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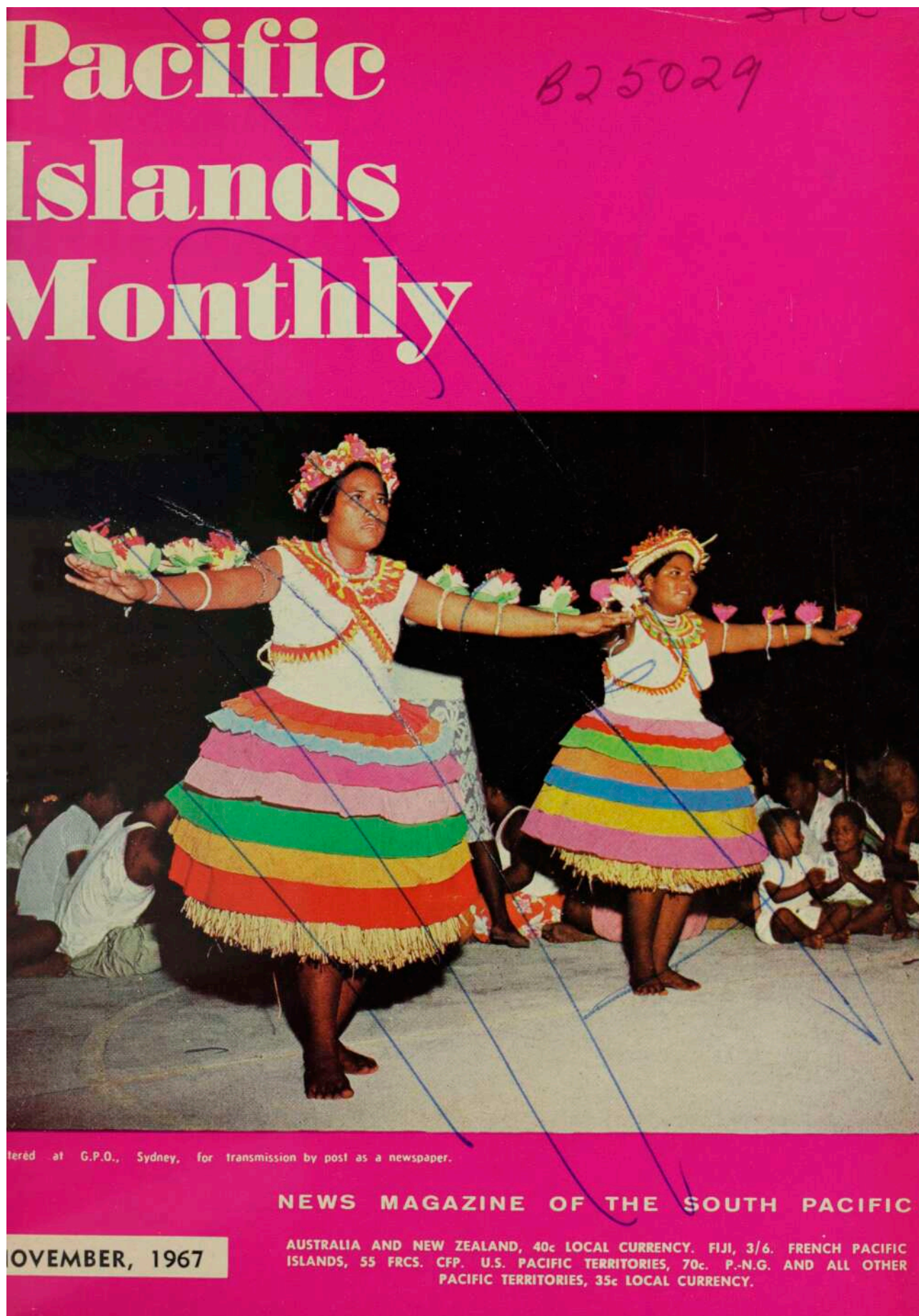
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NOVEMBER, 1967 — PACIFIC ISLANDS MONTHLY

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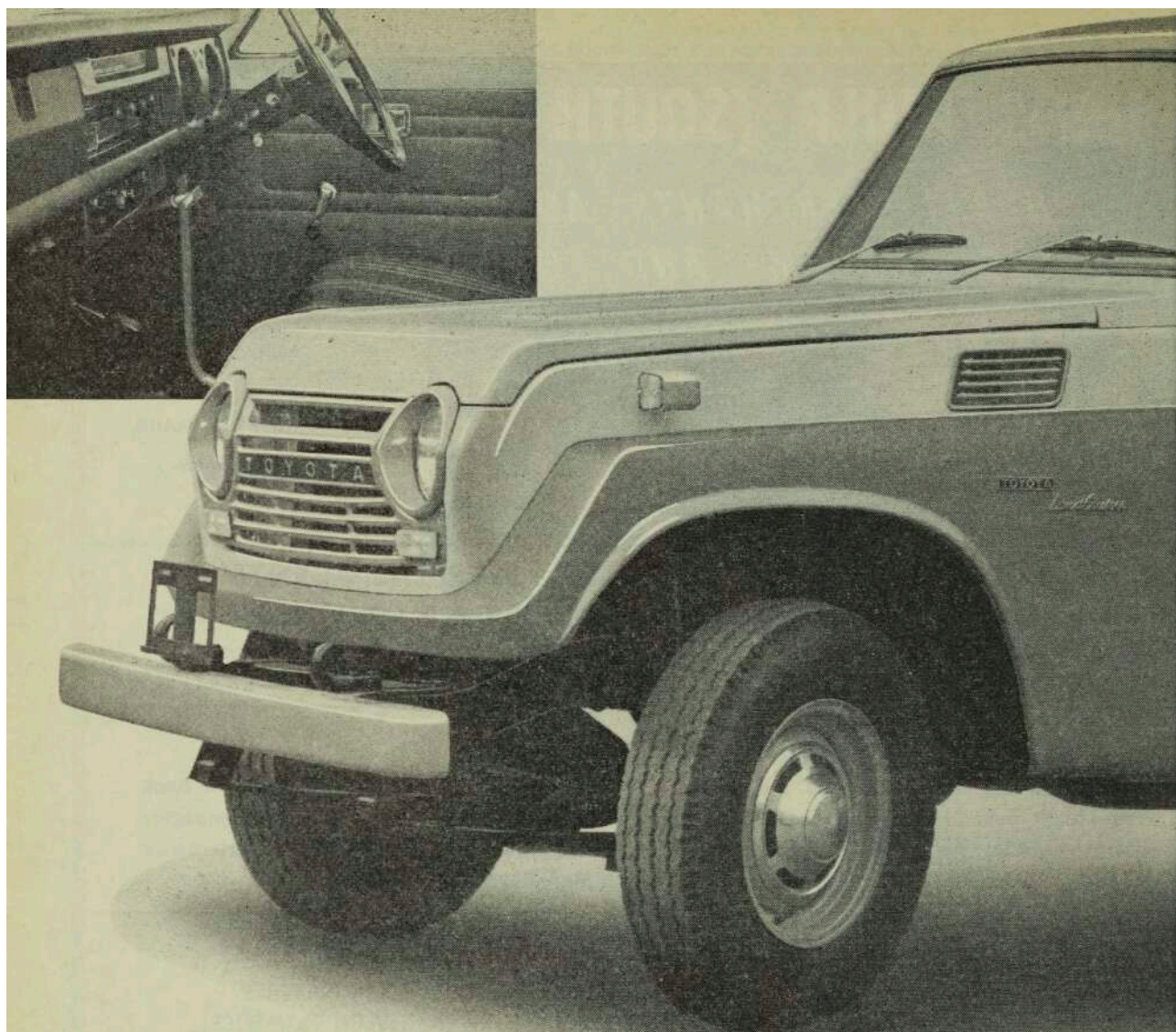
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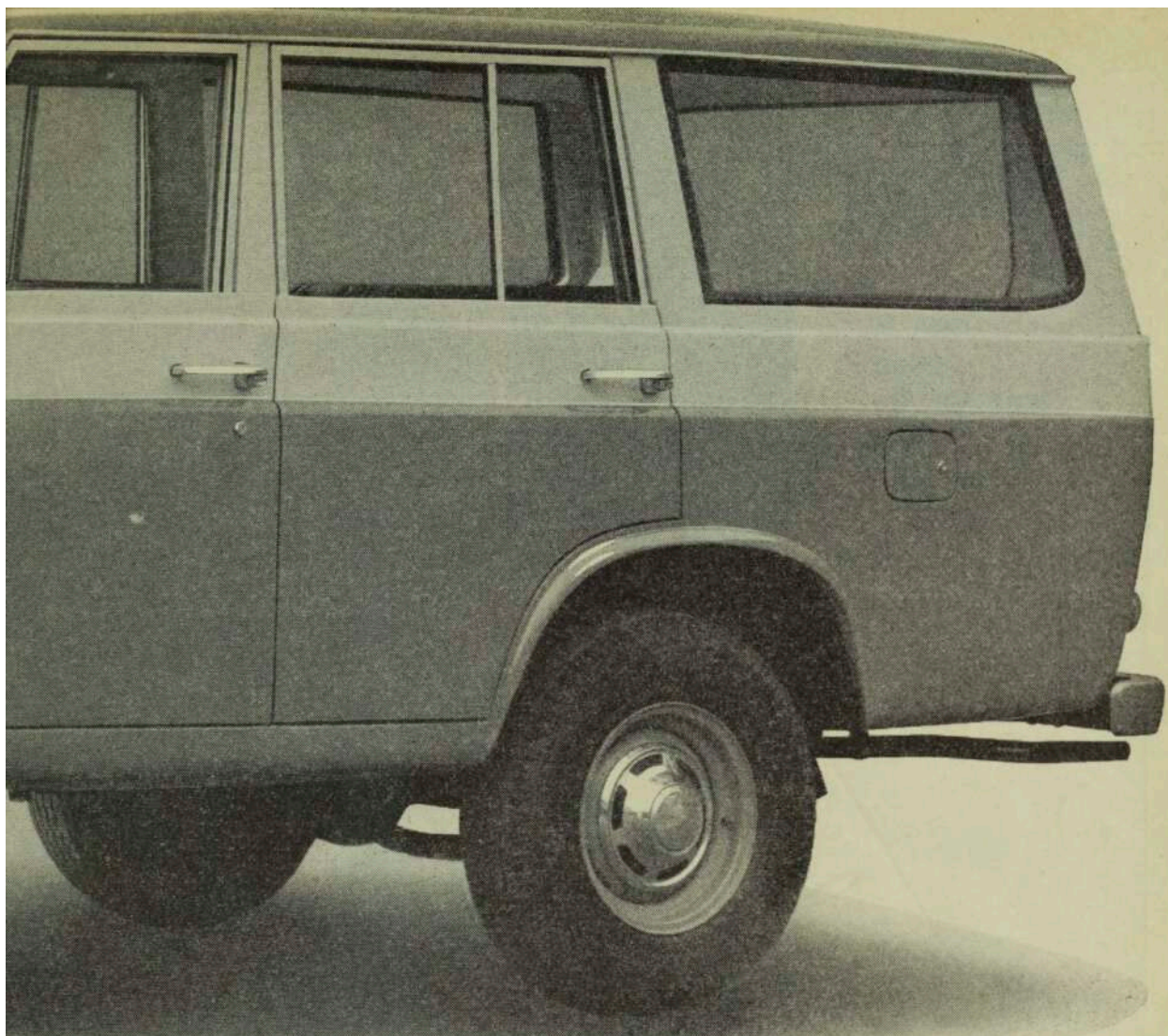
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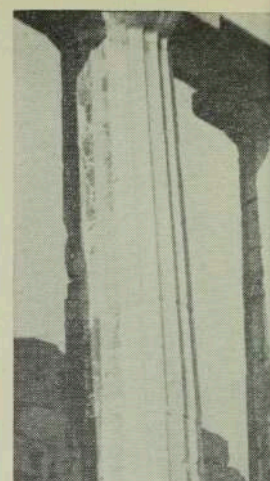
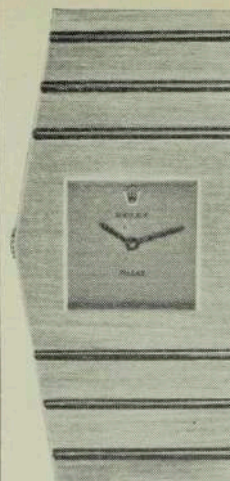
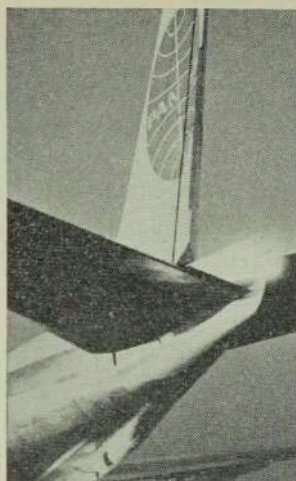


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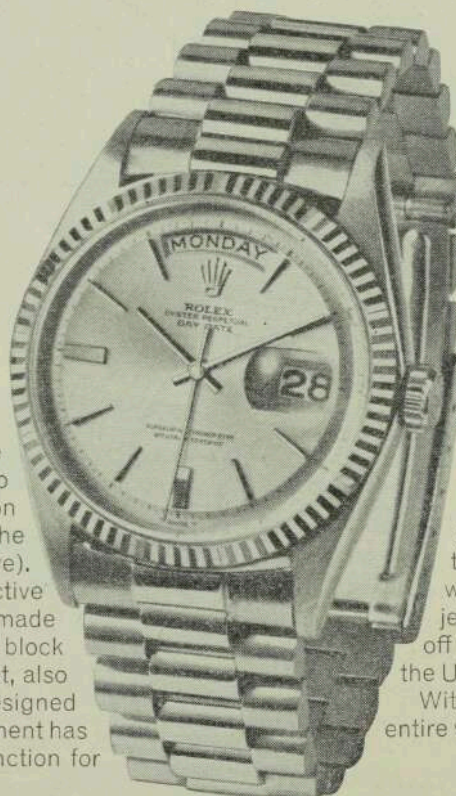
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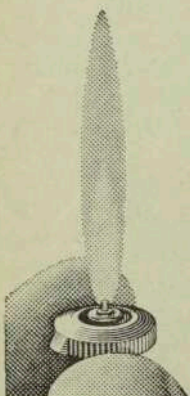
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UP FRONT

with the editor

A passing question in this month's letters column wanting to know why PIM doesn't include Hawaiian news in its page deserves more than a brief sentence in reply. The question really invites us to define the South Pacific community.

