RAN offered her service in the European theatre. The following April the AE2 was sunk by the Turks in the Marmora Sea, her captain and crew taken prisoner, after some extraordinarily dramatic and heroic episodes. But that's another story.

How to make money without really trying

DURING preparations for the changeover to decimal currency Niue recently, the radio station broadcast special programmes to educate the public.

These programmes, according to a correspondent, did do some good. But there was still some confusion.

The Postmaster, for example, had put a notice in the daily news net denying local rumours that if a Post Office Savings Bank pass-book holder failed to convert his balance from pounds, shillings and pence to dollars and cents on change-over day, he would lose his money. Another instance of the confusion is illustrated by the story of the local trader who converted his prices from pounds to decimals by using the formula, 1 pound = 100 pence. He exclaimed on the conversion chart, 'one cent equals one penny', whereas it is actually worth 1-1/5 pence.

As a result, a customer who wanted to buy a 4/4 (52d) tin of meat and himself being asked to pay 52 cents (5/3) for it.

According to Niue's newsheet, the dialogue at the store went like this:

"Please may I have a tin of meat?"
"Yes. Here you are. That will cost 52 cents."

"Thank you. But last week the price was only 4/4."

"Yes, that is so. We have now converted the price to cents. One pound, according to the chart, is one penny. The old price was 52 pence, therefore the new price is 52 cents. Otherwise, the store would be losing money."

Finding a word for it

THE Pacific Theological College at Suva, which at present has students from 10 Islands' territories and can expect incomers from many more, has to scale a Tower of Babel to get its Christian teaching across.

The problem of expressing the truths of Christianity, with all the first-aid divisions of theology, in the language of the Islanders has been pinpointed by the principal of the college, the Rev. Dr. George Knight, in one of his chatty newsletters.

"Words such as grace, justification, conciliation, conscience, devil, church, covenant, Lord, stewardship, Trinity, crucify, gospel, comforter, saviour, sin, ransom, redeem and any others simply don't exist in any Islands' languages," Dr. Knight



Sibyl Lloyd

PORT MORESBY PERSONALITY

Melbourne-born Jean McCarthy has lived in Papua-New Guinea since 1937 and in Port Moresby since 1955. She leaves Port Moresby in September for a house in Mt. Eliza, outside Melbourne, when her husband, Mr. J. K. McCarthy, retires as Director of District Administration. But Jean and Keith McCarthy may be back, for the territory is in their blood. A week after arriving in Rabaul in 1937 as a bride, Jean was involved in the great Rabaul eruption. It was the start of many adventures. In pre-war days Jean would sometimes travel with her husband into areas where no white woman had been.—*Sibyl Lloyd.*

points out. "The Ellice language, on the other hand, has several hundred words for palm-tree!"

"Those with even a slight knowledge of anthropology will realise how far out the New Hebridean congregation is when it solemnly sings 'Tapu, tapu, tapu' for our hymn *Holy, Holy, Holy*. The same language, again, has no verb for 'to

believe'. The local church has to make do with the verb 'to swallow'.

"In Samoan the word 'world' has an evil connotation.

"In another language 'Trinity' can only be 'three ones'. Often you see the English, or Latin, or even Greek word just transcribed in a local language: ekalesia, gratsia, parakalesis, gospel. But what content do these words have for their readers?

"Spirit' gives trouble everywhere. In Tongan it means 'mood'. Fancy invoking the Holy Mood! 'Lord', of course, is usually translated by the word for chief, with all its connotations in the local social system.

"Covenant' may be translated by 'served with a bowl of kava'. Before a fight there is a kava (yaqona) party. At it, one warrior calls out, 'I will kill the first enemy'. The chief then hands him the bowl to drink, and solemnly claims him as the first killer.

"What can you do then with the content of the words: 'This cup is the new covenant in My blood'?

"Do you see the problem we have to face in helping our students to put the Gospel into their own language?

"God', in Tongan, is any object of fear, such as a shark. 'Congregation', in Samoan, means 'Council of Elders and Chiefs'. The ordinary people seem to have slipped out of sight here.

"The Tongan language has two words for 'he', one for an ordinary man, one honorific for an aristocrat. Which pronoun then should you use in the phrase 'He ascended into heaven? Was He still the carpenter of Nazareth, or was He now one with God?

"How a theology class laughed when Fr. Jones asked them to think how they would say 'Of one substance with the Father' in their own language, or how they could express the idea of the Trinity.

"How much easier it was for the early missionaries to slip into mere moralism, and to preach on such topics as 'Thou shalt not eat people', or even 'Thou shalt not smoke!'"

Just 820 sq. miles where you can't go

RESTRICTED areas in Papua-New Guinea—those areas where visitors can't go without permission because of possible danger from natives—have been reduced from 820 square miles to 670 square miles, it was announced in Port Moresby in August.

Areas still restricted are 480 square miles in the north-west of the West-



Members of the Australian schoolboy team which toured New Guinea in August/September. They are holding the Brownbult Trophy. At left is coach Norman Marks, and at right manager Mick Burns.

ern Highlands and 190 square miles in the south-west of the Sepik District. The Sepik area concerned lies between the headwaters of the Sepik River and the Fiak-Aki divide. About 1,500 people, who are administered from Telefomin, live in the area.

The Administration first placed restrictions on uncontrolled or partially controlled areas in 1951. The areas were in the Sepik, Western Highlands, Eastern Highlands, Morobe and Southern Highlands. They covered 25,974 square miles of the territory's total of 183,540 square miles.

Schoolboy "Test" for New Guinea

AN international "Test" will be the highlight of a six-match tour of Papua-New Guinea being undertaken by a team of New South Wales schoolboy Rugby League footballers. The team, comprising 20 players, a manager and a coach, flew to Port Moresby from Sydney on August 25.

The NSW team is making its second tour of the territory and hopes to do better this time than two years ago, when local teams beat it in most centres. Last season Papua-New Guinea visited NSW and was successful in two of the three "Tests" played.

NSW on the current tour were scheduled to meet Papua in Port Moresby, Northern District at Popondetta, Morobe District at Lae, New Britain District at Rabaul, Eastern Highlands District at Goroka and Papua-New Guinea at Port Moresby.

A shield and individual trophies, donated by Brownbult, for the best and fairest player from either team, will provide a special incentive for

these participating in the "Test" on September 9. The Brownbult Trophy will be competed for annually.

The touring NSW team represents the combined high schools throughout the State and was selected after a series of trial matches. The boys vary in ages from about 13 to 17. All were required to meet an 8-stone weight limit.

Western Samoa is fashion conscious

AN Apia correspondent is enthusiastic at the chances of Apia becoming the Paris of the South Seas, fashion-wise. Interest was generated in locally designed fashions following a fashion show put on at the recent Heart of Polynesia Visit Conference, and already Air New Zealand has arranged to sponsor a show of Samoan fashions (with Samoan models) in New Zealand and Australia later this year. There is talk of similar shows being planned by other airlines in Hawaii and the U.S. mainland.

Those involved in the conference fashion show, which was organised by Mrs. J. Gerakas, were Mrs. Freida Paul, of Carol 'n Mark, Miss Tommy Burr of Tommy Fashion and Mrs. Sophia Rankin, of Island Styles.

Another fashion show was put on in Apia during August organised by Mrs. Aggie Plowman. Some 30 ladies turned up to Apia's Casino Hotel to see fashions by Island Styles and newcomer Miss Leone Bethart of Leone Fashions.

The production of local women fashions has emerged as an industry only over the past year, with the establishment under the Enterprise Incentives Act of Island Styles, and now employing 10 women sewing at its Vaoala factory.

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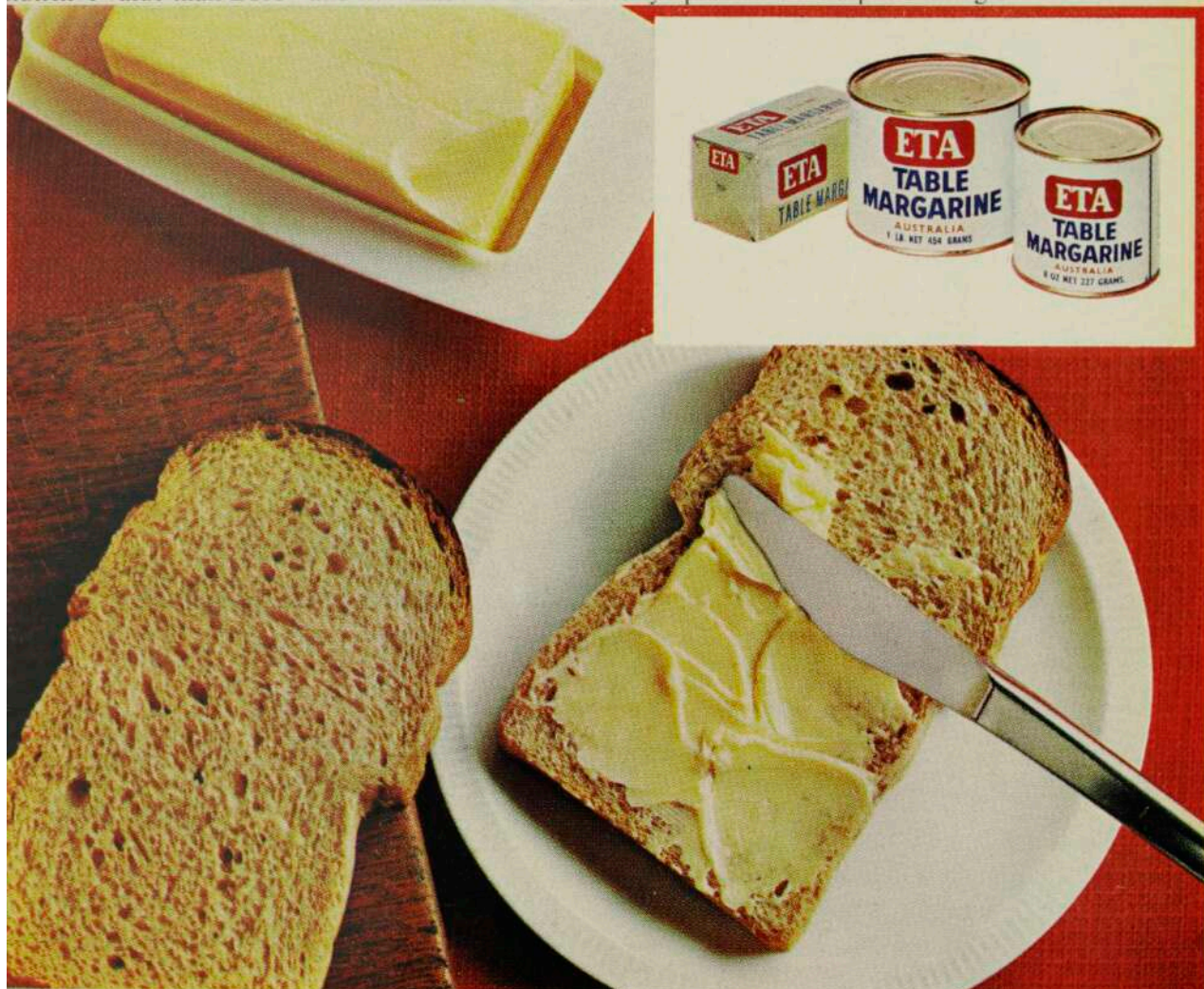
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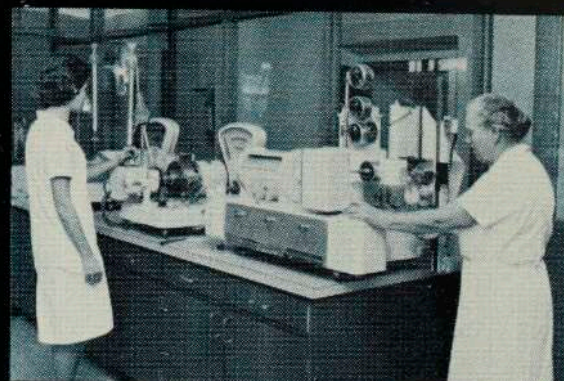
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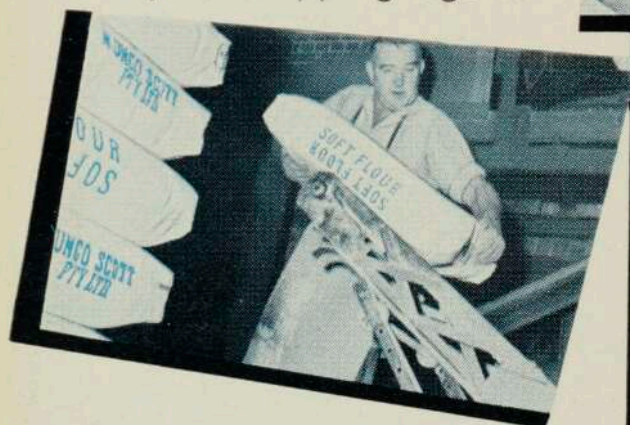
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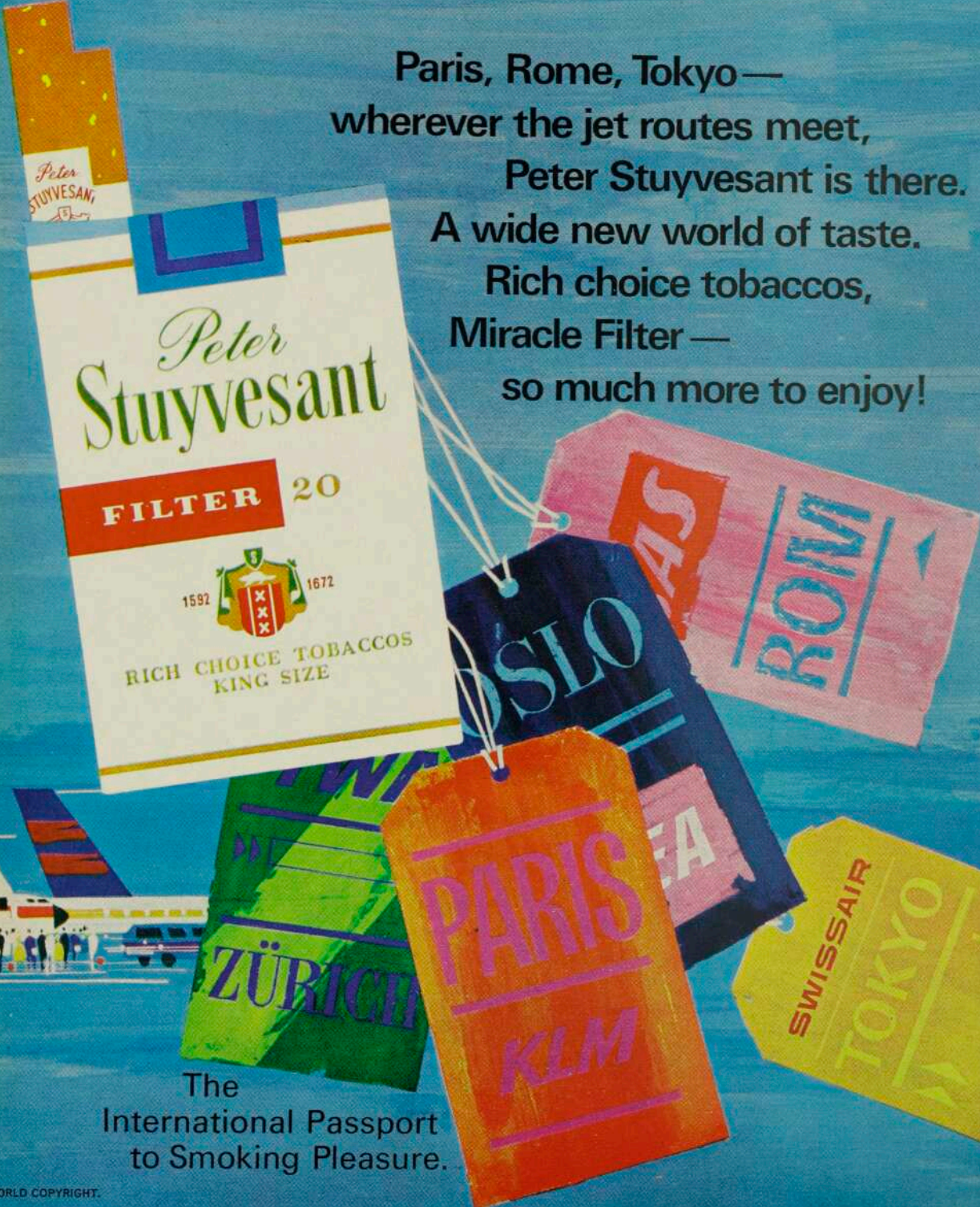
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The advertisement features a white Peter Stuyvesant cigarette pack with a red 'FILTER 20' band and a crest with the years 1592 and 1672. The text on the pack reads 'Peter Stuyvesant', 'RICH CHOICE TOBACCOS', and 'KING SIZE'. Several colorful airport tags are attached to the pack with white string. The tags include: a pink tag for 'ROME', a dark blue tag for 'AMSTERDAM' (partially visible as 'SLO'), a green tag for 'ZÜRICH', an orange tag for 'PARIS KLM', and a yellow tag for 'SWISSAIR Tokyo'. In the background, a stylized illustration shows an airport tarmac with a jet airplane and a group of people.

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They're still talking about "The Thing in the Bush"

From JUDY TUDOR, in Vila

Whether "The Thing in the Bush" at Big Bay, Santo, is a wall built by Spaniards over 300 years ago or just the remains of a pig-pen or a trade-store, or any of a dozen other more recent relics, it has given the New Hebrides something to talk about in recent months.

LOCALLY, in Vila, they refer to it as "Langdon's Wall", and even the most rabid sceptics freely acknowledge the tremendous amount of research PIM's Robert Langdon has done on the subject of Quiros' activities in the early 17th century and on those of planters, missionaries, and-seekers and others in the mid to late 19th century.

A secondary result of the controversy is that Big Bay has had more visitors in the last few months than generally has in a decade. One of the latest was Mr. Reece Discombe, Vila who, in 1962, pin-pointed the

wreck of the *Boussole*, the second ship of La Perouse's expedition, which was lost at Vanikoro, Solomon Islands, in 1788.

Reece, an engineer here, is one of the New Hebrides best-known characters and drives a fearsome jeep that is almost as antique as the famous wall.

He first saw the wall in 1950 when he was trading up that way and went fishing in the river near by.

At that time, he says, he had no interest in local history and dismissed the stone-work as part of an old house. He forgot about it until the story first appeared in *PIM* in March (p. 12) but then took the first opportunity to visit the site again.

This was in mid-July, when he went up from Vila in a New Zealand yacht and with a party inspected the ruins. He came away convinced they are the remnants of a building about 22 ft square and not a Spanish wall.

His reasons

Here are some of his reasons:

When he first saw the area in 1950 it was covered by bush and only the wall was visible. But some months before this last visit, a local New Hebridean had cleared about an acre of ground for a garden. This has the stone wall in the middle of it and, with the trees down, but not cleared away, it is now possible to see other pieces of masonry as well as the standing wall.

The wall itself is four feet high and 22 ft long. About 22 ft away, on the beach side, and running parallel to the wall, is a set of four steps, built of the same masonry as the wall and with the top step four

● Sketch plan (not to scale) of the site of the wall and other masonry. Drawn from Reece Discombe's description.



Among the people who have visited Big Bay in recent months to have a look at "Langdon's Wall" was an American archaeologist, Dr. Richard Shutler, who dug this hole at its base, but found nothing to indicate that the wall was of Spanish origin. He reported that the wall was "strongly built with mortar, and coursed stone and coral blocks".

Photo: Reece Discombe.

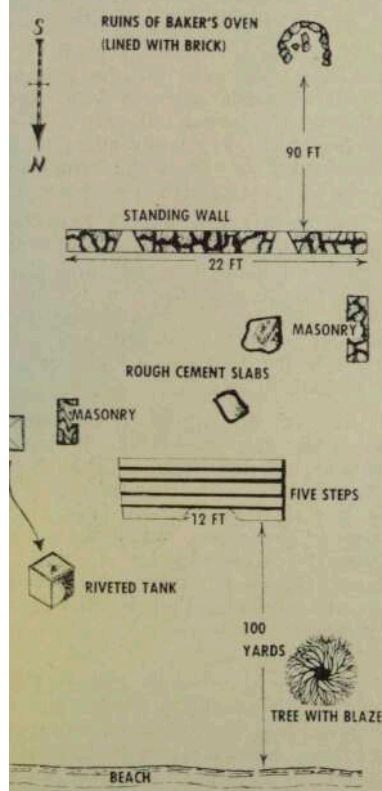
feet from the ground—that is, level with the top of the wall.

To the left and the right of the steps and the wall, and at right angles to them, are other slabs of masonry that Discombe says look as though they could be part of side walls that have now partly disappeared. Other pieces of stone and cement masonry are lying about inside what once apparently were four walls, in Discombe's view.

To the left of the steps, when facing the wall, and near the remnant of the left side, is a square riveted steel tank that has been damaged by an old tree that has fallen across it. (This is the "rusted drums" referred to in *PIM*'s July article.) To the right of the steps is a large tree, with a blaze on it, and what appears to be these marks cut into it:

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About 90 ft beyond the existing "Quiros" wall and back into the scrub, are the ruins of a bush baker's oven, of which there are reputedly dozens, if not hundreds, scattered over the New Hebrides and New Caledonia. The oven is domed, the outside made of stones and cement (like the wall) and the inside lined



They'd all like it to be Spanish

with Mont Dore bricks. (These bricks according to Reece Discombe were first made by a Yugoslav who arrived in Noumea about 1850 and started a brick and tile works.) These ovens were heated by lighting a wood fire inside them, the coals being scraped out before the bread was put in.

Made of cement

In his opinion, the wall and all the other pieces of masonry, are made of cement and not the kind of mortar that the Spaniards are likely to have used; nor, he thinks, are they likely to have faced both sides of the stones, as they are faced, if they were doing a rush job of putting up fortifications.

His guess is that the Big Bay ruins constitute the remains of the basement of a small house or a trade store that was built either in the late 1890's or at the turn of the century, by the Compagnie Caledonienne (John Higginson) or by the Societe Francaise des Nouvelles Hebrides which took Higginson over in 1894. The land still belongs to

SFNH and possibly some clue to the whole mystery is hidden somewhere in their early records.

Nor does Discombe agree with Robert Langdon's theory that the people who built the bread ovens (or "small ruin" as it is called in July *PIM*) could have been unaware of the wall and the rest of the masonry. Anyone who arrives at the site, then or now, must do so via the beach and it would be impossible to get from the oven to the beach without passing the wall, the steps and the other bits and pieces.

* * *

Probably no where but in the Condominium of the New Hebrides could this sort of argument persist. This place, with its two names, three of most other things but no constitution and 76,000 natives who have no national status, could, it seems to me, be harbouring the original remains of the Ark, much less a Spanish wall a mere 300-odd years old.

It would be incredible, in any other place, that the existence, or non-existence, of this wall 70 years



MORE SPANIARDS IN THE WORKS

In the light of the new evidence reported by Judy Tudor in the accompanying article, it now seems evident that "my" wall did form part of the trading station that SFNH had in the south-east corner of Big Bay. But unless, originally, it was the "rampart with its embrasures" built by the Spaniards, the Spanish rampart must still be lurking up there in the Big Bay bush. What I believe happened is that the SFNH people used the Spanish rampart as part of the base of their trading station, just as the Spaniards used the old Inca walls (above) as the bases for their buildings in Cuzco, Peru.—ROBERT LANGDON.

Malaria danger in Moresby

The Papua-New Guinea Administration is taking emergency action to counter an unusually severe occurrence of malaria in the Port Moresby area, following evidence supplied by the diagnostic unit of the malaria service attached to the Port Moresby General Hospital.

During routine tests in June the unit's figures showed that 44.5 per cent. or 408 positive cases, were revealed out of a total of 895 outpatients given malaria tests. Figures increased a little in July.

Port Moresby is not popularly regarded as a malarial area, but the P-NG Health Department has warned intending visitors and residents to safeguard themselves by taking regular doses of suppressives.

ago could not be proved today. But sitting here in Vila, it is easy to believe that the New Hebrides was a no-man's-land far later than that

In Sydney, Robert Langdon has made a good case for the existence of the Spanish wall. In Vila, Reece Discombe, whom I left only a couple of hours ago, is equally adamant and convincing that it is the remains of a building less than 100 years old.

In the last few days I have been forced into discussing the wall whether I liked it or not, and generally I have not liked it because I have not seen it myself and there seems to me to be still too many ends to be tied up, whichever way you look at it.

But of one thing I am sure—everyone here would like to have a genuine Quiros relic. Although the New Hebrides doesn't need this to put it in a class by itself—it is in a class already in many ways that aren't Spanish—it would be a piece of South Pacific one-upmanship pleasing to all residents, French, British and otherwise.

Editor's note: With Robert Langdon sticking to his guns, but suggesting an honourable compromise (see picture), can we please let this matter rest until someone has some positive evidence one way or another?

New Zealand needs to return 'to the South Seas vision'

A strong call to New Zealand to take a more realistic policy in the South Seas—to re-establish the early vision of New Zealand as the heart and centre of Polynesia—was made by Sir Guy Powles, a former High Commissioner of Western Samoa, in Auckland in August.

SIR GUY said New Zealand had to re-assess its priorities over the whole field of foreign aid, but particularly the extent to which it should give aid to Asia at the expense of the Pacific Islands. Asia aid was needed, certainly.

But New Zealand was not part of South-East Asia. While closer association with any Asian country would naturally be welcomed, this might not be achieved at the expense of New Zealand's more immediate destiny in the South-West Pacific.

Sir Guy's statements were made in a major address to the triennial conference of the New Zealand Federation of University Women on August 1. Since 1962, Sir Guy has been New Zealand's official Ombudsman, but was speaking in his private capacity. He was in charge in Western Samoa from 1949-60, and NZ High Commissioner to India from 1960-62.

In his address, which was on New Zealand's role in the world, he surveyed New Zealand's external affairs. He said New Zealand and Australia had three similar anxieties: the future of their relations with Asia, the extent to which they should rely on the United States, and their capacity to survive as viable economies with relatively high standards of living.

Dependent

Any instability of Australia's position could communicate itself to New Zealand. But there was a sharp contrast between Australia's present self-reliance and New Zealand's inoperability. The majority of Australia's exports now went to the Pacific area. For Australia Japan had become the new Britain of Pacific trade.

No doubt New Zealand hoped to follow Australia's footsteps, but while the prospect of Britain's entry into the Common Market was only stimulating to Australia it was

"positively frightening" to New Zealand.

"There is no effective substitute anywhere in the world today for our lamb and butter market in Britain," Sir Guy said, "and if we lose this we are lost indeed."

New Zealanders were now faced with the fact that the country was in economic difficulties, and had to put its house in order. But the cleaning had to be of its external policies too, and those policies that were no longer of any use had to be thrown away.

New Zealand had to give more aid to those people who needed her aid, and one of her roles was to act as a bridge towards the long distance goal of world racial harmony. The country might well establish something like an External Aid Board to co-ordinate and plan.

On New Zealand's role in the South Seas Sir Guy said (and the following quotes are verbatim):

South Seas aid

The Maori people share the characteristics of intelligence, courage and good humour with the rest of the Polynesian race, who live among our island screen to the north and east. Here New Zealand suffers from a curious blindness. The average New Zealander, and most of the media of public information, pay little attention to our immediate area of interest and concern—the Pacific Islands.

Our papers are full of the riots in America, the Vietnam war, the Middle East crisis, the perennial British problem over the EEC, but the Pacific Islands are almost never mentioned, and when they are many reports are bedevilled by inaccuracies which betray a lack of knowledge and understanding.

I suggest that we have a clear role of guidance and assistance to those territories with which we have particular association—namely Western Samoa, the Cook Islands, Niue and

76,500 PEOPLE IN NEW HEBRIDES

Provisional figures from the census taken in the New Hebrides at the end of May give a total figure of 76,500 inhabitants in the condominium.

The figures for the four administrative districts are: Northern, 22,700 (with 2,600 in the Santo town area); Central No. 2, 24,200; Central No. 1, 17,600 (with 3,100 in Vila and 5,000 in the surrounding area from the Teouma River to Klems Hill) and Southern, 12,000.

The census was the first ever taken in the New Hebrides.

the Tokelau Islands, and to this group should be added Tonga—making a predominantly Polynesian area, peopled by our own race. Then we should also include Fiji—not Polynesian in race, but intimately associated in history and interest with ourselves and with the Island groups I have just mentioned.

Our grandfathers had the vision—of New Zealand as the heart and centre of all Polynesia. The vision has faded.

It was only partly an imperialist vision—it was mainly idealistic. There was a strong Christian content—and there still is. The links the Christian churches of all denominations provide today between us and these islands are invaluable.

Of course, it is to our advantage to have the Islanders friendly to us—we would not look very well in the eyes of the world if they, or some of them, became our enemies, or subject to hostile interests.

Indeed much of the respect we gained in the United Nations and in the emerging Commonwealth was because of what were thought to be our enlightened policies towards our island territories, but we cannot ride that particular wave indefinitely.

NZ representation wanted

Then there are the British, Australian, and French territories—the Solomons, New Guinea, New Hebrides, New Caledonia, and Tahiti, and the sweep of the French Islands. In none of these, nor in Fiji, do we have any diplomatic representations. Apart from some very real church contacts, we know nothing of them.

We ought therefore to re-examine

West Samoa wants to brew its own

From an Apia correspondent

WITH the proliferation of beer halls, euphemistically termed clubs, around Apia, and even further afield in Upolu and Savaii, the consumption of beer in Western Samoa last year totalled 152,821 gallons, valued at £48,861. All of it was imported.

This has led a few sharp-eyed businessmen to the conclusion that a brewery could profitably turn Samoan water to good brown ale. In late July the Enterprises Incentives Board announced that it has turned down two applications for incentives to set up breweries, because the law prohibits the manufacture in Samoa of intoxicating liquor.

Nevertheless, with increasing public pressure for Samoa's own brewery there is not much doubt that the law will eventually be changed.

If Prime Minister Mata'afa has any say, however, the brewery will be State-owned.

"We don't want private investors coming in here to set up a brewery and then take out all the profits. The profits should go to the people," he said in August. "The establishment of a brewery is a ticklish political problem but if any brewery is established it must be controlled by the Government."

New Zealand's role in the Pacific Islands and see how it ought to be changed.

Governmental aid to the Cook Islands, Niue, and the Tokelau constitutes the largest single item of New Zealand aid overseas—about one quarter to one-third of the total. It exceeds aid given to the whole of South and South-East Asia under the Colombo Plan, SEATO, and the Government contribution to VSA.

Actually it should not be counted as external aid at all—these islands are New Zealand territory and their inhabitants are New Zealanders, just as for the Chatham Islands.

A recent research writer compared Government aid to Niue at £63/15/- per person, and to the Cook Islands at £45/18/- per head in 1965, with the per capita figure of less than £1 in the case of India, which was receiving about a fifth of all the aid given by Western countries in 1964.

NZ forgets history

The average aid per person in the remaining British colonies at that time evidently was under £5. Other South Pacific aid figures quoted for the same year were Fiji (£3/11/6) Papua-New Guinea (£12/19/-) and Western Samoa (£1). Commenting on the low level of aid to Western Samoa, the writer observed: "This might have been considered the price of independence, as only Tonga, the other independent country of the South Pacific, received less".

Whether or not this is a valid comment, the level of New Zealand aid to Western Samoa is surely quite unjustifiably low.

We forget history. By our own act we captured Western Samoa from the Germans by force of arms; we actively secured for ourselves the League of Nations mandate over Samoa; and then the United Nations Trusteeship.

We deliberately injected ourselves into Samoan history, without the consent of the Samoans, and by doing so we took on our shoulders a perpetual responsibility for their well-being; a responsibility which is not released by their independence, any more than the responsibility for the well-being of the Cook Islanders is released by their self-government.

Furthermore, it is sad that this historic partnership as it used to be called, which has had so many rewarding features for both New Zealand and Samoa, seems to be losing vitality.

Our Pacific role must change therefore to a more balanced and realistic one. We should do much more for Samoa, and more for Tonga and Fiji. A recent far-seeing speech of the Minister of Island Territories, Hon. Mr. Hanan, has given a valuable lead here.

We need a re-assessment of priorities, needs, and duties, over the whole field of our foreign aid, particularly the extent to which we should give to Asia at the expense of our Pacific Islands. Which has the greater claim to our attention—malnutrition in Vietnam or malnutrition in Samoa?

We should not forget that in our neighbouring Pacific Islands our aid could be crucial and have a profound effect, altering the course of history in our favour, and for their benefit,

whereas, in the large and distressful scene of Asia, our aid, comparatively small as it must be, may be lost.

Further, a really thrusting support by New Zealand of the international organisation which belongs to the South Pacific, the South Pacific Commission, would have great influence but in ECAFE we have to take a minor role. These are difficult matters, where an External Aid Board would be most useful.

Warm hearts needed

In addition to aid, is there anything else we should do? Can we offer these islands really sympathetic advice in their problems?

These people, too, have been rushed into the 20th century as our Maori people have. For them, too we can talk of "social revolution" and "explosive population growth".

Over the whole of the islands are we are talking about, 47 per cent. of the population are under 15—much the same as for the Maoris. Their cultures have not been suffocated by that of a white majority, as had the Maori culture, but their educational

(continued on p. 120)

Judges for 1969 Games emblem

Judges of the design competition for an emblem for the 1969 South Pacific Games in Port Moresby, have been named by the organisers. The competition closes on September 30. (See *PIM*, August, p. 32), for full details.

The judges are Lady A. H. Mann (Member of the P-NG Stamp Advisory Board), Mr. R. A. Miller (chief of the Philatelic Section of the P-NG Posts and Telegraphs Department), Mr. I. Macdonald (chairman of the P-NG Copra Marketing Board and chairman of the 1969 South Pacific Games Organising Committee), Mr. M. Rarua Rarua (secretary of the Federation of Native Associations) and Mr. D. A. Alderton (principal architect of the Commonwealth Department of Works).

The competition is arousing considerable interest. Designs should be sent to the P-NG South Pacific Games Association, P.O. Box 367, Port Moresby.