HAWAII, of course, isn't in the South Pacific. But if PIM's coverage followed the strict geographic definition of the South Pacific as being all that part of the Pacific below the Equator, there would be some notable omissions and some irate customers.

We would have to exclude, for instance, many of the Gilbert Islands—including Tarawa, the main atoll of the British Gilbert and Ellice Islands Colony—and many of that colony's Line Islands. We would not mention the island groups of the US Trust Territory—the Marianas, the Marshalls and the Carolines. Nauru would barely scrape in.

In its 38 years, PIM has always reported on the affairs of these groups, together with those of the islands south of the Equator, from the east coast of Australia to the west coast of South America. Some have had greater attention than others—the US Trust Territory getting less than anybody, because, before the war, those islands were Japanese-held, and secretive about their affairs. And the bigger population groups were, and are, south of the Equator.

Occasional articles

But never have we attempted to give any kind of coverage to Hawaii. We do have an article on some aspect of Hawaiian life from time to time. (Recently we discussed at length the history of surfing in Hawaii, and an experiment on fish behaviour there. We published not long ago an article on mysterious rocks on Molokai. Hawaii as a tourist resort has occasionally been given on-the-spot treatment by staff writers en route to somewhere else).

I suppose you could say we pay about the same attention to Hawaii as we do to Easter Island (owned by Chile) in the far eastern corner

of the geographical South Pacific and to Guam, which is also part of the good old USA, on the northwestern fringe of the Pacific basin.

In deciding what is the real South Pacific, the South Pacific Commission, too, has been aware of difficulties. Although that Government-sponsored body is a South Pacific commission, it included from its inception in 1947 the Gilbert and Ellice Islands Colony in its area of operations. It did not at the beginning include the US Trust Territory of the Pacific Islands, although it later asked if she could throw in the US Trust Territory, because she thought those islands had the same kinds of problems.

And this is what the definition finally seems to come down to. PIM concentrates on those islands of the Pacific with the same kind of problems. Problems are the island community of interest, even though no less than six metropolitan governments (Britain, America, Australia, France, New Zealand and Chile): one independent government, that of Western Samoa, are involved with the solving of those problems, and often adopt different attitudes towards them.

These, to us, are the Islands, with a capital I. These are our business.

All of these island groups, even the nouveau riche Nauru, are faced with the long-term job of establishing a viable economy in order to survive. And they have to do it remote from the rest of the busy world. Hawaii as an American State, has a great deal more economic security than Fiji or Western Samoa have at the moment, or are ever likely to have.

In the realm of South Pacific economics is the question of getting a continuous supply of trained European experts in fields such as agriculture, health, and education.

enough of their own people are
ed. While Islands economies are
uch a low level how do you
ct the right people from better
ies and conditions in America,
ce or Australia? The State of
aii hasn't got that problem, but
US Trust Territory has.

Loses atmosphere

ou could go on and on with
ar examples, brought about by
South Pacific's remoteness and
earth of natural resources. This
e flavour of the South Pacific.

an island has a pipeline to the
Wide World it loses some of its
sphere simply because it does
adopt the same attitude towards
problems. Thus Kieta, on
ainville's east coast, is true
Pacific in its attitude, but Port
esby isn't. Most Port Moresby
le these days have a direct pipe-
to mainland Australia (whose
ay newspapers come over their
fences the same day).

hich brings up the question of
future of the South Pacific as
community of interest. Of course
Islands will change. They are
ging. Twenty years ago nobody
awaii would have asked us for
aiian news.

he old atmosphere will go, and
ing, and I am unable to convince
lf that there will always be that
able community that PIM has
vn a loose net around for nearly
years—that community which
Zealander R. W. Robson first
ed in a practical way when he
hed, hesitantly, the *Pacific
ds Monthly*.

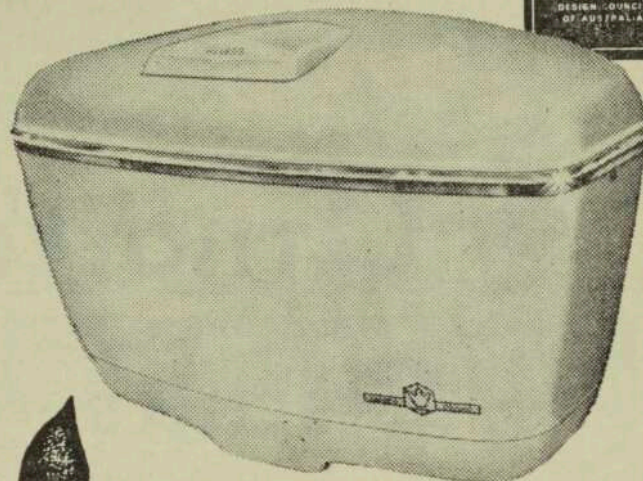
ere will, in fact, be more
aiian news in PIM as the
aiis of this shrinking world come
r to the South Pacific com-
ty, and the South Pacific draws
r to the world's Hawaiis.

—Stuart Inder

THE COVER

It was announced in October
at Nauru is to become in-
pendent soon. This month's
ver picture was taken on
auru by Ian Mitchell, of the
ustralian Department of Terri-
ries, and shows Gilbertese girls
king part in a colourful
atere", or dance. There is a
g Gilbert and Ellice Islands
mmunity working in the
auruan phosphate industry—
e basis of the island's economy.

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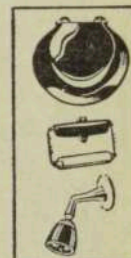


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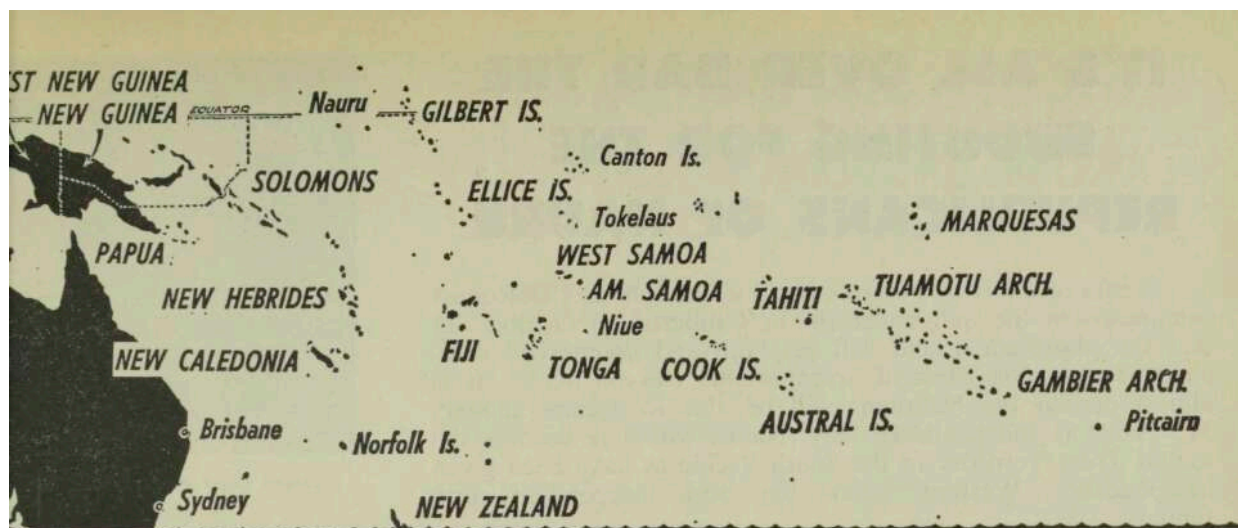


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38, No. 11, November, 1967

PACIFIC ISLANDS MONTHLY

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IT'S ALL OVER BAR THE SHOUTING FOR THE REPUBLICANS OF NAURU

Years of effort by Nauru's Head Chief Hammer DeRoburt culminated in the announcement in Canberra on October 24 that the phosphate island will get "full and unfettered" independence as soon as legal arrangements can be made. It is almost certain the Nauruans will be able to declare January 31, 1968, as Independence Day. Nauru will thus become the second Trust Territory in the South Pacific to have been given independence. Western Samoa has been independent since January, 1962

Nauru now has to complete a draft constitution, set up a Nauruan constitutional convention to approve it, and terminate the trusteeship agreement with the UN. A Nauru Independence Bill, to allow the Nauru Legislative Council to establish the convention, was passed by Federal Parliament on November 1, and in the same week talks were going on in Canberra to complete the draft constitution.

The constitution

The constitution will follow the framework of proposals submitted to a Canberra conference in May (details *PIM*, June, p. 57). It will create the Republic of Nauru with a President who will also be Chief Minister. There will be a Cabinet and an Assembly; a Nauru judiciary (with, possibly, appeals to the Australian High Court); and a Public Service that will come under the Chief Minister's control. Elections to the Assembly will be by universal suffrage, and the President will be elected by the Assembly, to hold office during the Assembly's life.

If the complete machinery measures cannot be carried out in time for January 31 (and there is every chance that they won't be) then the current Canberra talks will try to evolve a make-shift scheme which will allow independence celebrations to go ahead on that date, but with the establishment of a caretaker-government to operate until the full details can be carried through.

The Nauruans could have had the details approved months ago, if the Head Chief had been willing to settle for partial independence, with Nauru linked to Australia by a Treaty of Friendship, giving Australia the right to run Nauru's defence

and external affairs. But DeRoburt held out for all or nothing (*PIM*, July, p. 23, for a full report).

There might well be a treaty, but the Head Chief says it is up to Australia to make the move. He told a Canberra news conference that he wanted Nauru to retain links with the Commonwealth, and hoped to apply for Commonwealth membership after independence (Western Samoa has never applied).

He also told the conference that it was not Nauru's intention to join the UN, as the country was too small. Nauru would have Australian currency if Australia would agree to this.

There would be five ministers besides the President/Chief Minister—the Ministers for Finance, Health/Education, Justice, Works/Communications, and Island Development. Nauru had already begun to search for a Secretary for Island Development, at a tax-free salary of \$8,500, with free accommodation (and there are no duties or sales tax on goods landed in Nauru).

DeRoburt's statement

To questions about the ability of the island to handle any trouble with the immigrant labour force, such as developed during the recent strike on Nauru, the Head Chief said he had no worries that the Nauruan police could maintain law and order. No outside help had yet been needed.

He said that with independence there would be more than enough jobs for the island's young people "for the next 25 years", and there would be no problems about the Islanders having to leave for Australia to find employment. But Nauru was short of trained people.

Asked whether he had any doubts



Head Chief Hammer DeRoburt

that independence could be established by January 31, in view of the technical difficulties, DeRoburt replied: "I always have hopes, unless a thing is proved impossible".

Which, in a sentence, is the Head Chief's whole philosophy.

In Parliament

The independence announcement came as an anti-climax in Federal Parliament on October 24. The Australian Minister for Territories, Mr. C. E. Barnes, was an hour late with his prepared statement because the Prime Minister and the House were occupied with a domestic political squabble about the misuse of Government aircraft.

When this debate was adjourned most of the members on both sides of the House lost any further interest and adjourned too, leaving Mr. Barnes to talk to only 19 members, most of them on the Opposition benches. But the visitors' galleries were packed. Visitors included the Head Chief, councillors Joseph Detsimea and Buraro Detudamo, and Professor J. W. Davidson, the Nauruans' constitutional adviser.

Mr. Barnes told the House that the decision by the trusteeship powers—Britain, Australia and NZ—to grant Nauru full independence was an historic one, and the choice was theirs.

"We wish them well," he said. "After independence the Nauruan Government wishes to continue close links with Australia, as forecast by the Nauruan delegation, the Australian Government will be ready to respond and to consider sympathetically any requests that may be made for assistance."

He said the Nauruans wished to maintain a Nauruan Office in Australia and would be happy to see an Australian Office established in

uru. They hoped Nauruan
tents would continue to come to
Australia.

The Leader of the Opposition, Mr.
Hugh Whitlam, said it was ap-
propriate Mr. Barnes should have
made his "momentous statement" on
United Nations Day, and added:

This is the first of the territories
to which Australia became respon-
sible to which Australia has helped
achieve independence. The association
between Australia and Nauru has
endured over half a century. The
arrangements which the Minister has
announced are very satisfactory
and good. The negotiations have been
friendly, but they have been friendly.
Nauru and Australia will always be
neighbours and there is every reason
to believe that they will always be
friends.

One can hope that in due course
there will be a similarly satisfactory
arrangement for the New Hebrides, for
which Britain and France are jointly
responsible; for the Solomons and
Tonga, for which Britain alone is
responsible; for eastern Timor, for
which Portugal is responsible; and
even all, for Papua and New
Guinea, for which Australia is re-
sponsible."

Reasonable

Introducing the Nauru Indepen-
dence Bill a couple of days later,

Mr. Barnes said he felt Australia's
policy to undertake Nauruan defence
and external affairs commitments had
been a responsible one, put forward
the best arrangement for Nauru,
since it had proved unacceptable
to the Nauruans the governments
had not persisted in it, and he
thought this also was the right course.
Australia had followed for Nauru
a policy of self-determination, he
said.

There are 3,100 Nauruans in the
proposed republic. Their island has
an area of only 8½ square miles.
It has been administered by Aus-
tralia since an Australian force took
possession of it from the Germans,
aimlessly, in 1914.

The island has phosphate reserves
of 59.5 million tons, which are being
exploited by the Nauruans from
British Phosphate Commissioners
for the next three years for about
£1 million. The Nauruans have a
contract with the BPC to sell the
phosphate at the rate of two million
tons a year for \$11 a ton, which
will give the Nauruans a return of
about \$6 a ton after costs.

See pp. 45-47 for a Nauru
picture record.

AND IN P-NG THE QUESTION IS: WILL MINISTERS WORK?

From a Canberra correspondent

Papua-New Guinea is to get an embryo ministerial system
following next year's general elections. Seven members of the
new 94-man House of Assembly will be given titles of "Minis-
terial Member", and each will be responsible for an Administra-
tion department, together with a departmental head, and will
represent that department in the House.

This is one of a number of con-
stitutional changes in the territory
which will flow from the announce-
ment by the Minister for Territories,
Mr. C. E. Barnes, in Federal
Parliament on October 26, that the
Government accepted entirely the
recommendations of the final report
of the P-NG Assembly's select com-
mittee on constitutional development.

This report, the committee's third
since 1965, was presented to the
Assembly in Port Moresby in June
(PIM, July, p. 28). In it, the com-
mittee proposed that the seven be
called "Ministers", but Mr. Barnes
said the Government preferred to
make a change in title, although not
in functions, because the new officers
would not in effect exercise full
executive responsibility. "Ministerial
member", and "assistant ministerial
member" would be more appropriate,
he said.

There will be no other deviations
from the committee's report, and the
Commonwealth will amend the Papua
and New Guinea Act next year in
time for the arrangements to take
effect when the new Assembly meets
in May or June.

The seven ministerial members,

together with the Administrator and
three official members, will form the
Executive Council, the principal
instrument of authority in the terri-
tory.

Assistant ministerial members will
also be appointed (they will not be
members of the council) who will
replace the present parliamentary
under-secretaries.

The ministerial members and their
assistants will be nominated by the
Administrator and by the House, with
the help of a standing committee.
The members of the Executive
Council will not publicly oppose
policies approved by the council.

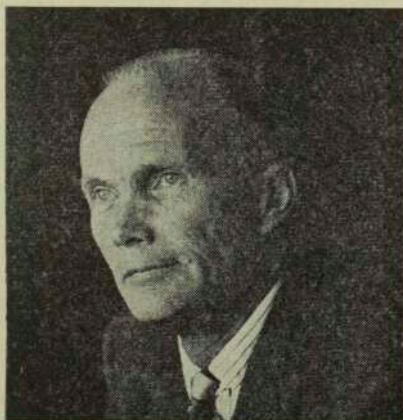
The other main changes in 1968
concern the territory budget. There
will be a standing budget committee,
comprising five elected members not
appointed to office. Budget proposals
from the House will be channelled
through this committee to the council
or the minister concerned.

Mr. Barnes' statement

Mr. Barnes said the new changes
represented an important step towards
self-government. He added:

"As I have pointed out previously,
the basic policy of the Government
towards political development in
P-NG is self-determination. This
means that if they wish to do so
the people of the territory are free
to terminate their present territory
status. On the other hand, they are
free to remain an Australian territory
for as long as they choose. The Gov-
ernment believes that the pace and
nature of the changes which should
be made at any time should accord
with the wishes of the majority of
the people, and that the scheme of
government now proposed by the
select committee does accord with
the people's wishes."

The question now is will the
system of ministerial members work
any better than the system of under-
secretaries, which has been useless?



P-NG's Administrator, Mr. David Hay.

Frank new view of the BSIP— past, present and future

If there were any doubts that the remarkable Rev. Dr. Charles Fox will be forgotten in the Solomons after his death, they can be dispelled. At the age of 89 he has just published a book which is his guarantee that he will be remembered.

THE Story of the Solomons came off the Melanesian Mission's press, DOM Publications, in the Solomons in October, for the benefit of local schools. And what a fascinating little book it is!

The two-paragraph preface by Dr. Fox hardly does it justice. He writes: "Bishop Alfred Hill asked me to write something for our schools. I first taught Solomon Islanders and learnt to speak one of their languages in 1902, at St. Barnabas school, Norfolk Island; spent some months on San Cristobal in 1908; and finally settled in the Solomons, where I still live, in 1910. So I have known a good deal of their history.

"I offer this story to the new generation of our people—with one apology. I do not think I have done justice, through my ignorance, to the people of the Western Islands. They are fine people; so is their art."

Frank

The Story of the Solomons is a book of less than 100 pages but in it the author's scholarship and his 60 years' experience of the Solomons coalesce to produce a refreshingly frank and unexpected outline of modern Solomons' history. Dr. Fox manages to discuss development of the Solomons through both Island and Western eyes. He is probably the only writer alive who could have successfully done this. Although his narrative continually refers to "we", meaning the Islanders, there is no doubt in the reader's mind that he has also taken into account Western attitudes. The result is balance.

He is able to point to both the evils and advantages of colonialism; the evils and advantages of life in the Solomons before the coming of the European.

Dr. Fox, MBE, MA, Litt. D., is, of course, the grand old man of the Solomons. He was born in England and educated in NZ. He has written a number of works, the best known of which are the *Threshold of the Pacific* (1924) and

Kakamora (1962). He lives at Taroaniara.

His short history begins with the European discovery of the Solomons in 1568; the early days of European contact, with their problems of head-hunting, black magic and the slave trade; the effect of the missions (with a potted mission history from 1850 to 1950); the establishment of the protectorate and the appointment of the first Resident Commissioner in 1896; and the period of colonial rule from 1900 to World War II. The war itself has a chapter; there is another on the Marching Rule cult; and finally a comparison between old ways and new. And there is not a dull word in any of it!

Extracts

Probably the best way to display the extraordinary flavour of the book is to give generous extracts from it. Here is a selection, quoted verbatim:

● Burns Philp's Handbook of 1899 says of the Solomons in those days: "They are stained with the blood of travellers, traders and missionaries. Cannibals and headhunters, they murder all they can lay their hands on, feasting on their bodies and carrying off their heads." Nothing is said of what our people suffered at the hands of the Europeans.

● A result of the Pacific War was that our islands became known to the outside world, because of the battles fought here; and indeed a new era began in our history, a new government with a set purpose to lead us to self-government; perhaps in time to independence. The war for us in the Solomons was the dividing line between the old and the new. Before that we had been known as "the cannibal islands", though we were already largely Christians. This surprised the outside world, especially the Americans.

● Our land was the most important thing, and in the days of colonial government, there was a great fear that the Europeans would gradually take all our land. When



Dr. Fox—a photograph taken several years ago.

land was sold to the missions it was often because that land was full of evil spirits and haunted, as at Siot or Bungana. When it was sold to planters we thought it would be returned in the next generation, as was our own custom, nor did we think that land not used should belong to the government. These are new ideas.

● What sort of way of life is the government leading us? To a British way or to one more natural to us? Perhaps, without knowing, Government and Church have been trying to make us as British as possible when we are really Melanesians in character—more Asiatic than European. The way in which Melanesians think is different from the European way and much more like the way of Christ, who, the Bible says, never spoke to the people except in parables. If a Solomon Islander were asked, "Do you think that English is a better language for us than Pidgin?" I might say: "I think it is better to plant taro than yams on the hills, meaning Pidgin is better for Melanesians. (Taro does not do well on the shore, nor yams on the hills.)"

● Colonialism now has a bad name, but will be judged more sane in time to come. It helped us when we might have been exploited by stronger races, it could not do much more. How could a divided and savage people, such as we were, be guided otherwise to better things? When a people has been ruled by

other race for the sake of gain, that is an evil thing, but there have been different motives in colonialism and not all have been bad. In our earlier years of colonial rule the chief thought was that it did so little for us in education and seemed to have no real purpose or goal. It is without resources to do more.

● What is worst in colonial rule is the spirit of superiority in the ruling race; to think of those ruled as on a lower plane, sometimes despised, sometimes treated as children or adolescents (untrue, as well as galling) and as incapable of ruling themselves. They are only inferior to the ruling race in knowledge, which the rulers inherit from centuries of civilisation. Many Europeans think a man is inferior because he is brown; not because he is poor, not because he is uneducated, but just because he is brown.

● Even in the days of fighting there was much cruel and cowardly fighting there was also courage, daring and adventure. Our people were rich in art, and drama, in merry dancing and dancing, in the unbroken and handed down stories. They were in love with their farms, they loved the sea; these things were characteristics of our race. They remained to be built upon in a happier future.

● We can and must adapt ourselves to this new way of life with confidence in our future as we grow in numbers and new knowledge, but for remaining Solomon Islanders; keeping what was good in our old way of life.

Marching rule

Of the Marching Rule movement in Malaita, Dr. Fox says it was only partly a cargo cult. It was sponsored by a desire to return to the old way of life and reject the British way of life, strongly encouraged by the anti-colonial talk of the friendly Americans. Part of the Solomons way of life was village government: "When anything was to be decided the whole village met and everyone discussed it," Dr. Fox writes, "last of all the chief gave his decision. We doubt the British way of counting heads to decide, thinking heads as equally as wise."

The book has a bibliography, which unfortunately has a number of printing errors, and which would be more useful if it included fuller details of authors and dates. This perhaps can be done in a later edition and there certainly will be one, for it deserves to keep on selling.—SI.

THE STORY OF THE SOLOMONS. J.M. Publications, Taroaniara, BSIP. 35.)



Strikers outside Suva's new Travelodge in October. Bearded Apisai Mohammed Tora, the airport workers' leader, is on the right. The placard abuses Fiji's Labour Commissioner.

Spanners in the works from Fiji's union leaders

From a Suva correspondent

It began on Thursday, October 5. And the question Fiji people are still asking at month's end is—when will it finish, this wave of industrial unrest which is bedevilling the colony at one of its most crucial times?

Self-government or independence are somewhere along the road. Financiers overseas are considering pouring money into Fiji's tourist industry. And given racial and industrial peace, Fiji has a big chance of making the grade, but its chances are being sold out by politicians and wild-cat trade unionists.

On October 5, in obviously planned combined operations, two unions—the Airport, Hotel and Catering Workers' Union and the Municipal Workers' Union—without warning brought out 800 men. Of these, 400 were members of the former union working on building projects in Suva, and nearly 400 were Suva City Council workers.

The claims

Five days later, Apisai Mohammed Tora, the airport workers' leader, called out, again without warning, 96 Qantas employees at Nadi Airport.

The unions, both working on identical logs of claims drawn up by James Anthony, former graduate of the University of Hawaii and now working for his PhD at the Australian National University, are asking

for what Fiji employers say is "the moon".

They want a 40-hour week with a minimum wage for unskilled workers of £11/6/8 a week; overtime at 1½ times normal rate between 5 p.m. and 9 p.m., double time between 9 p.m. and 1 a.m., and treble time between 1 a.m. and 7 a.m., with double time on Saturdays and treble time on Sundays and public holidays.

They also want leave of 24 normal working days a year for employees with five years' service; 36 days for employees with up to 10 years' service and 21 days a year, plus three calendar months' leave at the end of every three years for those with over 10 years' service.

They want an education fund established, with the employers paying 3/- a week for each child of the worker. They are also asking for numerous fringe benefits of meal allowances, sick pay, and free transport.

In every case the employers have rejected the log of claims as being unrealistic.

The Government meanwhile had in its hands a report by a UK economist, Professor H. A. Turner, on a wages, incomes and prices



When the Suva City Council's garbage collectors refused to work overtime on Saturday, October 7, the Suva Market was left in a vegetable-strewn, smelly mess until the following Monday. It did not endear Suva to tourists from the liner "Mariposa", which can be partly seen in the background.

Photo: Nitin.

policy for Fiji, which called for the establishment of an Incomes and Prices Advisory Board, and actually suggested a brake on wage increases for unskilled workers because of the rapidly closing gap between the wages of the skilled and the unskilled (see p. 23).

To the brink

The strikers brought Suva to the brink of chaos on the morning of Wednesday, October 11. About a thousand people gathered at the Suva bus station and a lightning strike of bus and taxi transport workers began.

It was obvious that intimidation was playing its part and the atmosphere at the bus station began to thicken when Apisai Tora, after asking police permission to speak, harangued the crowd.