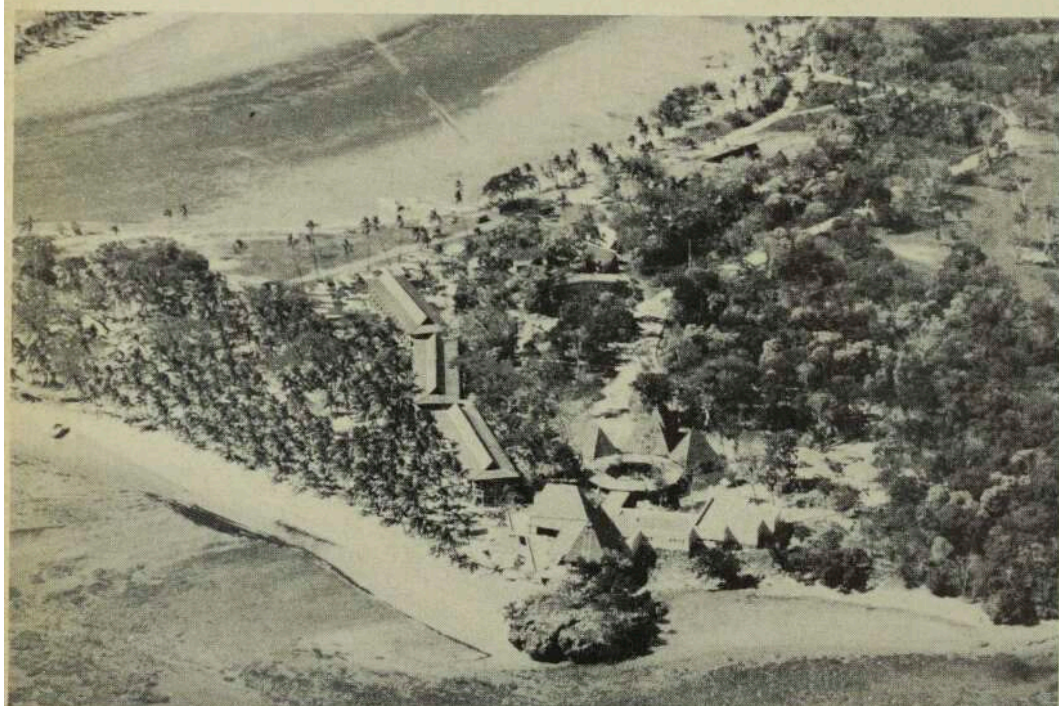
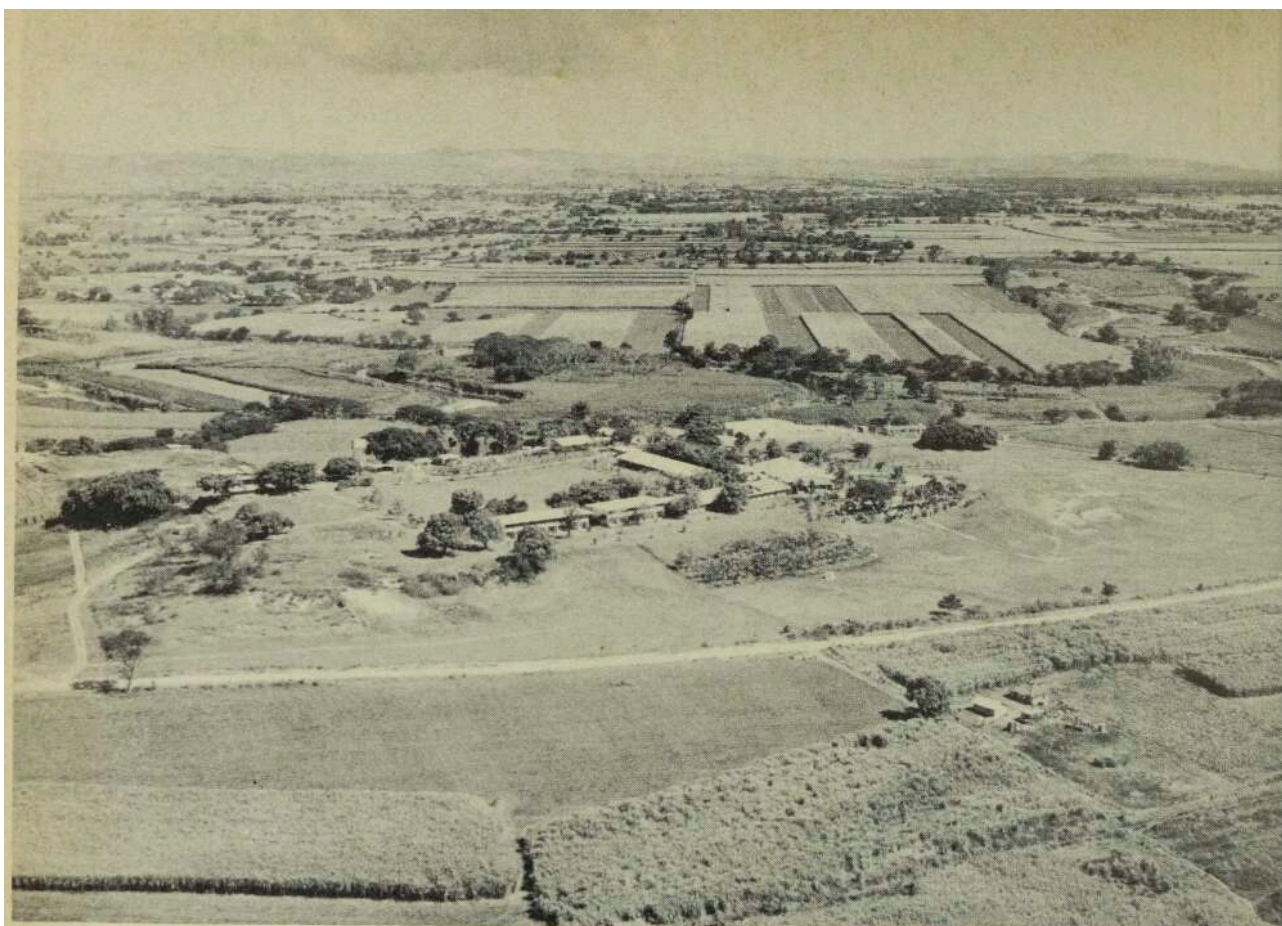
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ISLANDS FROM THE AIR

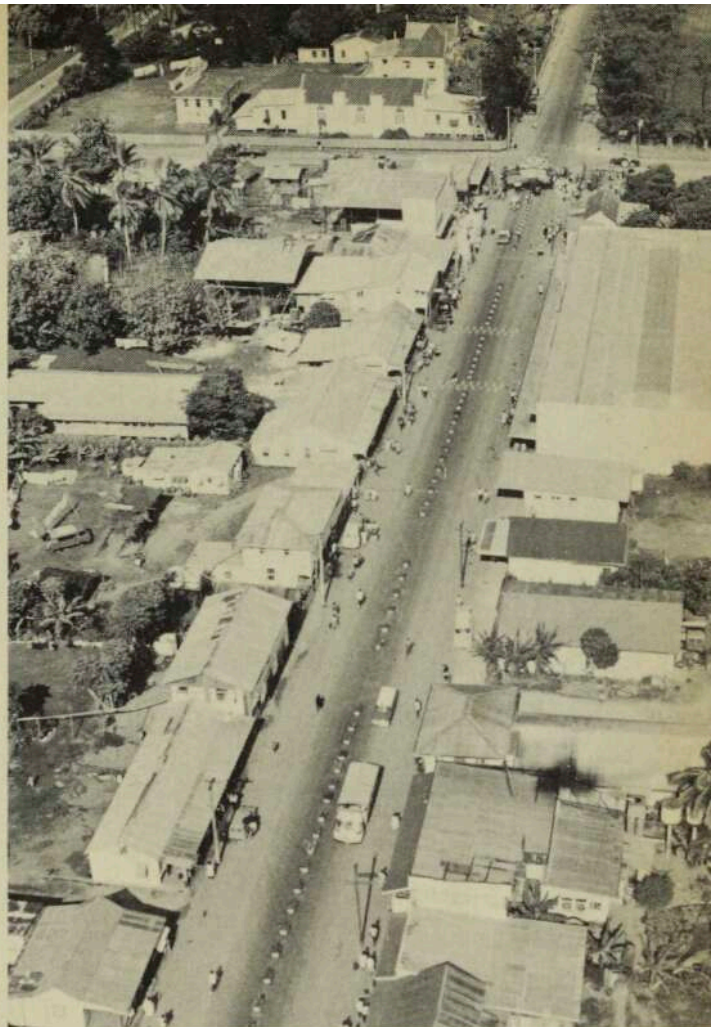
FIJI'S famed Rewa River delta, not far from Suva, lays itself out below Air Pacific Ltd.'s new twin-engined Beechcraft in this air-to-air shot. Air Pacific is an air charter service which recently began operations in Fiji. The Beechcraft takes five passengers. At left, a Beechcraft-eye view of Suva's main business section, with overseas wharf at left foreground. Area at right foreground is being reclaimed, and there are plans for a harbour drive. In the background is Laucala Bay. **Over**

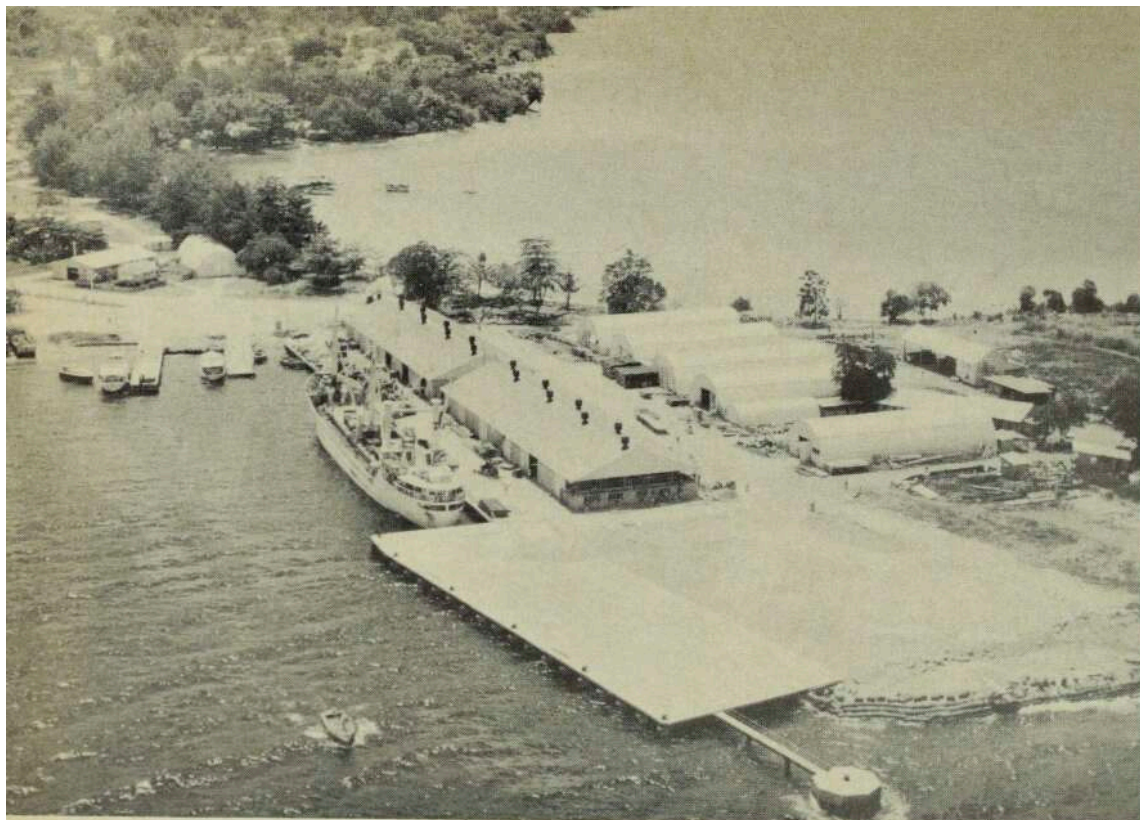


Top picture on p. 42 was taken on the opposite side of the main island of Viti Levu, and shows the Mocambo Hotel on a knoll, surrounded by a pattern of canefields. The aircraft from which Rob Wright took this photo (he also took the others on pages 41-43) was about to land at nearby Nadi international airport. Lower aerial picture on p. 42 shows the new Fijian Hotel, at Yanuca Island, which will be opened in September. The island is reached by a causeway to the mainland, out of the picture at the top. The hotel's reception area and dining rooms are in the foreground. The Fijian is owned by the Mocambo interests.

Latest aerial pictures of the Kingdom of Tonga show, at right, Nukualofa's main street, and below, the Dateline Hotel, not far from the palace. Rob Wright took these during the coronation in July. The dotted line down the centre of the main street comprises flower-pots erected as part of the coronation decorations.

The Dateline Hotel, which is only a stone's throw from the beach, is a well-managed luxury





hotel, owned by the Tongan Government and opened for business only at the end of last year. The airport, with services connecting Fiji and Samoa, is several miles out of town, and the new overseas wharf is about a mile from the hotel.

Point Cruz, the main wharf area of Honiara, capital of the British Solomon Islands, is in the aerial photograph by Ted Marriott on this page. The town is spread widely around the wharf, with most private houses erected in the hills behind the town for coolness. The Solomons are making a bid for tourists, and will shortly be connected with Suva by fast small jet, operated by Fiji Airways. There is already a fast air connection through New Guinea to Aus-

tralia by TAA. Honiara has two hotels — the recently - extended Hotel Mendana, and Blum's Hometel.

The photograph below was taken recently from a helicopter pad on 11,600 ft Mt. Otto, near

Goroka, in New Guinea's Eastern Highlands, and shows part of the rugged Ramu Valley. A VHF installation to link Lae with Madang is being erected on Mt. Otto by the P-NG Posts and Telegraph Department.





Fiji's Lau group: where things are different

By KATHLEEN HANCOCK

A trip on a trading vessel has always been the best way to see island life—and as far as Fiji's Lau group is concerned it's not just the best way—it's the only one.

TRAVELLERS can board the Lau Provincial Council's spanking new cargo ship, the 220-ton *Uluila*, at Suva, and set off for a blissful week or two pottering round these remote islands in air-conditioned comfort.

Or, alternatively, independent types with an exploring mind can organise a party and charter Captain Stan Brown's ketch, *Maroro*, at a surprisingly reasonable cost per head, and plan their own itinerary with a skipper whose knowledge of Pacific waters and Pacific history is almost encyclopaedic.

Polynesia and Melanesia merge in the Lau group, which is a scattering of small islands lying midway between Fiji and Tonga.

First raids, then settlement by Tongans, led to mingling of blood which has resulted in a people who can be counted among the hardiest in the Pacific.

Trading headquarters

The seafaring Tongans made Lau their base for operations in Fiji about the middle of last century, and Vatu, cousin of Tonga's King George I, became the virtual ruler of the northern islands of the group. Under his protection, the German

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TRAVEL FROM THE INSIDE

Tennings brothers made their trading headquarters at Lomaloma on Vanua Balavu, and business was brisk enough to outstrip that of the prosperous merchants of Levuka.

In those days, the village of Lomaloma was a port of entry into Fiji, and one of the busiest settlements in the Pacific.

- One way of travelling to the Lau Group is in Captain Stan Brown's ketch "*Maroro*" (top left). Once there, visitors will find a strong Tongan influence—as in the house of concrete block (top right) which is in the village of Dakuiloa, Oneata. Tapa, with tasteful designs imprinted with home-made dyes, is a popular souvenir of the Lau islands.



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nts in the whole of the Fiji Group. w Lomaloma sleeps in the sun h its memories.

Many of the thatched bures are lt Tongan style—oblong, with nded ends. Half the village is an, half Tongan.

Little canals, bordered with orna- ntal cassava bushes, divide groups houses. Along the beach wild fig es carpet the paths with blossom. Each of the two races has left its rk on the handicrafts at which the ple of Lau excel.

There are mats finely woven in Tongan manner, as well as the an. Thin, red-patterned Tongan as contrast with the red and black igns of the thicker Fijian type.

Lakeba is the most central island l the largest in the group, with square miles to Vanua Bulavu's

it was one of the earliest ports eall for Europeans in Fiji, and its h and fertile coasts make it the est island in Lau.

The recent death in Lakeba of Tui vita Uluilakeba, paramount chief Lau, marked the passing of the t of the old-time chiefly rulers, ose authority over their people was olute and unquestioned.

Privately owned

Some of the islands in Lau, such Munia, are privately owned by nters; others, scarcely larger, sup- rt several villages.

The villages need no excuse to ertain strangers who come ashore a few hours.

I remember a *meke* organised by e people of Susui for the dozen ssengers aboard the *Maroro*. The ging was glorious—the dancing gnificant.

After the performance there was party till the small hours, and it s clear that Tongan gaiety had ded a little something extra to the eable Fijian character.

The big-eyed children of Lau are endly and curious. Little brown gers stroke your arms, touch ur clothes. They are quite likely to t a European woman for the skirt s is wearing and dissolve into help- s giggles if she says she really can't without it at the moment.

Protocol demands that a courtesy l be made on the chief of each and port of call, and visitors will d themselves sitting on the floor the chief's house in a solemn semi- cle listening to their captain's ech of greeting.

Further south Kabara and Fulaga are famous for their woodcarvers. These islands were once the centre for building the great double-hulled canoes in which the Fijians sailed to war against their enemies.

Craftsmen from Tonga and Samoa were attracted to them by the magnificent stands of *vesi*, a hard-wood second to none in the Pacific. Today the *lali* (hollow log drums) and kava bowls they carve are prized in Fiji.

This out-of-the-way part of the South Pacific is little known and it has kept its innocence.

The people of Lau grow their own food, practise the old crafts, sing the old songs.

An island-hopping cruise among the atolls and high islands of this lovely group will perhaps give the traveller a hint of what the islanders mean when they say "We are different at Lau".

The Lau islands are scattered over 44,000 square miles of ocean, but the aggregate land area is only 178 square miles. The southern islands of the group are nearer to Tonga than to Suva.

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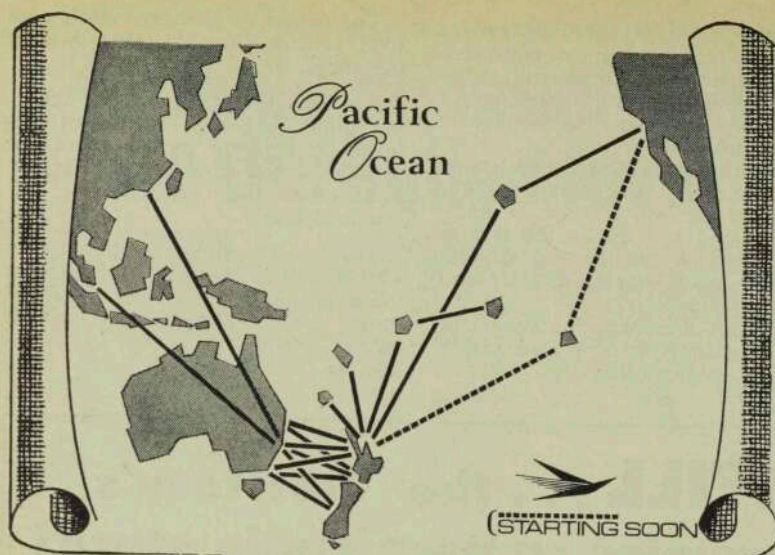
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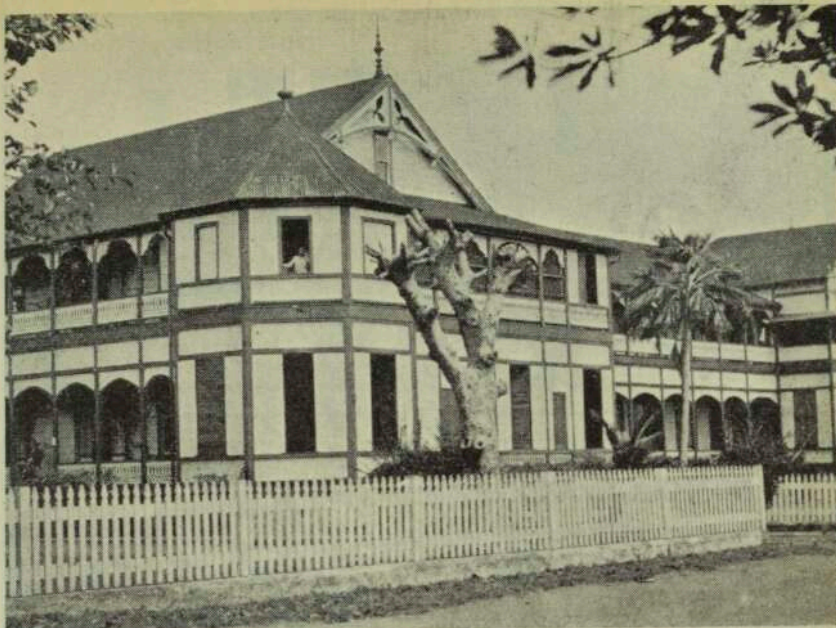
NEW COMPANY TAKES OVER APIA'S CASINO HOTEL

The Western Samoa Hotel Company Ltd., which was formed recently to develop hotel facilities under the auspices of the Department of Economic Development (PIM, Feb., p. 125) has taken control of Apia's Casino Hotel.

THE hotel was built in the German times before World War I. A monument to J. C. Godeffroy in the grounds of the hotel indicates that in 1885 it became the site of the first branch office in the South Seas of the famous German firm of J. C. Godeffroy und Sohn, of Hamburg.

After German properties in Western Samoa were expropriated after World War I, the Casino Hotel was taken over by New Zealand Reparation Estates, whose assets were bought in 1957 by the Western Samoa Trust Estates Corporation. It has 26 rooms at present, and has been run in recent times by Mrs. Mary Croudace, sister of Mrs. Aggie Grey, whose well-known hotel is at the other end of town.

Legal formalities enabling the Western Samoa Hotel Co. to take



The Casino Hotel at the Mulinu'u end of Apia has been a feature of the town since the German times. This picture was taken in the 1930's.

control of the hotel were signed early in August.

The directors of the new company are Tauopepe Tame, MP (chairman), the Financial Secretary, Mr. J. Wendt, the Attorney-General, Mr. J. R. Lockie, and the Director of Economic Development, Mr. A. Gerakas.

30 more rooms

The Western Samoan Government holds 20,000 shares, and there are eight other shareholders with two shares each.

The Government will eventually hold 80,000 tala (WS\$) shares, and a prospectus is being prepared inviting public shareholding.

Apia reports say that some 30 additional rooms are to be added to the main building as part of an immediate upgrading and expansion plan.

Commenting on the take-over by the new company, the *Samoa Times* said in an editorial: "If private investment is to be attracted, it will need either some changes in the board of directors or a definite indication that expert services will be hired for the venture . . .

"Hotel management, direction and promotion is a highly specialised and competitive business, and four heads of Government departments are not going to be able to run a modern hotel as a part-time hobby.

"In the past the Government has steadily resisted accepting the fact that a project must be costed out in minute detail if it is to be successful as a business-like, money-making proposition."

A TRAINING scheme for hotel workers is to be introduced in Fiji to meet the needs of the colony's fast-growing tourist industry.

The hotel industry and the government have reached general agreement on how the training should be done.

The United Nations Technical Assistance Board is to send an expert to Fiji and a Hotel Training Officer is to be appointed at the Derrick Technical Institute in Suva.

Hotel workers will be trained at the institute and on the job.

Since January last year, about £F3 million has been invested in hotel projects in Fiji. They require about 800 staff.

A TEAM of five New Zealand Ministry of Works engineers was due to leave for the Cook Islands on August 25 to make preliminary investigations into the proposed



Mrs. Croudace

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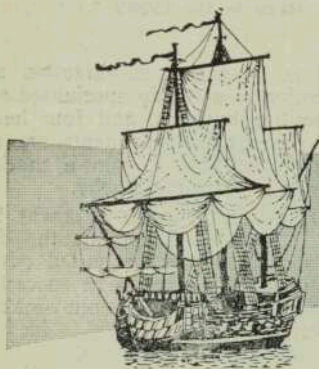
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lengthening of the airstrip on Rarotonga.

If test bores on the coral atolls reveal suitable sub-surface strata, the Government plans to build a 7,000 ft sealed runway to take either Electra or pure jets for a direct air service to the islands.

The existing 5,000 ft coral-surface strip will support only DC3s and similar aircraft.

A FORMER manager of the famous old Mocambo Hotel, at Fiji Nadi airport, is returning to the colony to take up the management of a new hotel—the Tradewinds, at the Bay of Islands, near Suva.

He is Mr. W. J. Koster, who managed the Mocambo from 1955 until 1960, when the hotel was virtually a transit lounge for trans-Pacific air travellers. The new Mocambo is on another site.

For the past seven years he has held senior posts in the Hawaii hotel industry. His first appointment was manager of the Coconut Grove hotel and he later became an executive assistant manager of the Sheraton Hotel Corporation's activities in Hawaii. He was for some time manager of the Waikiki Biltmore Hotel.

In August he visited Fiji briefly to see progress on the Tradewinds which will take bookings in January or February.

Constructed and operated by the Bay of Islands Hotel Company Limited, the hotel renews ties between Mr. Koster and Australia's Philp family, pioneers in hotel development in Fiji.

Managing director of the company is Mr. Colin Philp, brother of Mr. Stuart Barry Philp, who was proprietor of the old Mocambo, former owner of the Deuba Beachcombe and builder of the Mocambo hotel that replaced the old structure.

Mr. Koster, accompanied by his wife Beryl and two young sons, will return to Fiji to take up active duty in mid-September.

IF it's Pacific sunshine they want Nadi, Fiji, is the place for the tourist to head for.

Statistics supplied to the Lautoka Chamber of Commerce by the Nadi meteorological office, covering many Pacific centres, show that on the average the sun shines longer at Nadi than at any other centre on the

There is an average of 2,617 hours a year, a short-head in front of Honolulu, with an average of 1,000 hours.

The weather men considered that Lautoka would have a similar average to Nadi, being only 16 miles away.

Other centres listed, and their early averages are: Noumea, 2,555; Suva, 2,546; Apia, 2,530; Sydney and Auckland, 2,470; Bora Bora, 1,950.

The Lautoka Chamber of Commerce will use its new information to step up publicity for the Nadi-Lautoka area, referred to scathingly by Suva-ites as "The Burning West". Suva's average, of 1,894 hours, would hardly tan a tourist's knee, according to unimpressed Lautoka-ites.

PRICE increases of five per cent. on air fares and freight, which began from August 14 on air services between Australia and Papua-New Guinea and throughout the territory, have been sharply criticised by territorialians.

TAA, Ansett-ANA and MAL reduced the increases on all their fares. Now the single economy fare from Sydney to Port Moresby is \$94 (rise of \$4.50) and the same first class fare \$106.50 (\$5.10 rise).

The "through" single economy fare Lae from Sydney (by 727 and 440) is \$133 (\$6.40 rise) and the same first class fare \$120.50 (\$5.80 rise).

Mr. B. E. Fairfax-Ross, president of the Planters' Association of Papua, said he had been surprised to hear of the increases.

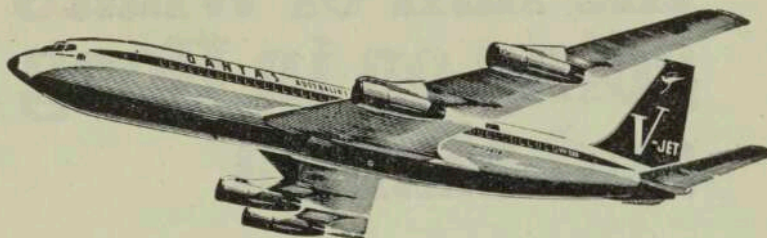
"Airline operation is rationalised and protected against open competition, and as far as territory operations are concerned we do not know any inquiry having been held to justify the new rates," he told the New Guinea newspapers.

He said air fares and charters were an important element in labour and produce transport costs, adding, "as far as the association knows, air operations within the territory are successful financially and we are at a loss to understand why local increases have been made."

It appeared the price increases had been "tagged on" to blanket increases in Australia, Mr. Fairfax-Ross said.

Mr. J. L. Chipper, vice-president of the Rabaul Chamber of Commerce, said: "We were promised when we got these new fast aeroplanes that fares would go down. It is to be hoped that with increased air freight charges we might get improved service too."

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Major changes soon in Fiji Airways schedules

Fiji Airways will make big schedule changes on three of its inter-territory routes when a new Hawker-Siddeley 748 aircraft goes into service in early October.

THE 40-seater 748 will replace small-capacity Heron and DC3 aircraft on flights to the Solomons, the New Hebrides, to the GEIC and to Tonga, but flight frequencies will be halved on two of these runs and decreased on the other.

No date has been set to put the 748 into Western Samoa because, the airline says, work on the runway at Apia airport has not been completed.

The airline's twice-weekly (Monday, Thursday) Heron services to the Solomons will be replaced by a weekly 748 service on Thursdays.

The first 748 flight to Honiara will leave Suva on October 5. Fifty minutes will be cut off the Nadi-Vila leg, and a further 50 minutes off the Vila-Honiara leg.

The aircraft will return to Fiji the next day.

Weekly Heron services from Fiji to the GEIC will be replaced by fortnightly 748 flights. The first will leave Suva on October 22, cutting the Nadi-Funafuti hop by 55 minutes to three hours and the Funafuti-Tarawa hop by 70 minutes to 3½ hours.

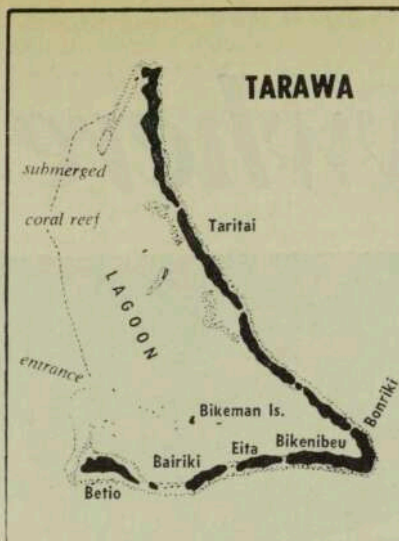
The north-bound flight will be on alternate Sundays; the return flights on the following Mondays.

The present service of three weekly flights to Tonga by DC3 on Tuesdays, Thursdays and Saturdays will gradually be replaced by a 748 service on Wednesdays and Saturdays.

The first 748 flight will be on Wednesday, November 8. The first Saturday flight will be on November 10.

The time gain here will be one hour each way.

● A Pacific cruise in a "banana boat" last year has led to Dr. C. H. Thomson, of Hastings, New Zealand, being up an appointment as chief medical officer at Niue. Dr. Thomson and his wife heard there was a vacancy for a doctor when they visited Niue during their cruise, and Dr. Thomson applied for it.



MAJURO LINK SEEN AS "MUST" FOR G.E.I.C. TOURISM

A modern, 32-bed hotel at Tarawa costing \$400,000 and three "atoll camps" costing \$20,000 are needed if the Gilbert and Ellice Islands Colony is to start a tourist industry, according to a recent survey of the colony's tourist potential.

BUT the survey says it would be "unwise" to start any hotel project before it is known when there will be a regular air link between Tarawa and Majuro Atoll in the Marshall Islands of the United States Trust Territory.

Bairiki site

At present, the colony is at the end of the line—on the way to nowhere. Its only air link with the outside world is Fiji Airways' weekly service by Heron from Suva via Funafuti in the Ellice Group, although Fiji Airways will begin flights with a new Hawker Siddeley 748 turbo-prop jets on October 22.

There is no internal air service, although the government hopes a commercial operator will start one before 1969.

The report on the colony's tourism potential was made by a British firm, Hallway Hotels (Overseas) Ltd.

travel

It recommends a 2½-acre site on Bairiki Islet, South Tarawa, for the proposed 32-bed hotel—the site being close to existing population centres and central to both Betio and Bikenibeu.

The estimated cost of \$400,000 includes land, 20 rooms with private bathrooms, equipment, furnishings, a fishing boat, development and working capital expenditure, a bar, staff quarters, a VIP house, water storage tanks, and a swimming pool (the colony's first).

The report says that when the Wholesale Society's immediate development programme is ended, the society will be well able to build the hotel.

After an initial operating loss, it should make a cash surplus in its second year and break even in profit and loss accounts in its third year.

Atoll camps

By the third year, a tourist industry in the GEIC could be established and a bed occupancy of 50 per cent. achieved.

The three proposed "atoll camps"—on Abaokoro, North Tarawa; an islet at Abemama; and on Funafala, Funafuti—is described as "a new concept with unknown potential".

"The camps must therefore be regarded as being an experiment to probe this potential," the report says.

Rates would be kept down to \$3 a day (bed only) to make them the cheapest tourist tariffs in the South Pacific. The camps could provide an important variation in a package-deal atoll holiday.

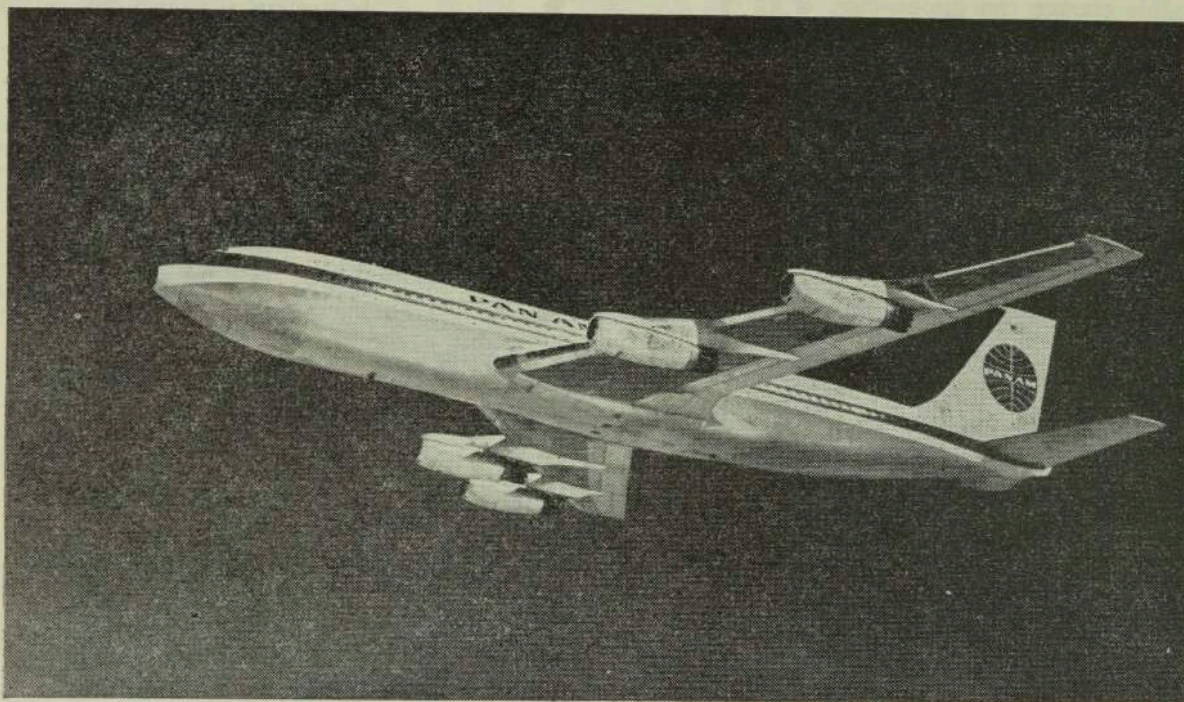
In contrast with the Tarawa hotel, the camps would be as simple as possible and made mostly of local building materials in traditional ways.

Each would have six beds in three double-thatched huts or "sleep-outs", with raised cement floors. The huts would have a double bedroom and a small veranda—the latter protected by a thatched roof.

In addition, there would be a small thatched *maneaba* (meeting house) serving as lounge, dining-room or bar, and thatched quarters for a caretaker and his wife.

Furniture and equipment would be minimised and tourists would use communal toilet facilities.

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PAS48A

Disappearing wild life causes concern on Norfolk

By a staff writer

Expressions of concern over the disappearing wild life in the South Seas are becoming increasingly familiar in the Islands these days as populations grow and man makes inroads into previously uninhabited or little frequented areas.

ONE territory where voices of protest have been raised recently is Norfolk Island, which has "gone head" rapidly in the last few years because of its popularity as a tourist centre.

It was the island's roneoed newspaper, the *Norfolk Islander*, which started the recent protests.

Lamenting the destruction of some *Acadamia* trees in the Burnt Pine chopping area, the *Norfolk Islander* said that the island was ill-equipped, legally to control the "sudden rush" of speculative ventures that are taking place at present.

"We all know that there is no way to enforce building regulations," the paper said, "but surely there are some emergency regulations that could be enforced immediately, especially when the natural beauty of the island is being threatened."

Pines may be lost

The first reaction to this editorial was a letter from a 'Nature Lover' suggesting that the Administration could be asked to set aside part of the island's Crown Land as a reserve sanctuary.

"It may not be generally known," Nature Lover said, "but for its size Norfolk Island has an unusually high number of birds and plants which are found nowhere else in the world."

"Unfortunately, some of these are already extinct, as for example, the bird of Providence, and several flowers and grasses; but it is not too late to save the rest."

"It is quite conceivable that in the not very distant future even the Norfolk Pine may disappear as more areas are opened up for building, etc. Already, hundreds of trees which have been exposed to the weather because of the removal of their natural shelter, are covered with that moss which is the first sign of decay and eventual death."

Nature Lover's letter brought immediate support from other Norfolk Islanders—but not only because they thought that the island's natural beauty should be preserved for its own sake.

One islander pointed out that on an island as small as Norfolk, trees were the natural means of preventing evaporation and of conserving water.

He thought it would be interesting to compare the present rate of flow of the various creeks and the water level of wells with figures for, say, 10 years ago, before the island had become seriously de-afforested.

travel

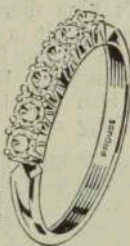
"At the moment, with unusually high rainfall, the water outlook is good," he said, "but if we have a few dry seasons, it is the underground water reserves that will be needed."

"This heavy rainfall has also shown up the damage which can be done on steep hillsides denuded of their natural cover, which normally would help to hold the soil from being washed away."

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Tonga's mystery arch

Its a calendar, the king says

By ROBERT LANGDON

One of Tonga's most famous and interesting tourist attractions—the mysterious Ha'amonga-'a-Maui trilithon in the north-eastern corner of the main island of Tongatapu—is sporting a couple of brand-new signboards these days.

ONE of the signboards says that during coronation year, Tonga's King Taufa'ahau Tupou IV advanced a theory that the Ha'amonga must have served a greater purpose than the more obvious function of gateway, and that investigations have shown that it was used to determine the seasons in ancient times.

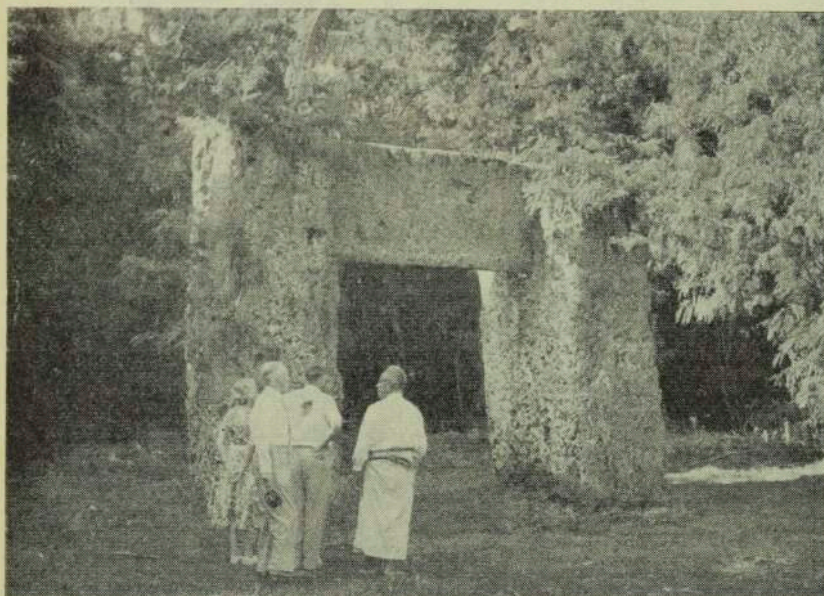
The king's investigations, the signboard says, revealed a "secret mark" (it is actually a V-shaped notch) on the cross-piece of the trilithon, and that the king was present for the "thrilling moment" on June 21, 1967 (the shortest day of the year) "when the sun rose at the exact point indicated by his interpretation of the lines etched on the great stone".

The signboard does not say—as

the king himself told newsmen in Nukualofa recently—that further sightings will be taken on December 21 to confirm whether the other angle of the V-notch points to the position of the sun as it rises on the longest day.

However, all the sightings and investigations so far made indicate that this will prove to be the case, as it has been found that one angle of the V-notch points to the Tropic of Cancer and the other to the Tropic of Capricorn.

Tonga's king therefore appears to have done his bit in providing a solution to one of the Pacific's most enduring mysteries. But in doing so, he has also emphasised an even more baffling one.



More and more people are paying visits to the Ha'amonga these days as Tonga's tourist industry gets into its stride. The number of visitors arriving in the country in the first six months of this year was considerably greater than in the same period in previous years—964 by air and 6,105 in cruise ships.—Photo: Rob Wright.



King Taufa'ahau

Why is it—I, for one, would now like to know—that of all the far-flung Polynesian peoples, only the ancient Tongans built a trilithon to determine the start of the various seasons?

Why was there no trilithon in Tahiti, Samoa, Rarotonga or Hawaii? Why no trilithon even on Easter Island, where the building of massive stone statues was once a national pastime?

There is also, of course, a supplementary mystery.

How did they know?

Where did the ancient Tongans obtain their astronomical knowledge? Did they bring it with them from somewhere in the east, north or west? Did someone bring it to them? Or did they work out such things as equinoxes and summer solstices all for themselves?

Tongan traditions concerning the trilithon are so confused and uncertain as to be of little apparent value in helping to solve these mysteries.

The full name of the trilithon, Ha'amonga-'a-Maui (meaning "burden of Maui"), is apparently derived from a Tongan tradition concerning the semi-mythical Polynesian god Maui.

Maui, who is said to have fished

Tongan islands from the waters (discovered them), is also credited with similar feats in other parts of Polynesia, notably Hawaii. One of the largest islands is named after him.

According to the Tongan tradition concerning him and the trilithon, Maui brought the Ha'amonga from Uvea (Wallis Group) on his shoulders.

Even allowing for a less spectacular means of carrying the rocks on bearing them pick-a-back, it is hard to swallow the Maui tradition because (a) Uvea is basically volcanic in formation while the trilithon's rocks are of coral limestone, and (b) the limestone used in the trilithon is identical with that found in the neighbourhood of the trilithon itself, although investigation has failed to reveal the quarry that the rocks were cut from.

Stone tombs

Another tradition concerning the building of the trilithon—and this is accepted by whoever was responsible for the new signboards—is that it is the work of the 11th Tui Tonga, Tu'itatui, who ruled over Tonga about 1200 AD.

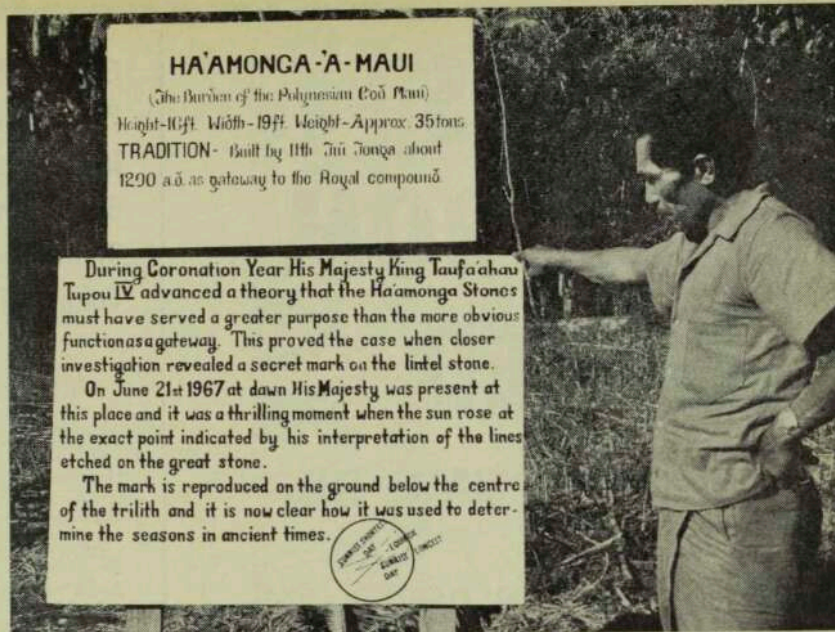
Tu'itatui, who lived at Heketa, near the present village of Niutoua at the extreme east of Tongatapu, is said to have built two pyramidal stone tombs that are still to be seen here, the Langi Teketa and the Langi Pugalafa.