There was some nervousness in the city, which retained vivid recollections of December, 1959, when a similar situation developed into rioting which no one has forgotten.

Tora told the restive crowd he did not want a repetition of 1959.

But he congratulated the transport workers on coming out on strike in support of his union. (Who brought them out is a mystery, because the Transport Workers' Union hadn't voted for it).

It was obvious the bus drivers didn't want to strike, but few strikers can intimidate as effectively as the Fijian striker. The situation looked ugly but the police stepped in quietly and made "specials" out of buses with co-operative drivers.

The transport workers' strike petered out from then on. It was not broken by the Government, as has since been suggested in some quarters.

But the situation did remain tense until late in the morning, when Fiji's Chief Minister, Ratu K. K. T. Mara, acted. Back only a few days from his world tour, he went on the air from the Fiji Broadcasting Commission studios and in quiet tones made the Government's position clear.

It was obvious from his first few sentences that there would be no repetition of 1959, when the Government of the day handled the situation badly.

Mara's speech

"There were signs of unrest in Suva this morning," Ratu Mara began. "Transport services have come to a halt. There are indications of the possibility of interference with essential services.

"There are also, unfortunately, indications of intimidation of some of the workers who are being forced by threats and not by peaceful persuasion to leave their jobs."

His next sentence really meant something.

"Government will not tolerate this," he said. "It will use all necessary powers to ensure that the law-abiding citizen can go on his peaceful way unmolested, unafraid and free to act as he wishes within the law!"

That lifted the tension like a curtain. Buses and taxis rolled again. Nervousness disappeared and it

hasn't been back. Public Safety Regulations were imposed and they were still in force at the end of October.

Behind the scenes, the union leaders were having other problems. Some of the strikers were getting a little impatient at the stalemate, and a little light in the pocket.

Sweet reason

On October 12 peace feelers and talks got nowhere. Then, almost out of the blue on Friday the 13th, came sweet reason. All the builders and municipal workers would go back to work while talks got underway.

The builders went back on that day, and the council workers reported for duty on the Monday.

Then there were hopes that the Qantas workers would go back, for the airline offered to negotiate a wage increase which would be back-dated to August 1 if the workers would go back immediately.

But, on Sunday, October 15, the union rejected the offer.

And on October 18 they gave notice that they intended to bring out, after 28 days, the airport firemen. The firemen are an essential service, and as such cannot legally strike without having first given 28 days' notice.

Qantas might bypass

The union also decided to boycott the Government's board of inquiry into the dispute, which opened before an Australian judge, Sir Trevor Gould, and closed its public sittings on October 21 without a single union representative having been present.

Qantas, Fiji Airways, the Master Builders' Association, the Fiji Employers' Consultative Association, the Government's Ministry of Finance, the Fiji Visitors Bureau and the City Council, all made written submissions. But the workers' case went by default. Even the Industrial Workers' Congress, which has been regarded as a most responsible body by most employers, kept silent.

Qantas made some oral submissions, through Mr. P. J. C. Rogers of their industrial relations department, which contained an overt threat that Qantas would overfly Nadi if the strike continued.

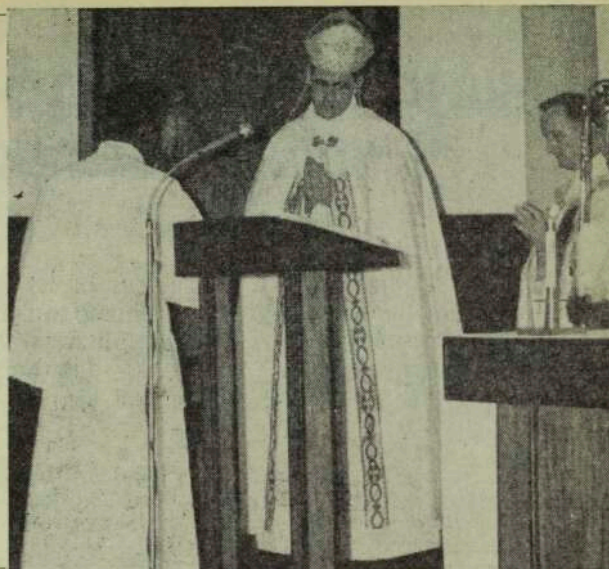
The two building companies, Cementation Overseas Ltd., who are building the new Travelodge Hotel and the Development Bank, and W. C. Hines (Fiji) Ltd., builders of the new Government Buildings extensions and the new Suva Town Hall, began

HISTORIC SUVA CEREMONY

The new Archbishop of Suva, the Most Rev. George Pearce, was enthroned before a crowded congregation in the Sacred Heart Cathedral, Suva, on October 22. It was a history-making ceremony because, for the first time in a Roman Catholic church in the Southern Hemisphere, the most solemn part of the ceremony, the canon of the Mass, was recited in English instead of Latin. It followed recent reforms in parts of the Mass procedure made at the Second Vatican Council.

Archbishop Pearce was born in Boston, Massachusetts, USA, in 1921. He was ordained a priest in 1947; assigned to Samoa as a missionary in 1949; and consecrated Vicar Apostolic of Samoa in 1956. He lived in Apia until his Fiji appointment.

Another enthronement in October was that in Honiara of the Right Rev. John Chisholm as 10th Bishop of Melanesia.



ks with the Airport, Hotel and Catering Workers' Union which, for good reason at all, caters for the building workers.

These were still in train on October 30, but talks which were to have begun between the Municipal Workers' Union and the City Council lapsed before they began.

The Suva Mayor, Cr. Harvey, told the union the council would not allow the union's advisers, Poya and Company, to take part in the talks, although they would make facilities available for the union to consult its legal advisers, who could set up office outside the conference room.

More trouble

The union reacted to the Mayor's decision by walking out. The council then offered to allow the adviser to be present at the talks but not to take part in the discussions, but the unions' reply to this was to give 14 days' notice of intention to strike.

And there it rested on October 31, with Fiji facing a very uncertain future—airport workers still out and municipal workers again threatening.

The Fiji Government has made it clear that unions can act freely within legal requirements. They can persuade others to strike by peaceful argument but there must be no threats, no intimidation—and no rigging.

Meanwhile behind the scenes the Federation Party is indulging in its favourite sport of fishing in troubled waters. (Its members comprise the Opposition in the Legislative Council,

but the Opposition is on strike too. It walked out of the House on September 1 on a political issue).

The Federation's propaganda sheets and journals have attacked the Government for what it calls intervention in the strikes, and its English-language paper, published at Nadi, has increased its virulent attacks on members of the Government and on the Europeans in general.

Its leaders individually have given support to the striking unions who, curiously enough, have taken action to improve the workers' standard of living against only European-controlled organisations.

The only recruiting that has been done by the Airport Hotel and Catering Workers' Union has been done among workers employed by European overseas firms.

The living wage

Two members of the Federation Party are acting as advisers to the striking unions.

The party has made no pronouncement on this matter of a living wage for workers, but the big problem of course is that a sudden increase in wages of the kind envisaged in these logs of claims would bring on inflation. There was certainly no support in Professor Turner's report for such a drastic uplift of wages and conditions demanded by the two unions.

Footnote: Both logs of claims by the Airport Hotel and Catering Workers' Union, and the Municipal Workers' Union, are identical, even to the misspellings.

NEED SEEN FOR INQUIRY ON FIJI RETAILING

Professor H. A. Turner, the British economist who in September submitted to the Fiji Government the results of a brief survey of wages, incomes and prices in the colony, commented in his report that the retail marketing situation in Fiji "seems to be an obvious case" for a form of public inquiry.

Following a request by the Fiji Government, Professor Turner was asked to do the survey by the UK Commonwealth Relations Office and Ministry for Overseas Development. His terms of reference were to advise on the general level of wages and incomes and relativity between different grades in relation to economic development, and the methods which might be adopted for wage determination in relation to prices and economic needs.

He arrived on August 14 and submitted his report on September 17.

The Government asked for Professor Turner because it suspected that recent wage increases indicated a trend which could not be supported by the colony's economy.

In his report, Professor Turner said that it was most noticeable in Fiji that there appeared to be a strong price "ratchet". Retail prices went up when there was a shortage

(Continued on p. 145)

LOSS OF BP SUBSIDY WILL BRING CHANGES TO P-NG SHIPPING SERVICES

By staff writer KEN MCGREGOR

Burns Philp and Co. Ltd.'s loss of its \$400,000 annual subsidy from the Australian Government to run a shipping service from Australia to New Guinea with Australian crews means no replacement will be bought for the company's flagship *Bulolo* for the time being. There will also be some re-routing of BP's ships in New Guinea.

In early November BP's brokers were examining a Singapore offer to buy the *Bulolo*, which carries passengers and cargo on Australia-New Guinea runs. The Singapore offer is less than what BP's asked for the ship over a year ago but it is understood the loss of the subsidy has obliged the company to consider lower offers for the ship, whose registration comes up in June, 1968.

Unregistered, the *Bulolo* would be hard to sell, other than for scrap.

News of the subsidy was announced by the Australian Government in October. It was not unexpected by BP's, who had received the subsidy since 1955.

13 services to NG

The Government said "changing circumstances" had led to the decision to withdraw the subsidy. Thirteen ships now served Papua-New Guinea and the withdrawal was unlikely to affect these services, it said.

The subsidy will be reduced in stages and completely withdrawn at the end of 1968. Special privileges granted to BP's to carry copra and Government-controlled stores also will be withdrawn on June 30, 1968.

The *Bulolo's* subsidy would be the first to go in April; the *Malekula's* on June 30 and the *Moresby's* subsidy in December, the Government decided.

BP's other ships on the run—the *Braeside* and the *Montoro*—are not affected because they have Asian crews and do not receive subsidies. The *Tulagi* operates the Norfolk Island-New Hebrides-Solomons run and it is also not affected.

When the *Bulolo* goes—and it is only a matter of time—BP's passenger services to New Guinea will be severely curtailed. *Bulolo* has been very popular with round-trippers.

Bulolo carries 208 passengers. *Malekula* and *Braeside* carry 24 people between them. The *Montoro* and *Moresby* carry only cargo. *Tulagi* carries 12 passengers to the Solomons. BP's feel the *Braeside*, which can carry more cargo than the *Bulolo*, is sufficient to meet their current cargo needs, and therefore won't suffer by the *Bulolo's* disappearance.

Other changes likely

The company is doing a lot of re-thinking about its ships, and it is likely there will be other changes before January, 1969, when operations will be without any subsidies. BP's feel they had legitimate reasons for receiving the subsidy, which incidentally was taxable by about 40 cents to the dollar.

The company's annual wages bill for shipping services is about \$600,000, and is far in excess of other shipping competitors to New Guinea, who all use cheaper labour, in the form of Asian crewmen.

BP's view is that new shipping companies to New Guinea have "picked the eyes out of the territory" by servicing only the big ports, but BP have continued a regular run to all small ports, particularly on the north coast of the mainland. Calls at these smaller ports are rarely worthwhile for freighters of the *Malekula* or *Montoro* size because there is so little cargo handled. With the subsidy gone and cargo privileges waived next year, BP's is apparently reconsidering the value of these particular calls.

BP's shipping fleet, owned by the parent company—Burns Philp and Co.—has shown an annual loss for many years now.

However, because the ships service BP stores and plantations in New Guinea, they indirectly contribute to

It was bound to happen dept.

IT'S taken quite a few years for someone to wake up to it—but now it's happened.

An Australian firm, Finlaw Industries, of Melbourne, plans to take advantage of Norfolk Island's duty-free status by opening a small spinning factory on the island and exporting the finished products to Australia.

As a start, the company is sending 12 knitting machines to the island together with an engineer who will supervise their installation and operation. He will also train local people to operate them, and, it is hoped eventually to take charge of them.

Nylon and other fibres will be spun at the factory.

"The amount of fibres imported and yarn exported is expected to considerably increase the tonnage handled by the lighterage workers," Norfolk's local paper, the *Norfolk Islander*, says.

healthy profits of the big firm's subsidiary companies.

Therefore, despite general speculation, there is no chance that BP's will sell the entire fleet. While there are big BP trading interests in the islands BP's need the ships—but not passenger ships.

In the light of recent attempts by the Australian National Line to sail its ships overseas, it will be interesting to see if the ANL will plug any gaps BP's may be forced to leave in New Guinea in the near future.

And it will also be interesting to know what development will be offered by other lines which have been making noises in recent years for a piece of the NG passenger trade.

BP agreement

Under the agreement, BP ships had carried all copra produced in New Guinea—a valuable backloading for ships operating to New Guinea because more freight is carried in than taken out of the territory.

Now, with its copra privileges waived, BP expects to carry well over half NG's copra and perhaps lose up to a quarter to its competitors, in particular the China Navigation Company.

Up till April next year BP will carry about 80 per cent. of government freight to NG; after April the company seems to be confident of keeping over half this business.

SOUTH PACIFIC COMMISSION HAS A NEW LOOK

It's not an exclusive club now —and the Islanders like it

From a special correspondent in Noumea

The decision by the participating governments to give Islands delegates a bigger voice in determining the work of the South Pacific Commission (PIM, Oct., p. 22) resulted in the Seventh South Pacific Conference in Noumea in October being rather less lively than had been expected.

The decision was announced soon after the conference began by the senior Commissioner for Great Britain, Mr. A. J. Fairclough. Delegates from 17 Pacific territories attended.

They were told that the participating governments—Great Britain, Australia, New Zealand, France, the United States and Western Samoa—had agreed that the South Pacific conferences should be held annually, and that Islands delegates should consider, debate and make proposals on both the SPC's work programme and budget for the following year. Their proposals would be subject to the final decision of the participating governments, meeting in session at the end of the conference.

Mr. Fairclough said the new arrangements were due to Fiji's Chief Minister, Ratu K. K. T. Mara, who had pressed hard for the territories to exert influence on the commission.

However, Ratu Mara, who had previously claimed that the SPC was an exclusive club of the metropolitan governments, said in reply that the idea was not entirely his, but the consensus of opinion of delegates at the conference in Lae in 1965.

Now a forum

The Cook Islands Premier, Mr. Albert Henry, said he was pleased to say that the SPC was not a club of the metropolitan governments any longer, but a forum for the expression of Pacific Islands opinion.

The other delegates made it clear in one way or another that they were pleased with the new arrangements—the only matter for regret being that the participating governments had not increased their contributions to the SPC budget over the \$804,000 of last year.

As it was France's senior commissioner, Mr. H. Nettle, who did the explaining on the status-quo contribu-

tions, it was generally assumed that the French Government had opposed any increase.

The presence of Ratu Mara and Mr. Henry at the conference showed that their governments regarded it as a matter of considerable importance to the Islands. Other "big guns" at the conference were the Governor of Guam, Mr. Manuel Guerrero, who acted as chairman; Mr. Gaston Flosse, mayor of Tahiti's Pirae district and a member of French Polynesia's Territorial Assembly; and Mr. V. R. Singh, Fiji's Minister for Social Services.

Wide range

These delegates, naturally, were able to speak with a good deal more authority than many of those from the other territories; and they certainly spoke more often. However, it would not be true to say that the "big guns" dominated the conference in the same way as Ratu Mara did in 1965.

Topics covered in discussing the commission's work programme ranged from witchcraft to lagoon fishing to combating the rhinoceros beetle.

PIM TO COST MORE

The price of your PIM has gone up this month. In most islands readers will pay five cents a copy more over the counter. The increase is bigger in Australia and New Zealand.

The increases do not mean greater returns for the publishers. They merely cover rising costs of publishing and especially distribution. PIM goes by airfreight to all Islands readers and it is our policy to charge a moderate price per copy. But our airfreight costs to many territories have made our sale price uneconomic. The higher prices will enable us to distribute our airfreight costs evenly. On the other hand, we are now offering concession rates for two and three-year subscriptions ordered direct from the publishers on renewal.



Mr. Henry.

On the subject of witchcraft, no one denied that this was still practised in the Pacific. But delegates agreed that if the remedies of the witch-doctors were effective, then these should be studied so that science would know about them.

Another matter on which delegates were in general agreement was the amount of paper produced by the SPC publications bureau.

Mr. Henry (Cook Islands) complained that he received so many SPC papers in his office that he never had time to read them all. What was worse, he could not always understand those that he did read, and he urged that the publications be written so that they could be more easily understood. Many of the other delegates said much the same thing.

Evaluation programme

Mr. Guerrero said that so many publications arrived on his desk that he needed a secretary merely to file and record them all.

The SPC Secretary-General, Sir Gawain Bell, said that an evaluation programme on this subject was already in progress, and that it had already been decided to discontinue the monthly news summary, *South Pacific News*. He added that it might be possible to make a precis of a number of other documents that were now published in full. (Some delegates thought that Sir Gawain had selected for the axe one SPC publication which could in fact be understood by all and did serve a useful purpose.)

Some of the liveliest exchanges of the conference concerned the question



Ratu Mara.

of reef and lagoon fishing. Delegates felt that the SPC had devoted too little attention to this in the past.

They complained that, although Islands communities depended on reefs and lagoons for subsistence, many of these areas were being fished out. Both conservation and regeneration of fishing grounds were needed, they said.

Ratu Mara said that since an SPC fisheries conference in 1962, nothing had been done about fisheries research.

Research was needed, he said, to provide an inventory of edible fish and other types of fish found in territorial waters.

Hot spot

Mr. Flosse thought another SPC fisheries conference was so important that he suggested the possible deletion of other conferences to make it thoroughly feasible.

It was not long after these exchanges that a procedural change was introduced, which resulted in a certain amount of discomfiture for one or two SPC officials.

The delegates agreed to ignore the hundreds of pages of draft resolutions and documents that had been put before them and concentrate on budgetary allocations for SPC activities during 1968, beginning with individual project officers.

● A series of photographs taken at the conference by Mr. Ben Goffman, of the SPC, appears on page 119.

When the amount set aside for a position was read out, the officer himself was often called upon to explain his duties.

It was rather like appearing before a tribunal, but without some of the rights which an individual has in such situations.

Ratu Mara questioned the SPC expert on rat control, Mr. E. J. Wilson, on rat damage to coconut palms. When Mr. Wilson said there was not sufficient evidence to justify a claim that 30 per cent. of nuts were lost through rat damage, Ratu Mara said that if this was the case, Fiji would delay the introduction of banding of palms.

The New Hebrides representatives, on the other hand, said they were grateful to the commission for the help in running a recent rat control training course in the Condominium; while Governor Owen Aspinall (American Samoa) who was acting as senior commissioner for the United States in the temporary absence of Governor Carlton Skinner, said that the SPC *Handbook on Rat Control* was one of the best publications the commission had brought out—clear, unambiguous, and comprehensive.

And so the cross-examination continued.

"Most worthwhile"

When the SPC English language-teaching specialist, Mr. George Pittman, explained that a panel of experts had recommended the extension of his project, Ratu Mara exploded and said: "If this is the case, then we might just as well throw the whole programme out of the window."

Mr. Nettle (France) in one of his repeated warnings, spelled out the dangers of employing specialists beyond a limited period, and said that the commission often failed to discharge its experts once their duties were completed. Instead, the experts, themselves, recommended further periods of engagement. However, Governor Aspinall said that as far as American Samoa was concerned, the language-teaching programme was by far the most worthwhile and effective project the commission had ever undertaken.

After representatives of the US Peace Corps and United Nations Development Programme had been invited to address the conference, the question of fisheries again came up when a committee appointed earlier in the conference to evaluate the SPC programme of activities for 1968 reported its findings.

On this occasion, there was an

(Continued on p. 137)

FIJI'S HUMAN DOLPHIN SLIPS THROUGH THE NET

As in football (see opposite), so in swimming. That, anyway, is the reaction in Fiji to the news that 12-year-old Fiji swim star Olive Pickering is off to Australia to swim for a Sydney club and eventually qualify for the NSW state championships — stepping stone to the Olympic Games.

She is to be trained by NSW coach John Bown, who has recently been coaching in Fiji.

Mr. Bown arranged for her to go to Australia—indeed, her parents and her sister and brother are emigrating too—where it was hoped she would get better opposition in training and make greater progress than she could in Fiji.

"The greatest"

Olive is the greatest female swim prospect the colony has had.

She represented Fiji at the 1966 South Pacific Games in Noumea, and although she was much younger than all of the other women competitors, she won two silver medals and one bronze. She later won five gold and four silver medals in NSW country championships.

Better training, harder opposition and a chance to get on to the bottom rung of the ladder to greatness are fine things for young Olive, whose whole life revolves around swimming.

But again, Fiji's loss is somebody else's gain. There is no question of professionalism here of course, but Fiji had hoped Olive would be the first-ever swimmer at an Olympics to have "Fiji" across her swim-suit. Perhaps in 1968, or in 1972.

Now, obviously, this will not be. If Olive makes the grade and does appear in an Olympic Games, she will be wearing "Australia" across her costume instead.

Australia, already one of the richest countries in the world in swimmers, will have gained yet another star at Fiji's expense.

That's no personal reflection on Olive. But it rankles.—A. F. Tinsley.

Fiji football beLeaguered

From A. F. TINSLEY in Suva

Rugby Union football is not just a game in the Crown Colony of Fiji. It is an obsession; almost a religion. Out of the colony's 450,000 people (of whom over half are Indians, and Indians are soccer devotees), there is a potential of some 25,000 Fijian Rugby players, and there is a registered Fiji Rugby Union playing list of 8,000 members in scores of clubs.

Thousands turn out every week to watch and cheer Rugby games played in the typically Fijian style—hard, fast, often unorthodox in tactics, with tremendous flinging about of the ball, fantastic handling and often extraordinarily fine kicking.

The game has been a national sport for many years, but only since Fiji sent a Representative XV to Wales in 1964 (the playing of which astonished the people of a country where Union is also a sporting religion) has Fiji's name become really internationally known.

Tours galore

Fiji has been invited to send a team to tour England in 1970 for the English Rugby Union's centenary celebrations. Next year, also, Fiji will play the NZ All Blacks in Suva, and there will be a visit to Fiji by Britain's famous Barbarians. Also in 1968 Tonga will send a representative team to Fiji.

For these reasons, and because by far the greater percentage of Fijian Rugby players are steadfastly loyal to Union, the recent news that Australian Rugby League clubs are to send "spotters" to Fiji to gauge the potential there for introducing League to the colony, came as a decided local shock.

The Fiji Rugby Union issued a strongly-worded condemnation, expressing its "gravest concern and dismay" that Australian League officials were planning to introduce League into the colony.

Rugby Union, it declared, had a place in Fiji life out of all proportion to the numbers actually playing; its importance to the colony's image abroad was enormous. Derek Robinson, a noted Fiji Rugby Union official, commented: The entry of League into Fiji can only be at the expense of Union—the

Apisai Toga, Fiji's burly star Rugby footballer who is to play for a Sydney Rugby League team, crashes through in a game in England.



two cannot exist side by side. Fiji is too small for both codes".

Mr. Robinson is right.

Fiji people cannot pay high prices to watch Rugby, because the majority of its followers are young people unable to afford them. Rugby League would have to charge high prices, or at least prices higher than already charged, to make the game pay and to pay those who played it professionally.

Further, there are no suitable grounds surplus to those already required by Union players for big matches, and these total perhaps only half-a-dozen at the most.

But of course there is more to this battle than that. Under Union international rules, players who associate with League in any way other than as spectators are barred from playing Union again. Fiji has already suffered by losing good men for ever.

Three or four years ago Fiji lost some of its finest Union players to Rochdale Hornets and other North-of-England League clubs, some of them as a direct result of an advertisement published in Suva by the Hornets' manager, inviting Fiji players to come to Lancashire for attractive wages.

Several went, and conquered

both their clubs and the public by their sterling play, their exemplary sportsmanship and their decent behaviour wherever they went.

Understandably, although Fiji was happy that its image was enhanced in Britain, it was not so happy at the efflux of several fine representative players.

One who went to England three years ago to the Hornets was Apisai Toga, a great man physically and a great forward on the field. In the North he did as much as anyone to enhance Fiji's image as a sporting country. He was never known to be out of order on the field, regardless of how severely he was provoked.

Now Apisai is to play for Sydney's St. George Rugby League Club for more money, perhaps, than he ever earned in his life. He was one Fijian who left England because he could not get along with the weather or food.

In a nutshell, Fiji cannot afford any further weakening of its player potential by Rugby League, especially with international tours coming up. Fiji does not want League in the colony, nor does it want League promoters to entice its best players away, and "spotters" may be assured it will fight bitterly to prevent them doing it!

Tropicalities

The Papua and New Guinea annual reports once used to state that there was no problem of prostitution in the territory because there was no system of organised brothels in the territory. They no longer make this naive statement, the Administration having perhaps learned that prostitution and brothels are not interdependent.

AS the Oxford English Dictionary makes it clear, prostitution does not necessarily entail hire or payment, and looked at this way there has always been some prostitution in Melanesia. In Port Moresby, sex has been available at moderate prices to men away from home since the end of the war.

But the trade has now moved from canoes and dark village houses into the town, and, as an inevitable adjunct to the revision of the liquor laws, into the pubs and taverns. It has, in short, become more open in Port Moresby.

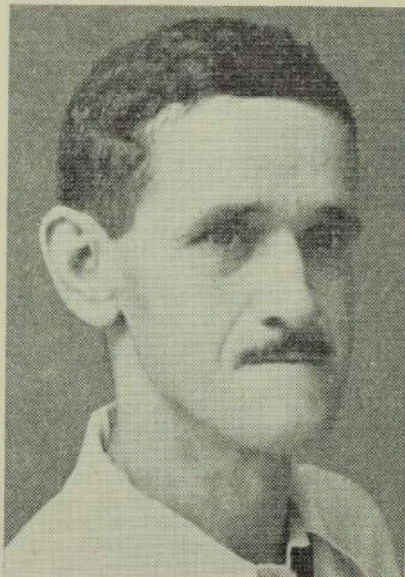
Girls may be seen on Port Moresby's street corners in two's or three's. While this sight does not represent any wild and sudden emulation of Paris, or of the Susy Wong district of Hong Kong, it is a change from the days not so far back when the Papuan girl worked through a male procuror, and did not herself solicit. They now openly indicate to you in a bar or lounge that they are available.

Of course the old form of procuring still goes on, in exactly the same words as are used in Rome, Paris or London. You can hear it on the steps of the Louvre, or in the bar of one of Moresby's taverns. "You are a nice man, I have sister

Yes, even Port Moresby has open sin now

at home" And much of the old unpaid prostitution still exists.