A third tradition states that Tu'itatui did not build the Ha'amonga himself, but that he suggested that his sons, Talatama and Talaiha'apepe, could do it; that each son undertook the building of one of the upright stones; and that they afterwards met in putting the cross-piece in. There are several other variants of the Tu'itatui tradition, so that the only thing certain about the Ha'amonga is that its origin is uncertain.

In our present state of knowledge, it is possible to go back some 1,700 years before the 11th Tui Tonga to find a possible builder of the Ha'amonga, as radio carbon tests of materials excavated on Tongatapu a couple of years ago indicate that people were living on that island as far back as the 5th century BC.

Little is known about these people apart from what can be deduced from their artifacts. But it appears that they were eventually conquered by a stronger people who apparently originated in Samoa.

For some years, the people of Tonga were subject to the Tui Manu'a, the king of Manu'a, in what



The new signposts near the Ha'amonga.

is now American Samoa. However, about 950 AD a Tongan chief, 'Aho'eitu, made Tonga independent of Samoa and took the title of Tu'i Tonga.

Apart from their names, nothing is known of the kings who succeeded 'Aho'eitu until Momo, the 10th Tui Tonga, is reached; and Momo's chief claim to fame appears to be that he fathered Tu'itatui, the reputed builder of the Ha'amonga.

How it was built

Although there appears to be nothing in the Tongan traditions to suggest how the ancient Tongans acquired the knowledge needed to build the trilithon, and to put it to astronomical use, an archaeologist, W. C. McKern, who studied the Ha'amonga in the 1920's, was able to gather plenty of information from Tongans of that time on how it was built.

He was told that all the common men of Heketa and many men from other districts on Tongatapu were assembled for the construction job. The three stones were cut from a cliff face on the coast, just north of where the trilithon now stands, and they were dragged from the coast by means of wooden skis and heavy ropes.

After pits to take the two shafts were dug, an earthen incline was built nearby with a retaining wall of trees and brush.

The two shafts were then dragged to the edge of the mound, balanced

on it, and carefully guided by ropes to fall endwise into the pits.

The same method was employed to get the lintel into place, after which the earthen incline was removed.

McKern found that the trilithon was positioned in accordance with the cardinal points of the compass—that the archway faces north and south, with the cross-piece, which is morticed into the upright rocks, extending almost due east and west. The uprights were 12½ ft apart.

McKern made excavations at several places around the bases of the uprights, and found they extended at least two feet into the ground. He did not dig any deeper for fear that the structure might collapse.

However, McKern found an unpublished account of excavations by a Mr. Ames, the first Wesleyan missionary in the district, who dug down far enough to find that the base of each upright stone was morticed into limestone bedrock, and packed with small limestone chips.

"Used in game"

Prince Tungi, the father of Tonga's present king, told McKern that the Ha'amonga was erected for playing a game called *kopai kolo*. However, McKern was inclined to disbelieve this, saying that although the structure may have been used for this purpose, it was "hard to conceive of the laborious construction of such

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FIJI — SAMOA — TONGA

ORIGIN OF THEORY

Speaking about the Ha'amonga at a Press conference in Nukualofa in July, King Taufa'ahau said that in the old times Tongans would not have laboured on the Ha'amonga for fun. On giving it some thought, he had concluded that it could have been erected for some reason that was vital to life, such as to indicate seasons, and he then deliberately looked for marks on it.

If his theory turned out to be correct, the Ha'amonga would become twice as valuable to Tonga because it contained a message from ages past.

an amazing piece of work to accommodate the playtime fancy of children".

McKern was unable to learn anything else of consequence about the Ha'amonga; and the idea that the structure may have been used for astronomical purposes seems not to have occurred to him, despite his discovery that it faced north and south.

Thor Heyerdahl, the leader of the Kon-Tiki expedition, who wrote about the Ha'amonga in his book *American Indians in the Pacific*, also overlooked the possible astronomical purpose, although he was aware that it was "astronomically oriented".

However, in his search for evidence supporting his theory that the Polynesians originated in the Americas, Heyerdahl did not overlook the Ha'amonga's obvious resemblance to the so-called Gateway of the Sun at Tiahuanaco, in the high Andes of Bolivia, and he has suggested that the two structures could have been built by the same people.

The Tiahuanaco structure is the only other prehistoric stone archway in the entire Pacific basin area, but it differs from the Ha'amonga in that it is made from a single rock, rather than three, and has low relief designs on its lintel.

These facts do not worry Heyerdahl, for he says in his book: "Practical considerations would make seem almost impossible, or, at least, extremely difficult to make a gateway like that at Tongatapu from one coherent piece of stone . . . while] . . . the coarse structure of the limestone slabs used in the Tongan gateway would permit no fine surface carving."

Heyerdahl's theory is certainly less far-fetched than some other theories that have been advanced about the Ha'amonga from time to time—for example, that it has some connection with the massive ruins at Stonehenge.

The Gateway of the Sun at Tiahuanaco, Bolivia, is near the shores of the world's highest navigable lake, Lake Titicaca. It is about 13,000 ft above sea level. Thor Heyerdahl believes that the Tiahuanacans were driven from their homeland to the Pacific coast, and from there into the Pacific.



Big army expansion in P-NG

The population of the Lae area of Papua-New Guinea will increase by something like 3,000 next year following the completion of a great new Australian Army establishment at Igan, seven miles from Lae, between the Busu and Bumbu rivers.

THE army area which covers 700 acres and will cost an estimated \$8½ million will have its own sewerage system and sealed roads throughout. The establishment will provide living, working and recreation space for about 3,000 people, including wives and families of men serving in the Pacific Islands Regiment who will be the occupants.

There will be 53 major camp buildings, 51 houses for European personnel and 215 houses for local enlisted personnel, as well as six barrack blocks for unmarried soldiers.

The establishment will have its own swimming pool and recreation grounds as well as full educational facilities for soldiers' children.

A work force of 90 Europeans and 650 natives, including 141 tradesmen, are at present building the camp.

Stage one, amounting to about half the area, should be completed by January, and stage two about May next year. The first of the buildings should be ready about November when some army personnel are expected to move in.

Igan will become the third major army camp in the territory, the others being at Taurama, in Port Moresby, and at Moem, about seven miles from Wewak. The regiment also has camps at Vanimo, west of Wewak, and at Goldie River, a training establishment near Port Moresby.

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TO THE POINT

WITH
PERCY
CHATTERTON

In my young days there was a popular song known as the Froth-blowers' Anthem, in which were repeated over and over again the words "the more we are together the happier we'll be". Even with alcohol's artful aid this optimistic sentiment is not always borne out by facts.

DURING the last few years there has been much talk in P-NG about national unity. Most of it has come from our politicians and our self-styled "elite". And most of it, well-intentioned as it may have been, has been little more than froth-blowing—amiable sentiments about how nice it is to be united, and a pathetic belief that "one name, one flag, one anthem" will solve all the problems. A similar slogan in Indonesia doesn't seem to have solved many of their problems.

Don't get me wrong. I am not against national unity. Far from it. Nor do I underestimate the very considerable achievement of our students, who come from so many different tribal backgrounds, in living together in amity.

But more than frothy slogans, and more than the ability to live together amicably in the sheltered world of the college campus, will be needed to build a national unity which will stand up to the stresses and strains of unequal educational opportunity, unequal economic development, and, sooner or later, independence. What

Achieving P-NG unity is easier said than done

has happened in Nigeria could happen in New Guinea.

Incidentally, as we break down the old tribal barriers, we seem to be in some danger of creating a new set of tribes—the elite tribe, the army tribe, the public service tribe, and so on—with tribal loyalties and prejudices just as strong as the old ones.

The plain fact is that the territory of Papua and New Guinea is, like so many of the newly emerging "nations", a mere accident of colonial history.

Mutual suspicion and jealousy between Britain and Germany in the game of colonial grab split apart the natural unity of Papua and mainland New Guinea. The adoption of different *linguae francae* widened the breach, and the gratuitous perversity of Australia in renaming British New Guinea "Papua" instead of simply substituting "Australian" for "British" deepened it.

There was a time when Paul Lapun seemed to be saying something like this, but I suppose that he has recanted now that he has joined Pangu Pati.

As for little Manus Island, all it needs is a supply of phosphate to enable it to establish itself as an independent State, with Paliau Maloat as its first president and Margaret Mead as its patron saint.

The problems of national unity affect not only the "new" nations, but older ones too—for example, Canada. And the United Kingdom itself has not had complete success in solving them. There are still a few Scottish Nationalists around demanding home rule for Scotland. Wales has recently succeeded in having its place-talk officially recognised. And a large part of Britain's largest off-shore island has seceded from it altogether.

(over)



Paliau Maloat, first President of the Independent State of Manus Island . . . ?

Patron saint

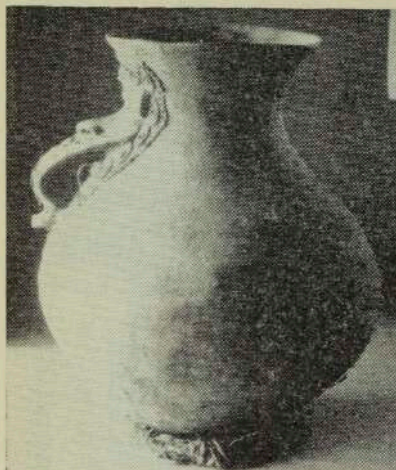
This cleavage makes no sense at all either geographically or culturally, but it has been there for 80 years, and to suppose that it can be healed by the shouting of slogans and the waving of flags seems to me to be wishful thinking.

On the other hand, the so-called "New Guinea Islands" are only part of New Guinea because Germany included them in her grab.

If the people of New Britain and New Ireland chose to say, "Our islands are not a part of New Guinea and we are not New Guineans", it would be difficult to gainsay them; and if the people of Bougainville declared "We are Solomon Islanders", it would be impossible to contradict them.



. . . And Margaret Mead, patron saint?



This pot is from the Chambri Lakes district of New Guinea. New Guinea potters are to get technical advice from headquarters in Madang. But what about the Papuan potters?

If New Ireland decided to follow the example of old Ireland, we Britishers could hardly afford to look down our noses at her.

Experience has shown that waving flags and singing anthems does not guarantee national unity. In fact, it may work the other way round.

The flag of "Free Papua" rallies West Irianese who are opposed to national unity with Indonesia. And if our Papua should ever produce a secessionist movement, what a wonderful gift the song "Papua", with its swinging rhythm and Motu words, would be to it.

*O Papua, waken your children,
Teach them and make them strong,
Then in the days to come
With wisdom gained they will say:*

*Our Land, our Land,
We will strengthen our Land,
Now, now, let us arise,
Now, now, let us raise her up.*

A good song, with Motu words written by a Papuan for Papuans. One of these days, perhaps, the Special Branch of the Paradisean Police will be arresting people for singing it.

I believe it is true that outside the ranks of the students, who seem to think that calling one another brothers and sisters solves all the problems, many Papuans are worried about the prospect of their absorption into an independent New Guinea. Of course, there isn't really a viable alternative for them. And in the main

Leave language problem to solve itself

they are worrying about the wrong things.

Some are worrying about their status as "Australian citizens". They would do well to recognise that in practice this alleged "citizenship" gives them few, if any, privileges that are not equally enjoyed by New Guineans as "Australian protected persons".

Status

In fact, in this matter of status the boot is on the other foot. When a United Nations Mission visits the territory, New Guineans can make representations to it. Papuans cannot.

It is true that the last UN Mission to visit us did meet a group of representative Papuans in Port Moresby. But the Mission's chairman opened the proceedings by explaining that they were purely informal, and that the Mission could not take cognizance officially of anything said to them by Papuans.

Yet any recommendations emanating from these missions which are subsequently implemented by the Administration affect the lives of Papuans quite as much as they do those of New Guineans.

Then again some Papuans seem to be worried that they may have to talk Pidgin. The best thing that both Papuans and New Guineans can do with the language problem is to leave it to solve itself.

If we do that, our various languages

—English, Pidgin, Motu and the innumerable place-talks—will find their own levels of use or disuse. This will happen quite naturally if we let it.

On the other hand, the best way to make a language hated, and the people who impose it hated with it, is to force people to use it. This has proved to be so again and again in every part of the world.

However, there are some things that Papuans may well be excused for worrying about. They may well worry over the fact that most of them live in areas which have very limited economic potential, and that they are therefore liable to be pushed aside in the economic rat race. They may well worry that they will be pushed aside even in those fields where they might make a bit of progress.

Worrying matters

For most of my years in Papua I have lived among people who inhabit an area where poor soil and inadequate rainfall make it hard for them to sustain themselves by subsistence agriculture. Cash crops, except perhaps for a bit of market gardening, are "out".

But they do have good clay, and their women-folk are expert pot-makers. So I rejoiced for my Papuan friends when I heard that the ILO was sending an expert to look into the economic possibilities of pottery



Port Moresby is the centre of government for Papua-New Guinea. But hasn't the time come for decentralisation? Percy Chatterton this month outlines a scheme which he thinks has advantages.

and ceramics in the territory. Here, thought, is something that these people may be able to develop.

Then I heard that the expert was going to set up his headquarters at Madang, and I recalled the Biblical story of the rich owner of many flocks and herds who, faced with the problem of entertaining an unexpected guest, went out and killed his poor neighbour's one ewe lamb.

I don't doubt that the pot-makers of New Guinea are every bit as good as those of Papua. But surely rich, fertile New Guinea could have spared Papua this small crumb of comfort.

Numerical weakness

I think that Papuans may not unreasonably worry about their numerical weakness against New Guinea in general and the Highlands in particular. In a national parliament their representatives will always be a very small minority group. Will this matter? Will they get a fair go?

At the moment three political parties have emerged here. One appears to be devoted to the preservation of *kiaps* and other ancient monuments.

Of the other two, one wants us all to talk Pidgin, and the other wants to move the capital to Lae.

Whatever their several merits, none of these projects can be expected to start Papuans cheering madly.

Recently a young Papuan miss wrote to the *South Pacific Post* voicing the concern felt by some of her compatriots about their future. Her letter touched off one of those outbursts of epistolary fury which mustadden the hearts of those who have the job of filling the columns of newspapers.

As one of the participants said, there was a lot of huffing and puffing.

Regional councils

But what worried me most about the whole thing was that several of those who disagreed with the views expressed by the original letter-writer said in effect: "We don't agree with what you say; you shouldn't have said it."

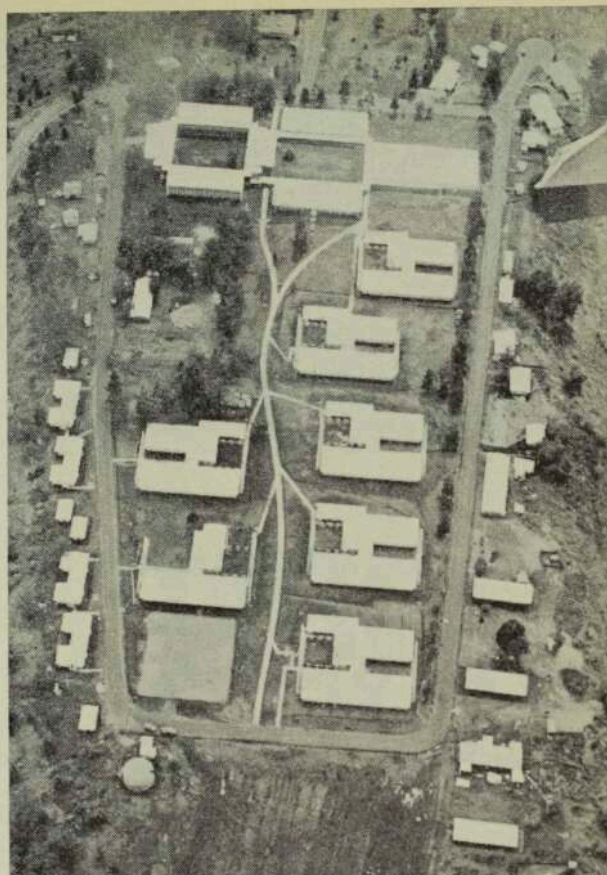
From this it is a short and easily taken step to: "We don't agree with what you say; you must not say it". Exit free speech.

When you add to this the widely-expressed view that a one-party system is the one best suited to our condition, the future begins to look a bit grim for minority groups.

What to do? In my view the best guarantee against regionalism breaking loose after independence would

The territory is decentralising on education. Although the new university is in Port Moresby, the territory's first training college offering a three-year course for secondary school teachers is in Goroka, in the Eastern Highlands. This aerial photograph was taken for the official opening of the college on June 21. Goroka was selected because of the big Highlands population. Lae is to get the territory's major technical training institute.

P-NG Official photo.



be to introduce a limited and controlled measure of regionalism before independence.

By this I don't mean that we should establish regional parliaments on the lines of the State parliaments in Australia. Even if this were desirable, which it almost certainly isn't, it would be far too expensive.

But we already have four well-established regions which are being used more and more by Administration departments as a means of decentralising their organisation. We also have regional conferences of delegates from local government councils. These conferences could easily, and at comparatively little expense, be developed into regional councils, which could then be given power within defined limits to make regional by-laws.

Diametrically opposed

These by-laws would have to be vetted, of course, just as council by-laws have to be vetted, but perhaps in this case by a standing committee of the House of Assembly.

In some instances, perhaps, the House of Assembly might delegate

authority, by ordinance, to regional councils to legislate for their regions on some specific matter. This would have been a very good way of solving the problem raised by Robert Tabua's Crocodile Bill a couple of years ago, when it was found that the views of Western Papua and those of the Sepik District were diametrically opposed to each other.

Some such scheme would seem to me to have several advantages. It would reduce, even if only marginally, the House of Assembly's burden of law-making.

It would give the common people a greater sense of participation in the government of their country.

And, while leaving such intricate matters as company law and economic development to be dealt with in the rarefied atmosphere of the Westminster model, it would enable us to evolve some simple, down-to-earth laws to regulate the simple, down-to-earth lives of the people of the villages.

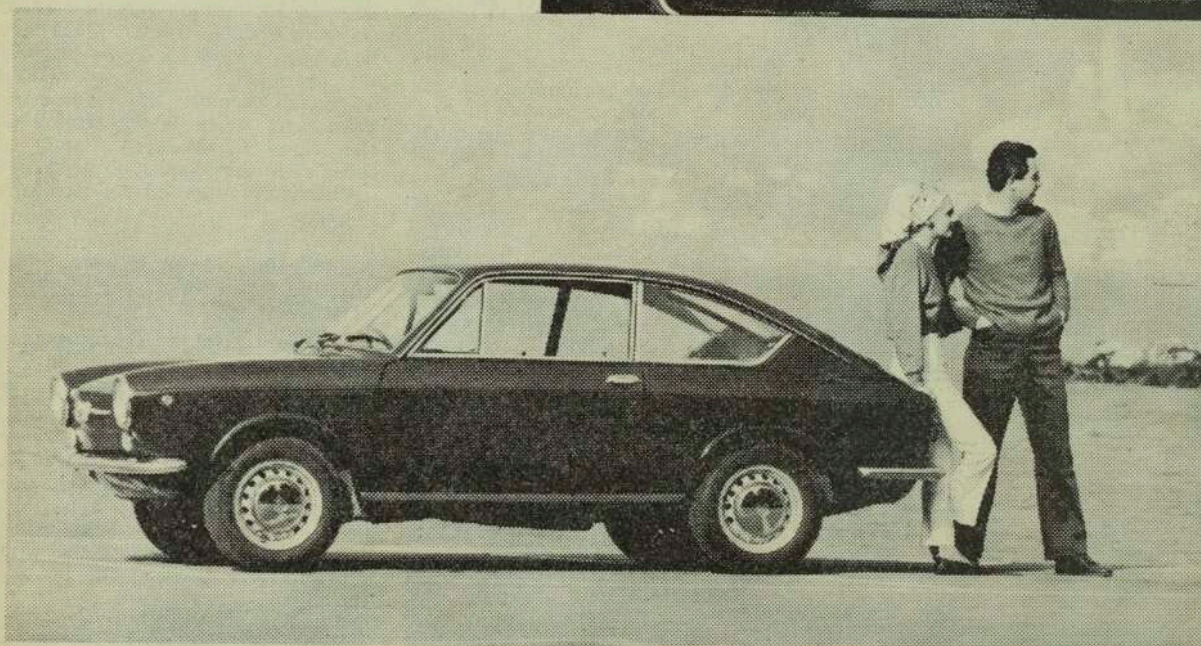
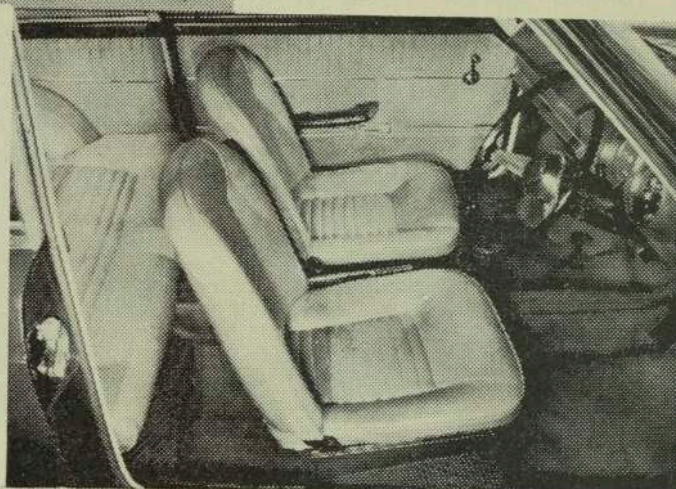
Finally, it might bring some measure of reassurance to minority groups who feel that at the national level their voices may be unheeded or even silenced.



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Another Pacific mystery

Who were Walpole Island's Polynesian visitors?

From FRED DUNN in Noumea

An expedition in late June and early July to uninhabited Walpole Island, an outlier of upraised coral rock some 80 miles east of New Caledonia's Isle of Pines, has resulted in the discovery of some intriguing relics of Melanesian and Polynesian visitors of former times.

A PARTY of French soldiers, sailors and scientists visited Walpole in the French naval vessel *L'Orientaise*. They included the curator of the Noumea Museum, Mr. Luc Chevalier.

Their objectives were to survey the state and extent of the island's guano deposits; its vegetation; and to investigate a theory that survivors of the La Perouse expedition of 180 years ago had ended their days on the island.

Walpole Island is a little over 1½ miles long and 650 yards wide at the widest part. It is nearly 300 feet high, with almost vertical cliffs honeycombed with caves.

Landing can only be accomplished at certain tides and in calm weather, but even then it is a hazardous undertaking.

The island's known history goes back only to the year 1794 when it

was discovered by Captain Butler of the British ship *Walpole*.

In 1888, a party of guano prospectors landed on the island and took samples for testing; and in the following year a Mr. Desmazes obtained a lease to exploit the guano deposits for a rental of 250 francs a year. In 1908, this lease was transferred to the Austral Guano Company, of Melbourne.

This company exploited the deposits at intervals for about 20 years until 1936, occasionally shipping out as much as 20,000 tons of guano a year, mainly to New Zealand. The operation was then taken over by a consortium of Noumea businessmen, which abandoned the island in 1940 because of lack of shipping. The personnel, mainly Javanese labourers, were evacuated to Noumea, and a stock of about 6,000 tons of treated guano was left on the island.

Four banished

In May of the following year, Walpole Island sprang sensationally into the (censored) news in Noumea after four citizens, who had played prominent parts when New Caledonia rallied to the flag of General de Gaulle, were banished to the island.

The four citizens were Pierre Berges, Elie Solier, Emile Mouldous and Raymond Pognon. They were arrested in secret for having opposed the disastrous policies of Admiral Thierry d'Argenlieu, the French High Commissioner in the Pacific and General de Gaulle's right hand man.

Admiral d'Argenlieu, a monk-turned-naval officer, who became a monk again after the war, had been placed in charge of New Caledonia over the head of the popular Governor, Henri Sautot.

D'Argenlieu had Messrs. Berges, Solier, Mouldous and Pognon spirited out of Noumea in the Free



Admiral d'Argenlieu.



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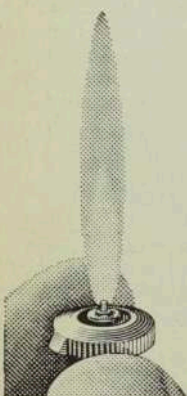
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Bones, buttons found in caves

French vessel *Chevreuil* and left on Walpole Island—the *Chevreuil* continuing to New Zealand with Governor Sautot, who had also been arrested and exiled.

The admiral's act triggered off one of the ugliest public reactions ever witnessed in New Caledonia; and it was only after General Patch, the American commander in the country, had intervened that the public calmed down and d'Argenlieu agreed to bring the four exiled New Caledonians back to Noumea. They were on Walpole Island for 11 days.

One of the exiles, Mr. Pognon, subsequently became receiver in the bankruptcy of the Walpole Island guano company, and in 1955, he wrote to the then Governor of New Caledonia about various tales that had circulated on the island during the days that the guano had been exploited.

According to these tales, native labourers exploring some of the caves on the island had found human remains, with bits of clothing and brass buttons, which suggested that they were the bones of European naval officers.

Complete skeleton

One of the labourers, who subsequently went to work for Mr. Willy Johnston, the recently retired British consul in Noumea, told Mr. Johnston that he had seen a complete skeleton, around which were a number of loose bones and pieces of wood which seemed to have once been part of a boat.

Mr. Johnston, himself, stated that

an Australian named MacKay had also seen the skeleton.

It was claimed that the remains might be those of survivors of La Perouse's ships *Astrolabe* and *Boussole*, which were wrecked at Vanikoro, several hundred miles north of Walpole, in 1788.

These survivors are said to have built another boat for themselves at Vanikoro in which they sailed away, never to be seen again.

In his letter to the Governor, Mr. Pognon suggested that an expedition should go to Walpole to investigate the La Perouse theory.

Nothing, however, was done about his suggestion until this June, when *L'Orientaise* was dispatched to the island.

Bad weather

The naval vessel arrived at the island on June 26. The idea was to get material ashore to establish a shore base, but this proved impossible because of the difficulty in landing, even for the most agile members of the expedition.

As the Austral Guano Company's loading facilities no longer existed, crew members of *L'Orientaise* had to jump from a dinghy on to a rock shelf as the waves receded and then climb up the sheer rock face.

A number of caves in the cliffs were investigated on June 26 and 27, without anything of interest being discovered.

The ship then returned to Noumea because of bad weather, but she returned again in the first days of July,

Birds' egg search led to theory on La Perouse

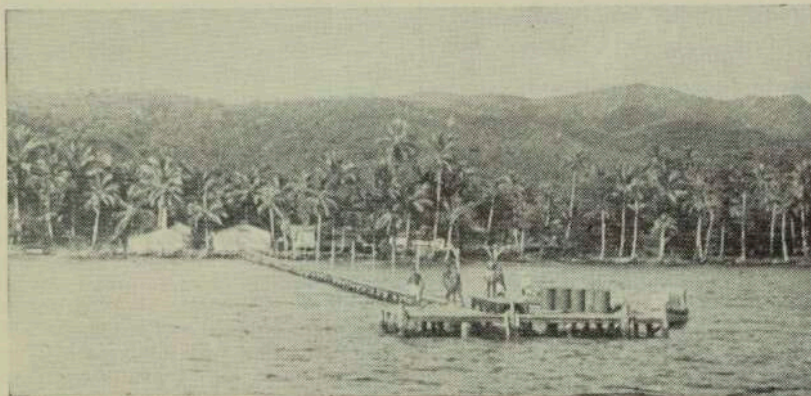
The theory that some members of the La Perouse expedition may have ended their days on Walpole Island dates back at least 35 years.

An English writer, R. R. Bellamy, who spent four years in the Pacific in the late twenties and early thirties, mentioned it in a book called "*The Real South Seas*", published in London in 1933.

Bellamy said that an old New Caledonian friend of his, Mr. Alfred Caporn, who had worked as a storekeeper and analyst on Walpole Island, had told him how some Loyalty Islanders had found some mouldering human skulls and bones and some buttons in one of the island's caves while looking for birds' eggs during his term on the island.

Mr. Caporn had wanted to get the islanders to take him to the caves so that he could examine the skeletons, but before he could do so a steamer arrived with orders that the whole of the work force at the guano deposits was to be evacuated.

"Those skeletons could easily belong to the luckless remnants of La Perouse's ill-fated expedition," Bellamy added.



Peu, formerly the headquarters of the Kauri Timber Company at Vanikoro, is the spot where survivors of La Perouse's ships "*Boussole*" and "*Astrolabe*" are said to have built a two-masted vessel nearly 180 years ago in which to escape from the island. Numerous relics of La Perouse's men have been found in the vicinity of Peu in the last 30 years.—Photo: Reece Discombe.

when some positive discoveries were made.

A dangerous climb down one cliff face brought members of the expedition to three caves, which yielded a harvest of human remains, trochus shell bracelets, fish and bird bones, and tools of wood, shell and stone.

Except for half a skull of a child of about 13, which was apparently not of a Melanesian, all the human remains were without skulls.

The absence of skulls appeared to suggest some connection with Melanesia, as it is the practice among the native people of New Caledonia to detach the head of a dead person from his body and place it in a separate and secluded place.

Another interesting discovery was a heavy wooden hammer, of a type generally used for beating fibres for the manufacture of cloth. It was made from a kind of timber not found on Walpole.

Even more intriguing was a wood-working tool of balsaltic stone. This

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Theories on relics

was unquestionably of Polynesian origin, and was the first Polynesian relic of its kind ever found in or near New Caledonia.

The scientists hope that a detailed analysis of this tool will enable them to establish exactly where the stone came from; and they expect that charcoal found in the same layer of debris will establish the date of its arrival on Walpole.

Mr. Chevalier believes that the tool could have been brought to Walpole by a canoe travelling between Polynesia and New Zealand, as Walpole is not a great distance from the Polynesia-New Zealand route.

Asked whether it might not have come from Futuna (in the Wallis Group) when some Futunans migrated to Ouvéa Atoll (Loyalty Group) in the fairly recent past, Mr. Chevalier said he had thought along those lines, but he knew of no such tools at Ouvéa. He said he had been to Ouvéa and had carefully studied the site where the Futunans had landed, but although he had found bones and remains of canoes, there was no trace of tools of any kind.

The Melanesian relics may possibly have come from Mare Island in the Loyalties or from the Isle of Pines, south of the New Caledonian mainland, as the natives of both islands have traditions about visits to Walpole Island.

Canoes blown away

In the case of the Isle of Pines, there is an authenticated case of a fleet of fishing canoes being carried to Walpole in bad weather in 1868 and of returning to their home island several months later when the winds permitted.

Mr. Chevalier said that the fact that the *L'Orientaise* expedition had found no European remains on Walpole did not mean that such remains did not exist.

The expedition's time on the island was limited and not all the caves could be examined.

However, Mr. Chevalier said it was regrettable that the New Caledonian authorities had not followed up Mr. Pognon's suggestion in 1955 for an investigation then, as witnesses were still alive at that time who could have guided an expedition to the caves where European remains had been found.

He hoped that another expedition could be sent to Walpole in the near future to make a further search for the European remains.

Fiji's night-blooming *Cereus* flowers in the backyard of Mrs. Ann Hopkinson (right) of Suva. Also in the picture is Mrs. Ruth Bayfield. Photo: Stan Whippy.

FIJI'S FLOWERS REALLY ARE FANTASTIC

By JANE GREGOR

"Fantastic" is a word often used by visitors to Fiji when they first encounter the riot of colour provided by the islands' richly varied flora. But I doubt if they know just how right they are!

THE initial impact made by the vivid colour is one thing; what really impresses the flower-lover who stays longer and has time to delve more deeply among the riches offered, is the quality of strangeness possessed by some of the plants . . . strange to the point of fantasy.

To many of us it is already enough that instead of walls or fences, gardens are divided by great, bouncing hedges of yellow allamanda with its custard-yellow, non-stop show of elegant, trumpet-shaped flowers and its glossy, dark leaves.

And that these are apt to be backed by, or interspersed with, clumps of ti plant in shot-silk minglings of pink, purple, red green and yellow; or by sturdy copper-plant bushes. The less attractive name for these striking, glowing plants, is beefsteak plant.

Beefsteak pledge

It must be admitted though, that the leaves could be pared from a rich, red steak, so far as colouring goes. They grow as high as 10 ft tall, belong to the *Acalypha* family and are specially lovely seen in the evening sun.

In direct contrast to the sturdy masculinity of the beefsteak hedge, is the *Brunfelsia*. This is more commonly known by its apt if clumsy name of the yesterday-today-and-tomorrow plant and is covered with

delicate, slightly scented flowers of three separate colours . . . purple, lavender and cream; a quick glance makes you think of a bunch of pansies indiscriminately scattered on some alien shrub.

In other cases, too, the everyday name of a plant gives an apt description of its appearance and some that come instantly to mind are the scrambled egg plant, actually a cassia, with its almost perpetual bloom of rich, golden splodges among a delicate leaf formation.

Paper flowers

And shrimp plant, another everyday inhabitant of Fiji gardens . . . and chenille plant whose furry red tails you would swear were man-made from that good old fabric beloved of the Victorians for curtains and table-cloths, antimacassars and foot-stools.

Then there are the wood roses, which are just that; on first seeing them it is impossible to believe that they, too, were not turned out by nimble-fingered girls in back-rooms. Actually, it is a first cousin to the morning-glory and the "rose" is in fact the dried seed pod of a species of this familiar flower.

About three months are required for the blossom to appear and the seed pod to ripen to the point where it may be cut; after that, so far as

I can tell, it is a true everlasting unless insects attack it.

Slipper flowers, crucifix orchids, cat's claw climber, golden shower, coral shower, pink and white shower, butterfly tree, tulip tree . . . well, these may all be unfamiliar to the newcomer to the Pacific area but he'd soon recognise them, so true are they to their descriptive names. And who dare say which is more fantastic in its beauty, wealth of blossom or strangeness of form?

Before I go on to what I consider are the real *characters* among Fiji plants and flowers, I suppose it ought to be said that even the familiar hibiscus is, if one can so far stand back from its ubiquity as to really see with a fresh eye its glories of form and colour, a marvel of design.

As, of course, are the different species of orchids which one so quickly takes for granted, forgetting that in colder climates a single one of the lavish blooms which most of us grow without even trying to, would command the price of a square meal for a simple man in these parts.

Tortured

For some of us, too, the hitherto almost fabled flower of the poinsettia becomes just another splash of colour in a garden. We forget that not so long ago we thought it was a figment of the imagination of



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Beautify Your Complexion

For sheer loveliness in complexion beauty there is one simple but important rule to follow. Every day, before making up, smooth a film of tropical moist oil over the face and neck to beautify the skin at depth and ease away all trace of wrinkle dryness and ageing lines. Besides beautifying and protecting your skin, oil of Ulan will give your make-up a perfect matt finish and a lovely line-free complexion.

End Dry Skin

Test your skin for signs of roughness by gliding your fingertips lightly over your face and neck as you apply your daily base of moist oil. Any dry or rough patches which may be evident should be gently massaged with a little extra oil of Ulan to cherish and smooth the skin. This will also ensure that your make-up will blend evenly to give your complexion an exquisite, youthful appearance.

A Smooth Beautiful Neck

A beautiful face deserves a beautiful neck . . . routine toning is of immense value for it prevents the neck and throat from becoming slack and lined. Soak a pad of cotton wool in lemon Delph freshener and briskly pat both neck and throat in an upward and outward direction, whipping up the circulation so that sluggish skin cells are re-activated, and any tendency to sallowness is corrected. Follow this with a smoothing of moist oil of Ulan to give the neck clear, smooth beauty.

Tender Care for Eyes

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



Hibiscus, drawn by Ann Linton.

those artists who create American Christmas cards.

To go back a bit . . . the plants of Fiji which exercise a somewhat macabre fascination over me are those which I strongly suspect of possessing qualities rather stronger than those of a mere plant.

I refer to, for instance, the Hala or screwpine. Did you ever see such tortured leaves? I suspect it is truly someone's miserable mother-in-law, thin, gnarled, unkempt of hair and forever wringing her hands in an orgy of woe and self-pity, and a nice piece of spell-casting finally transformed her into that sad species which is so thickly strewn around the bush.

And that bush of angel's trumpet at the foot of my drive? You don't really think that's a mere flower, do you? I'm utterly convinced that one fine day, when, let's say, men finally stop hating each other, or a politician tells the truth . . . those glorious, great, white trumpets are going to lift their lovely heads and peal out a fanfare that must be pure mother-of-pearl in tone.

It's unbearably mundane to learn that its true name is *Datura candid* and that it is a member of the useful tomato family.

There's another plant in my garden I keep an eye on for possible

eventualities, too . . . but it's a wary eye that I cast on this . . . the heliconia or lobster claw. I shouldn't be at all surprised if, some quiet dusk, as I was bending near it to weed a patch of the border, it bent over and gave me a quick nip! A wide berth is the safest bet.

And who's to say that the virile club ginger won't up and cudgel the unsuspecting gardener some day when the thermometer's high in the eighties and tempers wax a little uncertain?

Florists' joy

As for the anthurium . . . that waxy, florists' joy . . . with its moulded red, scarlet, white or salmon pink dignity . . . and it's protruding spike, which in fact carries the true flowers, what we normally take to be the flower being, botanically speaking, a modified leaf . . . It is known in polite circles as the flamingo flower . . . but Fiji calls it the little boy plant. And I can quite see what people mean . . . it's exactly like a little boy poking his tongue out at a scolding aunt. Or, is that what people mean? I wonder!

I've more than a suspicion too, that the timid bleeding heart has suffered an onslaught from the beak of that haughty dowager who masquerades in the shape of the strelitzia, or bird of paradise flower.

Well, maybe some of the fantasy I see in Fiji's flowers stems more from my own imagination than from nature, although you must admit that nature really doesn't need much help.

Take, for example, that lovely water lily which I have only ever seen in Fiji . . . the one which smothers ponds with a rich profusion of flowers which are pink and blue, all at the same time, so that looking at a mass of them floating upon the water . . . covering it, in fact . . . is like looking at a rainbow come to earth.

And as if their lavish colouring were not enough, they even have a delicious fragrance. Isn't a stretch of them pure fantasy?

If you want a final argument to prove to you just how fantastic Fiji's flowers really are, let me tell you the story of my favourite garden denizen.

On arrival in Suva, I discovered in my garden a poor, ragged, half-dead cactus. I don't like cactuses . . . not even if you call them cacti . . . I started to throw it on the rubbish heap. But something stopped me.

"Oh give the poor thing a chance," I said to myself, so just to prove I wasn't utterly callous I dug it in,



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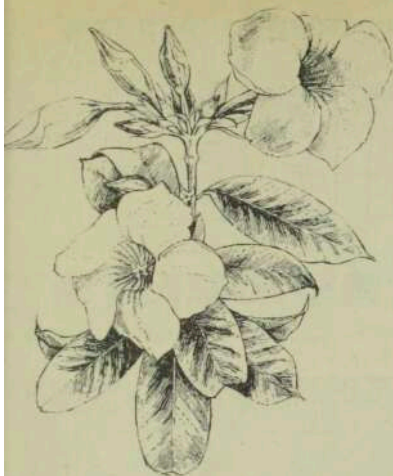
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Alimanda, drawn by Ann Linton.

turned the earth round it and forgot

Some weeks later I noticed it had taken root and had some little redish protuberances along its spiky stems. So what?