Relationships between males is not an uncommon Melanesian pastime. It is only of very recent times that the male prostitute has become noticeable in public places in Port Moresby, leaning on the bar or making a suggestive movement in the toilet. It appears that these New Guineans are interested in expatriates almost to the exclusion of their own race. Why is this? Perhaps some form of distortion in the sexual pattern can be expected because of the large, unmarried male population of Moresby, both expatriate and Melanesian.



Robert Dean Frisbie.



Johnny Frisbie as a hula dancer.

Life of the Frisbies on film—perhaps

PEOPLE in the Cook Islands and elsewhere who have enjoyed reading the books of the late Robert Dean Frisbie and his daughter Johnny (now Mrs. Carl Hebenstreit, of Dunedin, New Zealand) will be interested in a New Zealand report that Universal Pictures, of Hollywood, is thinking about bringing out a film based on four of the Frisbie books.

The books are *The Book of Puka Puka* and *Mr. Moonlight's Island* by Frisbie pere, and Johnny Frisbie's *Miss Ulysses from Puka Puka* and *The Frisbies of the South Seas*.

The four books tell the story of the Frisbie family on various islands in the South Seas, but particularly in the Cook Islands.

Frisbie pere, an American, migrated to the Islands soon after World War I. He married a Polynesian woman, had five children, and led a dreamy, impecunious life in all sorts of out of the way places until his death on Rarotonga in November, 1949.

Frisbie, or Ropati, as the Islanders knew him, always lived in the hope that he would one day write the Great South Seas Novel and make lot of money out of it for his family.

He never succeeded on either

HOW ABOUT THISKI!

A French adventurer, Jean Pierre Marquant, 25, who set one of the world's crazy records by hiking across California's Death Valley in the heat of July, claimed another strange one on October 27 when he travelled 180 miles from Tahiti to Bora Bora on one water-ski. His time was seven hours five minutes. Marquant practised for the record by doing a daily flip between Tahiti and Moorea, a distance of 10 miles. He is a UTA flight steward.

ant, although there is much more the real South Seas in his writings than in those of a number of other much better known and better Islands writers. *The Book of Puka Puka*, for example, is an Islands classic which must surely be reprinted for republication.

The film that Universal Pictures has in mind will probably be called *Puka Puka*—if it is made. It has been placed on the studio's production schedule, but the studio reportedly is until next May to decide whether to buy the necessary rights from Johnny Frisbie and go ahead and make it.

A film about life on an atoll such as Puka Puka would certainly be different.

Setting together in the "big smoke"

SYDNEY'S growing population of young Solomon Islanders—about 100 at present—living in the "bright lights" to complete their secondary and tertiary educations, have formed an association so they can meet, talk and cure a bit of their occasional homesickness.

Two young men from Honiara—Nathan Quan, 19, an engineering student, and Robert Leong, 19, who is studying for his high school certificate—formed the Solomon Islands Students' Society in September.

The objectives of the society are to foster mutual friendship and understanding, assist Solomon Islanders in matters affecting their interests, and arrange non-sectarian and non-political activities.

By late October, the society had held its first annual meeting and elected seven foundation members; raised about \$130 in funds; held its first "annual" dinner; and had arranged a charity festival in Honiara for January 6 next year.

Mr. Quan told us that about 50 Solomon Islanders were interested in

joining the society. This showed that Solomon Islanders wanted somewhere in Sydney to meet and talk about the Islands.

Many were overawed by Sydney and lived miles from each other, boarding or in flats, he said.

"We are aged between 13 and 25 years," Mr. Quan went on. "There are more girls than boys and we have members from Honiara, the Russell Islands, New Georgia and Malaita."

Heath Robinson goes to Niue

NIUE was recently startled by a weird and wonderful machine. It consisted of a heavy truck with a petrol-driven concrete mixer mounted on a tray, noisily mixing lime and water. This mixture was fed into a drum which was pressurised by a huge, roaring, mobile air compressor normally used with drills and hammers for digging up the Niue roads.

From this drum snaked yards of thick, black hose tended by overalled figures wearing masks, like men from outer space. With the clatter of the concrete mixer, the deafening roar of the compressor and the hiss of compressed air, Niueans could be excused for being alarmed.

But this giant spray gun, which in effect it was, was being used to whitewash the famous coral rock fences and walls around Alofi, an operation normally done by hand. A certain amount of the whitewash missed the walls, and much of the green grass looked as if it had been dusted by frost. A very curious tropical sight, but that's the price of progress.

Fashion note, with a bite in it

FIJIAN policemen are among the biggest men in the world, and mosquitoes are among the smallest insects.

But big men are no more immune to mosquito bites than small men, and it could be that the mosquitoes will force the Fijian policemen before long to wear trousers after dark, instead of the picturesque *sulus* (serrated-edged kilts) that they have worn ever since the force was formed decades' years ago.

Asked recently about a rumour that the *sulus* might be entirely replaced, Fiji's Police Commissioner, Mr. R. T. M. Henry, smiled and said: "No fear! We want to keep them because they are a traditional



It wasn't so long ago that the "big hair" of Fijian policemen gave way to short haircuts. Now it looks as if they may start wearing trousers at night to protect their legs from mosquito bites.

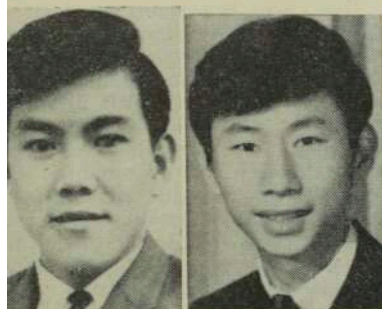
feature of the Fiji scene. Fijian policemen may, however, be provided with long trousers for night duty only, because of the mosquito bites which they suffer when wearing *sulus* which give no protection to their legs".

Memories of Mago's sugar

TURNING over some forgotten articles in a storage cellar recently Mrs. Zena Borron, of Suva, brought to light a big silver cup, of apparently heavy metal, and with this inscription:

"From Levu and his people—their gift to Mr. Brown—with their love to him—toga oikarea—given at Mago, Christmas, 1887".

Mr. J. S. K. Borron gives us the interesting bit of Fiji history which the cup represents. His father, Mr. J. Meiklejohn Borron, took up the island of Mago (in the Lau Archipelago) in 1872 and there grew, in



Nathan Quan (left) and Robert Leong.

succession, cotton and sugar and then coconuts. Mago Island is still one of Fiji's healthiest producers of copra.

Mr. J. M. Borron brought to Mago some 60 New Hebrides labourers, who worked the sugar plantation there for a number of years and then were repatriated to the New Hebrides. Their leader was named Levu. The happy relationship between Mr. J. M. Borron and his New Hebrides gang was shown in the presentation of the old silver cup, exactly 80 years ago.

Not many people know that sugar was ever grown on Mago. Mr. J. S. K. Borron says that the mill which processed the sugar-cane there was taken to Penang, in Viti Levu, when the plantations on Mago were turned over to coconuts.

Laws for the hurrying Islands

SOME of the legislation passed during the 11th session of the Cook Islands Legislative Assembly in September threw interesting light on the territory's changing social conditions, particularly on Rarotonga.

An amendment to the Transport Act, for example, now makes it compulsory for motor cyclists and their pillion or side-car passengers to wear safety helmets.

The introduction of this law follows the importation into Rarotonga over the past few years of about 1,000 Japanese motor cycles and motor scooters. These vehicles have almost replaced the humble pedal cycle on Rarotonga's roads, which are also carrying many more trucks and cars than they used to.

The new law brings the Cook Islands into line with New Zealand and some other Pacific countries.

There was quite a debate on the amending bill in the Assembly—the Minister of Police, Mr. Apenera Short, saying that if the bill was passed, the government would probably arrange for the importation of safety helmets to be sold at landed cost, less tax.

Another bill which reflected the times was the Criminal Justice Bill, which provides for a Probation Officer and a Parole Board.

Cost of dying to be higher

TARIFFS for funerals are to be raised in New Caledonia from January 1 next year.

This has prompted our Noumea correspondent to suggest that those seeking bargains had better get in early!

She wants to play Crusoe in Bougainville's Boudoir

By ROBERT LANGDON

Reports from Tahiti in early October that a 28-year-old Frenchwoman, Mrs. Jeannou Rouillere, planned to live the life of a Robinson Crusoe on uninhabited Mehetia Island, 60 miles east of Tahiti, has pushed into the limelight a speck of Pacific real estate that has not previously made news in the 38 years of PIM's existence.

Mehetia is a Robinson Crusoe's paradise. It has a rich volcanic soil, luxurious vegetation, fish and fruit in abundance, and plenty of pigs, fowls and goats running wild.

It has no anchorage and the only landing place is so difficult to negotiate that many another would-be Robinson Crusoe could easily be deterred from trying to establish himself there.

Yet despite the difficulty of landing on it, Mehetia was once an important staging post in the commerce of Tahiti. In pre-European and early European times, all trading canoes proceeding from Tahiti to the Tuamotus used to make for Mehetia first to wait for a suitable wind.

In more recent times, the island was so rarely visited that the lonely islanders gradually moved to Tahiti in search of a gayer life and better employment opportunities. The island was finally abandoned in the early 1930's.

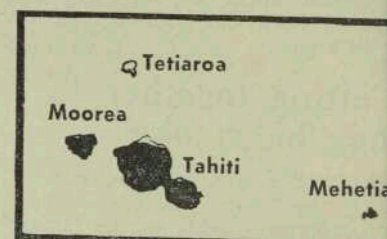
Since then it has been visited only spasmodically by fishermen and copra cutters from Tahiti.

Volcanic cone

Mehetia is a bold volcanic cone rising steeply from the sea to a height of 1,427 ft. It is roughly circular in shape, about 12 miles in circumference, and about 600 acres in area. Its northern side is so steep that only some 200 acres are suitable for crops and human habitation.

Mehetia has been known to Europeans for 200 years. Captain Wallis, of HMS *Dolphin*, who came upon it on June 18, 1767, called it Osnaburg Island, a blatant bit of flattery for King George III's second son.

As most of his crew were down with scurvy at the time, Wallis had high hopes of getting fresh food there. But when a boat party went in to reconnoitre, they found the only landing place guarded by about 100



men and a number of women, armed with spears and sticks.

Although the Mehetians made welcoming signs for the visitors to go ashore, the Englishmen thought better of it, and came away with only one pig, two fowls and some fruit, which they obtained by barter.

However, what Wallis had seen of Mehetia convinced him that larger and more important islands must lie in the vicinity, and he therefore pushed on to the west until he discovered Tahiti.

Two names

The French explorer Bougainville, who followed Wallis into the Pacific in the *Boudeuse* in 1768, made no attempt to land on Mehetia when he discovered it. But he added two more names for it to the map—Le Boudoir and Boudeuse Peak. No one now knows what prompted him to call it Le Boudoir.

The first Europeans to land on Mehetia were a boat party from the Spanish ship *Aguila*, commanded by Domingo Boenechea. They went ashore in November, 1772. Boenechea called the island San Cristobal. His description of it is still one of the most detailed and informative.

However, it was left to James Morrison, the boatswain's mate of the *Bounty*, to record the part that Mehetia played in the Tahitians' commerce with the Tuamotus.

Morrison said that the chief of Taiarapu, the easternmost district of Tahiti, employed a large canoe, with

Mehetia, the easternmost "high" island in French Polynesia, is the peak of a submarine mountain 12,000 ft high. There is no anchorage for ships, and only one reasonable landing place. The only habitable land is on the island's southern side—on the left of the picture.



many as 100 paddlers, to ply regularly between Tahiti and Mehetia. In her," Morrison said, "he sends work and what European commodities he can raise as presents to chiefs, who, in return, send back pearls, pearl shells, stools for seats, bowls and pudding stools made of manu, with dishes and trays of the fine wood, matting, cloth, oil, hogs, etc.—and she seldom returns without a cargo.

By means of this island, they [Tahitians] have communication with several others to the NE of Tahiti, and taking advantage of the northerly wind, reach Myetoo [Mehetia] where they watch wind blowing to stretch to the northward to a group of small islands, the largest of which is called 'Tapoo'.

Not much was added to the literature on Mehetia until the mid-1800's, when a rich English couple, and Lady Brassey, called there on their private steam yacht *Sunbeam*. In her *Voyage of the "Sunbeam"* Lady Brassey said that the sailing stories of the day had little to say about how or where to land on the island, and that when a boat came from the *Sunbeam* tried to find a landing place, both she and a lady companion became quite sick because of the "violent motion" of the boat in the heavy swell.

Grave reception

However, it was evident from the fact that the Mehetians had had plenty of contact (indirect or otherwise) with Europeans, for when they saw the boat coming ashore they rushed to the landing place in all sorts of European clothes. On stepping ashore, the Brasseys were escorted to the house of a chief, who, with his pretty wife, received them gravely and with much dignity. The chief lavished gifts upon them, while the rest of the natives bought them pearls, shells, mother-pearl, small canoes, fish-hooks, young boobies, and all sorts of other things for barter.

"Perhaps, the greatest curiosity they offered us," Lady Brassey wrote,

"was about six fathoms of fine twine, made from human hair.

"Before these islands were visited by Europeans, this was the material from which fishing lines were made; but it is now rarely used, and is consequently very difficult to procure."

Lady Brassey said the natives seemed to know all about money and the ruling exchange rates.

However, most of the Mehetians seemed puzzled over why the Brasseys had visited their island at all.

"No sell brandy?" they asked.

"No."

AND THEY WANT TO GO BACK TO NATURE

A Los Angeles couple made headlines in October with an announcement that they were going to get away from it all on "a deserted island about 80 miles from Pago Pago".

The couple, Bruce Johnson, a fortyish health club director, and Shari Quam, a 22-year-old former nurse, arrived in Honolulu on October 12 and later went on to Pago Pago.

Johnson said that as a boy he used to play Robinson Crusoe by eating crackers in his backyard behind a blanket hung over a clothes line. He and Miss Quam wanted to revert back to nature, and they planned to land on their deserted island—apparently Rose Atoll, 125 miles east of Pago Pago—with only one camera, film and sound equipment, and one bathing suit each.

They planned to take no food, medicine, weapons or communications equipment—and the only reason for the bathing suits was the camera.

"No steal men?"

"No."

"No do what then?"

Lady Brassey added that the Mehetians' knowledge of English was too limited for her to make them understand that she and her husband were "only making a circumnavigation in a yacht".

Visit by scientist

After Lady Brassey's descriptions, the literature on Mehetia is again pretty sparse until the early 1930's when Dr. Kenneth Emory, of Honolulu's Bishop Museum, and a friend, Clifford Gessler, visited the island to see what *marae*s and other stone relics of the ancient Polynesians they could find.

Mehetia had no Mehetians by that time, but a group of unpainted, iron-roofed houses still stood, with limes, oranges, bananas and papaws ripening around them on overgrown trees.

"Over Mehetia," Gessler wrote, "hung an atmosphere of silence and desertion—silence despite the crowing of cocks that have run wild in its forests, the song of innumerable mosquitoes, and the steady rumble of the surf."

If the mosquitoes are still there, they will presumably welcome the arrival of Mrs. Rouillere with eager anticipation.

Mrs. Rouillere, who comes from Nice, on the French Riviera, is described as a "beautiful grey-eyed blonde". She plans to live on Mehetia alone, without any link with civilization.

She will get a boat to drop her off on the island, and will then live on what she can find there.

By all accounts, it should be a good hunting season for all parties!

Escapists' Footnote: Mehetia is privately owned. Mrs. Rouillere presumably has the owners' permission to go there.

The Editors' Mailbag

IN DEFENCE OF SUVA'S TAILORS

Sir,—We refer to a statement by Mr. R. B. Narotam (*PIM*, Aug., p. 30) under the caption "In defence of Suva's tailors".

We are certain that many prominent tailors of Suva would join us in differing from the views expressed by Mr. Narotam in connection with the price and period of completion for making a suit.

We are one of the tailoring firms whose clientele includes several Governors of Fiji, as well as the Governor-General of New Zealand, and local and overseas personalities such as Mr. R. W. Robson and Mr. T. C. Read of your company. We are proud to say that we have been able to produce most satisfactory fitting and workmanship quite often within 24 hours, for which we have numerous references from satisfied clients.

We ourselves, as well as many good tailors of reputation in Suva, have maintained a 24 hours' service for tourists or local clients in need, and we strongly detest the assertion by Mr. Narotam that "a suit made in 24 hours for, say, £F17, is worse than ready-made".

D. G. BILLIMORIA
Managing proprietor

Billimoria & Co.,
Suva

BLUSHES DEPT.

Sir,—I have been meaning to write to you for a long time now to congratulate you on the excellence of *PIM* and the changes you have been making. Each edition seems to be more attractive, more interesting and more informative than the last. Indeed, it must be one of the finest publications produced in Australia and is worthy of comparison with the best international magazines. My criticisms of several years ago have long since become irrelevant! With all best wishes for every future prosperity.

(REV.) IAN D. STUART.

Boroko,
Papua.

THAT AUGUST COVER

Sir,—I wish to question your identification of the cover picture on the August issue. This view looks remarkably like that from the front lawn of the Relais de Kanumera at the Isle of Pines, south-east of

Noumea, even to the outrigger canoe in the left corner and the trading vessel at anchor.

(DR.) G. L. PICKARD

Vancouver,
Canada

Sir,—Somehow the sunset cover looked familiar to me, and I know it's certainly not Noumea, as you reported. Maybe it would be good if you informed Qantas that the photograph was taken in front of the Hotel Relais de Kanumera on the Isle of Pines. I used to work there and remember it very well.

Congratulations for a very interesting, objective magazine. But, why isn't Hawaii included in *PIM*?

JOHN R. BAUMGARTNER
Honolulu,
Hawaii

● Both readers are correct. *Qantas* wasn't responsible for the caption error—we were. Why isn't Hawaiian news included in *PIM*? See "Up Front with the Editor", p. 14.

MENTAL TESTS

Sir,—I am enclosing a clipping from a local newspaper which reports that 8,000 New Guinea Highlanders are being given injections as part of a health probe into a high mental deficiency rate in the Jimi Valley.

It amazes me why such experiments have to be carried out amongst the poor primitive natives of the New Guinea Highlands when here in Australia we possibly have many thousands more people with a "high mental deficiency".

My husband and I lived in the Solomon Islands for some years and always enjoy reading *PIM*.

MRS. D. CORRIE.

Mareeba,
North Queensland.

NAURUAN BEAUTY

Sir,—Your September cover picture of Miss Milka Philip, of Nauru, has solved a particular international problem which lately has been bothering me.

Ever since the controversial issue of Nauru's independence was brought to the forefront I have been puzzled by Australia's reluctance to grant the Nauruans independence. It is now apparent that the political and economic implications of Nauru's rich phosphate deposits provide half the clue.

The other half, though more subtle, is revealed by your cover photo. I can now appreciate Australia's reluctance; for what a country, or person, would be willing to forgo the exploitation of such "natural resources" in the interest of international harmony and understanding?

KINZA CLODUMA

Canberra,
ACT

TONGA'S CORONATION

Sir,—I imagine you wish I would discontinue my subscription to *PIM* or quit writing letters about certain articles. But I am interested and often take exception to things I read, and in the August issue, I really enjoyed reading about the coronation but as usual I take exception to some of your statements.

First of all it sounds like you are making fun of the ceremonies. After all, a coronation is something special and why shouldn't the king want to really be something special? You mentioned their robes and finery. No one ever mentions the plumed helmet and sword-carrying of some gentleman in Australia. I don't recall his name, or who he was, but I do remember the picture and it wasn't Sir Derek.

I realise I am not an authority on these things, but I have been to the South Pacific a number of times and seen things I wondered about. For instance, one time on my way to the Gilbert Islands we spent the night at Funafuti. On the plane with us was a judge and some other high official on their way to try a case in the Gilberts. They were both from England.

That night in Funafuti all of the peasants got cleaned up for dinner at the hotel but these two gentlemen really got dressed up in white shirts, ties, dark trousers and cummerbunds to have dinner with the administrator, who was a bachelor at that time. Nobody made fun of them, but I sure seemed odd to me, especially because the weather was so very hot and I couldn't see why men should dress so fancy to eat dinner together.

I also take exception to that last paragraph [of Stuart Inder's report about the people of Tonga begging]. Again, I don't claim to be an authority on this subject, but I was there for two days the first time. No one begged from me, but instead they gave me things. One family gave me a big feast one evening, then wanted to load me down with gifts. They asked nothing from me. Everybody was so nice to me that I went back

(Continued on p. 147)

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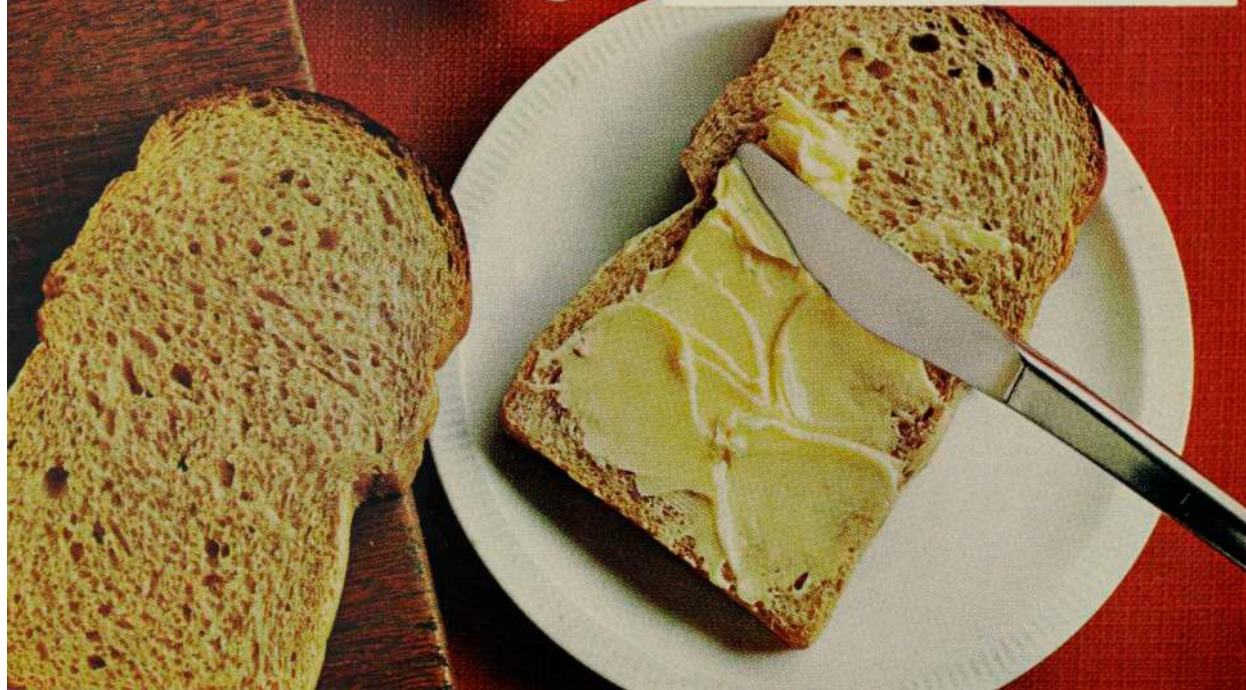
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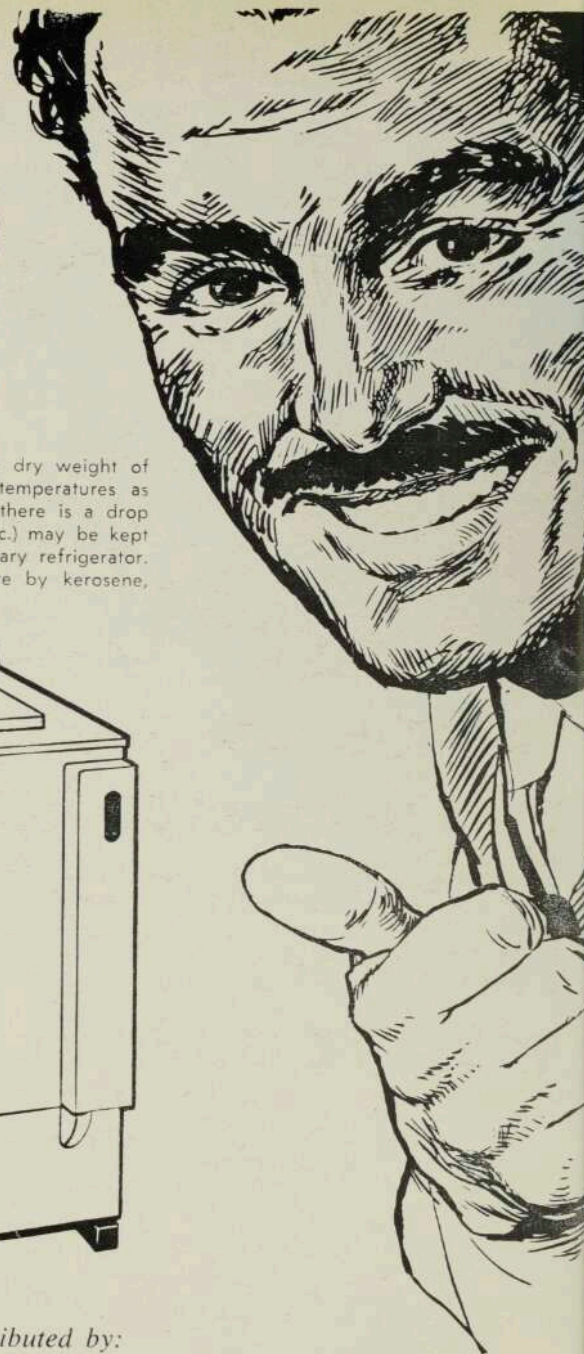
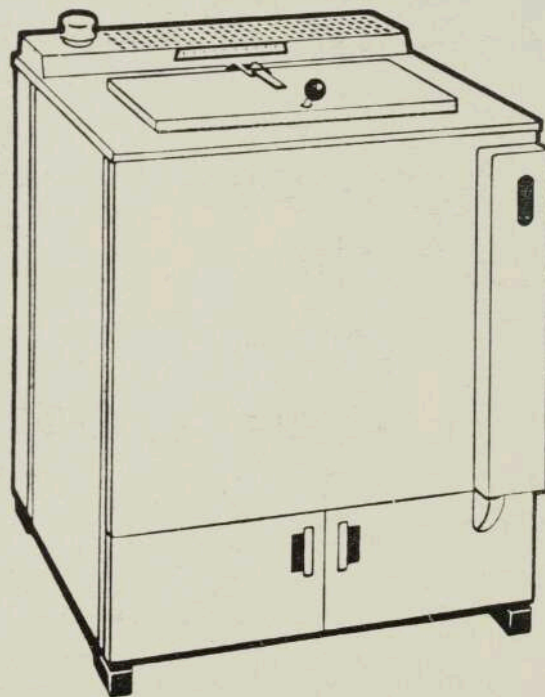
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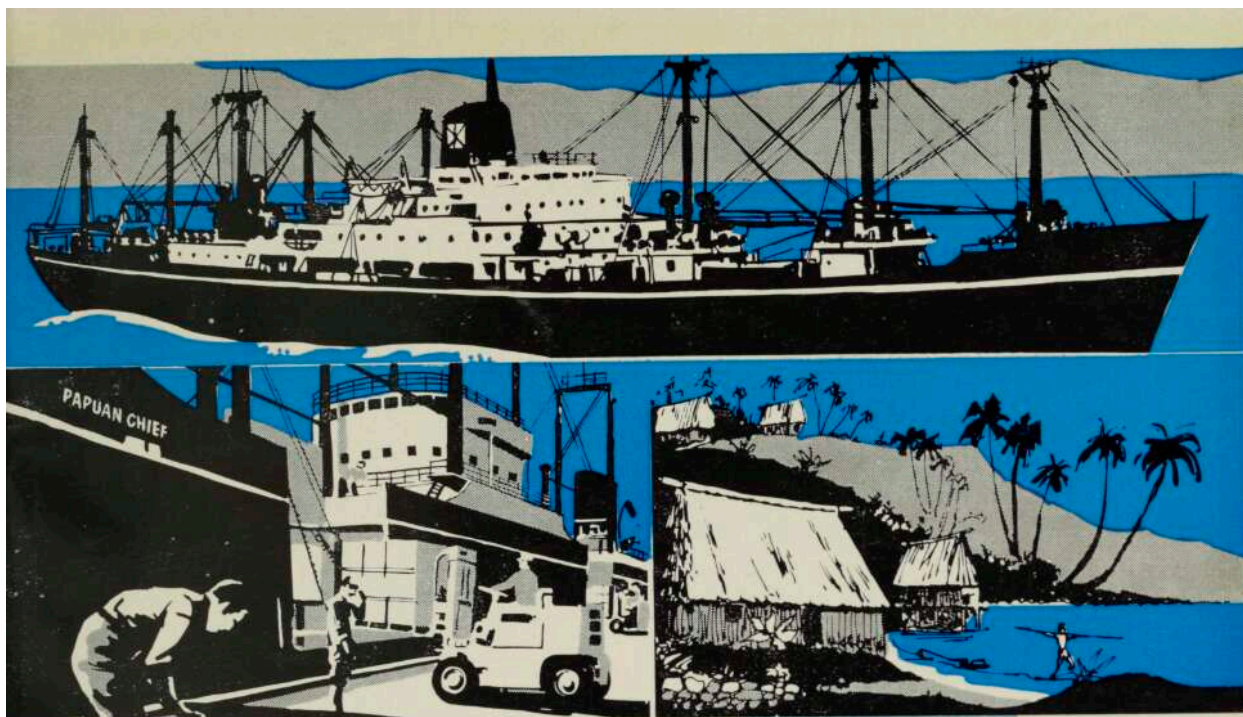
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Population explosion creates job problems