About this time I heard tell of aabled night-blooming flower and made arrangements to go and view a week or two later. And also about this time I picked up a book in a shop, riffled through its illustrations and recognised my ungainlyactus. What's more, it was labelled as being a treasure . . . and none other than the stunning plant I hoped to see shortly.

And I had it in my own garden! I actually owned a night-blooming cereus!

If you've ever seen one in bloom, needn't explain anything to you.

But to see, for the first time ever, this awkward, stiff, plant give birth to the miracle flower which only blooms at night, is pure magic.

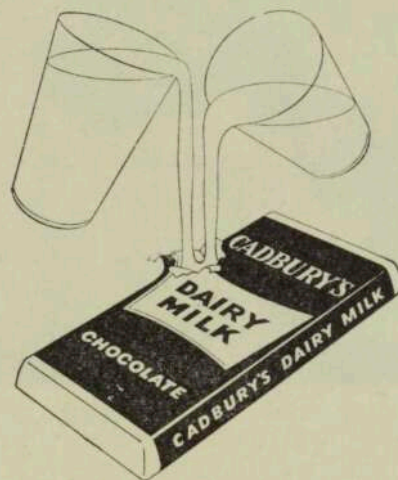
If you can experience it, do anything to take the chance. You'll never forget it.

The large white bloom opens so rapidly that you can watch it move its petals and spread its delicate mountain of quivering stamens to the light. On a moonlight night even the stiff spears of the stems which bear the flowers take on a sculptural quality and the flowers themselves are an ethereal glory.

With the light of day they die, but while they live they truly fulfil any dictionary's definition of fantasy . . . by being of "fanciful design".

Not to put too fine a point on the matter, they are, to me, quite the most beautiful and wonderful phenomenon of the flower world which I ever hope to see.

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I want Cadbury's*



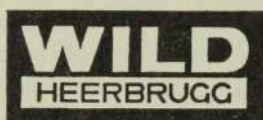
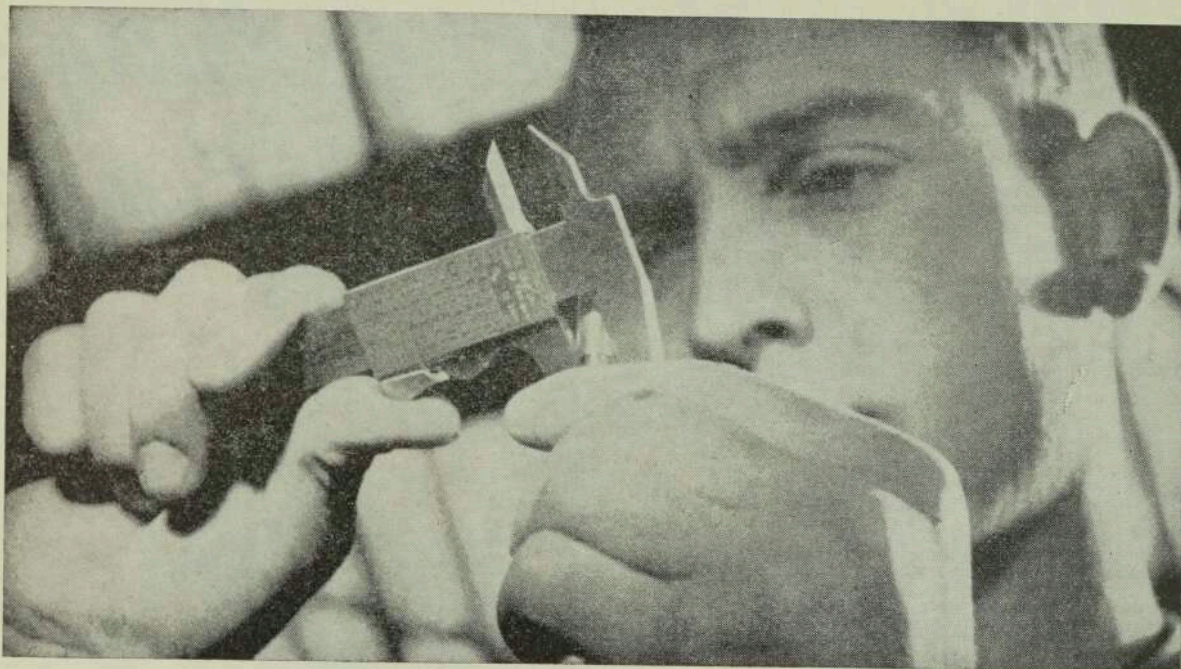
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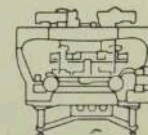
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From Bow Bells to bar bells

From a special correspondent in Suva.

For thousands of Suva youngsters there is only one place to go—"Harry's". "Harry's" is Charman's All Races Sports & Social Club, under the leadership and guidance of Mr. Harry Charman, M.B.E., Cockney, and accomplished wrestler, athlete, keep-fit expert, compere, singer, actor and comedian extraordinaire.

WITH his remarkable combination of talents, Harry instructs "his boys" in the basic essentials of healthy recreation and physical fitness, and also plays a part in fashioning their characters and ideals.

Back in 1953, while Harry was a corporal attached to the Royal New Zealand Air Force stationed at Suva, he began the foundation of the club by teaching boxing and judo to a group of 20 youngsters. Interest and enthusiasm resulted, and the group's numbers steadily increased. The problem of a home was solved when the Church of England offered their parish hall, and the Fiji Government later provided Harry with a grant, enabling him to devote his full time to the leadership of the club.

Today, with over 3,300 members,

Charman's All Races has established seven branches, and plans are in hand for still more to supply the growing demand. Among prominent members are the Archbishop of Canterbury, the Right Rev. Dr. Michael Ramsey; British MP Dame Joan Vickers; and Australia's High Commissioner to Malta, Mr. Hubert Opperman.

It is almost impossible to gauge the club's benefit to the community. Fiji, with its shortage of entertain-



Harry Charman entertains in Suva.

ment for teenagers and its unemployment problem, is fortunate that Harry's clubs exist, as they provide an outlet for thousands of otherwise idle youths.

In addition, newly-recruited prison officers are trained daily by Harry in physical fitness and self-defence, and on Thursday nights he conducts the popular ladies' classes.

Social evenings are arranged frequently, when the club's supporters are invited to watch displays of members' prowess and skill. Two popular participants who captured my heart when I was there recently were one small Chinese boy and one small Indian, aptly named Chop Suey and Madras Curry! Boxing, judo and wrestling were demonstrated, followed by a comedy sketch or clowning by Harry and his boys to the rhythm of the band's guitars. On the evening I attended "Romeo and Juliet" was re-enacted, Cockney-version. As Harry says, "If Bill Shakespeare 'ad been born a Cockney, 'is plays 'd be better orf today."

Harry, 52, born, of course, in London, is deeply admired by his youthful followers. And it is a tremendous job that Harry undertakes. He does not seek praise, nor remuneration. As a matter of fact, the Government grant is only £700 a year and Harry himself has delved into his pockets to the extent of over £3,000 to help meet the club's requirements.

HOW TO RUIN A HIGH CHIEF'S POLL

ONE of the most extraordinary objections to an election result heard in the South Seas for a long time came to light in New Caledonia recently following country-wide local council polls.

The objection was lodged by Mr. Rock Pidjot, New Caledonia's representative in the French parliament, who said, apologetically, that in more advanced communities the objection might seem ridiculous, but in the present circumstances in New Caledonia, it smacked of intimidation of voters wishing to exercise their civil rights.

Here are the facts. In a poll in a tribal area in the mountains of Hienghene, on New Caledonia's east coast, High Chief Goa Alphonse was running on the ticket of the Union Caledonienne (Mr. Pidjot's party). He was rated as hot a favourite as anyone can be in a political race.

But to the surprise of many, he was well beaten. This obviously meant that there had been quite a defection within his own tribe.

When a discreet investigation was held, it was found that during the night before the election a fortune teller had been sent to the High Chief's territory from the opposite coast and had there spread the prophecy, "If you vote for the High Chief, he will die". At least 100 of the High Chief's subjects took the message to heart and voted against him.

Mr. Pidjot's objection to the election result was not accepted legally.

From the Islands Press

THE longer I remain in Samoa the more I come to the conclusion that the Samoans would be much better off today if they had eaten the missionaries and first settlers who came to these islands instead of welcoming them.

The first palagis and all those who have followed them came to these islands warped by the unnatural restrictions, the bitter prudery and prejudice of our "civilised" society, and had the gall to enforce this unfortunate way of living on the Samoans.

And the palagi in his wisdom pointed out that if the Samoan was a good worker and worked very hard for a long time then he might some day take a holiday and enjoy the freedom of the sun, beaches and palm trees.

They took a people who lived simply, happily and innocently in a beautiful culture evolved over hundreds of years and taught them how to complicate their lives, how to be ashamed and how to distrust their own feelings . . .

Without the palagi the Samoan would never have known it was not natural that they spend most of their lives enjoying themselves in the freedom of the sun, beaches and the palm trees; that it was far better to close themselves up in offices and factories and work so that they could earn the money to buy the food they could have taken off the trees in the first place and the clothes which they did not really need.

The tragic thing about it is that once started it could not be stopped and today we are committed to continue the destruction of the Samoan way of life.—*Letter in the American Samoan section of the "Samoa Times", Apia.*

SUVA is experiencing a building boom bigger than anything the city has previously experienced.

Planners and architects are handling, at a rough guess, about £4 million-worth of new building—hotels, a bank, a 13-storey block of flats, a new restaurant, a new fire station—and there are more buildings in the offing.

The last few years have seen big changes. The CML Building was something Suva had never seen before.

Such a boom augers well. It shows as nothing else can the faith which investors have in the future of the city and Fiji, and faith in the continuing political and financial stability of the country.

But enthusiasm for change, for new buildings, should not be allowed to get out of hand . . .

Unless there is careful planning, central Suva could emerge as just another city of concrete canyons; an asphalt jungle differing neither in character nor in appearance from any other capital city anywhere in the world.—*Editorial in "Fiji Times", Suva.*

WHEN a little girl on Emau grows up she will always remember on what day the New Hebrides' first census was taken. When the enumerators called for the household schedules they found a baby girl had been born on May 28. She was named "Cenite", which means Census Day and her name was added to the household schedule.—*News item in the "British Newsletter", Vila.*

THE new minimum wage rates in American Samoa are enough to give most Apia businessmen heart failure on the spot. Fish cannery workers in Pago now get a minimum of \$1.05 per hour, rising to \$1.10 next June. Stevedores get 55 cents an hour, carpenters 70 cents rising to 80 next June, and shop assistants 80 cents an hour rising to 85 next June.

It takes the average American Samoan less than two days to earn what the Western Samoan gets in a week!—*Columnist's item in the "Apia Advertiser", Western Samoa.*

IN the Cook Islands the rhinoceros beetle is not a problem and we hope that it never does become such. Let's stop to consider, though, just why this is so. Fumigation is strictly enforced, quarantine practised, an educational programme is undertaken, and legislation provides penalties for infringement of strict controlling laws. Consequently there is no problem.

It has been stated also that lung cancer is no problem in the Cook Islands. Does that mean that we should wait until it does become the dreadful curse that we know it is in such countries as Great Britain, the United States and many others? Certainly we hope not! Surely we should learn from the experience of others. In these fair islands it never need become a problem. Wise people will do their best to prevent a disease entering if they know the facts and are also shown a way to prevent smoking which is the major cause of lung cancer.—*Letter from K. J. Gray in the "Cook Islands News", Rarotonga.*

THERE are indications that local youngster Stephen (Bing) Simpson has started a new sport, boomerang throwing, on the island. Last Saturday afternoon no less than five persons were enjoying themselves in "Thompson's" paddock engaged in this unique skill.

Often over the years boys at the island school have attempted to fashion boomerangs from wood and to learn to throw them. "Bing", however, carried on his interest and finally wrote to the mainland and secured a properly-made boomerang.—*News item in the "Signal", Lord Howe Island.*

IF any doubt exists that the legendary Sadie Thompson lived in one of the wettest areas on earth, a rainfall report from the Department of Public Works for fiscal year 1965 should dispel all questions.

From June, 1964, through June, 1965, a total of 235.65 inches of rain fell in Pago Pago.

The report also confirmed that rainfall widely varies in American Samoa. For instance, Faga'alu Reservoir recorded 215.09 inches for the same fiscal year; Faga'alu Stream, 144.39 inches and Aoa Heights, 97 inches.

The most rain in any one month of the fiscal year fell at Faga'alu Reservoir, in December, 1964—a total of 36.67 inches.

In the event somebody is thinking in terms of records, the heaviest rainfall for one year in an area occurred in Cherranpunji, India, where 1,041 inches fell.—*News item in the "News Bulletin", Pago Pago.*



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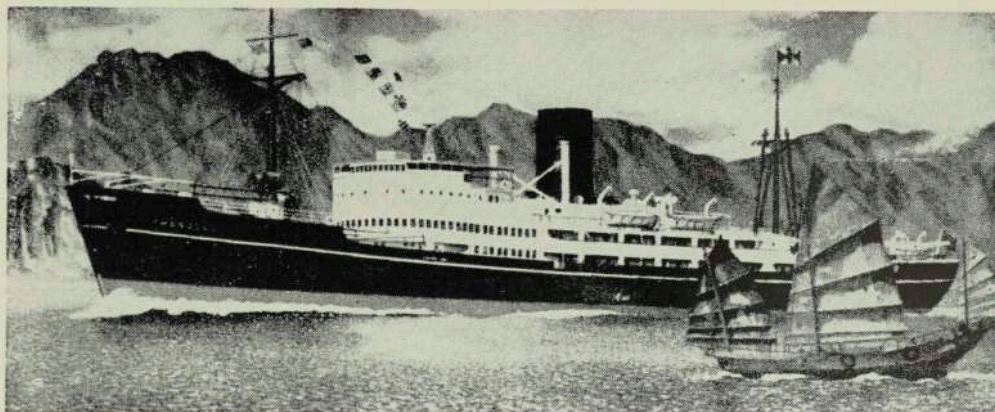


PACIFIC ISLANDS MONTHLY — SEPTEMBER, 1967

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● The series of severe earthquakes that rolled through the Rabaul area of New Britain in mid-August, causing extensive damage to houses and property, inevitably led many Rabaul people to wonder whether there might be a repetition of the notorious volcanic eruptions of mid-1937. On that occasion, a new crater, belching fire and brimstone, formed at what was then Vulcan Island in Blanche Bay, and the old Matupi Island crater exploded. Rabaul, which was then the capital of the Mandated Territory of New Guinea, and the neighbouring countryside were smothered under a heavy pall of ashes and dust; and Rabaul's population, after spending a night of terror in the town, was removed to Kokopo. Many women and children were subsequently evacuated to Australia.

What was it like for the people who lived through it all? The following article, written by the late GORDON THOMAS ("Tolala" of PIM from 1946 until his death last year), tells the story. Gordon Thomas was editor and publisher of the "Rabaul Times" at the time of the eruption. His description of what occurred appeared in an emergency issue of his paper on June 4, 1937, and subsequent issues. The paper was roneoed on a machine at the Catholic Mission at Vunapope because part of the roof of the "Rabaul Times" office had fallen in under the weight of pumice stone, damaging machinery.

The sea rose, buildings were demolished on...

RABAUL'S FEARSOME NIGHT OF THE EXPLODING VOLCANOES

After a succession of severe earth tremors, which commenced on Friday, May 28 (1937), residents of Rabaul were first aware of any untoward circumstances when word came through that the home of Mr. and Mrs. Furter, at Keravia, had been demolished and Mrs. Furter had a narrow escape from being pinned beneath a falling wardrobe.

THE Keravia district has always been noted for the severity of earth tremors ostensibly due to a geological fault which runs across Blanche Bay to the Matupi crater.

It is in the area that Vulcan Island is situated—that island which "came up in a night" [in 1878] and was most appropriately named.

Saturday morning brought no cessation of 'quakes; they were still being registered unofficially at the rate of about one every two minutes; some of them with a duration of half a minute to a minute and a half. On the island of Matupi, it is recorded that numerous cracks in the earth had occurred across the main roadway.

It was reported that two small islands had made their appearance in close proximity to Vulcan Island and curious residents during Saturday afternoon visited the site.

One party consisting of Mr. and Mrs. Chinnery [the Director of

Native Affairs and his wife] and Mr. G. H. Murray [Director of Agriculture] actually cruised close to these newly-formed islands when, during their inspection, they noticed the gradual rising out of the water of huge boulders. Hardly had this occurred when the whole area of water became agitated and their launch hit the bottom and shortly afterwards a column of smoke and rocks was precipitated upwards.

Hurried escape

The party made a hurried escape towards the shore and were fortunate in missing this first outburst from Vulcan.

Rabaul residents were first aware of the eruption at approximately 4.25 p.m. on Saturday. Nearly everyone rushed to the waterfront and beheld there a spectacle so colossal that it left the spectators spellbound.

From Vulcan Island there arose

a huge column of white clouds, rolling skywards in undulating folds, impregnated with rocks and pumice. At frequent intervals loud explosions were heard, followed immediately by dark brown volumes of smoke.

The wind was from the south-east, but fortunately very moderate, with the result that the cloud reached upwards and drifted but slowly to the north-west.

The waters of the harbour were disturbed, rising and receding, but at this time with no suggestion of a tidal wave.

As the outbreak continued with renewed intensity, residents became apprehensive for their safety.

There was the immediate danger of the town being enveloped in a suffocating cloud of smoke and the possibility of a tidal wave.

Motor cars were put into commission without delay, suitcases hastily packed with a few urgent necessities, and residents departed



Hemmed in by five volcanoes—North Daughter, the Mother, South Daughter, Matupi and Vulcan—Rabaul is well situated to be the scene of seismic disturbances. Before the 1937 eruption, Vulcan was an island. It is now joined to the mainland.

for Namanula and the North Coast district, most of them with the idea that it was perhaps a matter of only vacating the town for a day or so.

The first "black cloud" swept over the town about 5 p.m. depositing a fine pumice ash. This was accompanied by an ever-recurring series of explosions, loud peals of thunder, and vivid flashes of forked lightning.

Branches of trees becoming weighted down with the pumice crashed to the ground, affecting light and telephone connections.

The sun went down on a scene of desolation in a town sheeted beneath a panoply of grey dust. The night grew fearsome with deafening detonations as each fresh explosion occurred; thunder pealed continuously; forked lightning lit the sky for a second or two, enabling spectators to visualise the huge smoke column rising ever upwards; ball lightning pricked the blackness for a few seconds, like intermittent northern lights in colder climes.

Long streams of natives made up the Rataval Hill for the security of the North Coast.

Here must be recorded the valuable work of Pug Noble, who remained constantly at the telephone exchange and kept the operators at their posts. It was not his task, but he did a job of work which made for

the preservation of more confidence and the line to Namanula was kept open throughout the night.

At approximately 8 p.m.—approximately because in the reign of terror watches were forgotten—a tidal wave occurred which wrought damage along the water front.

Small craft were lifted high and dry; buildings demolished and wharves swept away. It is reported that the rise was 9 ft above the normal.

Rabaul at night presented a town lying beneath a cover of snow—pumice snow. Streets were blocked with fallen tree branches; where traffic could pass, deep wheel tracks of cars furrowed the highways.

Homes deserted

Here and there the street lights pierced the darkness and great credit is due to Jack Barrie for his untiring efforts in maintaining the service—especially the Namanula circuit.

The bars of the hotels were closed down; every residence was in darkness. Homes were deserted; the floors thick with pumice ash, furniture covered with the same grey coating.

Tea tables, with cups and saucers, appeared Pompeian, left in the hurried departure for safety.

Namanula Hospital was the Mecca of half the refugees, and here the work done by the hospital staff and their able and willing volunteers will never be forgotten by the 200-odd people who were cared for during Saturday night and Sunday morning.

Tea and refreshments were always available throughout the night; inquiries for missing relatives given the promptest attention. Nothing was left undone which could have been done by Matron McKinnon and her helpers.

Fortunately, no serious accidents occurred to residents; many sufferers from dirt-infested eyes were treated and sedatives administered to those suffering from shock and nervous prostration.

But, on the whole, Rabaul behaved itself admirably and accepted the nerve-racking ordeal with a stoicism worthy of mention.

Sunday morning brought no cessation in the volcanoes' activities. They were more intense, if anything, and early in the morning a meeting was convened by Judge Phillips [who had taken charge of the Administration in the absence of the Administrator and his deputy] at the Police Station, when principal business men combined with officials in reviewing the situation, and deciding on what action should be taken for the safety of the residents.

Evacuation plan

It was agreed that residents should be advised to evacuate the town, and arrangements were made for all available ships to assemble off Nodup where embarkation would take place.

Namanula was cleared of all refugees and the Nodup waterfront became filled with Europeans, Asiatics and native employees. Here they waited for the arrival of sea transport.

The US vessel *Golden Bear* was the first on the scene [followed by] the *Induna Star*, the *Muruk*, *Kwong Chow* and the *Nereus*—the latter under the captaincy of Mr. Jackson making a very fine dash past the dense smoke clouds of the volcano for the open seas.

The business of embarking was slow; fortunately the wind was favourable and Nodup was not affected from the smoke clouds, and the assorted assembly proved most patient.

Discipline among the ranks of the natives was most marked. There was not the slightest indication of panic at any time.

The majority of the European women boarded the *Induna Star* and the *Golden Bear* and those vessels

These pictures were taken in late May, 1937, when two volcanoes, Matupi and Vulcan, were erupting at Rabaul. They show (upper left) a New Guinean hurriedly escaping across the bay from his garden near Matupi, in background. Lower left: A dense cloud of steam and ashes pouring from Vulcan soon after the first eruption. Right: Vulcan at close quarters, a few minutes after it blew up.



had orders to disembark their passengers at Kokopo.

At approximately 1.30 p.m., after the European women and patients from the Namanula Hospital had embarked, a loud explosion, followed by dense clouds of black smoke, rising from behind the Mount Mother, heralded the fact that another volcano had broken out in the vicinity of the Matupi crater.

First meal

This made the situation more serious as the dust from the clouds would fall more directly on the township. It was at this juncture that the *Montoro* hove in sight and the good old ship was most welcome as she came along at full speed, with lifeboats over the side. The master (Captain Mitchie) is to be congratulated for the prompt manner in which he quickly got into action and took on board the remaining Europeans and over 5,000 natives—men, women and children, to say nothing of dogs, baskets or a couple of cockatoos!

The original number of natives had been greatly increased by the late afternoon owing to Matupi natives evacuating their island after the crater eruption.

By sundown the last boatload was on board, and the *Montoro* steamed out for Kokopo. It was on this vessel that many had the first meal of the day, and the ship's staff

worked with a will which was greatly appreciated by the tired, nerve-racked refugees.

On Sunday evening, the *Golden Bear* and the fleet of schooners arrived off Kokopo where every preparation was made by the Catholic Mission to receive the refugees and the patients from Namanula.

The *Montoro* arrived during the evening and stood off until the morning when the work of disembarking was commenced.

Shortly after the arrival of the *Montoro*, a meeting was held on board, convened by District Officer Waugh and official arrangements made for quartering, rations and the general supervision of details.

All local stores were commandeered; officials deputed to their various duties and some organisation brought to bear on the situation, which was a serious one.

Administrator arrives

At 12.30 p.m. a Guinea Airways aircraft flew over the town, with Pilot Turner, bringing His Honour the Administrator, Brig-General W. R. McNicoll, and Mr. C. R. Feld (Director of Public Works) from Lae . . . After circling the town once, a perfect landing was made on the new 'drome at Talilgap.

On his arrival His Honour decided immediately to proceed to Rabaul by the *Induna Star* which left at 2.20 p.m.

The task of billeting and rationing the evacuated people was no light one, and too much credit cannot be given to the Catholic Mission of Vunapope where the majority of the refugees were given shelter and cared for with every comfort.

The organisation of the Mission was marvellous, and will long be remembered. The work of allocating European, Asiatic and native refugees to their various areas was carried on through the day; all neighbouring plantations became homes of refuge and the willing spirit with which everyone worked was one of the outstanding features of the situation.

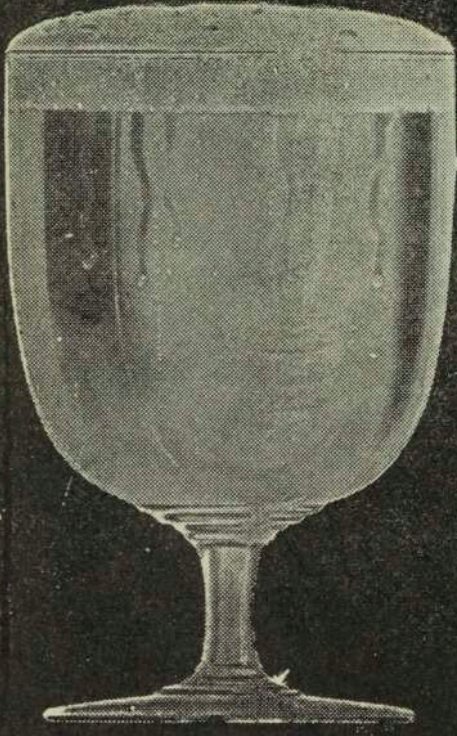
Clouds of steam

Throughout the day and night small groups stood on the beach or wharves watching the huge clouds of steam, smoke and dust being hurled upwards to 10,000 feet.

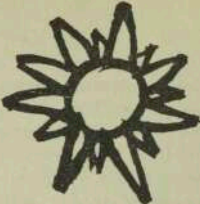
Rumours became general from time to time; Mount Mother had broke out; Toma had followed suit; Rabaul was a mass of buried buildings and the North Coast a shambles . . .

On June 1, His Honour the Administrator issued a circular dispatch in which it was stated that Rabaul would be untenable for many weeks, that the water supply had become polluted and no sanitation arrangements were at present tenable.

"The present bad situation," continued the dispatch, "will be in-



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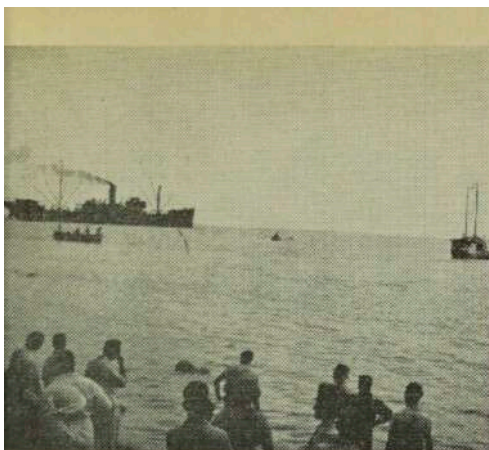


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SEPTEMBER, 1967 — PACIFIC ISLANDS MONTHLY



nsified when rain comes, as the
ofs of all houses are thickly
covered with volcanic dust which
will become thick mud directly it
comes wet.

"Under the circumstances, it is
necessary to restrict the number of
persons that may be permitted to
sit Rabaul. Only those officials on
ty and others with urgent business
attend to will be permitted to
proceed from Kokopo and land at
odup. It is essential that written
thority be first obtained . . .

"In every way we will hasten the
work of clearing the debris, but, of
course, some little time must elapse.
is extremely desirable that at the
ry first opportunity as many
omen and children as possible
proceed to Australia.

Patrol system

"A complete patrol system of
Rabaul has been organised by the
perintendent of Police and every
deavour is being made to protect
uses and their contents.

"A cursory examination of resi-
dences shows that they are affected
ly by the dust covering. The con-
ents of houses are in no way affected
d any anxiety in this respect may
allayed . . ."

Shortly after the Administrator
ued his dispatch, Gordon Thomas
visited Rabaul and reported that
tropical beauty of the town had
en wiped out in a single night. He
nt on . . .

Looking down on Chinatown from
Namanula Road is to gaze on a
n of grey be-daubed houses with
k brown roofs; lifeless, with rib-
ns of muddy roads dividing the
nes.

The most impressive feature of the
n is its appalling ugliness and its
form drabness; the sight of a bit
colour brings joyous relief.

saw a twisted black mass of

twigs and stems of a hibiscus bush
and underneath—half hidden—the
welcome colour of a red flower. It
said: All is not dead. In some parts,
the ubiquitous *kunai* grass has already
forced its way through the mantle
of grey mud.

Namanula street is a long, dark
grey road with two lighter-coloured
narrow wheel tracks made by the
busy lorries carrying rations from the
stores to the Nodup beach for trans-
shipment to the evacuation camp at
Kokopo. Nearly every street and
avenue was blocked by fallen
branches of trees; in many places
long detours had to be made by
cars because of one or two branches
across the road . . .

The roofs are covered with about
an inch of grey mud—the volcanic
ash hardened by the rain; in some
places it is already peeling off under
the sun's heat.

The buildings of the town are
intact, with the exception of one or
two, including the old picture theatre
portion of the *Times* Building, where
the roof has collapsed.

The harbour from the old wharf
was a beautiful expanse of water,
with a brown strip of pumice near
the Beehives, and then beyond
towards Vulcan Island there was
nothing but a pall of smoke and
steam and falling dust . . .

Better and better

*It was several weeks before Gordon
Thomas was again able to print his
newspaper on his own premises, but
Rabaul returned to normal much
faster than was at first expected. In
an emergency issue of his paper on
June 18, 1937, he reported that . . .*

Every day and in every way,
Rabaul is becoming better and better.
Nature is determined that the mud
and dust shall be overcome.

Helpful rain at irregular intervals
has cleaned up the surrounding hills

● Rabaul residents of 1937 wait on the
beach at Nodup to be evacuated to
Kokopo aboard the "Montoro," seen
at left. The late Gordon Thomas, who
wrote the accompanying article, is
second from the left in the right-
hand picture.

and the trees in the town are send-
ing out green shoots through the
layers of dust and mud.

The work of clearing away the tons
of dirt is being carried on unremit-
tingly and will occupy several weeks.
Much of this dirt is being dumped
along the foreshore and will form
part of a reclamation system, so the
volcanic dust and mud, which tem-
porarily destroyed the beauty of
our town, will be put to a useful
purpose . . .

As the days pass and the work of
clearing the town progresses under
the systematic team of energetic
workers, it becomes apparent that the
fears which assailed some of the
residents immediately following the
eruption, and which prompted them
to bring forward suggestions that the
capital of the territory should be
removed, are now groundless, and no
substantial or logical reason can be
advanced for any change in the
location of the capital . . .

*Footnote: Gordon Thomas' view
on Rabaul's continued suitability as
the capital of the Mandated Ter-
ritory was not the one finally taken
by officialdom, which, in 1939,
decided to transfer the capital to the
rapidly-growing goldfields port of
Lae. The transfer had begun when
the Japanese invaded Rabaul in
January, 1942. After the war, despite
official opposition at first, Admin-
istrative headquarters for the East
New Britain District were established
at Rabaul, but the Administration
set up an expert vulcanological service
to keep an eye on the volcanoes.*

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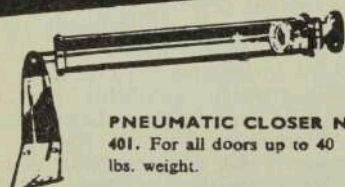
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PENTECOST'S FANTASTIC LAND DIVERS

PUT ON ANOTHER SHOW

After a lapse of quite a few years, the land divers of Pentecost, New Hebrides, turned out on Saturday, July 15, and put on their hair-raising performance for the benefit of an Italian film unit and others.

The divers jump head first from platforms erected at various heights on a tower some 80 ft high. Strongly supple vines slightly shorter than the distance between their platforms and the ground are attached to the ankles, and these arrest their descent within inches of the ground and without injury to the divers.

Pentecost is the only island in the New Hebrides—or in the South Sea—for that matter—where land diving is to be seen.

Various legends

The ceremony apparently dates back into the mists of time, as there are various legends about its origin.

However, it was not until 1951 when the British and French Resident Commissioners were invited to view it, that the ceremony was witnessed by Europeans.

One legend about the origin of the ceremony, described in David Atterborough's book *Quest in Paradise*, tells of an unfaithful wife who climbed up a palm tree when pursued by her husband, called him a weakling and a coward, and dared him to jump from the tree.

When the husband said this was impossible, she said that she could do it, and he agreed to jump with her.

They jumped. The man, of course, was killed; but the woman, who had taken the precaution of tying the end of a palm leaf to her ankles, came to no harm.

This humiliated the men of the village, so they built a tower many times higher than a palm tree and started the jumping ceremony to prove to the women that they, after all, were the superior sex.

These days, participation in the ceremony is still a matter of manly prestige.

The exhibition on July 15 took place on a plateau near Singwiel village, about half an hour's walk from Nabraniut anchorage on the north-west coast. It was the first time, according to the local people, that land-diving had been held in the north of the island—the southern-most part being the usual venue for

Some dived twice

Eighteen men from the south journeyed to Singwiel at the end of June to build the tower, which took two weeks to construct. There were 7 diving platforms.

The task of making the platforms and attaching them to the tower was entrusted to one old man. It is an important task, as they must be strong enough to support a man's weight before he dives, yet weak enough to break and so serve as another "shock absorber" when the vines attached to the diver's ankles are stretched to their full extent.

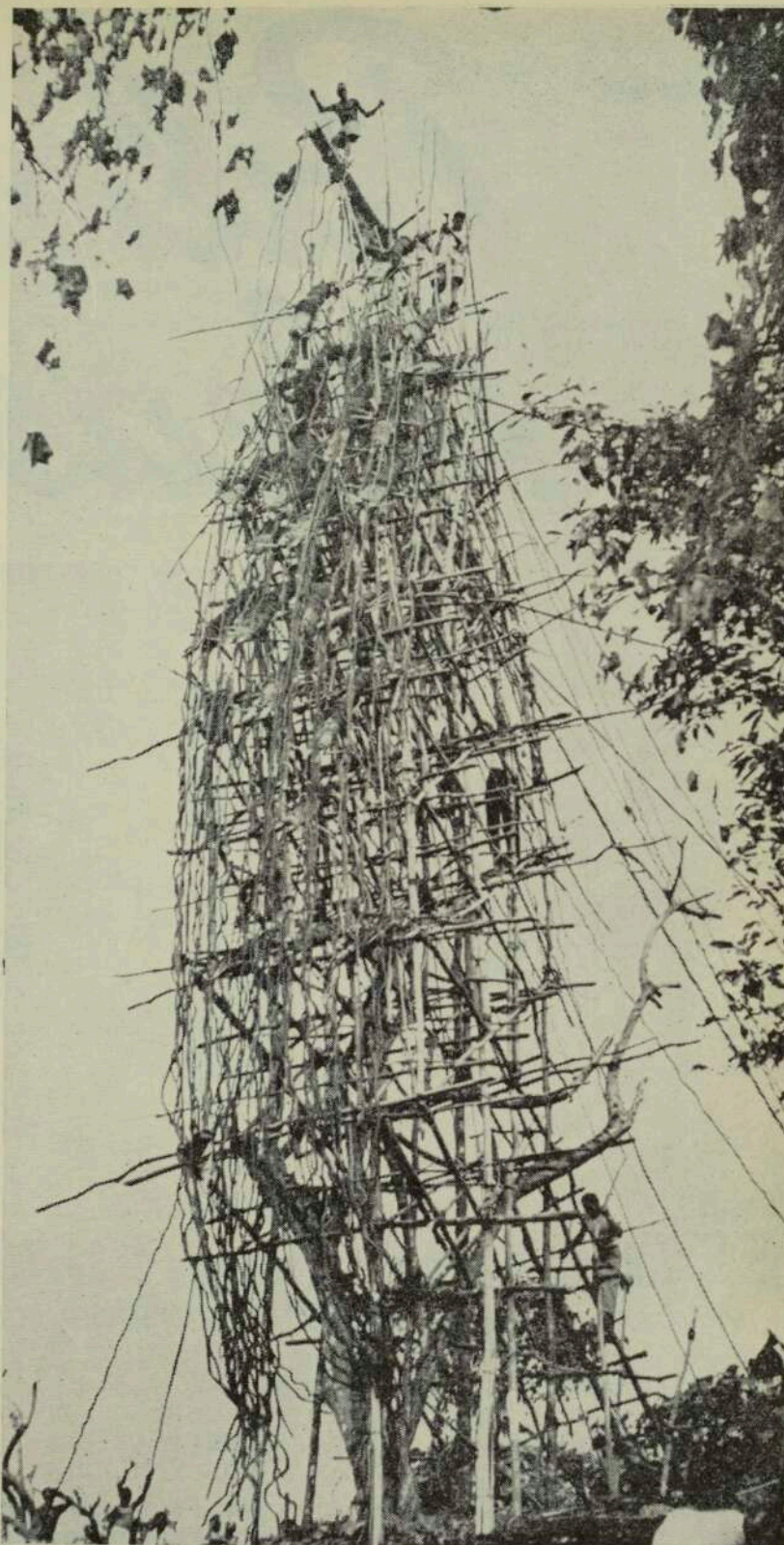
Sixteen men, including two from north Pentecost, jumped in the ceremony. A few of them dived twice.

The participants included a number of middle-aged and even elderly men, who had taken part in previous exhibitions.

As they stood poised on the end of the diving platforms, they raised their hands above their heads and looked in the direction of Ambrym land, in whose volcanoes the spirits of their ancestors were previously believed to dwell.

Several hundred people from all over Pentecost, and from Vila, Malekula, and elsewhere watched the performance. The visitors had to pay an entrance fee, plus a photographer's fee if they wished to take photographs.

The Pentecostians have been highly conscious of the money value of their ceremony since an Italian film company paid them a large sum to stage one in the early 1950's.



This picture of a Pentecost land-diver about to take off from the highest platform of the tower was taken at a performance in 1958.

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Countless millions of snails, some up to seven inches long, were destroying vegetables and threatening food supplies on New Britain and New Ireland, PIM reported 20 years ago. Introduced by the Japanese during their occupation, the snails had run wild and had multiplied, eating every plant in their path. European planters claimed that after a shower, there were three snails for every square foot of roadway on New Britain, and that the points of the snails' shells were sharp and hard enough to puncture jeep tyres.

OTHER items in PIM for September, 1947, included:

TWO British ships, each of 10,000 tons, had been bought by the W. R. Carpenter group of companies and were to be refitted in Canada before starting trans-Pacific services. The ships, *Spurn Point* and *Dungeness*, brought the total number of Carpenter ships to eight. Most were running in the Pacific.

TWELVE men had been arrested in Papeete following a disorder on the waterfront when the French liner *Ville d'Amiens* arrived on June 22. Young French-Tahitians, mostly returned soldiers, were protesting because the liner had brought three high officials from France for service under the Governor of Tahiti. They felt that such posts could be capably filled from the local population.

FOR the first time in 15 years a plane carrying the French Tricolor visited the New Hebrides. It was a Catalina of the Trapas Company, which was to start an air service linking Noumea with Vila and Santo, New Hebrides.

HIGH prices for copra and cocoa were causing a boom in Western Samoa. The Administrator's annual report for 1946 showed that imports were £478,695 and exports £719,050—a record.

The population at March 31, 1947, was 71,460.

A CONSIGNMENT of *Plaesius javanus* beetles had been rushed from Fiji to Guam, via Honolulu, to cope with an outbreak of weevil-borer in Guam's newly-established banana plantations.

THE rarely heard-of Tokelau Group, consisting of three small atolls and 1,000 natives, was

Yesterday

- One of the illustrations in PIM's magazine section for September, 1947, was this photograph by August Hettig of two Tongans with a 7 ft yam grown in Ha'apai. The average length for yams of this variety is two to three feet.



to issue its own postage stamps—and PIM described the plan as a racket. "The quiet Polynesians of the Tokelaus do not use a stamp per person per annum," it said.

A BANANA dehydrating plant had started in Suva. The bananas were dehydrated whole instead of being split into three in the Samoan way. They were wrapped in transparent paper with distinctive Fijian labels.

THE new Governor of French Oceania, Mr. Maestracci, had arrived in Papeete to replace Mr. J. C. Haumant.

MARCHING Rule movements, under which the natives set up illegal courts, refused to recognise government courts, and defied the district officers, were reported on north Malaita, BSIP. The acting Governor of Fiji and High Commissioner for the Western Pacific, Mr. J. F. Nicol, had left Suva for the Solomons to investigate.

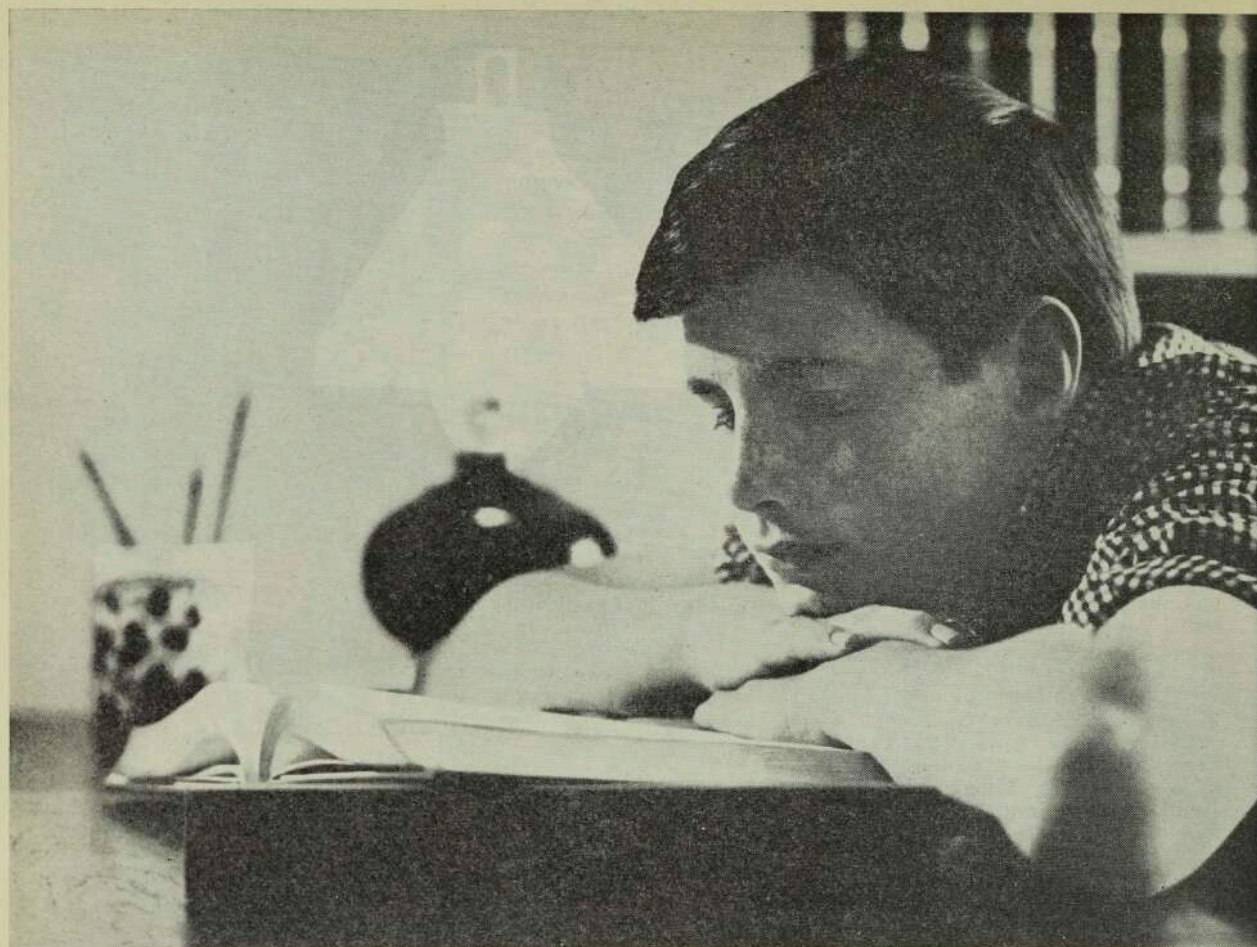
THE six Norwegian *Kon-Tiki* raft scientists, led by Thor Heyerdahl, reached Papeete on August 28, 1947, from Raroia in the Tuamotus. They made the trip in a French Government ship,

Tamara, which also towed their damaged raft. They had left Callao, Peru, on April 29 and had drifted 4,360 miles to Raroia to prove that pre-Inca inhabitants could have peopled Polynesia.

PIM's cover picture, captioned "Sons of New Guinea", showed three small Rabaul boys—Bruce Kensett, son of Mr. S. Kensett, John Biffen, son of Mr. R. H. Biffen, and Joe Bartlett, son of Mr. J. Bartlett. The boys would now be in their mid-twenties. Where are they now?

THE *Weekly Guardian*, a newspaper for Fiji, made its first appearance in Suva on August 29. It had eight pages and was edited by a New Zealander who had lived in Fiji for several years, Mr. George A. Furby.

MR. F. T. GOEDICKE-VAN ASTEN, of Ha'apai, Tonga, said in an article: "When I arrived in Ha'apai, in 1885, there were over 100 Europeans in the Ha'apai Group. Today, Ha'apai can count only five in Lifuka, besides one father and two sisters of the Catholic Mission. On all the other islands of the Ha'apai Group, only one other European is still alive—your humble servant and correspondent."



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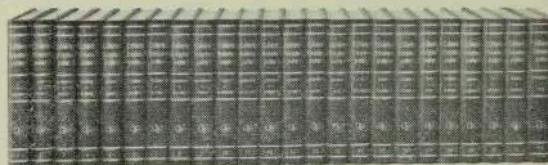
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COLLIER'S ENCYCLOPEDIA

BOOK REVIEWS



VIVID LIFE OF "CHINESE" MORRISON, VENTURESOME AUSTRALIAN JOURNALIST

In the museum of the medical school at Edinburgh University, Scotland, there is a tapering fragment of wood about three inches long which has an unusual medical history.

THE piece of wood, which is the point of a Papuan spear, was extracted from the abdomen of an adventurous Australian, George Ernest Morrison, after it had lain there for nearly nine months.

Morrison "collected" the spear tip in Papua in 1883 when he led an expedition into the wilds of that territory as a correspondent for the *Melbourne Age*. This was at the time when people in Australia were eagerly reporting the action of Thursday and police magistrate, Henry Meester, in annexing eastern New Guinea for Great Britain—an act that had been repudiated by the British Government.

The spear tip was one of the least collectable items that Morrison acquired in a notable career as a collector of things (particularly books) and as a newspaper correspondent in the H. M. Stanley tradition.

Much of Morrison's career was spent in China as correspondent for the *Times*, of London, and he was particularly known as "Chinese" Morrison. But he did many other things besides.

Mass of material

Indeed, his life was so adventurous, unusual and colourful that a biography of him would no doubt have been written long ago if it had not been for the huge mass of source material that he left behind him.

Morrison's passion for collecting things (or of never throwing anything away once he had acquired it), plus his lifetime diligence in keeping diaries, resulted in no less than 255 boxes, volumes and packets of letters, telegrams, cuttings, cards, photographs, hotel bills and even pawn tickets being given to Sydney's

Papuan spears ended his South Seas career

Mitchell Library after his death in 1920.

Such a formidably rich lode of material is enough to scare off most would-be biographers. But Morrison has now found a Boswell in noted Australian journalist and author Cyril Pearl, who, besides sifting through the mass of Mitchell Library material, also carried out research in China, Japan and England.

His biography, *Morrison of Peking*, is an eminently readable account of Morrison's life, despite its somewhat forbidding bulk (431 large size pages) and long quotations from Morrison's own writings.

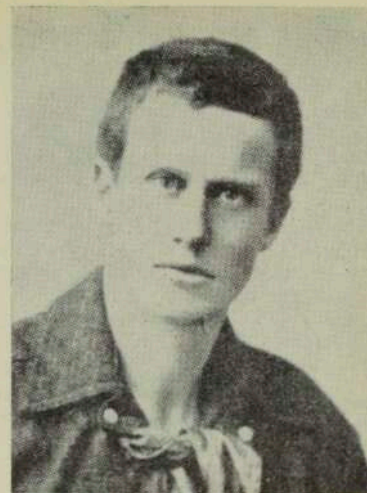
Born in Melbourne

The first 50 pages or so are of particular interest to those with a taste for Pacific history, as Morrison, in the early part of his career, made a foray into the New Hebrides to investigate the blackbirding trade in addition to his ill-starred expedition to Papua.

Morrison, the son of a Scottish schoolmaster, was born in Melbourne in 1862. He went to his father's school, Geelong College, until he was 18.

The last two years of his school-days are well documented, for at 16 he began the practice of keeping a diary which he kept up with few interruptions for the rest of his life.

At 17, Morrison compiled a book about Australian exploration which he dedicated to "Henry Moreland



Morrison at 19, at about the time of his New Hebrides adventure.

Stanley . . . the greatest traveller of this or any other age; the most extraordinary man and the man for whom before all others in this world I admire the most . . ."

With the example of Stanley to inspire him, Morrison decided that the life of a special correspondent was the life for him. But meanwhile, he began studying medicine at Melbourne University with the idea of going on to Edinburgh.

In between times, he embarked on a series of adventures.

In the first 46 days of 1880, he walked the 752 miles around the coast from Melbourne to Adelaide. This gave him material for his first excursion into journalism—the *Melbourne Leader* paying him seven guineas for his diary of the journey.

With this money and £10 earned by preparing a Latin vocabulary, he bought a 14 ft canoe, which he called *The Stanley*. In this, he sailed 1,555 miles down the River Murray from Wodonga, Victoria, to Goolwa, South Australia, and then on to a place called Cockatoo Wells in the arm of the sea known as the Coorong. He returned to Geelong on foot—a distance of 347 miles.

An account of this journey in the *Leader* more than recouped his expenses.

New Hebrides voyage

After failing his second-year examination in medicine at Melbourne University, Morrison became more than ever determined to be a journalist; and as the kanaka traffic between the New Hebrides and the Queensland sugar plantations was

Labour recruits beaten, terrorised

then a controversial topic, he proposed to the Melbourne *Age* that he should ship as a seaman on a black-birding vessel and write a report about it.

The *Age* welcomed the idea, and Morrison sailed from Mackay to the New Hebrides in June, 1882, aboard the 119-ton brigantine *Lavinia*.

The *Lavinia* cruised through the New Hebrides from Vanua Lava in the north to Futuna in the south, collected 76 recruits, and returned to Mackay in 100 days, where the recruits fetched £16 a head.

Six articles, entitled "A Cruise in a Queensland Slaver, by a Medical Student" subsequently appeared in the *Leader*.

They were written, according to Morrison's biographer, in a "bantering, would-be humorous style", which softened much of the author's criticism of the labour traffic.

However, Morrison later wrote a 2,700-word letter to the Melbourne *Age* in which he forcefully denounced the traffic, saying that most of the recruits were obtained by false pretences, that they were shot if they attempted to escape, and that in Queensland some of them were kicked, beaten and terrorised with stockwhips.

Inquiry

Morrison's charges led to the Colonial Secretary asking the Queensland Governor to hold an inquiry. This was entrusted to Queensland's Inspector of Pacific Islanders and the Police Magistrate at Mackay (which was rather like present-day instances of asking the police to investigate charges of police brutality).

Morrison was not asked to give evidence, and the only witnesses were the men involved. Not surprisingly, the Governor was eventually able to tell the Colonial Secretary that "no facts were elicited corroborating in the slightest degree the serious allegations of Mr. Morrison".

Meanwhile, Morrison had gone off on other adventures.

Ten days after arriving back in Mackay from the New Hebrides, he took a steerage passage in the steamer *Ranelagh* for Cooktown, but the voyage terminated abruptly when the ship was wrecked at Bowen.

From there, he worked his way north via Cooktown to Port Moresby, where he went on a bird-shooting expedition with the naturalist Andrew Goldie.

Returning to Queensland, Morrison prepared to make a journey he had long contemplated—to walk across Australia from Normanton to Melbourne, a distance of more than 2,000 miles.

His plan, roughly, was to follow the route of the disastrous Burke and Wills expedition of 1860-61, in which seven men, equipped with 25 camels, 23 horses, a number of wagons and 21 tons of equipment, lost their lives.

Leaving Normanton on December 19, 1882, with no more than he could carry on his own back, Morrison slogged southwards in violent winds, torrential rain, fearful heat and enervating humidity; he marched through bogs, rivers, "wretched country of clay pans and sand ridges . . . uninteresting scrub . . . vast flats of salt-bush, and occasional stretches of barren hills".

Much of it seemed "the very incarnation of dreary desolation", and for 1,700 miles he did not see a single kangaroo. He reached Melbourne on April 21, 1883, in what he described as "perfect condition", and earned a humble £4/10/- from the *Age* for a 6,000-word account of his journey.

Morrison's return to Melbourne coincided with the start of something of a furore over the British Government's repudiation of Henry Chester's act—carried out at the instigation of the Queensland Premier—in taking formal possession in Port Moresby of "all that portion of New Guinea . . . lying between the 141st and 155th meridians of east latitude, in the name of and on behalf of Her Gracious Majesty Queen Victoria, her heirs and successors".

Australia's security

There was general indignation at Britain's action, the Australian view being that British rule in New Guinea was essential to Australia's security.

Morrison saw in the New Guinea question another opportunity to play the part of a special correspondent, and he told the *Age* that he was prepared to lead an expedition into the wilds of that territory.

Pearl's book does not make it clear what Morrison hoped to accomplish, but whatever it was—assuming that Morrison knew himself—the *Age* agreed to it, and gave him the grandiloquent title of "Special Commissioner of the Melbourne *Age*", without pay.

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A rival paper, the *Argus*, soon learned of Morrison's plans and before long it, too, was equipping an expedition to New Guinea under the leadership of Captain William Armit whom it described as "a Fellow of the London Linnean Society . . . a former officer of the Queensland Native Police, an accomplished writer, and a gentleman specially qualified for such an hazardous enterprise".

"Drunken scamp"

Morrison, on the other hand, described Armit as "a drunken scamp" and a "bullying, boastful, lying, man of 35, with no more claims to the title of Captain than have to General".

Morrison left Melbourne for Port Moresby on June 6, 1883, and arrived there a month later, having engaged two white men, a New Hebridean and a Malay in Cooktown to join his expedition. He also had a large collection of trade goods for the conciliation and civilisation of the natives, the *Age* having wired him "not (to) study economy in men or equipment" as the *Sydney Morning Herald* was sharing expenses.

Morrison beat "Captain" Armit to Port Moresby by three days; cavalierly took possession of 15 horses that were running wild at the LM mission station of the Revs. W. G. Lawes and James Chalmers; and wrote to his mother that by this act he had "simply euchred" Armit.

Leaving Port Moresby with the horses on July 11, 1883, Morrison

planned to cross the Owen Stanleys to Dyke Acland Bay on the north coast, a distance of about 100 miles.

By the beginning of October, they were in densely populated country, and native pilferers were so troublesome that Morrison decided to fire on one of them—at a distance so as not to do serious injury—to show that he would no longer submit to their thievery.

It was a foolish action. Next day, as the expedition was preparing to move off from its camp, warriors with heavy bundles of spears gathered in crowds, and the long grass "fairly bristled with spears".

As Morrison moved off through the grass, leading his horse, he was struck violently by two spears. One penetrated his stomach just under the chest; the other entered the hollow of his right eye and struck the bottom of the bridge of his nose.

Qualified as doctor

Morrison pulled the two spears out—the one in the abdomen coming away more readily than that in the face; fired his gun in the direction they had come from; and collapsed in a torrent of blood.

One of Morrison's white companions then took command of the expedition; and with Morrison worrying about what the *Age* would say about his failure, he rushed him, in great pain, back to Port Moresby.

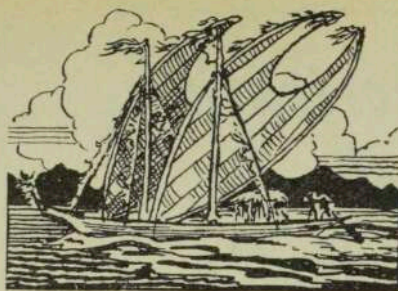
Morrison lost nearly four stone in weight as a result of his wounds; and back in Australia, even the country's leading surgeon could not remove all the pieces of spear that had remained in his body after the shafts had been pulled out.

The surgeon, however, recommended that Morrison be put in the hands of the celebrated John Chiene, Professor of Surgery at the University of Edinburgh.

Lame and suffering severely, Morrison arrived in England in May, 1884, and six weeks later, Chiene and another distinguished surgeon, Joseph Bell, removed another three inches of spear from Morrison's abdomen—with 16 other surgeons looking on.

The successful removal of this fragment brought an end to Morrison's South Seas career; but this was really only the beginning of his extremely eventful career.

Following his operation, he resumed his medical studies at Edinburgh; graduated in August, 1887; led a wandering life in Europe and America for the next nine months or so; and then became assistant surgeon to the Rio Tinto mines in Spain.



Then followed another period of wandering, which included a long journey through China to Burma dressed as a Chinaman. This gave Morrison material for a book, which was published in London in 1895 as *An Australian in China*.

This led to *The Times* inviting Morrison to go out to Peking as correspondent for the paper; and Morrison accepted on condition that he could first go to Indo-China and Siam, which he thought were more interesting.

Magnificent library

Morrison spent 17 years in the service of *The Times*, and became, in the words of the editor, one of the paper's "greatest ornaments". His reports had considerable sway at the Foreign Office and in British financial circles, and his advice was sought after by both Chinese and Westerners.

When Morrison left *The Times* to become political adviser to Yuan Shih-k'ai, the first president of the Chinese republic, *The Times* treated him with what he described ironically

as "characteristic generosity", paying him only £73 for his passage back to London from Peking.

During his years in China, Morrison visited every province and assembled a magnificent library of Chinese works, many of them rare.

Morrison's passion for book-collecting frequently left him short of funds. But when he sold it, to a Japanese baron towards the end of his life, it fetched £40,000.

It was Morrison's wish that the library should remain intact for all time; but his biographer reports that the books have now been distributed through the library of the Tokyo Institute of Oriental Studies and can be identified "only by the sad and reproachful kangaroo that looks out from the bookplate".

This, certainly, is not much of a remembrancer for an Australian who became one of the foremost figures in the Far East of his time. But Cyril Pearl has now rehabilitated his memory in fine fashion with his fascinating biography.—RL.

(MORRISON OF PEKING. Angus and Robertson, \$6.95.)

● Macmillans, the publishers of Nancy Phelan's amusing novel *Serpents in Paradise*, inadvertently gave us the wrong price in sending us the copy reviewed in our July issue (p. 99). The correct price is \$3.15, not \$3.75. The novel concerns life in the mythical Peaceful Islands Colony, which our reviewer described as a "cross between Rarotonga and the Gilbert and Ellice Islands".



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New authoritative handbook on Pacific shells

Walter O. Cernohorsky has had a shell-collecting field-trip lasting virtually 15 years—ever since he went to Fiji to live permanently. His new book, *Marine Shells of the Pacific* condenses that experience into a handbook of 248 pages designed for the amateur who has passed beyond the stage of picking dead shells up from the beach and who now wishes to take his hobby seriously. It is also of great interest to professionals who, except for occasional field trips, work far away from the areas where Pacific shells are found.

Cernohorsky's interest in shells was first aroused when exploring Queensland's Great Barrier Reef in 1951 and his scientific interest was fostered by Dr. F. A. Schilder, professor of zoology at Halle University. Dr. Alison Kay of the University of Hawaii and other zoologists and curators of museums subsequently encouraged him to work on the little-known molluscan fauna of Fiji and the Pacific.

The author has contributed articles to the learned journals of malacological and conchological societies all over the world and is honorary conchologist of the Fiji Museum. His contacts with other collectors in the Pacific have provided him with an unrivalled knowledge of his subject.

440 SHELLS DESCRIBED

Although the greater part of *Marine Shells of the Pacific* is devoted to descriptions and plates of 440 shells there are chapters on the evolution of gastropods, the classification of mollusca, notes on the animal within the shell, including its feeding mechanism, and for advanced students of conchology there are instructions for the removal of the radulae or lingual ribbon.

SHELL PHOTOGRAPHY

Notes on collecting techniques and the arrangement and preservation of a shell collection are followed by a chapter on shell photography, a subject usually neglected in a book of this sort.

A glossary of scientific and unusual terms will help the new collector over this particular hurdle and there is a detailed index.

MARINE SHELLS OF THE PACIFIC—Sells for \$A6.50, plus postage, 25c British Commonwealth, 45c elsewhere, \$US8.00 posted.

Order from the publishers, or direct from
Islands or Australian booksellers.



Pacific Publications Pty. Ltd.

29 Alberta Street, Sydney, 2000.
(Box 3408, G.P.O., Sydney, 2001).

A POPULAR HISTORY OF NORFOLK ISLAND

Sydney writer Frank Clune, with 59 books to his credit, has chosen to tell the story of Norfolk Island for his 60th—and he hasn't made a bad fist of it, either.

NOT this time the literary rambler down by-ways and dead-ends; not this time the irritating padder of chapters and incidents; not even (not much anyhow) the outrageous name-dropper of yore, continually reminding his readers that all doors were opened to him and that he is thus giving them the real stuff.

The Norfolk Island Story, unlike his previous work, *Journey to Pitcairn*, which is a companion volume, sticks to the job in hand, within reason, and thus we get 300 pages of the discovery and subsequent history of this Australian island territory 900 miles north-east of Sydney.

He's done a lot of work, much delving into archives and published literature, and given us a detailed account of Norfolk as the second British settlement in the South Seas (it was occupied in 1788); Norfolk as a convict prison with a reputation of horror; Norfolk as a home for the Pitcairners (who arrived in 1856).

There are occasions in this historical narrative when other historians will beg to differ, for he is inclined to make assumptions on the facts, or accept other people's opinions when a little more research might have thrown a different light on the point.

Readable

But he sources his material, and as usual his bibliography is good, and those who want to debate may do so. The general reader will find it all very readable, if perhaps a little too long and detailed in sections.

On modern Norfolk, which covers only a chapter or two, Clune's facts are not so hot, mainly because the visit he made to the island to bring himself up to date was in 1964. Gordon Williams is not now Government Secretary; Roger Nott is not now Administrator; the cable now bypasses Norfolk; Air New Zealand, not Qantas, flies to Auckland, etc.—SI

(THE NORFOLK ISLAND STORY
Angus and Robertson. \$5.50.)

Story of a New Ireland Coastwatcher

What a surprising thing it is that true stories of the Pacific war are still being published. And, more to the point, that they are still of popular interest.

HUNTED: A COASTWATCHER'S STORY, which tells of the exploits of New Ireland planter Harry Murray in New Guinea and the Solomons, was published in Adelaide in August, at the same time that a party of US marines was making a sentimental journey to the Solomons, 5 years after that campaign.

The book, by Murray's wife Mary, is a sequel to *Escape: A Thousand Miles to Freedom*, which she wrote in 1965, and which told of Harry Murray's escape from Kavieng with 5 other civilians. After that escape in 1942 Murray was used by the Australian Coastwatching organisation, and made sorties back to New Ireland, via Guadalcanal. *Hunted* is the narrative of his exploits.

Adventure

It is a pity that it loses something in the telling. Mrs. Murray has chosen to write the story in the third person. She is not a good writer; and her material is full of trite phrases and clichés, and opportunities missed. In the circumstances it would have been better to let Murray tell the story himself, with some editing. Murray's exploits are full of adventure and interest, and in more skilled hands *Hunted* might have been one of the great personal war stories.

Having said that, let me add that better *Hunted* in its present form than no book at all. It is a useful addition to the war records, and as a yarn, for those who expect to enjoy their reading, it is certainly not dull. New Guinea people with personal knowledge of those times will find it of special interest.

Harry Murray was an officer in World War I, which makes his Pacific war exploits the more extraordinary. He outfought many a younger man, and used his particular local knowledge to real effect.

Murray started with Z Special unit, which was part of the Allied Intelligence Bureau, and soon became first camp commandant at M Special unit's training camp at Tabragalba, Queensland. Besides training parties for the

Islands the camp also acted as a rest camp for incoming parties.

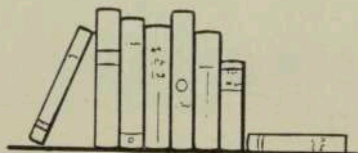
Among its first recruits were 360 New Guineans selected by J. K. McCarthy in New Guinea, who arrived "miserable, dejected and dressed only in their lap-laps". Cold weather was something new to them. Some of these men, like some of the planters, shipmasters and Administration officers who also passed through that camp, made their names before the Japanese were pushed out of New Guinea. A number of them did not survive.

Ashore by submarine

Murray's own chance at glory came when somebody with New Ireland experience was needed to lead a party there to cover a proposed American landing on Bougainville. The party was put ashore on the east coast of New Ireland from the US submarine *Scamp*, and this particular exploit is a fascinating section of the book.

They were helped by a local chief named Boski, who later was executed by the Japs. In this area, as in many others in New Guinea, there were pro-Japanese groups of natives, as much feared by their own people as by coastwatching parties or crashed airmen.

After being recovered (by PT boat) from the New Ireland mainland, Murray made a second landing, this time on the islands off the east coast, but not before he had an argument with the American command on just how the landing party should be controlled and equipped. The incident gives interesting insight into the difference of approach of the two forces.



HANDY VOLUME ON NEW GUINEA

Although it is primarily designed as a geographical text book for use in Australian secondary schools, "New Guinea: The Territory and its People" (Oxford University Press, \$3.75) is a handy volume of 116 pages for anyone wanting a few quick lessons on what the territory is all about.

It might even serve as a gift book for territorians to send to friends overseas, as it contains numerous excellent photographic illustrations, besides maps and diagrams.

The authors are D. A. M. Lea, Lecturer in Geography at Melbourne's Monash University, and P. G. Irwin, Lecturer in Geography at Newcastle University. They say in an introduction: "The emphasis throughout is on the relationship between the people of the territory and their environment. The book does not simply deal with the 'traditional' society under conditions which no longer exist, for attention is paid to the changing evaluation of the New Guinea environment as a result of European contact and the introduction of new technologies."

The American plan was to land a number of American technical men, with Murray as guide but not in command, to make a survey of likely landing and airfield sites and then get out. Murray protested that the men selected had never worked as a team; they would be given no time to train; they were not experienced with weapons and were being equipped with insufficient fire-power anyhow; and they were not under the control of anybody with local knowledge.

Suicidal

Murray had not been given the details of the task, although he was supposed to be the guide. The thing was suicidal.

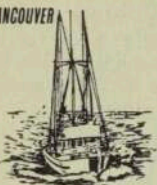
There was uproar when Murray announced that he would be "a non-starter" under the scheme proposed. But he took the argument to the Admiral and won his point. Events justified his stand.

Hunted is filled with names and places, but those who want them will need to do their own hunting, for regrettably the book has no index, and only a sketchy, ineffective bibliography.—SI.

(HUNTED. Rigby Ltd. \$3.95.)

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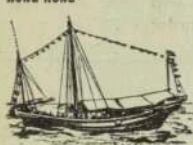
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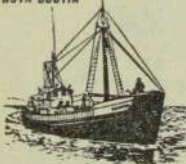
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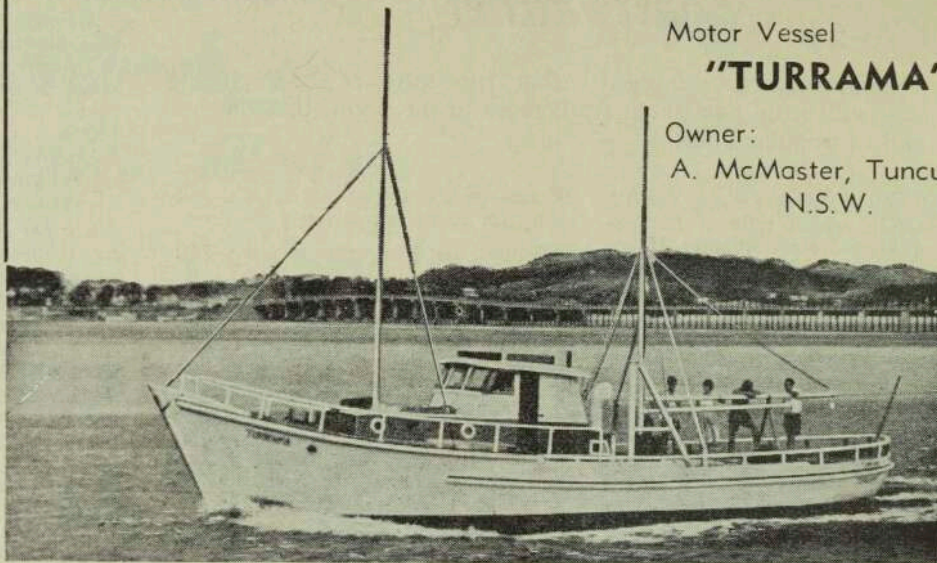


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D SEPTEMBER, 1967—PACIFIC ISLANDS MONTHLY

Pacific Shipping And Cruising Yachts

Freight rates up on Islands routes

Freight rates between Australia and some Pacific Islands ports have been raised, or will be raised in the next few weeks. The USS Co. started the round of increases with a general rise of 15 per cent.

THE USS Co. services Fiji, Western Samoa and Tonga with the *Waimate* from Sydney. Its new rates applied from August 1.

New rates to Fiji in the CSR Co's *Rona* will be 10 per cent. higher for general cargo from September 1, but the rates for flour and sharps will remain unchanged.

The Tonga Copra Board, which operates the *Niuvakai* between Australia and Fiji, Samoa and Tonga, will charge 10 per cent. higher rates from September 1.

Freight rates in the *Mariposa* and *Monterey* for Fiji will rise by 10 per cent. on September 1, and for Pago Pago by a similar amount on October 15.

The American Trading and Shipping Co. which runs the *Lakemba* between Australia and Vancouver, via the Pacific Islands, will also introduce new rates soon.

These will probably be fixed before the *Lakemba* leaves Sydney on her next northbound trip late in October or early in November.

Trans-Austral Shipping, Australian agents for the Swedish line, Trans-Atlantic Shipping, will lift their rates by 10 per cent. from September 1 for all cargo, except flour and sharps, carried in their ships between Sydney and Suva and Lautoka.

The line operates six ships, the *Parrakoola*, *Goonawarra*, *Cumulus*, *Cirrus*, *Nimbus* and *Stratus*, between

In The News This Month

Alena	Monterey
Andros	Nam Hae No. 265
Argo	Narhval
Ata	Neophyte Too
Carronade	Nexus
Clipper I	Nimbus
Crewcut	Niuvakai
Cumulus	Parrakoola
Fiddler's Green	Retriever
Fiji Maru	Rona
Fiji Maru No. 28	Rotui
Goonawarra	Samoa Maru
Horizon	Stella Maris II
John Williams VII	Stratus
Just David	Tabuariki
Kathena	Tahiti Maru
Korsar	Tautunu
La Belle Sole	Toberua
La Cher	Tolukatea
Lakemba	Topaz
Lemnos	Trekka II
L'Orientaise	Undine
Maitai	Waimate
Milos	Yashio Maru No. 1
Mombah	Youth
Mariposa	Yu Sheng No. 1

Sydney and the American west coast, with calls at Fiji on two out of every three trips from Sydney.

The USS Co. announced that the higher rates stemmed directly from sharply increased costs generally, including compulsory levies which affected stevedoring and overall shipping operating expenses since the last alteration in June, 1965.

The company announced that the step had been taken with reluctance and as a means of meeting substantial trading losses experienced in the Pacific Islands services.

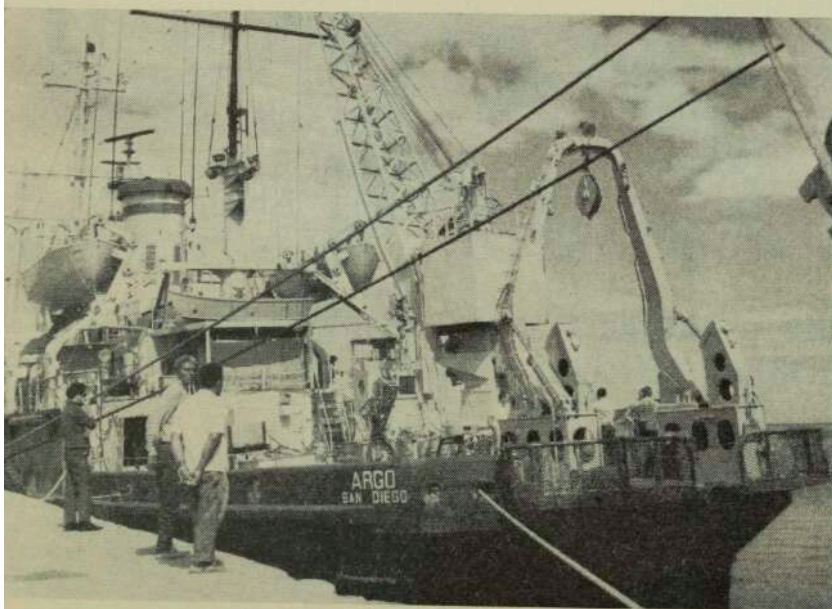
The company had absorbed a large share of the rising expenditure and hoped to offset the higher charges by further improvements in cargo handling wherever that was possible.

U.S. RESEARCH SHIPS IN BIG SURVEY

Two United States research ships, *Horizon* and *Argo*, visited Noumea in early August.

The *Horizon* and *Argo* are making a survey of central and the south-west Pacific in an effort to find answers to questions about the origin of island and land masses, and possible continental drift.

The ships are the *Horizon* and the *Argo*, operating under the auspices



The US research ship "Argo" at Noumea in August.

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Moorea ferry wrecked

The inter-island vessel "Rotui", which has ferried tens of thousands of passengers between Tahiti and Moorea, was wrecked on the reef near Moorea's Bali Hai Hotel about 10.30 p.m. on Sunday, July 30.

The skipper apparently missed the pass through the reef because of extremely poor visibility. No one was injured. The passengers and crew were taken ashore in the "Niumaru".

Next morning a French naval vessel tried to refloat the "Rotui", but she was stuck fast, holed in several places.

The "Rotui" belonged to Mr. John Teariki, chief of Afareaitu district, Moorea, and a former deputy for French Polynesia in the French Parliament.

The ship was named after a mountain between Paopao and Papetoai Bays, Moorea.

In mid-August, Mr. Teariki set fire to the wreck so that it would not be a menace to navigation.

of the Nova expedition of the Scripps Institution of Oceanography, of the University of California.

The area to be covered in the survey is a five million square mile region stretching from Australia to the seven-mile-deep Tonga-Kermadec Trench and the New Zealand structural line, to Tonga and Samoa, and east again to Fiji, New Caledonia and the Gulf of Papua.

Scientists from Britain, Australia, New Zealand, New Caledonia, France and Japan are co-operating with several United States universities in the survey.

The *Horizon* and *Argo* are sister ships.

The *Horizon*, which called at Suva recently, en route to Lau and later Rotuma, is a converted Navy sea-going tug.

JAPANESE SHIP LIKELY TO BE WRITE-OFF

The Japanese fishing vessel *Yashio Maru No. 1* seems likely to remain stuck on Uani reef, a remote spot between Hakupu and Luku villages on Niue Island, according to PIM's Niue correspondent.

The vessel was wrecked on the reef on July 8, and abandoned, her

holds full of fish (PIM, Aug., p. 25). The crew of 20 reached shore safely and slept on the beach.

Another unit of the Japanese fleet fishing out of Pago Pago, American Samoa, where the vessel was based, reached the wreck on July 11 and picked up her crew.

The same ship also collected some equipment from the wreck, which Niue Administration employees had salvaged in a short period of calm weather immediately after the wreck.

"Usually the south-east coast where the wrecked ship lies is pounded by seas driven by the South-East Trades and salvage of the hull is unlikely," PIM's correspondent says.

CASTAWAYS TO BE CREW IN CRAYFISH VENTURE

Mr. Peter Warner, the Australian owner of the vessel *Just David*, which rescued six Tongan castaways on uninhabited Ata Island, 90 miles south of Tongatapu last September, revisited Tonga early in August to engage the castaways as the crew of a new fishing vessel under construction in Sydney.

The ship, 70 ft long and powered by a 200 hp Gardner engine, is designed for processing and freezing crayfish tails for the American market.

She will operate in Tongan waters

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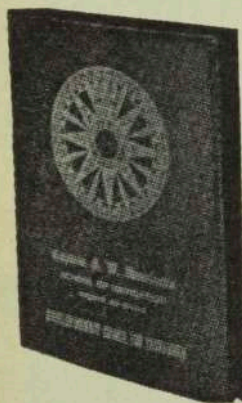
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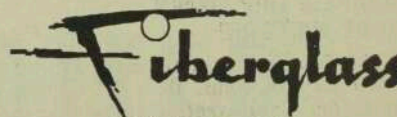
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and will be called *Ata* after the island.

The Tongan crew was due to fly to Sydney in late August for training while the vessel is being fitted. On her maiden voyage next January, the *Ata* will call at the island of Ata where Mr. Warner hopes to collect a bottle of rum he left there last year.

He has the utmost faith in the castaways, who, in 13 months on the lonely island, proved they could live and work together in harmony.

The *Ata* will work around the Ha'apai Group, where crayfish are plentiful and there are many experienced fishermen.

She will carry 12 to 14 tons of crayfish. The tails will be packed aboard and will go to Suva where they will be transhipped on Matson liners to the United States.

SOUTH KOREAN INTEREST IN P-NG FISHING

South Korea is interested in setting up joint fishing and timber ventures with Papua-New Guinea.

The South Korean Ambassador to Australia, Mr. Dong Whan Lee, said this in Port Moresby on August 8, according to a report in the local Press.

Mr. Lee said he hoped South Korea could import New Guinea timber and take part in territory fishing projects.

He said discussions with Administration officers about the possibility of Korean ships fishing in territory waters had reached "the point where there were now only legal aspects to complete".

FAMILIAR VILA HULK GOES ON LAST VOYAGE

The copra storage hulk *Mombah*, a familiar sight to shipping in Vila Harbour for 20 years, was towed away to Mele Bay and sunk in about 500 ft of water by Condominium Public Works Department staff in early July.

The *Mombah* had been leaking for some time and her general condition was so bad she could have sunk at her moorings and been a hazard to shipping in the area where the new Vila wharf will be built.

Mombah was built in Sydney in 1923 for coal bunkering. She was once used by the Royal Australian Navy.

Based in Sydney, she never had means of propulsion and was towed to wherever she was required.

The French Government bought her after World War II. She reached Vila in 1947. Until July she was

moored between Fila Island and Iririki as a store for copra waiting for export.

To sink her, workers blew her up with dynamite. She went down with about 200 tons of rotten copra, some rats and cockroaches.

MORE ANCHORAGE SPACE IN SUVA

Old telegraph cables, some of them laid more than 60 years ago, have been lifted from the sea bed in Suva harbour by the cable ship *Retriever*.

The removal of the cables will provide more anchorage space.

The cables, part of the Suva-Fanning Island section of the trans-

Pacific cable laid in 1902, have not been needed since the Compac cable was opened three or four years ago.

The recovered cables were dumped at sea in 500 fathoms of water so that they would not represent a hazard to shipping.

The *Retriever* also picked up a couple of rifles, and a quantity of wire, part of the boom defences of the harbour during World War II, as her grapples dragged the seabed.

NEW SHIP MAY CALL AT NEW GUINEA

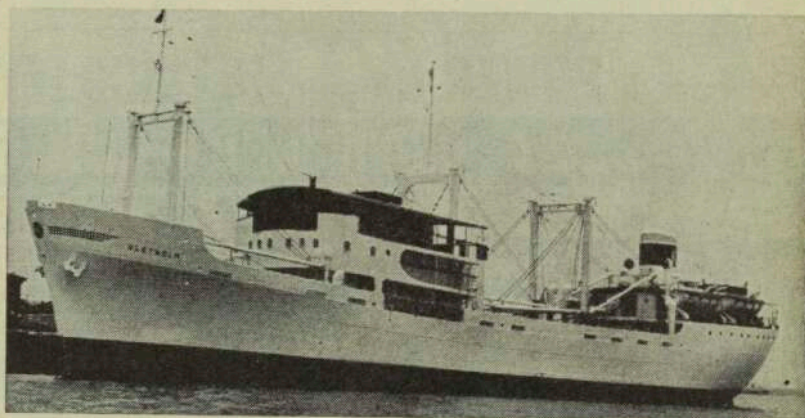
A new \$3½ million passenger-cargo vessel, *MV Milos*, made her first direct Australia to Japan voyage in

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NEW VENTURE FOR CAPTAIN DARR

American master mariner Captain Omer Darr, who has been knocking around French Polynesia for the past 20 years as skipper of *Nordlys*, *Te Vega* and *Wanderer*, and as a property owner at Moorea, is to start a new venture soon.

Captain Darr is to reopen the coconut plantations on Flint, Caroline and Vostok Islands which he has leased from the British Government.

The three islands, which come under the jurisdiction of the High Commissioner for the Western Pacific, are 600 miles or so north-west of Tahiti. They were formerly leased to Mr. M. P. A. Bambridge, of Tahiti, but they have not been worked for some years.

Captain Darr has acquired the *Topaz*, a 30-year-old Danish sailing ship, to transport copra from the islands to Tahiti.

The *Topaz* was built at Ring Andersen's Shipyard, at Svendborg, Denmark. Captain Darr was in Svendborg in July to take delivery of her.

In a note to *PIM* from Svendborg,

Captain Darr said the local people were particularly interested in details of the *Topaz's* new career.

He also sent us a clipping from the local paper, *Svendborg Avis*, about his plans.

As far as we can make out from this—our Danish not being too good—some 80,000 coconut palms have been planted on Flint and Caroline Islands, and Captain Darr expects an annual copra production from them of 800 tons.

We also understand from the clipping that Captain Darr plans to call at the Gilbert Islands on his way back to Tahiti from Denmark to hire about 60 labourers for work at Flint, Caroline and Vostok.

NORFOLK FISHING BOAT SWEPT ON ROCKS

The fishing boat *Maitai*, owned by Norfolk Island Processes Ltd., was swept from the Cascade Pier on the night of August 10 and was found on the adjacent rocks next morning. She was lifted back on to the pier

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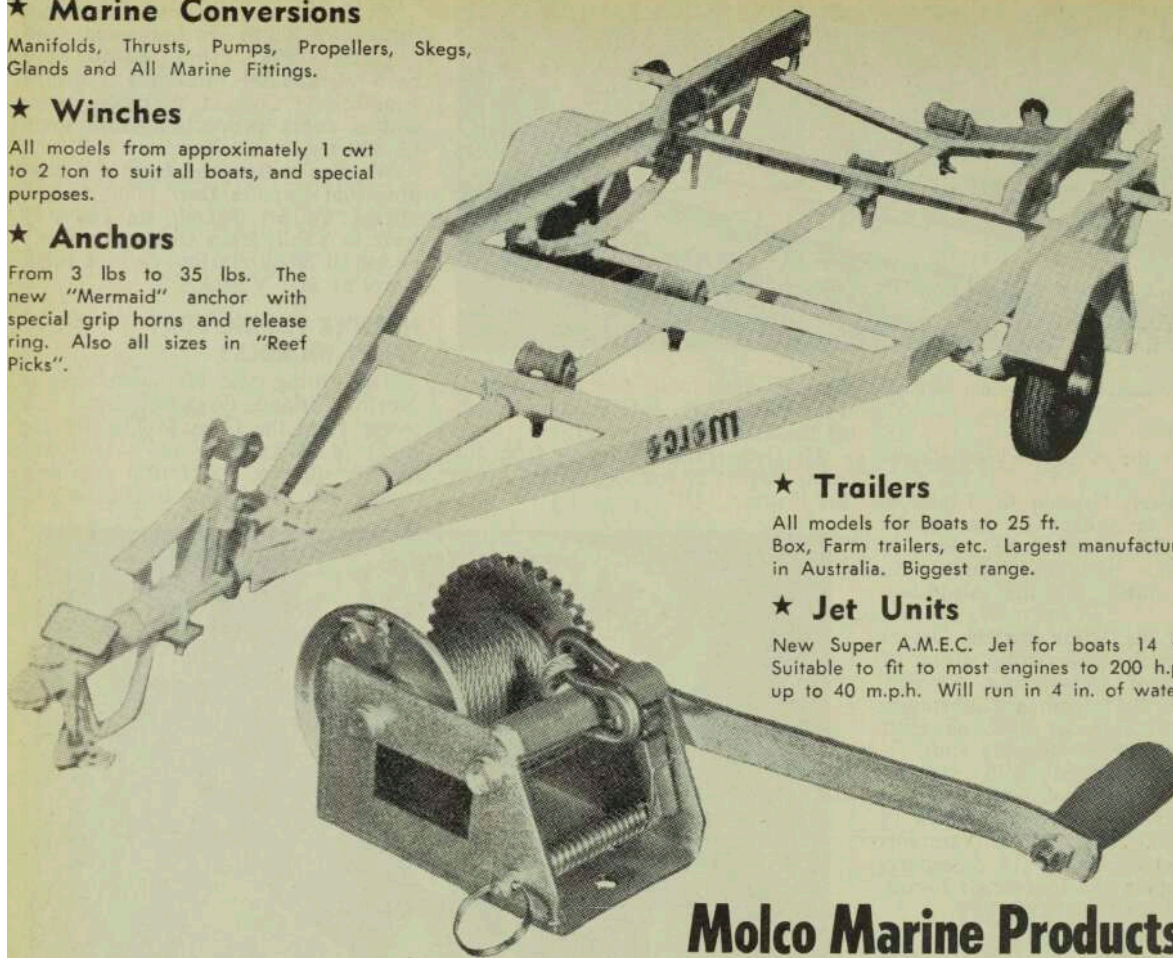
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by crane and towed to the fish factory at Cockpit.

Maitai's aluminium hull was extensively damaged though her engine was still intact. A terrific sea must have risen during the night, for on the preceding and following days the water at Cascade was relatively calm.

UNUSUAL VISITORS FOR NIUE

There have been unusual ships visiting Niue lately.

The first was the Nationalist Chinese Republic boat *Yu Sheng No. 1*, which had a sick man aboard and called to get him medical treatment. Attached to the Taiwanese fleet fishing out of Pago Pago, she had been at sea for 45 days, fishing off New Zealand.

The *Yu Sheng* stayed at Niue a week while the man was treated. She was anchored off Alofi, and entertained the locals with Oriental music played very loudly over a powerful public address system.

When the sick man had recovered and was put back aboard the ship, the *Yu Sheng* sailed along the reef until she was under the cliffs below the hospital. There the seamen performed flag dances on the deck to loud music and the fishing boat steamed in circles, to show thanks to the hospital.

Another brief visitor was the 55-ton Korean fishing boat *Nam Hae No. 265*, which put into Niue with engine trouble and stayed a day for repairs.

The lights of such fishing boats are often seen at night fishing close in, sometimes inside the three-mile limit too, but none has ever called before.

NEW TOURING VESSEL REACHES TARAWA

The *RCS Tautunu*, one of the two new 85 ft touring vessels built in Singapore for the Gilbert and Ellice Islands Colony Administration, arrived at Tarawa on August 9 with her delivery crew of 13 under the command of Captain J. B. Wallace. The ship called at Darwin, Honiara and Ocean Island en route to Tarawa.

The other new touring vessel, *Tabuariki*, is expected to arrive in the colony towards the end of October or early November.

NEW MASTER OF "JOHN WILLIAMS VII"

Captain Richard Beadon, 29, has taken up a three-year appointment as master of the missionary vessel *John Williams VII*. With his wife Denise, Captain Beadon was due to

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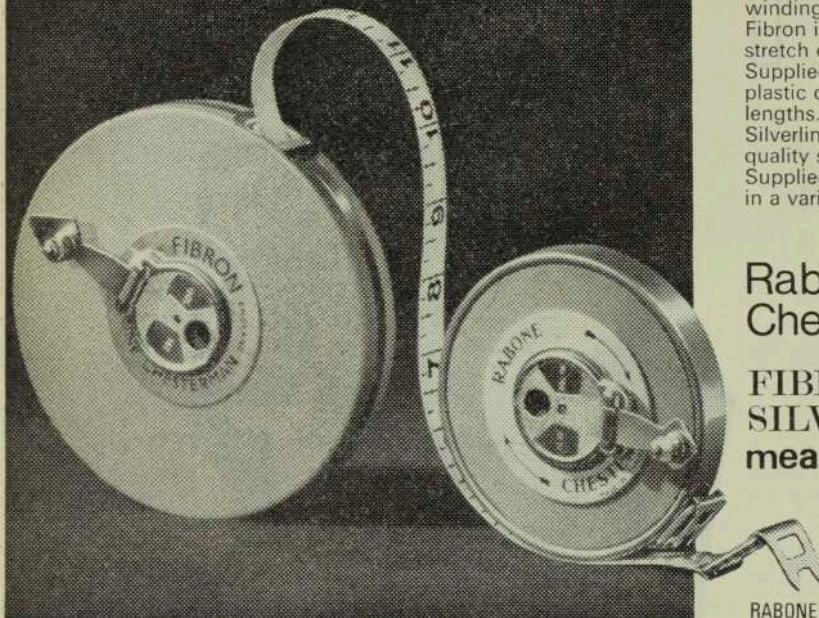
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arrive in the vessel in Tarawa from Suva on August 20.

Captain Beadon, a Yorkshireman, served his apprenticeship in Burma Oil Company tankers and in 1963 passed the examination for his master's foreign-going certificate. He has also passed the first part of the examination for his extra-master's certificate.

The main task of his new ship—his first command—is to carry pastors, missionaries and school-children in the Gilbert and Ellice Islands. She also carries church supplies.

The ship is owned by the Congregational Council for World Mission, formerly the London Missionary Society.

JAPANESE SHIP ON FIJI REEF

Fifty tons of fish were transferred from the Japanese ship *Fuji Maru* No. 28 to refrigerated stores at Levuka after the ship ran aground on a reef off Kaba Village, Fiji, on July 28.

The *Fuji Maru* No. 28 was on her way to her Levuka base from the fishing grounds when the mishap occurred.

The people of Kaba took the crew of 20 ashore in punts the next morning.

Captain Stan Brown, of Suva, and Mr. Takeo Kaneta, of the South Pacific Co-op. Fishing Association, later inspected the ship, and Mr. Kaneta announced that an attempt would be made to refloat her on the spring tide on August 20.

INTEREST IN OLD NEW CALEDONIAN WRECKS

The French naval vessel *L'Orientaise* was due to make a visit at the end of August to Poya, on the north-west coast of New Caledonia, to investigate the remains of an armed naval transport ship, *La Cher*, which was wrecked there in 1885.

Two officers from Noumea naval base and Mr. Luc Chevalier, curator of the Noumea Museum, visited Poya early in August to reconnoitre the wreck.

La Cher, which was powered by team and sail, was running under sail only when she ran aground on an uncharted spur of reef near Contrarite Islet off Poya Bay on January 10, 1885. There was no loss of life.

Various attempts have been made over the years to salvage material from the wreck, but these were frustrated by heavy seas.



NEW SHIP CALLS AT NOUMEA

"*Jacques del Mar II*", the new 1,950-ton French ship on the Sydney-Lord Howe Island-Norfolk Island-Noumea run, docked in Noumea in early August. She replaced a smaller passenger-cargo ship, "*Jacques del Mar*", in late July (PIM, Aug. p. 101). It was the first glimpse New Caledonians had had of their new three-weekly link with Australia. Her owner is the Societe Maritime Caledonienne, Noumea.

Mr. Chevalier is said to be particularly interested in retrieving several cannon from the wreck.

He is also interested in another wreck—a mysterious one—which trochus divers are reported to have found on the reef at Poya.

The wreck is believed to be that of a ship called *Undine*, as the trochus divers are said to have read this name on the hull.

Research by Mr. Chevalier in old Noumea port records shows that a British naval vessel by the name of *Undine* made visits to New Caledonia and the New Hebrides from Sydney in the 1880's.

However, research in Sydney by PIM's assistant editor, Robert Langdon, has revealed no evidence that HMS *Undine* came to grief in New Caledonian waters.

On the other hand, the *Australian Encyclopedia*, in its list of shipwrecks associated with Australia, records that an 800-ton clipper ship called *Undine*, which was built in England in 1867 for the China trade, sailed in ballast from Brisbane for Foochow, China, on May 15, 1873, and was never heard of again.

The date given in the *Encyclopedia* is apparently incorrect, as there is

no mention of the clipper *Undine* in the Brisbane *Courier's* shipping columns for April, May and June, 1873, and the *Undine* was still listed in *Lloyds Register of Shipping* for 1874-5.

The *L'Orientaise* will investigate the *Undine* wreck if it can be located and if the expedition has time.

JAPANESE COMPANY BUYS NEW SHIP FOR ISLANDS RUN

Daiwa Navigation Co. Ltd., of Osaka, Japan, has bought a new 9,595-ton ship, which has been named *Samoa Maru*, for its monthly passenger-cargo run from Japan to the Pacific Islands.

Samoa Maru will begin her maiden voyage from Japan on September 1 and will make stops at Guam, Apia, Pago Pago, Suva, Labasa, Lautoka, Noumea, Vila and Santo before returning to Japan about October 14.

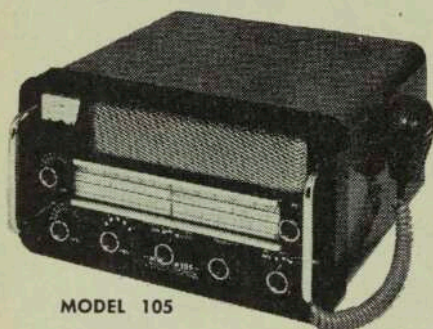
The company plans to introduce another 9,000-ton vessel in November and at that time transfer its two other ships, *Fiji Maru* and *Tahiti Maru*, to its Japan-Hong Kong-West Irian line.

Both the *Samoa Maru* and the other new ship have 50-ton capacity heavy lift derricks and refrigerated cargo room.

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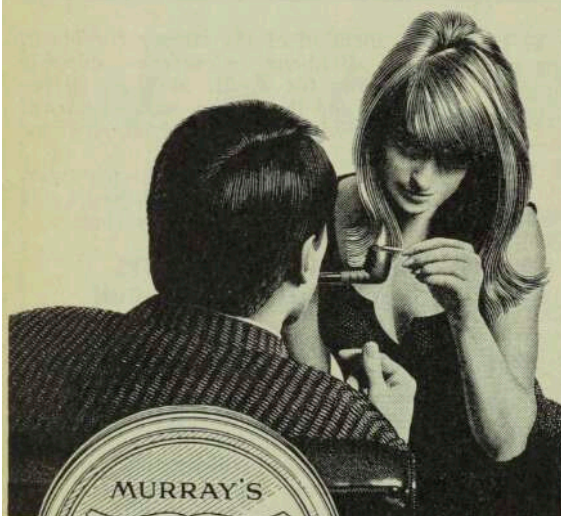
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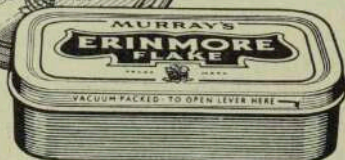
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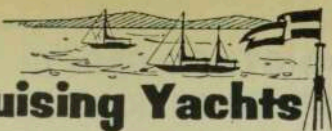
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Cruising Yachts

● **NEXUS**, 30 ft fibreglass sloop, was to leave Long Beach, California, on August 13 for a cruise through the South Pacific to Sydney.

In a note to *PIM*, the sloop's owner, Chuck Harris, said he hoped to make Nukahiva the first landfall about September 10. From Nukahiva, *Nexus* would visit the Society Islands, the Cooks, Tonga, Fiji and New Caledonia before Sydney.

The crew are Dick Burns and John Wyness, navigator.

● **KATHENA**, 25 ft centre-board yacht with German singlehander Wilfred Ertmann, reached Port Moresby in early August after a 45-day trip from Tahiti.

Mr. Ertmann, 26, bought *Kathena* in Spain last year and has been cruising since.

On a 55-day trip from Panama to Tahiti earlier this year (*PIM*, Aug., p. 112), he had to eat beans for most of the trip because the oil supply for his stove was lost overboard soon after leaving Panama.

● **TREKKA II**, a Hedley-Nicol designed trimaran from Brisbane, was in Port Moresby in early August for minor repairs. *Trekka II*, with a crew of three, is on a world cruise.

● **LA BELLE SOLE**, 64 ft American luxury ketch, reached Lae in early August for a week's stay before sailing on to Madang.

Aboard were Mr. Roger Franson, a Los Angeles engineer, his wife, Anne, their children, Keith, 10, and Karen, nine, and a crew of three—Teppy Angermeyer, of the Galapagos Islands, Forest Wilcox, an American college student, and Alan Hare, an Englishman.

La Belle Sole left Sydney on May 25 for the Barrier Reef (*PIM*, June, p. 115). She is on a round-the-world trip which began in Los Angeles in February, 1966.

After Madang, the Fransons hope to make stops at Bali, Djakarta, Singapore, Ethiopia, and various European ports, and then sail back to the United States.

● **YOUTH**, 35 ft South Australian steel-hulled sloop, arrived in Apia in late July with skipper Allan Quigley and a crew of four.

The sloop was expected to remain

in Apia for about a week before continuing a cruise of the South Pacific which Mr. Quigley began in March last year.

● **CLIPPER I**, 25 ft trimaran with an Australian, Tom Corkill, left Mauritius in late May for Durban after a 62-day trip from Singapore to Mauritius. Corkill reached Durban on June 17 after a voyage of 20 days.

Corkill left Brisbane in early 1966, cruised the Barrier Reef, and made stops at Thursday Island, Darwin, Timor and Indonesia before reaching Singapore on January 10 (*PIM*, Feb., p. 115).

● **NARHVAL**, 35 ft gaff-rigged American cutter, with skipper David Erlenkotter, of Honolulu, Michael Bates, of Honolulu, and Peter Serine and Eric Williamson, both of Queensland, arrived at Thursday Island on July 20 after a four-day trip from Port Moresby.

Narvhal, which is on a world cruise that began in Honolulu about two years ago, left Gladstone, Queensland, on May 5 and cruised up the Great Barrier Reef before leaving Cooktown for Honiara, BSIP.

Stops included Gizo, Shortland Islands, Vella Lavella, Bougainville, Rabaul, Duke of York Islands, East

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NZ-SUVA YACHT RACE IN 1969

The Royal Akarana Yacht Club, Auckland, plans to hold another New Zealand-Suva yacht race in 1969. The race will start from Auckland or Whangarei.

The last yacht races between New Zealand and Suva, both of which started from Auckland, were in 1956 and 1966.

Cape (Papua) and Samarai before the cutter reached Port Moresby on July 14.

From Thursday Island, *Naryhal* will head for South Africa, with calls at Dili (Portuguese Timor), Bali, Christmas Island, Cocos-Keeling, Rodriguez, Mauritius and Reunion Island.

Mr. Erlenkotter expects to be in Durban about mid-November.

● *KORSAR*, 38 ft sloop, with Keith Kibler, Felicia Frey and Gayle Chambers, was in Brisbane, Queensland, in early August.

Our last report on *Korsar* was from Suva (PIM, July, p. 110).

Korsar has sailed about 40,000 miles since leaving England seven years ago. Her itinerary has included the Caribbean, Central America, California, Hawaii, French Polynesia and both Samoas.

● *TOLUKATEA*, 40 ft home-made trimaran, was to leave Nukualofa on August 16 for New Zealand with Mr. Wayne Batten, his wife, Rae, his 11-year-old son Christopher, and three friends, Julie Stevens, Phil Levy and Steve Wilson.

Mr. Batten has been Tonga's popular Director of Education for the past six years.

The trimaran was named by King Taufa'ahau. The name means "three-pulled canoe for carrying chiefs".

She was built by Mr. Batten after three years of hard and patient work.

It is his most ambitious project, though not his first attempt at building seafaring craft, as he also built a 9 ft dinghy and a 16 ft launch during his stay.

He had no particular reason for undertaking such a venture, although he feels that in a small community one must have stimulating and creative hobbies.

When a near neighbour built a 40 ft trimaran and sailed it to Australia via Noumea, Mr. Batten decided to build one, also. Now, having completed the task, he is determined to sail her back to New Zealand.

The *Tolukatea* is 40 ft by 22 ft and weighs about four tons. The timber used is equatorial West African mahogany, mostly half-inch, and completely covered with fibreglass.

Mr. Batten has had no previous experience in long-distance sailing. In fact, he has only sailed out of sight of land once. But he feels reasonably confident about his navigation and in the *Tolukatea*.

He expects to reach Auckland in mid-September.

● *FIDDLER'S GREEN*, 35 ft New Zealand trimaran, was to leave

Apia about August 10 for Fiji, and then go on to New Caledonia, Brisbane, Japan and Hawaii.

Her skipper is an American ski instructor, Mr. R. J. Maddock. He has a crew of three—Murray McGregor, of Great Britain, Barry Hora, of Australia, and Elizabeth Saxton, of New Zealand.

Fiddler's Green left Auckland on June 12 and visited Nukualofa, Vavau, and Pago Pago before reaching Apia.

● *NEOPHYTE TOO*, 48 ft cutter, with American yachtsman Lee Quinn

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Nauruans place order for 6,000-ton ship

The Nauru Local Government Council has signed a contract with British shipbuilders for a 6,000-ton d.w. refrigerated inter-island vessel, to be delivered by December, 1968.

THE Nauruans also plan to order several bulk phosphate carriers, of from 25,000 to 30,000 tons, although no decision has yet been made on who will build them.

The order for the 6,000-ton ship was placed in July following a visit to Europe and the UK by a party led by Nauru's Head Chief Hammer DeRoburt, and including one of the council's economic advisers, Mr. Ken Walker (*PIM*, July, p. 101).

The order was placed in Scotland with Henry Robb, of Leith, for an undisclosed price. The Nauruans and their advisers (who included Mr. Vin Browne, manager in Australia of the Nauruan shipping projects) had also visited West German yards.

The new ship will initiate a service between Australia and Nauru, and carry tourists as well as refrigerated cargo. Present plans are for her to operate every three weeks between Sydney, Papua-New Guinea, Honiara and Nauru. She would carry phosphate on the southbound run, direct to an Australian east coast port.

She will have European officers and probably a GEIC crew. The bulk carriers are a longer range plan. The Nauruans may order two or four of them, although the first order will be for one.

As from July 1, this year, the Nauru Local Government Council took over ownership of the rich Nauruan phosphate deposits from the British Phosphate Commissioners. The Nauruans are purchasing the assets of the BPC over the next three years, at a cost of about \$20 million.

Current phosphate reserves on Nauru are 59.5 million tons, which means that at an annual extraction rate of two million tons (fixed in the agreement), the deposits will last another 30 years.

The Nauru Local Government Council is currently establishing its own Nauru Phosphate Corporation to operate the industry.

For the next few years the Nauruans plan to use the BPC's existing phosphate ships for carting the phosphate, and also ships chartered by the BPC. They plan to buy their own bulk carriers so they can eventually phase out this arrangement, although no doubt much will depend on how things go in the next few years.

The 6,000-ton ship has little to do with the phosphate take-over. The Nauruans have for years wanted a vessel of their own, as they feel there is much work for one in their area.

Without doubt the Gilbert and Ellice Islanders, who make excellent crews but who have a poor economy in their own islands, will appreciate the extra marine work that will be offering in nearby Nauru.



Head Chief DeRoburt.

and a new all-girl crew of six, left San Francisco in early July for Honolulu.

Quinn, who is well-known in the Pacific for his preference for all-girl crews, bought his cutter in 1965 after his previous ketch, *Neophyte*, was cut in two by a freighter off Sydney Heads in June, 1965 (*PIM*, July, 1965, p. 107).

He reached San Francisco on July 2 after a 38,000-mile voyage round the world during which 59 different women sailed with him. Only one girl from his previous crews remained with him—Patricia Seedsman, 24, a secretary from Melbourne.

● *CARRONADE*, 32 ft Australian cutter, which rounded Cape Horn in early April (*PIM*, May, p. 113), reached Rio de Janeiro recently after a stay in Buenos Aires.

Her three Australian sailors, Andrew Wall, Robert Nance and Desmond Kearns, left Sausalito, California, last January and only stopped at Papeete before the Horn.

● *STELLA MARIS II*, 56 ft American cutter, reached Sydney from Auckland, NZ, on July 26 with owner-skipper Mr. Thomas Bailey, 40, of Oregon, USA, and a crew of three.

Mr. Bailey was met in Sydney by his wife, who, with their three children, flew to Sydney from NZ early this year.

PIM's last report of *Stella Maris II* was from Nukualofa when she left for Suva late last year (*PIM*, Dec., 1966, p. 119).

Mr. Bailey, who is a printer, intends to stay in Australia for about 12 months with his wife, Joyce, and children Judy, 18, Lyn, 17, and Scotty, 15. Mrs. Bailey is writing a book about family life on cruising yachts, which she hopes to get published in the United States.

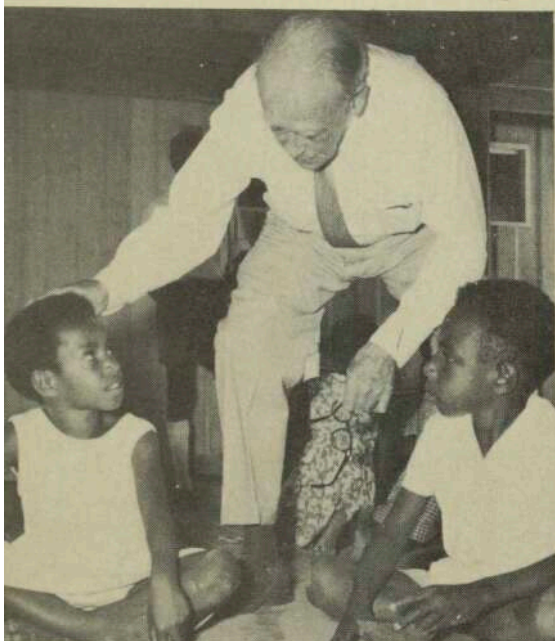
Stella Maris's crew for the trans-Tasman crossing were Ray Weldon, 25, formerly of *Youth*, Gordon Hooper, 29, a California journalist, and Raul Beaumont, 30, of South Africa, who has been on cruising yachts for eight years.

Mr. Weldon told *PIM* the most "natural" island he had visited in *Youth* was Mopelia in French Polynesia. Only three men and their wives lived there because most of the islanders had gone to Tahiti for jobs.

"The six people were really away from civilisation and they were the most hospitable I met and I have visited most main islands of French Polynesia, Tonga and the Cook Islands," Mr. Weldon said.

NEWS in PICTURES

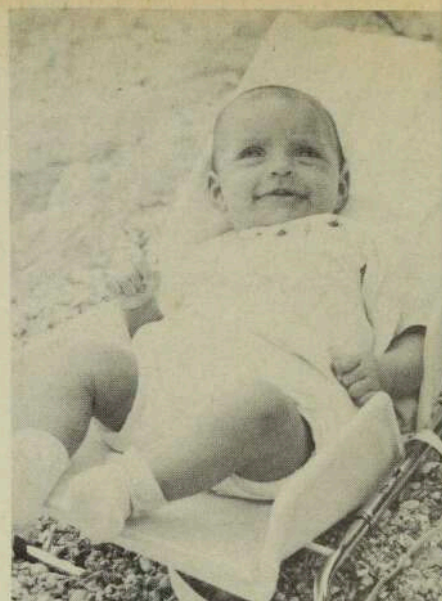
In Auckland in August, where they began a Rugby Union tour against New Zealand secondary schools, three members of the Fiji schools' team show a yaqona bowl to Auckland Rugby Union president Mr. R. G. Bush (seated). From left they are captain Sam Matawalu (holding the team's mascot), co-manager Graham Eden and vice-captain Ilaisa Kaci. The Fijians were to play nine matches. BELOW, Australia's Governor-General, Lord Casey, in Port Moresby in August on tour, takes an interest in classroom activities for youngsters at the Army's primary school at Taurama Barracks.—Photos: Air NZ and Army Public Relations.



Captain Joe Shepherd, the Pacific's best-known flying-boat captain, who now works with ICAO in Montreal, recently made a sentimental visit to his old TEAL (now Air NZ) flying-boat, "Aranui", in an Auckland museum. Air NZ returns to Tahiti in November—by DC8.



The Australian Army is carrying out civil projects in P-NG these days. Here West
pik District Commissioner Des Clancy (left) discusses plans at Vanimo with Major
Bourke, of Sydney, and District Medical Officer Dr. Andrew Paull. BELOW, the
leaders of Government in Western Samoa and Fiji, Fiame Mata'afa and Ratu K. K. T.
ira, were engrossed in discussion in Nukualofa in July when Rob Wright took
this photograph.



Obviously enjoying life in Port Moresby
is young Lotte Mele Vaimoana Latukefu,
daughter of Sione and Ruth Latukefu, of
the P-NG University. Sione Latukefu re-
cently won his PhD for a thesis on Tongan
history.



In Sydney, just after their marriage on August 2, are Jens
Kroyer and Cynthia Hutton. Both until recently were with
the South Pacific Commission in Noumea. They will live in
Sydney.

Enjoying a New Zealand winter are these students from Raiatea, French Polynesia, who, with 25 fellow students, have been spending a vacation at Taita College, Wellington. From left they are Marita Mou, Sylvia Tuheiaava, Vicky Page (of Taita College), Marie Chalons, Alfred Chalons and Geffry Salmon.



Rotary, Apex and the Lions Club are all active in P-NG. At left, charter president Bob Lindsay, of the Madang Lions Club, receives his certificate of membership from Deputy District Governor Dick Trainor, while Harry Trinder, from Lae, looks on. BELOW LEFT, Rotary, Apex and Lions Club members got together at a dinner at the New Guinea Club, Rabaul, on August 1, arranged by the Rotarians. From left, presidents Alan Handsley (Lions), John Mills (Apex) and Ron Storer (Rotary) with District Commissioner Harry West.—Photos: J. C. Graham and C. H. Meen.



Visiting Port Moresby recently was New Guinea's pre-war Secretary for Lands, Mr. Pat Holmes (right), now of Sydney. He met one of his pre-war staff, Mr. L. Clouts, who is still with the department. Photo: Chin H. Meen.



- These two Islands beauties are from Patio, Tahaa, a small island within the same reef as Raiatea, French Polynesia. The lass with the flower in her hair is a former Miss Tahiti contestant. The photograph was taken by James Anderson.

People

BISHOP FINE HALAPUA, 57, the first Tongan to be made a bishop of the Anglican Church, was consecrated in Tonga on August 27. He became Suffragan Bishop of Nukualofa and assistant to the bishop of the diocese of Polynesia. Bishop Halapua, who was educated in Tonga and Fiji, was ordained a priest in 1956. Two of his sons are training for the Anglican priesthood.

● Mr. Michael Forster, who worked in the Solomons from 1939 to 1950 before he was transferred to Malaya, returned to the BSIP in early August to take up a post as local government training officer in charge of the protectorate's first Local Government Training School, to be opened at Alegegeo, near Auki, on Malaita.

● The Papua-New Guinea Committee on Educational Research has awarded a special grant to Dr. John Leverly, of Monash University, Melbourne, to cover costs for a research programme into the teaching of social studies in territory Primary Schools.

● An Australian industrialist, Sir Robert Webster, visited Papua-New Guinea during August. He is chairman of directors of the Bradford Cotton Mills Ltd., Felt and Textiles of Australia Ltd., chairman of the Australian Manufacturing Industries Advisory Council, and other government and privately operated industrial bodies. Sir Robert surveyed the territory potential for manufacturers in the weaving and garments trades.

● Mr. W. Ramsay, MLC and manager of the BSIP Ports Authority, left Honiara on August 7 aboard the liner *Orcades*, on leave. Captain Paul Frey is acting manager in Mr. Ramsay's absence.

● Mr. Ian McDonald, chairman of the Papua-New Guinea Copra Marketing Board, left Port Moresby on August 13 for two months' leave in Australia. Mr. K. G. Oliver, deputy chairman of the board, is chairman in Mr. McDonald's absence.

● Dr. Gideon Zoleveke has been re-elected president of the Honiara Club. Others elected include Mr. Geoffrey Dennis, vice-president, Mr. Francis David, secretary, and Mr.

Peter Naturanga, treasurer. About \$2,500 has been donated so far for a new clubhouse.

● Mr. Abraham Siau, a senior executive officer with the BSIP Treasury, left Honiara in August for the UK to do a five months' accountancy course—sponsored by the British Council.

● Mr. Max Daniels, the first Australian Aboriginal to be awarded a Churchill Fellowship, is on a tour which will take him to Papua-New Guinea, the New Hebrides, the Solomons, Fiji and New Zealand. Mr. Daniels, 22, is the assistant superintendent of an Aboriginal settlement and a director of the Snake Bay Co-operative Trading Society, near Darwin.

● Mr. Leo A. Falcum has been appointed special assistant to the High Commissioner of the US Trust Territory of the Pacific Islands.

Mr. Falcum, 31, was born at Ponape, Caroline Islands, and has been assistant district administrator in Ponape since February 1964.

● A new Commissioner of Works has been appointed in the Gilbert and Ellice Islands Colony in place of Mr. W. F. Cox. He is Mr. D. S. Short who has had previous Public Works Department service in Zambia and Zanzibar from 1952-1964, and has recently been employed by the West Australian Roads Department.

Mr. Short is expected to arrive with his wife at Tarawa on September 9.

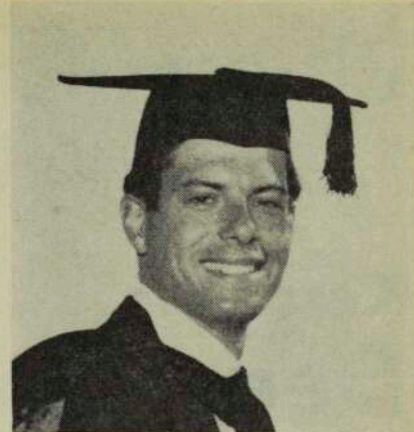
● A New Zealand farmer, Mr. B. R. C. Townend, who paid a visit to Noumea recently, returned home to Cambridge at the beginning of August with some important, but elementary news for his compatriots.

New Zealand milk powder, he said, was not selling well in Noumea because the labels were printed in English and the people there spoke French.

"They like the quality, but the label puts them off," he said. "If we want to do business, we must make provision for interpreters or print material in the language of the country we are selling to."

● The Cook Islands Premier, Mr. Albert Henry, will visit Auckland and Wellington on his way to a conference of the South Pacific Commission in Noumea in early October.

Mr. Henry will arrive in Auckland in the liner *Mariposa* on September 25 accompanied by his wife.



John-Charles Ratard, eldest son of Mr. and Mrs. J. P. Ratard of Aore, New Hebrides, has graduated in electronics engineering at the University of Sydney. He was born at the Paton Memorial Hospital, Vila. His younger brother, Michael, married Rhonda Evers, of Sydney, earlier this year.

● Mr. Peter Chignell has taken over from Mr. Wain Batten as Tonga's Director of Education. Mr. Batten left Nukualofa in mid-August to return to New Zealand in his yacht (see yachting section).

Mr. Chignell, who was born in England, has been teaching in New Zealand for the past five years. He has degrees from Durham and Cambridge Universities.

● Professor Norman Meller, Professor of Political Science at the University of Hawaii, left Port Moresby in late August after a seven months tour of Papua-New Guinea under a Fulbright grant. Professor Meller has been making a comparative study of the P-NG House of Assembly and other Pacific legislatures.

● Mr. George Bezar, advertising manager of the Fiji Broadcasting Commission, has decided to leave the broadcasting business. With his wife he departs Suva for New Zealand in mid-September.

● Tito Tapungao, Tabea Riwata, Houati Iakopo and Wilfred Muller, all deck officer cadets, left Tarawa for Hong Kong, via Ocean Island, in early August to serve their apprenticeships on one of the China Navigation Company's ships. They left on the *Nivanga* and were to join the *Anshun* at Ocean Island for Hong Kong. They are the first group of cadets to do their training with the CNC.

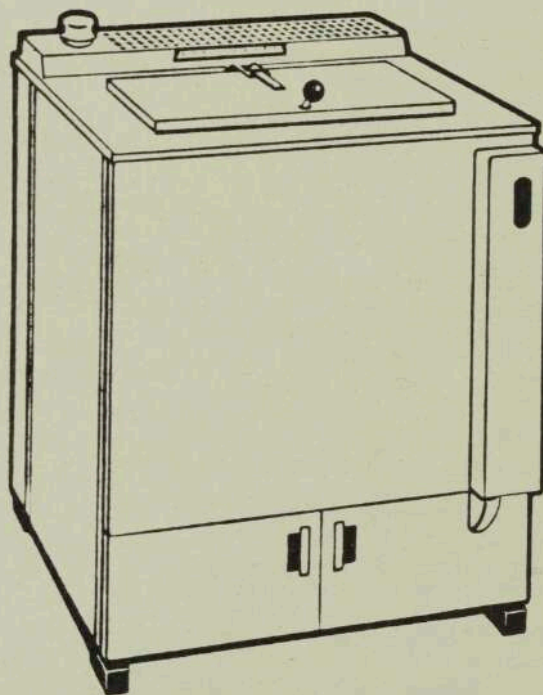
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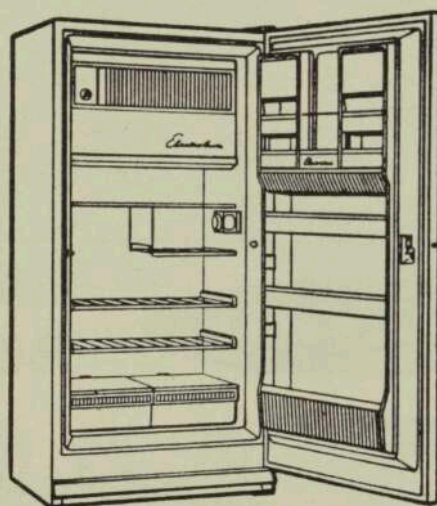
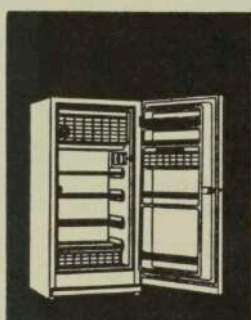
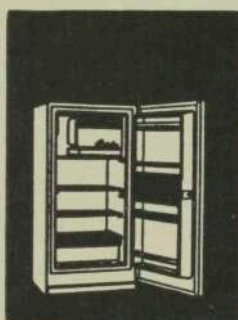
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safe to use in the home, in the presence of children and pets as it cannot harm the lungs and delicate nasal tissues.

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Pleasantly perfumed to leave a refreshing clean aroma in the home, powerful Pea-Beu aerosol insecticide is now available through leading stores and chemists and is the safe, positive way to ensure your home is pest free.

Sir Guy Powles

(from p. 40)

facilities are well below those of the Maori—there are children today in Samoa who do not go to school at all, and never will go to school; and for those who do go to school, their parents have to pay fees.

No matter what we are able to do, a warm-hearted approach goes a long way. But to be able to offer this we must at least know, and try to understand.

This means official representation—particularly in Fiji, which is an urgent necessity, certainly in Noumea the headquarters of French Oceania and also in Tonga.

The last conference of the National Party passed a remit: "That the Government be urged to take the initiative in extending New Zealand's influence in the Islands of the South Pacific". This indeed is what we should do—take the initiative—and the passing of the remit by the Conference is in itself a most encouraging initiative.

The old answer will be that we can't afford this—I suggest that in the long run we can't afford not to do it, and in any case the cost, for us, would be minimal. We could begin straightaway by giving our representative in Samoa wider functions.

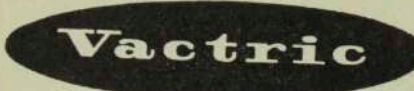
Work with Australia

In carrying out this role, New Zealand would be doing something pre-eminently her own. No other country in the world can do this. Others can aid the Asians, support the United Nations, send troops away to foreign lands, but only New Zealand can play this Polynesian role.

In pursuing our Asia-Pacific regionalism, we ought and must deal with the Asian side along with Australia—closely aligned with her, and steadily more so as time goes on. In this large region we cannot stand alone.

But the Pacific Islands area is where we must look to our own duty—our moral responsibility—and New Zealand may, perhaps, in doing something she ought to do, for the sake of others, not for herself, at last find maturity as a nation. This should be her constant endeavour, and not her changing role.

● The Papua-New Guinea telephone directory has been increased in size by 17 pages, these being needed to contain the entries for more than 1,000 new subscribers.



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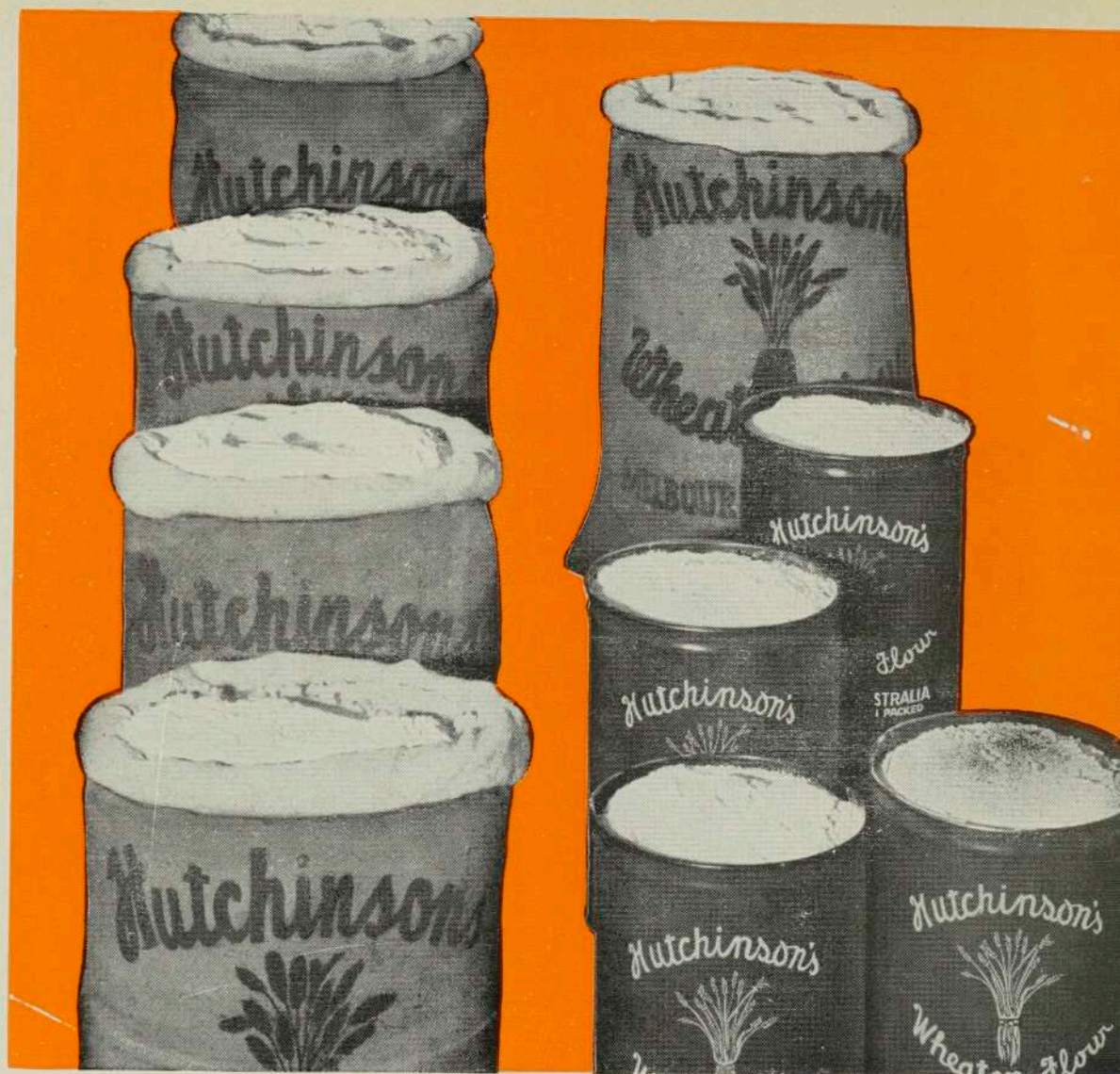


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Just watch the kids go for these fresh fruity flavours of Mother's Choice jellies. You'll love them too. Mother's Choice Jellies are Superfine for fast dissolving. They mix in minutes - make a whole pint from every pack. True fruit flavours . . . Raspberry, Strawberry, Lime, Lemon, Orange, Pineapple, Port and Tropical Fruit. Which one would you like today?

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*And be sure to try
Mother's Choice
Spanish Delight
and Mother's Choice
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They're delicious!*



L.V.308

Business and Development

Bubia plans to circumvent the cow

From AAP correspondent JOHN MANCY, in Lae

Agricultural scientists near Bubia are carrying out a unique series of experiments to isolate pure protein from native grasses and tree leaves.

THE researchers hope to develop a cheap means of extracting protein which could then be used to bolster the nutritional value of the village diet.

"Our experiments aim to circumvent the cow, and produce an easily assimilated form of protein which could sell for as little as 10 cents a lb", Mr. John Hughes, manager of Bubia Agricultural Experimental Centre, near Lae, told a visiting team of journalists.

Mr. Hughes said research being carried out at Bubia was the only project of its kind in the world at present. Attempts to obtain commercial quantities of protein from garcane leaves in Jamaica had proved unsuccessful, and only initial surveys of protein extraction prospects had been made in Ghana.

Other projects

The Bubia centre is also perfecting means of extracting essential oils—used for perfumes—from aromatic grasses, flowers and seed heads.

Other pilot projects are being undertaken in the cultivation of pepper, nutmeg, tumeric and vanilla. The Bubia researchers ultimately hope to interest villagers in planting their own small crops. But much research remains to be done before deciding which crops have the brightest commercial prospects in New Guinea's tropical environment. Mr. Hughes told journalists inspecting the protein extraction site at villagers had shown "a definite need for protein".

He had baked a quantity of bread from pure protein extracted from grasses and tropical legumes grown at Bubia and given it to native

children. Despite the bread's unattractive appearance and taste, they had eaten it with gusto.

A protein extraction unit invented by world famous British agricultural scientist, Dr. W. Pirie, was imported to New Guinea for the Bubia project. Dr. Pirie visited New Guinea about three years ago.

Mr. Hughes said he envisaged villagers growing their crop of high protein content grasses and selling it to the centre, which would then extract the pure protein.

Mr. Hughes said there was a considerable world demand for essential oils. Aromatic grasses imported from Brazil and other countries were being tested for their adaptability to New Guinea conditions. The grasses were a source of vitamin as well as oils used in the production of detergents, perfumes and synthetic methods. The aim at Bubia was to utilise all the by-products.

Lysaght plants for New Guinea, Fiji

JOHN Lysaght (Australia) Ltd., with partners, will set up plants in New Guinea and Fiji to process high strength sheet steel cladding for the building industry.

The managing director of John Lysaght, Mr. H. J. Pearce, said in August that the Fiji plant would operate by the end of the year and two New Guinea plants by early next year.

In New Guinea, roll forming facilities would be built at Lae and Port Moresby by a company with an authorised capital of \$500,000, to be formed jointly by G.K.S. Pty. Ltd., a subsidiary of Sicklinger Holdings, and John Lysaght (Australia) Ltd.

Mr. Pearce said the new company, John Lysaght (New Guinea) Pty. Ltd., would produce high strength galvanized steel roofing and walling for all the territory's needs. As the enterprise developed the manufacture of associated products might be included in its activities.

The managing director of John Lysaght (New Guinea) Pty. Ltd. would be Mr. G. Sicklinger of G.K.S., while John Lysaght (Australia) Ltd., would contribute technical know-how, training and product development. Technical personnel would be made available to assist promotion.

In Fiji, roll forming facilities would

Talks on trade problems

An important South Pacific Commission technical meeting on trading relations in the South Pacific is to be held in Noumea between November 20-30.

The draft agenda includes development of inter-territorial trade; the possibility of improving shipping arrangements; Customs procedures; and interchange of trade information, including problems of marketing and development within the region.

Under inter-territorial trade development, the conference is expected to discuss the limitations imposed in the South Pacific by the similarity of major export commodities.

be set up at Suva by a company with an authorised capital of £F225,000, to be formed jointly by John Lysaght (Australia) Ltd., W. R. Carpenter Ltd., and Burns Philp (South Seas) Ltd.

Mr. Pearce said the new company, John Lysaght (South Pacific) Ltd., would produce sufficient high strength galvanized steel roofing and walling for Fiji's needs and export markets.

The manufacture of other associated products might be included as the company developed.

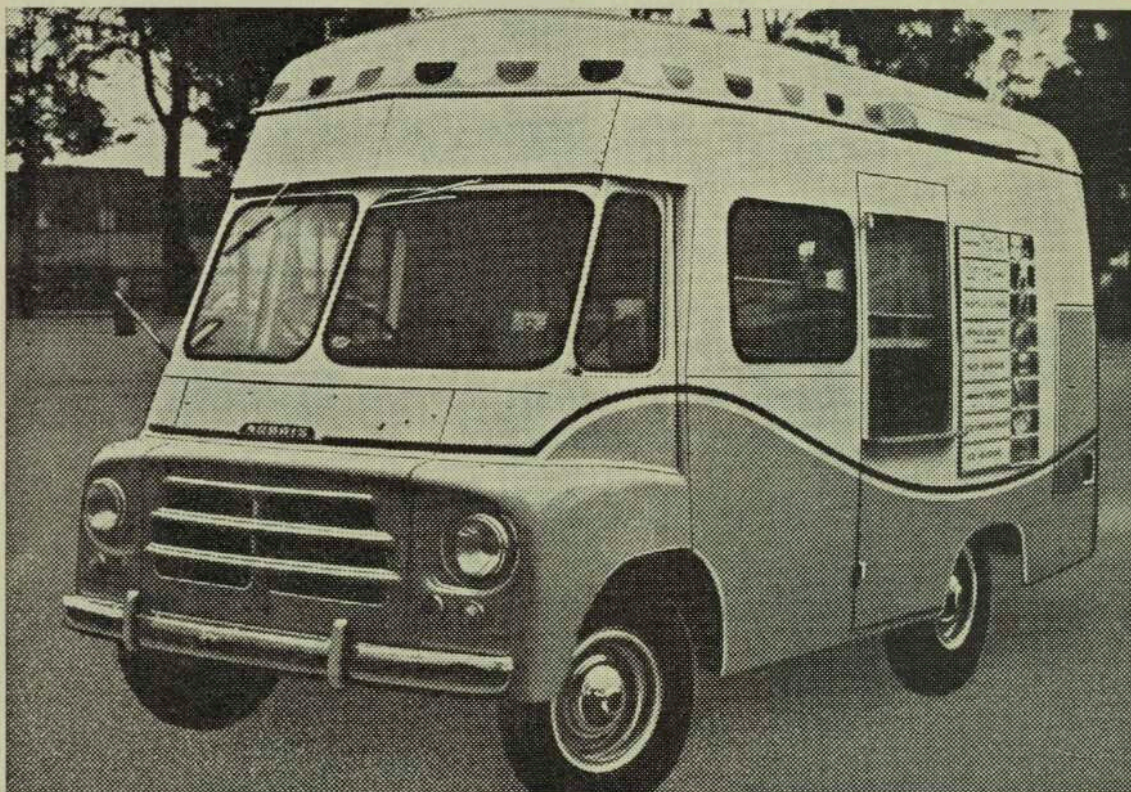
Both countries would produce custom-cut steel of extremely high strength with a yield point of around 100,000 lbs. per sq. inch.

Copra market trends for August

DEPUTY chairman of the P-NG Copra Marketing Board, Mr. K. G. Oliver reporting on world copra price trends in Port Moresby on August 21, said that continuation of fairly strong prices throughout July resulted in the monthly average copra price being set by the London Copra Association at £Stg.72/12/6 for shipments during August.

However, he said, during the last week of July there was a downward trend in the prices and this continued into the early days of August, so that indications were for a Sep-

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Morris Commercial LD5 Van—3-ton metal frame—1" coolite insulation (roof only)	\$1,400
1 large soft-serve ice cream machine	2,000
1 stainless steel refrigerated holding cabinet—	
4' 9" x 4' 3" x 1' 9" deep. Dual temperature (deep freeze and high temp.)	240
1 x 10 KVA generator powered by a Morris Elite motor	1,200
	<u>\$4,840</u>

PLUS — Stainless steel sink — internal and external lighting—hot and cold water available—musical chimes and other accessories. With the electrical power available these vans can be fitted with hot pie urns, hot chip machines, instant soup and coffee equipment, etc.

The vehicles are between 2 and 3 years old.
Full price, \$3,000, F.O.B. Sydney. Original price, \$12,000.

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78.034

ember shipment price of around Stg.70/-/- c.i.f. UK/Continent.

Mr. Oliver added:

"Reports from London indicate that very little business is being conducted in the oils and oilseeds market, so that such prices as are quoted are only nominal and not a true guide.

"On world markets, the present trend in the US soya complex is towards improving prices, and should this occur the effect will be felt over a fairly wide field, although most strongly in the US.

"Latest developments in the Nigerian civil war are also fairly certain to exert some firming pressure, as are poorer crop prospects for the sunflower-seed industry in Eastern Europe. In Nigeria the war is now carried over into the west, and there is a strong possibility that shipments of groundnuts oil and meal, as well as palm kernels, will be jeopardised even more than previously expected.

"In the second half of the year a sharp decline in Nigerian and Malagasy shipments will only be partially offset by larger supplies from South Africa, the Sudan, and possibly Brazil, so that prices should remain relatively high."

gloomy SPSM sugar report

A 20 per cent. drop in profits and a fall in production of sugar are the main points of a rather gloomy picture painted by South Pacific Sugar Mills Ltd., of Fiji, in a report for the year ended March 1967.

Net profit was £745,459—compared with £932,184 for the previous year.

Dividend payments of 7½ per cent., totalling £693,750, were held at the previous year's level but were barely covered by profits.

Production of 303,800 tons of raw sugar in 1966 was well down on the company's target (350,000 tons) and well below the capacity of the mills, directors said.

They blamed the drop in production on abnormally dry weather experienced during the growth of the crop, despite it having been well irrigated and tended.

They said sugar prices on the world market had dropped to a post-war record low of £Stg.12/5/- in January, 1967, and remained low for several months. The Middle East crisis caused a rise to £Stg.32, but this was short lived, and the price had recently at £Stg.18/5/-.

In view of the rising quantity of

Fiji sugar to be sold in future on the basis of the world price it is of special importance to Fiji that arrangements be made for the early negotiation of an effective International Sugar Agreement which will provide for fair export quotas and a reasonably remunerative price on the world market," the report said.

The directors forecast that because of similar crop circumstances and lack of full use of the company's capacity and plant the prospects for the sugar industry in 1967-68 would be much the same as those for the past year.

Only firm increases in both production and the world price would enable the company to achieve profits consistent with its investment in plant, buildings and equipment.

Bougainville copper deposits huge

CONZINC RIOTINTO of Australia Limited has doubled its estimate of copper reserves on Bougainville.

In an interim report in August, directors said that the reserves proved so far totalled 200 million tons of ore carrying an average grade of 0.63 per cent. copper and 0.58 dwt of gold per ton.

This compared with "at least" 90 million tons of copper, stated by the chairman of CRA, Sir Maurice Mawby, in April (*PIM*, May, p. 131).

The latest estimate could also be conservative because, the report says, "mineralisation is known to continue below 1,000 ft but the extent is unknown".

A CRA spokesman told *PIM* in

August the latest estimate of ores meant the copper reserve's monetary value doubled from \$600 million to \$1,200 million.

He said the company hoped to begin open-cut mining by the end of 1968 if preparations went as planned and there were no "unforeseen difficulties".

"The grade of the Bougainville copper is higher than that found at Mt. Isa in Queensland and compares with the huge African mines," he said.

Work begins on Fiji copper mill

WORK on a copper ore processing mill to produce 200 tons of crude copper ore a day commenced at the northern-most tip of Fiji's Vanua Levu island in August.

The mill is being built for the Daiwa Mining Company Ltd., of Tokyo, which holds mining rights over extensive areas of the island, Fiji's second largest.

Good deposits of copper ore have been discovered by the company in surveys over the past two years, the company already having stock-piled ore for processing in its new plant.

A Fiji construction firm is to be appointed to handle the mill construction. When the mine is in full production it will employ up to 70 local men.

Copper concentrate from the mill will be shipped to Japan for processing, in Japanese ships. An associated company, the Daiwa Line, already operates a monthly cargo service from Japan to Fiji and the

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South Pacific, usually back-loading with nickel ore from New Caledonia.

The shipping company has for some time been negotiating for an addition to its fleet, presumably to help handle the large shipments of copper ore expected from Fiji.

More P-NG tea land available

THE Administration of Papua-New Guinea has invited public applications for a lease over 4,625 acres of land in the Southern Highlands for tea cultivation.

The area for lease comprises four blocks ranging from 1,000 to 1,200

acres in the Pangia area, about 36 miles south of Mt. Hagen in the Western Highlands.

The blocks are Wiowei, Tengai, Pomba and Apenda. They are the first of the Pangia tealands to be offered for lease.

"This is another major move towards the development of a tea industry in the Southern Highlands," Mr. D. S. Grove, P-NG Director of Lands, said in August.

"We expect to offer more land in the future when purchases are finalised"

Mr. Grove said the Administration had promoted tea in high-altitude districts of P-NG.

The four Pangia blocks were at

altitudes of 5,000 to 5,500 ft—favourable height for high quality tea crops.

The blocks could economically support a factory with a capacity to process one million pounds of made tea a year within six years, and three million pounds of made tea after eight years.

Mr. Grove said tea cultivation was doing well in the Western Highland—in the Eastern Highlands his department had started the initial stage of buying land suitable for growing tea.

NZ may lose case business

WESTERN SAMOA'S growing independence from New Zealand commercial ties bore its first big dividend with the arrival in Apia at the end of July of 40,000 banana cases and 10,000 taro cases from Portugal.

The cases have yet to be tried in the field but Director of Agriculture Mr. T. M. S. Cunliffe, expressed himself pleased with their appearance. If they do prove satisfactory, all cases in future, according to Minister of Agriculture Laufili Time, will be bought from Portugal.

This will mean a loss to New Zealand of an annual market worth well over half a million dollars, but Samoan growers and politicians don't hold much sympathy for New Zealand millers. Almost all cases have in the past been imported from New Zealand, landing at 6/10 each. The banana cases from Portugal land for 4/8 and the taro cases for 3/10. When the news broke in New Zealand that Samoa was considering buying Portuguese cases at a saving of over 30 per cent. the New Zealand suppliers stated they would try to meet the competition. They have not come down to a price fairly close to the Portuguese.

"That's all very well," commented Prime Minister Mata'afa, "But what about the past 10 years?"

First Tongan vanilla exports

THE first shipment of Tongan vanilla beans, 70 lb at a reported price of \$4.50 a lb, has been exported to a Melbourne buyer.

A spokesman for the Department of Agriculture in Tonga said the shipment would be followed soon by larger lots.

Early this year Australian buyers sampled Tongan vanilla beans and said they compared favourably with beans from Madagascar and Tahiti (PIM, Aug., p. 127).

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Produce Prices

(Unless otherwise stated, quotations are in Australian currency. New Zealand \$1 equals \$A1.24, Western Samoa \$1 equals \$A1.24, 8/- Sterling equals \$A1; 1 pa'anga (Tonga) equals \$A1; 5,381 rupees (Ceylon) equals \$A1; 98 Pac. Frs. equals \$A1 and US\$1.25 equal \$A1.)

COPRA

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by six members, including three planters' representatives. The board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (surplus is available). Prices generally tally with ruling rate in Philippines with premiums for hot-air dried.

P-NG Board's purchase prices for copra delivered main ports in September were hot-air dried, \$126 per ton; FMS, \$123 per ton; smoke-dried, \$121 per ton.

FIJI:—The Fiji Coconut Industry Board fixes the prices to be paid for Fiji copra on a formula based on that for Philippines copra, and taking into account eight, taxes, selling costs, shrinkage, etc. The copra must be graded at centres in Suva, Levuka, Lautoka, Savusavu and Veveuni. Prices in Suva to Sept. 17 were: grade one, £F60; grade two, £F55/2/6 and grade three £F47/5/-. A scale of deductions has been established for copra delivered to grading centres other than Suva.

WESTERN SAMOA:—All production is sold to the Copra Board of Western Samoa at fixed prices. The Board makes payments to producers through its agents the local firms—and sells the copra on the open market with a portion to Abels d. NZ. Last prices in August were \$WS96 for grade one, \$WS91 for grade two sundried, and \$WS83 for grade two.

TONGA: All copra is sold to the Tonga Copra Board which sends it to Europe on the open market.

The August prices to growers were \$104.50 first 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 Stg.100: b. £F112, s. £F110/15/-. NZ-£, 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. \$W-Samoa, basis £F1: \$WS1.8182, s. \$S1.8018. W-Samoa-London, basis Stg.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 Aug. 28, quoted: Selling, Umea 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. francs equals 0.055 French franc). Paris-London: Buying 65 francs to £Stg.

SOLOMON IS.: All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output goes to Unilever, UK; to Australian crushers; and the balance on to the open market. Prices on Aug. 25 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 Aug. 26 was \$68 (6,800 Pac. Francs). French price then was 910 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 Aug. 25 these were approx. £Stg.235 per ton, c.i.f., London (Oct. to Mar. shipment).

On Aug. 25, Quote No. 1: In store Rabaul, export quality \$450 per ton, ex-wharf Sydney, \$510. Quote No. 2: Best quality, ex-wharf Sydney, \$500, in store NG ports \$470 (for UK, Continent and USA shipments).

W. Samoa:—Latest prices quoted in Sydney, on Aug. 16, were: Grade 1, £Stg.240, grade 2, £Stg.217/10/- per ton, f.o.b., Apia.

COFFEE:—P-NG: Aug. 25, 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 Aug. 28 Sydney buyers quoted for 12 in. and over, first grade quality as follows: P-N.G.—\$2.90 per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) \$1.80 per in. B.S.I., Honiara: \$1.89 per in. Gizo: \$2.10 per in.

GREEN SNAIL SHELL:—Sydney buyers quoted: Aug. 25, 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 Aug. 28, 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 Aug. 25 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

	July 26	Aug. 25
A. Lemon .50	.78	.70
ANG Hold. 1.00	1.00	1.00
Bali Plantations .50	.50	.49
Burns Philp 1.00	3.95	4.05
Burns Philp (SS) 2.25	4.00	4.10
Camelec .50	.56	.58
Carpenter .50	2.09	2.12
Choiseul Plntn. 1.00	2.44	2.85
C.S.R. 1.00	3.78	3.86
Dylup Plntn. .50	.61	.59
Fiji Industries 1.12	2.27	2.30
Hackshalls .50	1.33	1.43
Kerema Rubber .50	.20	.20
Koitaki Rubber .50	1.10	1.07
Lolorua Rubber .50	.44	.42
Makurapau Plntn. .50	.45	.44
Mariboi Rubber .50	.35	.35
Plantation Hlds. .50	.38	.39
Queensland Ins. 1.00	4.40	4.50
Rubberlands .50	.25	.23
Sogeri Rubber .50	.58	.57
Sth. Pac. Ins. .50	1.50	1.35
Steamships Tdg. .50	.60	.62
do, rights	.05	.09
Watkins Cons. .50	.46	.55

OIL AND MINING SHARES

C.R.A. .50	8.72	8.18
Emperor .10	.61	.58
NG Gold Ltd. .35	.49	.60
Oil Search .50	.18	.28
Pacific I. Mines .25	.52	.49
Papuan Apin. .50	.23	.21
Placer Dev.*	34.00	34.30

* No par value

Sydney stock exchange share price index for ordinaries on Aug. 25 was 399.35. On July 26 it was 381.46.

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-NG price is based on Singapore rates, which on Aug. 25 were: Prompt nominal shipment 49½ Malayan cents per lb, c.i.f. (14.35 Aust. cents); Sept. M49½c (A14.46c) and Nov. M50½c (A14.64c).

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: Aug. 28 — Papua — \$175-\$185 per ton; N.G., B.S.I.—\$150-\$160 per ton, f.o.b. Islands ports—direct shipment to overseas markets.

TURTLE SHELL:—BSI: first grade unmarked 90c a lb at Gizo.

VANILLA BEANS:—Victor Karp Tulk & Co., Sydney, buy mainly from Tahiti for Sydney and Melbourne essence makers. Prices on Aug. 25 were: white and yellow label processed, standard packs, \$6.50, green label, \$6.40 c.i.f. Sydney.

UK, US, CEYLON QUOTES

COPRA: LONDON, Aug. 25, Philippines, in bulk, \$US193 per long ton, c.i.f., UK/Nth. European ports. Malayan 1% c.i.f. UK/Nth. European ports. UQ. US Pacific Coast, Philippines, \$US170 per short ton. CEYLON: Spot, 1,025 Rupees per long ton.

COCONUT OIL: LONDON, Aug. 25, Ceylon, 1% in bulk, £Stg.108 per ton, c.i.f., UK/Nth. European ports.

RUBBER: LONDON, Aug. 25, spot 15-7/16d. Stg. lb; Sept., 15¼d. Stg. lb; Nov. 15¼d. Stg. lb.



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Burns Philp (South Sea) Co. Ltd.,
Nuku'alofa.
Burns Philp (New Guinea) Ltd.,
Port Moresby & Lae.

Agence Maritime Pentecost,
Noumea.
New Guinea Company Ltd.,
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For full particulars apply:—

Fiji—Any branch or agency of Burns Philp (South Sea Co. Ltd.).

Cable Address: Burphil.

Tahiti. Messageries Maritimes, Papeete.

Cable Address: Messagerie Papeete.

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Shipping, Airways Information

● PIM's shipping and airways schedules are revised each month just before publication from information supplied by the shipping and airways companies. Detailed information on ships' sailing dates should be obtained from shipping agents.

SHIPPING TIMETABLES

BRISBANE - SYDNEY - WEST IRIAN - INDONESIA

The P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service from Indonesia to Sukarnapura, Brisbane, Sydney and Melbourne with the *Pilar* regular.

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 *V. Rona*, departing Sydney every three or 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 *aimate* from Sydney to Lautoka, Suva including transshipments for Vavau and Nukualofa and Apia with return to Sydney via Auckland. The return trip occasionally takes in Malua (Fiji) and Duranga (NZ) for timber. Details from Union Steam Ship Co. of N.Z., 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 Fijian 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, formally operate a passenger-cargo service three times yearly with the *Lakemba* sailing 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).

SYDNEY - PAPUA - NEW GUINEA

Australia-West Pacific Line operates a regular cargo/passenger service from Melbourne, Sydney and Brisbane to Port Moresby, Rabaul, Madang and Lae.

Details from Wilh. Wilhelmsen Agency Pty. Ltd., 13 Bridge St., Sydney (27-6301).

Burns Philp passenger/cargo vessels maintain regular services from the Australian East coast to New Guinea ports.

Bulolo maintains a six-weekly service from Sydney and Brisbane to Pt. Moresby, Samarai, Lae, Madang and Rabaul.

Braeside sails every eight weeks from Melbourne, Sydney and Brisbane to Pt. Moresby, Samarai, Rabaul, Kavieng, 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 a call at Samarai.

Details from Swire and Yull Pty. Ltd., 8 Spring St., Sydney (27-4701).

Karlender New Guinea Line cargo vessels *Sletfjord*, *Saidor*, *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 vessels *Australasia* and *Malaysia* run monthly between Australian ports (turn round at Melbourne) and Singapore, via Pt. Moresby and Djakarta.

Details from Blue Star Line (Aust.) Pty. Ltd., 32-34 Bridge St., Sydney (27-1271).

Australia-West Pacific Line vessels maintain a regular passenger-cargo service from Adelaide, Melbourne, Sydney, Brisbane to Lae then Taiwan, returning to Australia via 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 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), Rabaul, 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, 2 Young St., Sydney (27-2654).

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA

A regular passenger/cargo service every three weeks from the Continent and UK, via Panama, to Tahiti, Fiji and New Caledonia, calling at Western Samoa and Tonga every second voyage, is operated jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Details from Royal 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 Kweilin and Ninghai maintain a regular monthly passenger/cargo service from Japan direct to Lae and Pt. Moresby, thence Tasmania, Melbourne and Fremantle.

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA

China Navigation Co., Ltd., vessels Chefoo, Chengtu and Chekiang maintain a monthly cargo service from Japan and Hong Kong southwards to Rabaul, Kavieng, Madang, Lae, Samarai, Pt. Moresby, with regular calls at Wewak, Honiara, Santo and Noumea returning to Japan direct.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

JAPAN - SAMOA - FIJI - N. CALEDONIA - N. HEBRIDES - BSI

The Daiwa Navigation Co. Ltd. runs a monthly passenger/cargo service from Japan via Guam to Apia, Pago Pago, Suva, Lautoka, Noumea, Vila, Santo and Honiara.

Details from Banno Oceania Ltd., Suva.

NEW ZEALAND - COOK IS.

NZGS Moana Roa (40 passengers) makes approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (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., Customs Street East, Auckland (49930).

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 Aoniui. 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

Cogedat 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

o Sydney, Melbourne and Adelaide, occasionally calling at Honolulu, Suva and Lautoka.

Details from Birt and Co. Pty. Ltd., 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, Niuafuou, 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 S Atlantic Coast-Panama-Sydney service make three-weekly calls at Tahiti on southbound voyages.

Details from Wilh. Wilhelmsen Agency, 3 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 th. 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)

Tues.: Dep. Syd. 0945, arr. Bris. 1100, dep. 1145, arr. Honolulu 0025, dep. 0130, arr. San Francisco 0915.

Tues.: Dep. San Francisco 1100, arr. Honolulu 1255, dep. 1400, arr. Nadi Fri. 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.

● PIM's shipping and airways timetables are correct to time of publication.

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 (Sept. 8, 22, Oct. 6, 20.)

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.

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.



DAIWA LINE

DIRECT MONTHLY SERVICE

JAPAN/GUAM & SOUTH PACIFIC

M.V. "TAHITI MARU" V-14

Dep. JAPAN September 30.	LABASA October 24-25.
GUAM October 5-6.	LAUTOKA October 26-28.
APIA October 17.	NOUMEA October 31- November 2.
PAGO PAGO October 18-19.	VILA November 6.
SUVA October 22-24.	SANTO November 7-8.

Reefer space available.

Subject to alteration with or without notice.

Next Sailing—M.V. "Samoa Maru" V-2, end October.

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.

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. 1345 for Sydney, arr. 1545.

SYDNEY - NEW ZEALAND - FIJI - HAWAII - CANADA

BY CANADIAN PACIFIC AIRLINES
(with DC8's)

Alt. Sun. (Sept. 17, Oct. 1): Dep. Syd. 1800, arr. Nadi 2355, dep. 0040 Mon. (cross Dateline) arr. Honolulu 0850 Sun. dep. 1010, arr. Vancouver 1835, dep. 2000, arr. Amsterdam 1315 Mon.

Alt. Fri.: Dep. Vancouver 1815, arr. Honolulu 2100, dep. 2245 (cross Dateline) arr. Nadi 0305 Sun., dep. 0345, arr. Syd. 0600.

Alt. Sun. (Sept. 10, 24): the DC8's will end and start at Auckland, leaving at 2030 and arriving at 0640.

NOTE: Canadian Pacific operate a weekly Toronto-Honolulu service.

Fri.: Dep. Toronto 1750, arr. Honolulu 2125.

Sat.: Dep. Honolulu 1745, arr. Toronto 0825 Sun.

SYDNEY - NZ - HAWAII - USA

AIR-NZ (with DC8's)

Wed., Fri.: Dep. Sydney 1500, arr. Auckland 1945, dep. Auckland 2100, arr. Honolulu 0720, dep. 0900, arr. Los Angeles 1655.

Wed., Fri.: Dep. Los Angeles 2100, arr. Honolulu 2315, dep. 0030, arr. Auckland 0715 Fri., Sun., dep. Auckland 0900, arr. Sydney 1005.

NEW ZEALAND - TAHITI - USA

BY PAN AMERICAN AIRWAYS
(with 707's)

Thurs. Dep. San Francisco 1400 for Honolulu, dep. 1700 for Papeete, arr. 2225.

Fri.: Dep. Papeete 0130 for Honolulu, arr. 0650, dep. 0900 for Los Angeles, arr. Fri. 1655.

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-FAR EAST

SYDNEY - P-NG - PHILIPPINES - HONG KONG

QANTAS (with 707's)

Thurs.: Dep. Sydney 0900, arr. Pt. Moresby 1235, dep. 1335, arr. Manila 1625, dep. 1710, arr. Hong Kong 1955.

Fri.: Dep. Hong Kong 2200, arr. Manila 2240, dep. 2325, arr. Pt. Moresby 0625 Sat., dep. 0725, arr. Sydney 1055.

AUSTRALIA-NEW ZEALAND

BRISBANE - AUCKLAND

QANTAS/AIR-NZ (with 707's, DC8's and Electras)

Three times weekly both ways.

BRISBANE - WELLINGTON

QANTAS (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)

Tues.: Dep. Sydney 1045, arr. Nadi 1630. Wed.: Dep. Nadi 0800, arr. Sydney 1025.

SYDNEY - LORD HOWE IS.

AIRLINES OF N.S.W. (with Sandringham Flying-boats)

Once a week from Rose Bay. Time of departure depends on high tide at Lord Howe Is.

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/RABAUL—Burns Philp (New Guinea) Ltd.

PORT VILA — Comptoirs Francais de Nouvelles Hebrides.

SYDNEY - NEW CALEDONIA

QANTAS/UTA (with 707's)

Fri.: Dep. Sydney 1100 for Noumea (arr. 1430), dep. 1545 for Sydney, arr. 1735.

SYDNEY - N. CALEDONIA - FIJI - NZ

UTA-FRENCH AIRLINES (with Caravelle)

Tues.: Dep. Noumea 1200 for Sydney, arr. 1420, dep. 1600 for Noumea, arr. 1955.
Wed.: Dep. Noumea 0930 for Auckland, arr. 1320, dep. 1500 for Noumea, arr. 1705.

SYDNEY - NEW ZEALAND - FIJI

BOAC (with 707's)

Mon., Sat.: Dep. Sydney 0900, arr. Auckland 1345, dep. 2130, arr. Nadi 0020 (Tues., Sat.).
Tues., Sun.: Dep. Nadi 0505, arr. Auckland 0755, dep. 0930, arr. Syd. 1035, thence London via Singapore.

SYDNEY - NORFOLK IS.

QANTAS (with DC4's)

Mon., Wed., Sat.: Dep. Sydney 0800, arr. NI 1445. Flight extends NI-Auckland-NI Wed., Sat. only. (See "NZ-Pacific Islands").
Thurs., Sun.: Dep. NI 1445, Sydney, arr. 1845.

SYDNEY - PAPUA - NEW GUINEA

Trans Australian Airlines and Ansett-ANA each operate from Sydney or Melbourne to Pt. Moresby and return four and half times a week, with Boeing 727's.

NORTHBOUND

Ansett-ANA: Mon., Wed.: Dep. Syd. 0630, arr. Bris. 0740, dep. 0820, arr. Pt. Moresby 1110.
Fri.: Dep. Syd. 0700, arr. Bris. 0810, dep. 0850, arr. Pt. Moresby 1140.
Sat.: Dep. Melb. 0715, arr. Syd. 0820, dep. 0910, arr. Pt. Moresby 1250.
Alt. Sun. (Sept. 17, Oct. 1): Dep. Syd. 0630, arr. Bris. 0740, dep. 0820, arr. Pt. Moresby 1110.
AA: Tues., Thurs.: Dep. Melb. 0730, arr. Syd. 0835, dep. 0900, arr. Bris. 1010, dep. 1050, arr. Pt. Moresby 1335.
Fri.: Dep. Melb. 0700, arr. Syd. 0825, dep. Syd. 0910, arr. Pt. Moresby 1250.
Sat., alt. Sun. (Sept. 10, 24): 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.
Sat.: Dep. Pt. Moresby 1340, arr. Syd. 1710.
Alt. Sun. (Sept. 17, Oct. 1): Dep. Pt. Moresby 1200, arr. Bris. 1240, dep. 1545, arr. Syd. 1655.
AA: Tues., Thurs.: Dep. Pt. Moresby 1445, arr. Bris. 1730, dep. 1810, arr. Syd. 1920.
Fri.: Dep. Pt. Moresby 1340, arr. Syd. 1705, dep. 1800, arr. Melb. 1910.
Sat., alt. Sun. (Sept. 10, 24): Dep. Pt. Moresby 1230, arr. Bris. 1510, dep. 1545, arr. Syd. 1655, dep. 1800, arr. Melb. 1910.

NOTE: TAA and ANA each operate a weekly DC4 from Sydney to P-NG with cargo only.

AA: Thurs., Dep. Syd. 1930, arr. Bris. 2205, dep. 2320, arr. Pt. Moresby 0610 Fri.

Alt.: Dep. Pt. Moresby 0800, arr. Bris. 1440, dep. 1735, arr. Syd. 2015.

AA: 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)

Mon.: 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 1615, arr. Pt. Moresby 1815.
Fri.: Dep. Pt. Moresby 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)

Sun., Thurs., Tues.: DC8 dep. Auckland 2130, arr. Nadi 0020.
Sun.: Electra dep. Auckland 1000, arr. Nadi 1355.
Wed., Fri., Sun.: Electra dep. Auckland 2300, arr. Nadi 0255.
Fri., Wed.: DC8 dep. Nadi 0505, arr. Auckland 0755.
Mon., Thurs., Sat.: Electra dep. Nadi 0505, Mon.: DC8 dep. Nadi 0930, arr. Auckland 1220.

NOTE: Mon., Sat. flights ex-Auckland and Tues., Sun. flights ex-Nadi are operated by BOAC.

Sun.: Electra dep. Nadi 1500, arr. Auckland 1855.

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Details from LAN-Chile, Santiago.

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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

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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.

NOTE: In Oct. and Nov. FAL's flights
to the GEIC, BSIP and Tonga will change
and frequencies will be decreased. See
story in Travel Section.

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

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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

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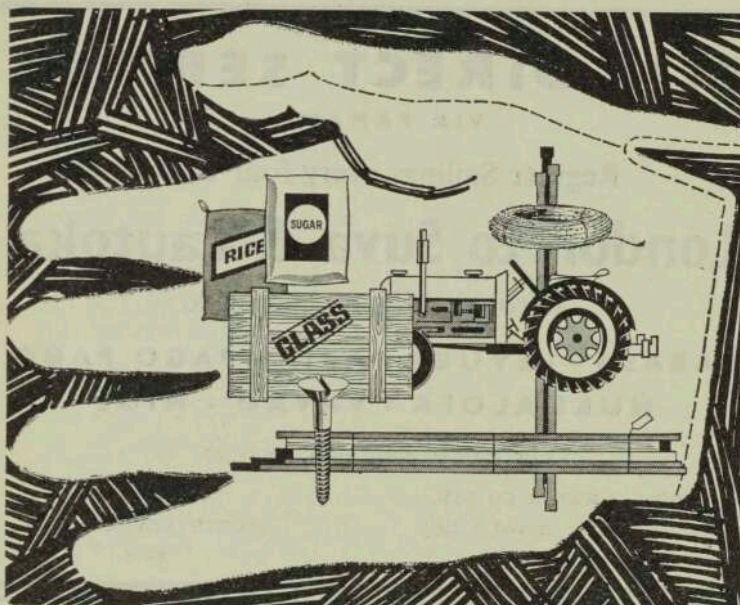
Monthly service (second Wednesday)
Wed. (Sept. 20, Oct. 4): Dep. Noumea
0800, arr. Wallis 1530.
Monthly service (following Friday)
Fri. (Sept. 22, Oct. 6): Dep. Wallis
1000, arr. Noumea 1530.

P-NG - SOLOMONS

TAA (with Fokker Friendship)

Tues.: Dep. Pt. Moresby 0700, arr. Lae,
0800, dep. 0840 for Buka, Munda,
Yandina, Honiara, arr. 1630.
Wed.: Dep. Honiara 0730 for Yandina,
Munda, Buka, Rabaul, Lae, Pt. Moresby
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Dep. Papeete 0900, arr. Los Angeles 1955, dep. Fri. 2359, arr. Papeete 0515 Sat.

Dep. Papeete 0715, arr. Honolulu 1240, dep. 1410, arr. Los Angeles 2205.

PAN AMERICAN AIRWAYS (with 707's)

Dep. San Francisco 1400, dep. Honolulu 1700, arr. Papeete 2225.

Dep. Papeete 0130, arr. Honolulu Fri. 0650, dep. 0900, arr. Los Angeles 1655 Fri.

Dep. San Francisco 2200, dep. Los Angeles 2359, arr. Papeete 0515 Sun.

Dep. Papeete 0745, arr. Los Angeles Mon. 1830, arr. San Francisco Mon. 2045.

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Dep. Tonga 1215, arr. Apia Sun. 1515.

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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, Matei, di, Suva and Savusavu.

Details from Fiji Airways, Victoria Trade, Suva.

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Details from RAI, Quai Bir Hakeim, Papeete, or any UTA office. (Over)

GUAM - US TRUST TERRITORY

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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, Bulu, 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.

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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 Hienghene, 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 Anietyum, Epi, Erromanga, Lamap, Longana, Norsup, Santo, Tanna, Tongoa and Vila.

Details from Air Melanesia, Vila.

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Megapode Airways, with Apache and Dove aircraft, operates regular services to Auki, Avu Avu, Barakoma, Honiara, Kira Kira, Munda, Sege and Yandina.

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DEATHS OF ISLANDS PEOPLE

Mr. M. Wright

Mr. Maitland Wright, former soldier and a well-known sportsman, died in Suva on August 14, aged 73.

Mr. Wright, or Maity as he was known to his legion of friends, was born in Fiji at Fort Carnarvon, Natuatucoko, a station selected by his father in the early 1870's during a punitive expedition against hill tribes in the area.

He was educated in Australia and on his return to Fiji joined the Government service as a produce inspector.

On the outbreak of World War I he and a brother, Edgar, joined the 1st AIF, and served in Palestine, where Edgar was killed.

Returning to Fiji he joined the staff of Burns Philp, and was stationed in Tonga and Rotuma.

He left Burns Philp to form a firm known as Suva Haulage, which engaged chiefly in work on the waterfront.

Mr. Wright gave up active work about seven years ago, and lived quietly at his home at Nasese.

In the sporting field he was an accomplished member of the Imperials Rugby team, and as a cricketer was a left-hand bowler, with more than a little "bite" in his spin.

He played cricket till he was 64; at that age he confined his appearances to friendly Sunday matches as a member of the Garrick Hotel team.

He married Miss Nessier Boyer, of Tonga, who died in Suva in December, 1959.

He leaves two sons and a daughter.

Mr. Rob Wright, the Fiji Government public relations photographer, is a brother. Another brother, Mr. Oscar Wright, died earlier this year.

Mr. Justice Bignold

A former Judge of the Supreme Court of Papua-New Guinea, Mr. Justice Esme Baron Bignold, died in Sydney recently.

Mr. Justice Bignold was appointed Crown Law Officer of Papua in 1928. After the war, he was acting Crown Law Officer with the Provisional Administration until his elevation as a judge of the Supreme Court in 1948. He retired in 1962.

Judge Bignold, who was 67, was educated at the Sydney Church of England Grammar School and called to the Bar of NSW in 1923.

During World War II he served as an officer of the RAAF.

As a judge of the Supreme Court, Mr. Justice Bignold went on circuit at a period in the territory when facilities were austere and the rule of law not understood to the same degree as now. Although his duties were onerous, he was a conscientious and humanitarian judge.

He is survived by his widow and two daughters. His sister, Sister V. Bignold, is well known in nursing circles in P-NG.

Pastor John Hartwig

Pastor John Hartwig, a 26-year-old Australian Lutheran Missionary, who had spent three years at Menyama in the Kukukuku country of New Guinea, was drowned when attempting to cross the Korlte River, near Menyama, on August 13.

Pastor Hartwig was leading a patrol when he met his death. He walked ahead of the patrol to the river. He apparently slipped and was washed downstream before the rest of the patrol reached the river.

Pastor Hartwig's widow is a teacher at the mission school at Menyama.

Mr. Allan Timperley

One of New Guinea's best-known District Commissioners — Allan Thomas Timperley — died in Angau Hospital, Lae, on August 13, after a long illness. He was 51.

Mr. Timperley first went to the territory in 1934 and joined the Administration three years later. It was the start of 30 years service to the Administration, which included posts as District Commissioner in the Eastern Highlands, the Sepik, Central and Milne Bay districts. He was Morobe District Commissioner when he died.

His exploits while serving with ANGAU during World War II won him many distinctions, including the MBE, an MID and a GOC's Commendation Card.

The territory's Director of District Administration, Mr. J. K. McCarthy, said in August that Allan Timperley was one of those gallant men who never received appropriate recognition for their bravery.

Mr. McCarthy recalled when Mr. Timperley made a 200-mile trip in a small launch from the Trobriand Islands to the south coast of New Britain to contact Australian troops who had escaped from Rabaul in 1942.

"God knows how he did it," said



Mr. Allan Timperley

Mr. McCarthy. "Two hundred mile in a small boat across open seas was dangerous enough, but the Japanese controlled the seaways—they were everywhere."

ADO Timperley reached the troop and radioed their location to Port Moresby. Then the *Laurabada*, with Ivan Champion in charge, went to the rescue.

He was awarded the MBE for his work during a landing at Goodenough Island in 1942.

Mr. Timperley had a quiet, unobtrusive personality. He was a fine sportsman, who encouraged others and was a popular identity.

His funeral was one of the biggest ever at Lae.

He is survived by his wife, Kaye, sons Robert, 17, and Rodney, 9, and daughter Rebecca, 16.

Ratu Jone Vuiyasawa

Ratu Jone Tabaiwalu Vuiyasawa, a young Fijian who undoubtedly had a bright career in law ahead of him, died in Sydney on August 26 while playing squash. He was 28.

Although sudden, his death was not altogether unexpected for a heart weakness became apparent about three months earlier when he was examined for life insurance, and rejected as a risk. Since then he had been under treatment.

Ratu Jone was a son of Ratu T. W. T. (Tiale) Vuiyasawa, a former member of the Legislative Council and a few years ago a Suva City councillor.

He was a nephew of the late Ratu Sir Lala Sukuna, leader of the Fijian race for many years, and of Ratu J.

EATHS (continued)

R. (Tom) Dovi, who holds a high post in the Fiji Medical Department. Ratu Jone was educated at Queen Victoria School, Matavutucou, where he matriculated, after which he entered Government service. Some years later he made an overseas tour, and then decided he would like to follow a legal career.

He received a Government scholarship and entered Wesley College, Sydney University.

A year later the Methodist Mission gave him a scholarship which allowed him to continue his studies for another year. After that he was on a 'SM scholarship.

Ratu Jone was in his final year of law and hoped to return to Fiji next year to practise as a lawyer.

Although law was his first love he accepted that he would eventually enter politics, and to that end kept himself well abreast of modern political trends. He has written articles about Fiji politics for *PIM*.

He was one of very few Fijians to study law, and had he lived to become a lawyer in his own land he

Grand-daughter of James Paddon, dies in Noumea

Miss Fernande Leriche, grand-daughter of James Paddon, New Caledonia's first colonist, died in Noumea in mid-August at the age of 83.

Paddon, an Englishman, established a sandalwooding station on Inyeuc Islet, off Aneityeum, New Hebrides, in the 1840's, and set up a trading station on Ile Nou, near the present town of Noumea, several years before France took possession of New Caledonia in 1853.

Miss Leriche, who was a mine of information on the early days of New Caledonia, taught at Noumea's Ecole Suzanne Russier for more than 40 years.

would have been only the third of his race to currently engage in legal practice.

Mr. D. A. Shah

Mr. Dildar Ali Shah, who arrived in Fiji 50 years ago from India to become headmaster of the first Government school in the colony, Natabua Primary School, died on August 20 after a long illness, aged 75.

Mr. Shah was in charge at Natabua for 29 years, later serving at the Rakiraki Sangam School and Andrew Government School, Nadi.

He retired in 1948 to become a farmer at Waimari, Rakiraki, where he was instrumental in establishing the Waimari Indian School.

He was married twice and is survived by his second wife and eight sons and eight daughters. One of his sons is Mr. C. A. Shah, MLC.

Mr. B. Shambhu

Mr. B. Shambhu, a well-known farmer and businessman of Lawaqa, Sigatoka, died recently, aged 78.

He was born at Navua and started business at Kavanasagau, near Sigatoka as a storekeeper.

Later he became a tailor at Sigatoka and bought a cane farm at Lawaqa.

He leaves a widow, five sons and seven daughters.

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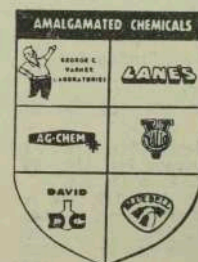
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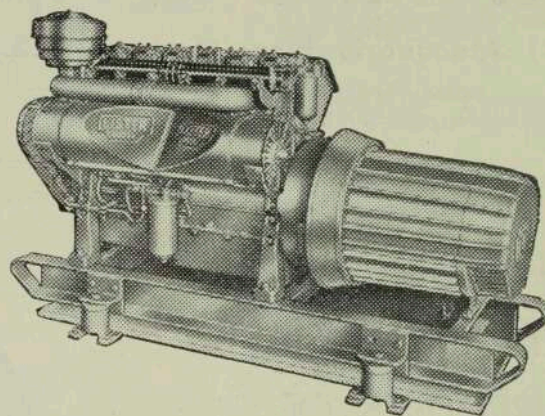
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THE PRACTICAL PLANTER



There's a moral to the story of the great Indian tea collapse

Indian tea is now secure on world markets, but it wasn't always. Not long after tea was first grown commercially in India there came a period of mania when everybody tried to jump on the bandwagon—with results that were near disaster. The story of the great Indian tea collapse is of special interest today, now that New Guinea has embarked on a tea industry and Fiji is considering a similar step.

It is told in frightening detail by Sir Percival Griffiths, in his new *History of the Indian Tea Industry*, which was published in London in August by Weidenfeld and Nicolson. It will be available in Australia in October at \$26.20.

Sir Percival's 700-page volume is a detailed account of all the problems met by the Indian tea industry since its inception, and Islands tea planters will find in it valuable background information necessary for a proper understanding of the tea industry. Up to about 1861, the infant Indian tea industry had been developed soundly by men as much interested in its long-term prosperity as in immediate results. The industry, although small, was growing prosperously.

These successes attracted people who knew nothing of the early struggles of the pioneers or of the hardships of tea-growing, and official reports also tended to encourage an unrealistic outlook.

Anybody as manager

About 1862-63, there began a wild boom, a mad fever, when every man sought that to own a few tea bushes was to realise wealth. Existing plantations were bought at eight to 10 times their value; new gardens were started in impossible sites by men who didn't know a tea plant from a cabbage, and the commonest rules of agriculture were forgotten. Highly paid boards were sent in Calcutta and London, where they lavished in every way, and management rampant.

People who had failed in everything else were recruited as managers of tea gardens. Planters at that time were a strange medley of re-

tired or cashiered army or navy officers, medical men, engineers, veterinary surgeons, sea captains, chemists, shopkeepers and used up policemen and clerks.

Tea companies, with or without tea lands, sprang up overnight; shares rose to fantastic heights; lands were cleared without any consideration of their suitability, or the availability of labour, and highly placed civil servants threw up their posts to become planters.

Fraudulent transactions were common in this atmosphere. Many people developed plantations so they could sell them and cash in on the boom, without having any intention of themselves manufacturing tea. Government officials exaggerated the future profits of tea, thus encouraging this kind of mania.

Despite the many bogus gardens, the production of tea began to rise rapidly as a result of the planting boom.

TEA REVIVES?

"Australia takes some 38 million lb of tea from Ceylon, and is Ceylon's fourth largest customer. In 1900 Australia claimed to be the greatest tea drinking country in the world, averaging over 7½ lb per head a year, but she has lost ground since and now drinks some 1½ lb per head less than in 1900." These are some of the facts to be found in the interesting and useful *A Hundred Years of Ceylon Tea, 1867-1967*, by D. M. Forrest, just published by Chatto and Windus at \$5.30.

In 1853, for instance, the output of Indian tea was 366,700 lb, and the trend thereafter was as follows:

1859		1,205,689
1865		2,758,153
1866-67		6,387,988

A madness comparable in intensity with that of the South Sea Bubble had seized men's minds and normally level-headed financiers and speculators were scrambling wildly for tea shares and tea lands. But now the bubble was about to burst.

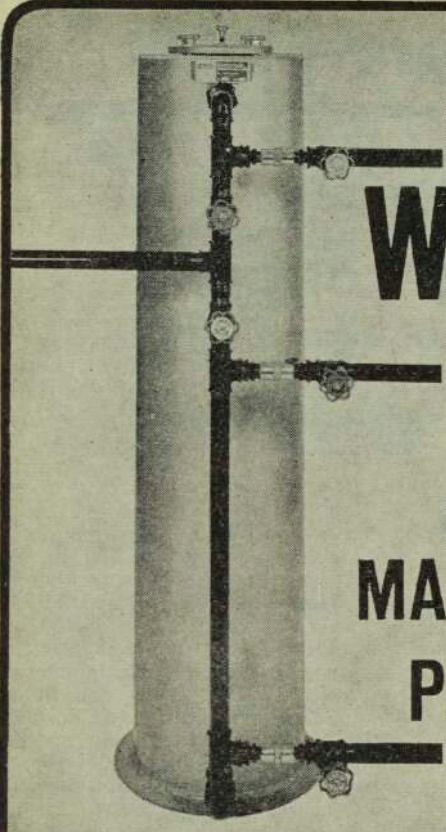
Dramatic failure

The considerable increase in production in 1866 might by itself have depressed prices and caused financial embarrassment, but the situation now altered with dramatic suddenness. In 1865 many proprietors became dismayed by the realisation of their foolishness, and when they started to sell panic spread swiftly. There was a wild rush to sell.

Companies and individuals sold their estates for whatever they would fetch and the word tea stank in the nostrils of the commercial world. Many concerns collapsed completely.

The depression was intensified by the fact that many owners of tea shares in plantations which might have weathered the storm showed as much anxiety to get out of tea as they had been ready a few years previously to speculate.

Sir Percival Griffiths says that apart from the speculation which was primarily responsible for the crisis, there were five secondary causes: (a) the lack of restraint by the government in granting land and in advertising the potential of tea-growing, (b) shortage of labour, (c) lack of experience in cultivation



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More tea from old bushes

"Ceylon in 1965 achieved a record tea production and number one position among the world's tea exporters. Most of its tea is grown on bushes planted before 1900, and now giving at least 50 per cent. more tea than they did in their youth. Average return over the whole of Ceylon today is about 900 lb per acre, but any well-found Ceylon estate will give well over 1,000 lb. Current theory is that by using the right fertilisers, by careful cultivation and perhaps removal of shade, yields can be made to rise to as much as 2,000 lb per acre, even from old seedling tea". From "A Hundred Years of Ceylon Tea, 1867-1967."

and manufacture, (d) the insistence by many on quantity at the expense of quality, and (e) a food shortage making it necessary for planters to provide food for labourers at below cost.

It was the decline in tea quality which had a vital effect on the industry. For tea prices fell, and the reputation of Indian tea suffered. The crisis had demonstrated the need for first-class management, and the companies which survived now tightened up supervision of their estates. By 1872 tea officials were beginning to report a steady revival of confidence and an improvement in the quality of manufactured tea also brought an improvement in prices. Thus slowly the infant industry began to recover from its initial madness.

Sir Percival comments: "In retrospect, the last three decades of the 19th century gave the appearance of a period of almost continuous expansion, during which Indian tea gradually ousted China from the United Kingdom tea market. The men of the time, however, must have been far more conscious of alternating prosperity and depression, and of profits which on the average fell far below the expectations of the first generation of tea planters.

"Some of the factors which accounted for the fluctuating fortune of the industry operate equally powerfully today. Then, as now good prices in one year frequently led to coarse plucking in the following year, with a constant fall in prices, which then provided the discipline necessary to ensure a return to better standards."

Tea growing and manufacture is a science today

These are some of the other points made by Sir Percival Griffiths in his new book, "The History of the Indian Tea Industry":

● The processes involved in the cultivation of the tea bush do not differ greatly from those applied in other forms of agriculture and the technical developments in the field have, therefore, not been as spectacular as those in the factory. Nevertheless considerable changes of practice have resulted from the accumulation of knowledge regarding every one of the stages of agriculture—site selection and clearance; production of seed; the establishment of nurseries or the use of vegetative propagation; weeding and hoeing; the use of shade; the application of fertilisers and manure; pruning; plucking; the treatment of blights and pests.

● The most conservative planters will probably scoff at [some] new angled methods, but it is probable that scientific measurement will be a long reinforce—or even supercede—the skilled personal judgment of the planter.

● Soil chemistry is one of the departments of agriculture in which great advances have been made in the present century and those developments have been extensively applied in tea.

Fertilisers

● One of the most spectacular developments in recent decades has been the introduction of artificial fertilisers. It might have been thought that knowledge of general agricultural practice would make all the early planters believe in the application of organic manure, but this was not apparently the case.

● With the generous application of fertilisers now customary, the initial growth left on mature tea before plucking is often seven or eight inches—a great deal more than previous. Much importance is now attached to a regular plucking round, and at any rate in Assam a seven-day round is regarded as the norm.

● At one time planters were inclined to believe that closer planting would necessarily result in higher yields, but though this is perhaps so in the early years, the modern

scientific view seems to be that a mere change in planting patterns will not produce a bigger yield from a given area beyond a certain limit.

● There is no virtue in deep hoeing. The important thing in modern theory is to let the bush cover the soil and suppress weeds by shading.

● In modern practice collar pruning has been completely abandoned . . . There are however many views as to uses of medium pruning, light pruning, skiffing, or leaving tea unpruned and it need only be said that planters today would regard with horror any return to the old severe methods. In one other respect pruning practice has changed. At one time it was common to prune each bush "on its merits", and this necessarily produced a very uneven plucking table. During the last two or three decades level or contour pruning has become usual and an unbroken plucking surface is characteristic of tea gardens today.

Value of shade

● Modern authorities would perhaps be less inclined to attribute the value of shade trees to any one cause, but the subject is still a matter of controversy. In general, most planters and scientists would accept the need for shade for tea in North-East India while recognising the need for a better understanding of its direct effects on the tea bush, its effects on the soil and on the atmosphere immediately round the tea bush. It is possible that shade may lessen severity of attack by some pests, especially red spider, but more experimental evidence on this must be awaited . . . During the past two decades pests and diseases of shade trees have become more serious, and planters have been heard to say it is now harder to get shade growing than to grow tea bushes.

● There is, of course, no general answer to the question as to what is

Practical Planter

CTC PROCESS IS "IN"

"The mere fact that India is going CTC on such a large scale (and is being imitated in Africa and elsewhere) may be good reason for Ceylon to stick to her present methods so long as there continues to be a brisk demand for orthodox leaf in many of the world's markets. Orthodox manufacture itself is, of course, capable of improvement. In Assam the CTC process (cut, tear and curl) is producing enormous quantities of the small size leaf needed for the "quick brew" blends which are in fashion among the big London packets today. However such experiments as have been made have not confirmed the suitability of the process to Ceylon conditions—at any rate in the up-country".—From "A Hundred Years of Ceylon Tea, 1867-1967."

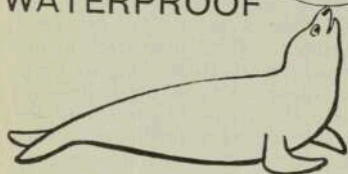
the life of the tea bush, and all that can be said is that many planters now reckon to replace about 2½ per cent. of their tea bushes annually and that there may be some ground for thinking that when tea is replanted on some land which has previously borne tea, its life may be considerably less than that of the original bushes. The rehabilitation of old tea land before replanting, including the need for a rest period of one or more years under a leguminous green crop, is now being intensively studied by Tocklai [tea research station].

● The tea industry, indeed, may be said to have been very progressive in its post-war outlook. Work at Tocklai has been expanded considerably, great progress has been made in the chemistry of made tea, and engineering developments have been remarkable. Steps have in fact been taken which may revolutionise the technique and economy of the industry, and it is a far cry from the days when old-fashioned Darjeeling planters used to say that a dirty fermenting floor encouraged bacteria and so gave a fine flavour to tea!

● It is clear that after a long period during which tea machinery changed comparatively little, the last decade or so has been a period of restless inquiry and rapid change, the ultimate effect of which on costs and quality cannot yet be predicted.

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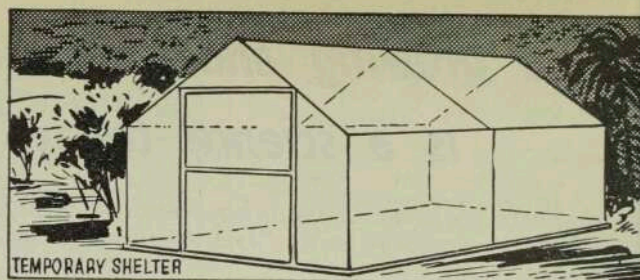
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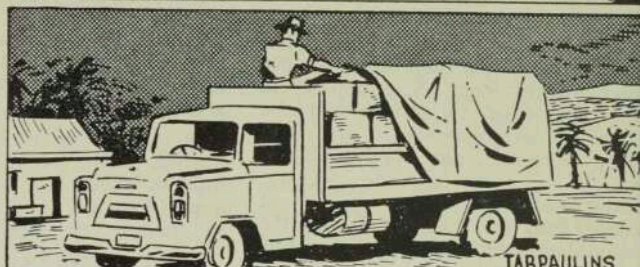
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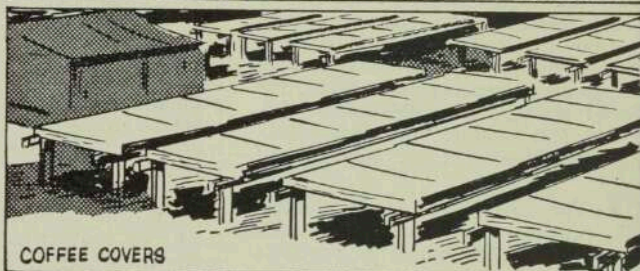
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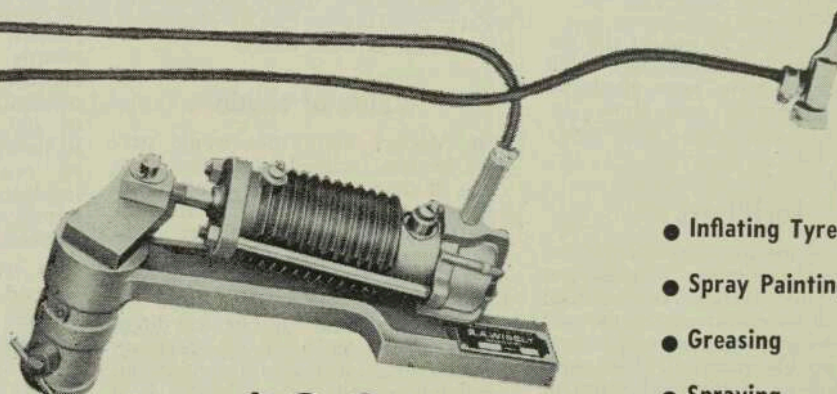


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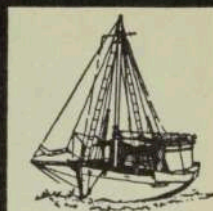
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Hints on diesel marine trouble- shooting

WORKBOAT MAINTENANCE



In June the Practical Planter gave a trouble-shooting guide for petrol engines. Here is your guide for diesel marine engines. Keep it in your workshop for reference.

ENGINE WON'T START

1. Starter Fails to Turn Engine:

- (a) Check all wiring and terminals.
- (b) Check battery voltage.
- (c) Examine solenoid controlled switch after removing sheet metal end cover on starter and clean contact faces.
- (d) Check that commutator and brushes are clean and that brushes slide freely in their guides.
- (e) Check spring load on brushes.

2. Starter Rotates Engine but Engine will not Fire:

- (a) Check that stopping lever is in "running" position and fuel pump priming levers are released from their latches.
- (b) If fitted, operate hand priming levers on each fuel pump and if fuel is not heard injecting, check fuel supply.
- (c) Make sure the cold start plunger is lifted, the fuel pump slider bar moves toward the flywheel or aft and beyond normal full power position.
- (d) If fitted, operate hand priming levers on the fuel injection pumps. If the sprayers aren't heard or felt to vibrate, the sprayers require attention or exchanging.
- (e) Check engine compression by hand rotation of the crankshaft. If great resistance is not felt on each cylinder, the cylinders and pistons could have severe wear (accompanied by excessive lubricating oil consumption) or valves and valve seats require attention.

ENGINE MISFIRES OR APPEARS SHORT OF POWER (for diesels fitted with fuel pumps)

Some fault or air lock in the fuel system is indicated. Firstly reprime the whole fuel system including the fuel injection pumps. If this fails, remove and inspect the diaphragm of the fuel lift pump or pumps and examine the suction and delivery valves. Replace faulty parts, if required, or fit service unit.

Keep this guide for easy reference

SMOKE FROM EXHAUST

- (a) Engine is in need of overhaul.
- (b) Sprayers require attention.
- (c) Valve or injection timing incorrect.
- (d) Air intake has become choked.
- (e) Interference with the normal full powered fuel setting.

LOW OIL PRESSURE

This may be due to faulty gauges or to a damaged or faulty oil pipe leading to the gauge and it is desirable to check them against another gauge. If the gauge goes properly the following could be wrong:

- (a) Oil filter element choked or in need of replacement.
- (b) Severe dilution of the lubricating oil due to faulty sprayers or leaking fuel pipe connecting unions on sprayers.
- (c) High oil and/or water temperatures.
- (d) Interference with setting of pressure regulating valve.
- (e) Leakage at oil pressure pipe unions.
- (f) Bearing failure.
- (g) Engine in need of overhaul after long service.

HIGH OIL TEMPERATURE

Providing there is enough engine room ventilation, high oil temperature is only likely to be caused by some fault in the flow of water through the oil cooler.

- (a) Examine pipes and raw water filter for blockage.
- (b) Check that the water pump is operating correctly.

HIGH OR LOW WATER TEMPERATURES

Maximum temperature varies for different types of engines; if this maximum is exceeded look at the heat

exchanger, the cooling system and the circulating pump and check the following:

- (a) Slack driving belt on raw water circulating pump.
- (b) Blocked water passages and pipes.
- (c) Blocked filter on raw water pump circuit.
- (d) If the installation includes a keel cooler, check its pipes for damage.

DYNAMO NOT CHARGING

This could be because of a slack or loose drive arrangement. Check this and if it is working efficiently, inspect the electrical circuit as follows:

- (a) Check condition of battery.
- (b) Check all wiring and terminal connections, including the spiral fibre insulation on commutator brush leads for signs of burning or charring indicating a short circuit.
- (c) See that commutator and brushes are clean and brushes slide freely in their guides and are bedding correctly on the commutator segments.
- (d) See that the insulation between commutator segments is undercut below the surface of the copper and that the grooves so formed are free from any deposits which may bridge the inter-segment insulation.
- (e) Check cut-out for correct function, clean and adjust contact points if necessary.

If the electrical circuit is found to be working correctly the voltage regulator or dynamo windings may be suspect and should be subjected to a thorough bench test.

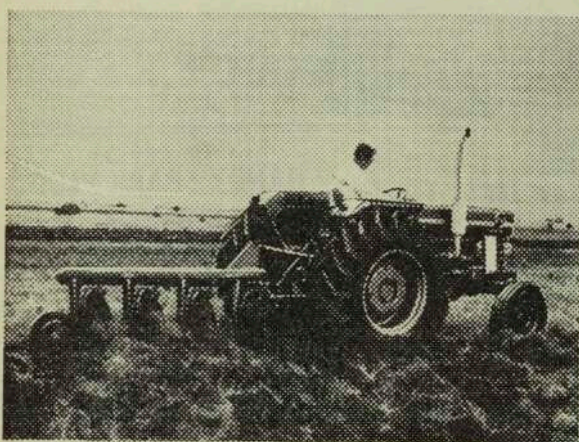
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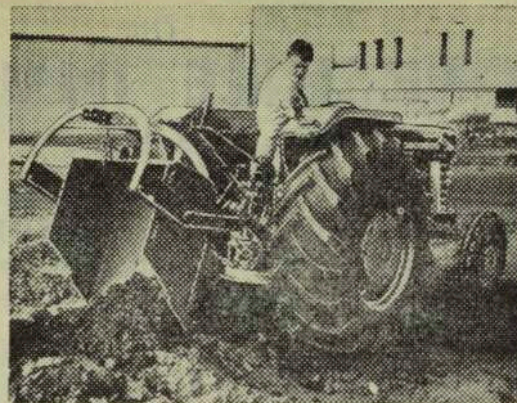
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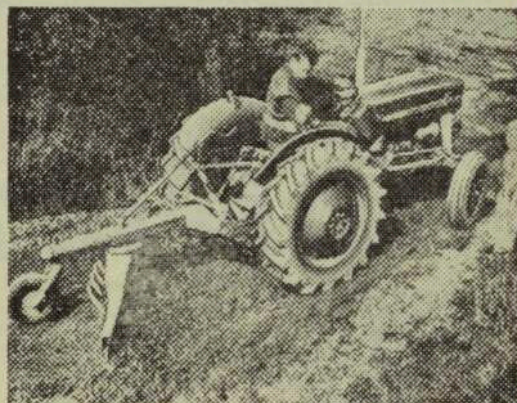


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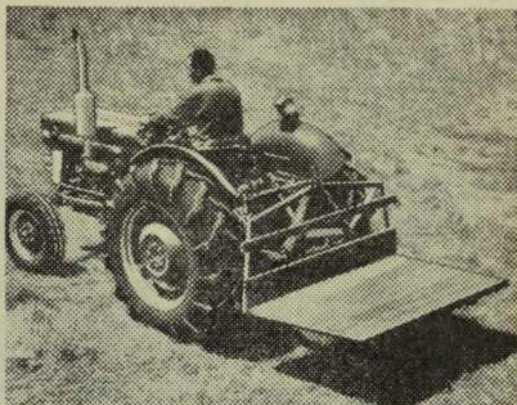
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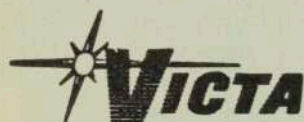
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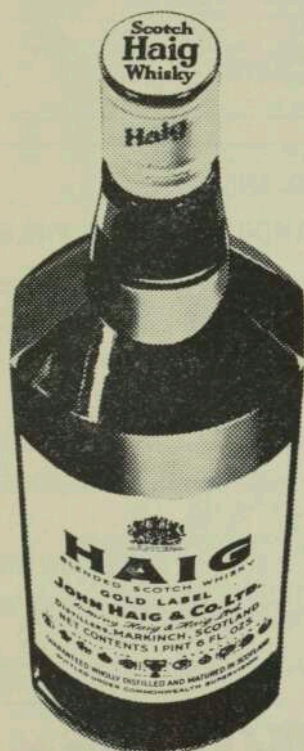
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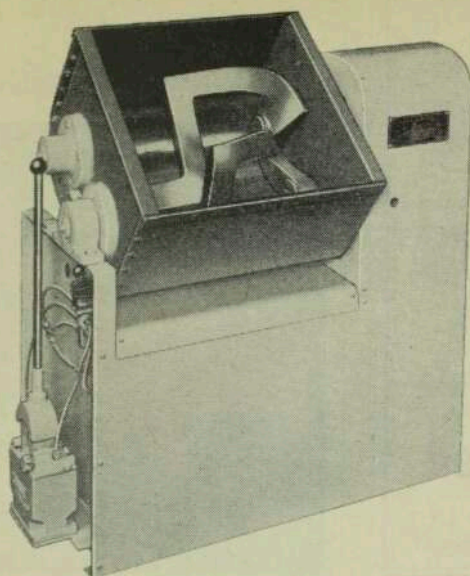
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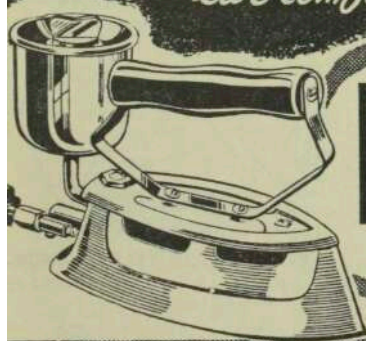
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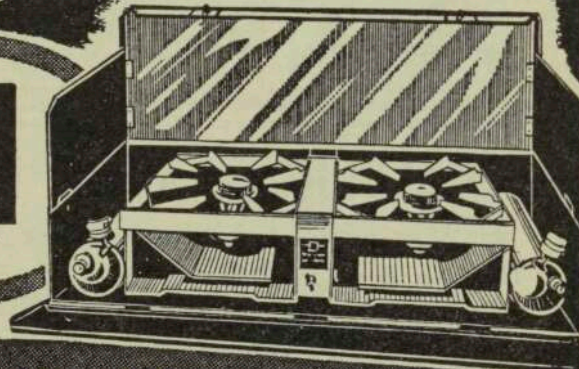
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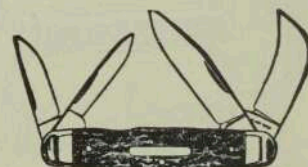
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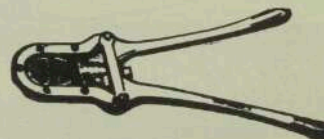
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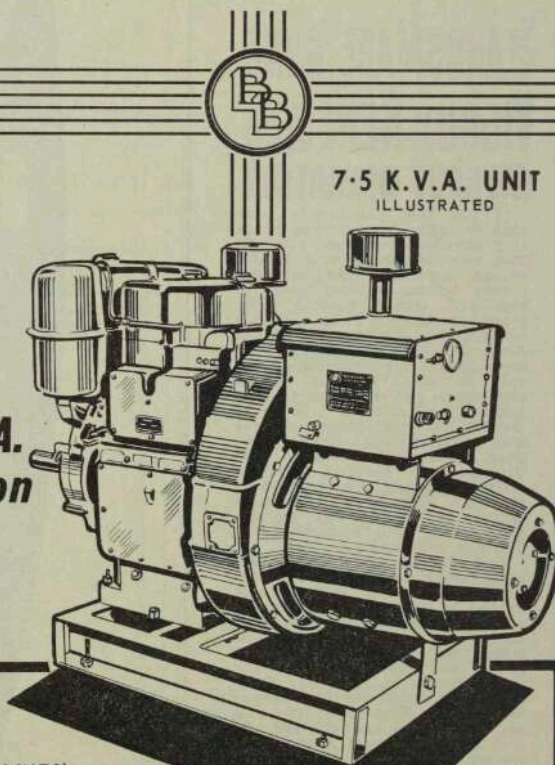
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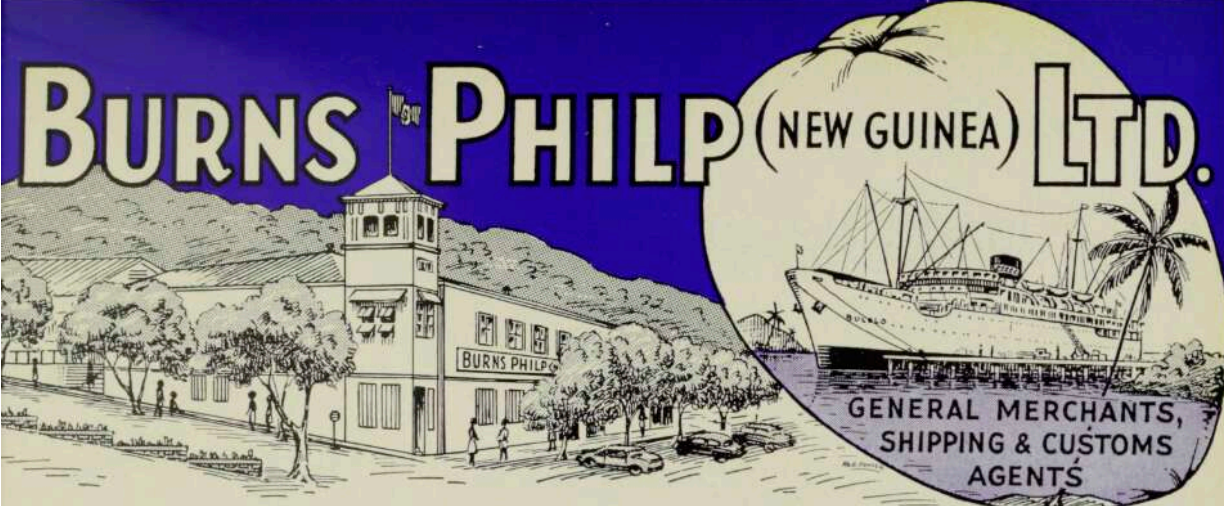
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