There's not enough land to go round, Tonga's king says

The kingdom of Tonga, with a total land area of only 269 square miles scattered over 20,000 square miles of ocean, has run out of land for its rapidly-expanding population, according to King Taufa'ahau Tupou IV.

The king told Tonga's Legislative Assembly in October that whereas there were now 39,837 males in the kingdom who are, or will be, entitled to tax allotments, there are currently only 13,017 allotments to distribute among them.

A tax allotment is a bush area of five acres and a town site of 2/5ths of an acre, which every Tongan male is entitled to apply for from the Crown (which owns all the land) when he attains the age of 16 and thereby becomes a taxpayer.

The king said the growing population and shortage of land had created a problem which could not be pushed

aside. "This is a major problem which the government, the Legislative Assembly and the entire kingdom must seriously look to," he said.

It is obvious that it is no longer possible to rely, as we have in the past, on the land to provide for the needs of the nation.

Two-thirds of the entire male population of this kingdom must find employment other than on the land. . . . One should waste their time and energy on worthless things.

At the present day, there are many who have no tax allotments who are wasting their time from morning to night in billiard saloons, going to dances, movie shows and so on every night of the week.

Petty thievery

Money, with which to do these things, is, of course, required, and fortunately must come from petty thievery and similar crimes."

The king said that because of the shortage of jobs, he felt the time had come to establish a new government department to seek ways of creating more employment. It would keep records of the unemployed, the daily labourers, so that a complete picture of the work force would be available for various projects would be available.

It would be difficult, in a short time, to increase the number of people working in many of the avenues of employment that already existed for Tongans, he said.

However, there were others that could be greatly expanded.

The fishing industry was relatively untapped, with very few commercial fishermen operating.

House-building and engineering were other industries in which more people could be suitably employed; and the steady increase of tourists visiting the kingdom would also give more people the opportunity of employment.

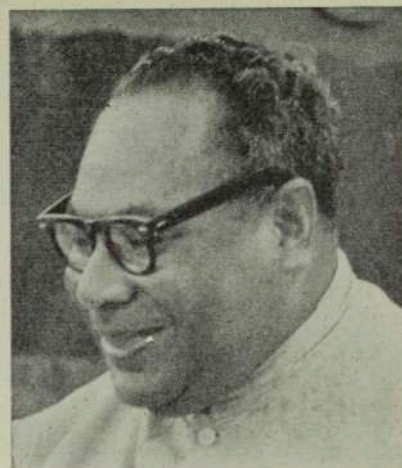
LAWS WILL PROTECT INTERESTS OF NORFOLK ISLANDERS

New regulations are to be introduced on Norfolk Island to protect the interests of permanent residents against those of "mainlanders" attracted to the island by the current tourist boom.

The Norfolk Island Council discussed the regulations with the Australian Minister for Territories, Mr. C. E. Barnes, early in October when he paid a brief visit to the island—his second since becoming Minister in late 1963.

As a result of the discussions, the island's immigration laws will be tightened to prevent the island being flooded with new settlers; and the electoral laws will be amended so that new settlers will not become eligible for election to the council until they have lived on the island for three years. They will, however, be able to vote in council elections, after six months' residence—if they qualify as permanent residents.

The proposed amendments to the electoral laws could prevent a complete change in the composition of the council after the next elections in July, 1968.



King Taufa'ahau.

The king said that those people who had land would have to do more to ensure that it was worked to the maximum.

Similarly, it was necessary to consider increasing the teaching of technical and vocational subjects in schools, and reducing the teaching of subjects to prepare students for office jobs that did not exist.

"We must diversify our educational system to prepare students to work on the land, in industry and on the sea," the king went on.

"There are various departments in great nations such as the United States, the United Kingdom and the European nations whose objective it is to give assistance to developing countries such as Tonga.

UK representative

"With the establishment in the future of our own representative in Great Britain, we will be able to maintain a closer contact with departments such as these for guidance and assistance in creating work for the unemployed."

The king added that it was the desire of all parents to produce children who would be better educated, more responsible, better workers, and better citizens.

"However, we will not be able to do this if we do not plan our family so that we can suitably educate them according to our desires," he said.

Footnote: A census in Tonga last November revealed that the kingdom's population had increased by more than 20,000 to 77,429 in 10 years. By far the greatest increase was on the main island of Tongatapu, whose population rose from 31,261 in 1956 to 47,920 in 1966.



TO THE POINT

WITH
PERCY
CHATTERTON

During my early years in Papua I found myself functioning not only as a schoolmaster, but also as an unofficial employment officer. There was no Department of Labour in those days, nor, for that matter, was there a Department of Education.

COME to that, there weren't many job opportunities either. There were fewer than 500 Europeans in Port Moresby. There was minimal economic development, and a modest little public service geared to a Commonwealth grant of £40,000 per annum.

There were no Papuans in the Public Service proper, but a sprinkling were to be found around the Government offices. Most of them were, in effect, office boys, though the Government Printing Office and the telephone exchange stood out among the rest in their efforts to train Papuans for skilled jobs.

How it was once

The status of these Papuans was that of "administration servants". They received a small wage plus rations. They had no security of tenure, being liable to dismissal at a fortnight's notice. And they had no pension rights, though it is only fair to say that those who worked for many years for the Government did in fact receive ex-gratia pensions.

The picture in the private sector was much the same. Papuans went round to the post office to collect the mail, made cups of tea and carried them round the offices, and did other menial chores.

In the stores they saved the European counter hands the fatigue involved in getting such of the customers' requirements as could not be reached from a sitting posture. After all, this was the tropics, and one had to be careful not to engage in too much physical exertion in the interval between hanging up one's solar topee on arrival at office or store and taking it down again on departure.

Such were the jobs to which a small proportion of my school leavers aspired in the 1920's and 30's, and my efforts to place the right boy in the right job were appreciated both by the boys and their employers.

Earning more, but enjoying it less

I say "boys", because although girls also attended school the idea of there being any other vocation than marriage for girls was unheard of. Indeed, teenage girls had to keep very close to mum's apron strings until they were married off.

Most of the boys, too, on leaving school, became subsistence farmers and fishermen, for Hanuabada's economy in those days might be described as a subsistence economy with money as an optional extra. This is still the situation in many villages even today.

Papua's pre-war missionary teachers are often blamed, both by Europeans and by Papuans, for the fact that they didn't give more attention than they did to the teaching of English. There are several things which may be said in their defence.

Teaching of English

First, school hours were limited, and in my early years at Hanuabada a suggestion that the school week might be extended from four to five days was strenuously opposed by parents, on the ground, reasonable enough at that date, that their children had to learn to hunt, fish and grow food as well as to read and write.

Second, most of the modern methods of teaching English as a foreign language had not then been worked out, and of course there were no tape recorders or even long-play records. There was practically no suitable reading material available; books in sufficiently easy English were infantile in content, and books suitable in content were written in too difficult English.

Third, most pupils had hardly any opportunity at all of using outside the classroom the English they learned inside it, unless and until they took a job in town.

Fourth, an all-English curriculum would, at that time, have meant that for the vast majority of our pupils their schooling would have been dreary and meaningless waste of time.

By basing our curriculum on the vernacular and teaching the rudiments of English as a subject, we produced no BA's, but we also produced no misfits. The schooling of pupils received served to stimulate their interest in, and satisfy their curiosity about, the outside world without unfitting them for, or making them dissatisfied with, the life of the village.

At the same time it did inculcate some basic knowledge of simple English upon which those few who entered European employment could build. In those simpler days I didn't have to worry about "drop-outs". If our pupils dropped out of school they dropped into an environment in which they fitted and were happy.

Today's problems

I know that today's problems cannot be solved in so simple a manner. All I am saying is that at that time it was a sensible and reasonable course to take.

We can hardly be blamed for not being able to foresee, back in the thirties, that within the next decade the territory would be sucked into major war, colonialism would become a dirty word, the European population would increase tenfold and job opportunities maybe hundredfold, and an atmosphere would be created in which Papua would be allowed and even encouraged to aspire to jobs more responsible than those of carrier round of tea and tenders of fillet cabinets.

But let's get back to those schools

ATTRACTIVE MADANG

Madang, a pretty town with a beautiful harbour, is not photographed as often as some of the other New Guinea towns. These pictures were taken by a Qantas photographer. The aerial view shows the Pacific in the foreground and Binnien Harbour in the centre, with the main section of the town in between. The white column in the right foreground and also in the lower picture is the Coast Watchers Memorial Lighthouse, which serves as warning to mariners and a monument to the many wartime Coast Watchers who risked their lives against the Japanese.



avers of mine who did get jobs, and especially to those who entered the service of the Government. Their lowly status as administration servants continued into the fifties, when a decision was reached to admit indigenes to the Public Service, a special division—the auxiliary division—being created for them.

Incidentally most of the foundation members of the auxiliary division were my ex-pupils of the twenties and thirties. In the intervening quarter of a century they'd earned quite a lot "on the job".

They'd cured themselves of the kummie English I'd taught them and had learned to talk like honest-to-goodness Australians, even to the extent of saying "good-night" when they meant "good-evening".

Salaries must be geared

And now they went back to school. They attended evening classes. They toiled over home-work in one-roomed houses, with their younger children squalling round them and, if they were lucky, their better educated first-born helping them over the hard bits. And finally many of them qualified for admission to the auxiliary division. As there were no overseas officers in this division, no great problem arose in establishing a suitable salary scale for it.

But before long a new problem loomed. Some Papuans and New Guineans were now reaching educational standards which qualified them for entry to the third and even the second division, and these local officers received the same salaries as overseas officers, less certain "ex-atriate" allowances.

Belatedly it was realised that this



process, if continued, would build up a fantastic salaries bill for some future indigenous government. The cry was raised that the salary scale must be geared to what the future economy of the country could afford.

Nobody seemed quite to know into what crystal ball we should peer to discover just what the future economy *would* be able to afford. And the irreverent suggestion that the *size* of the Public Service might also have to be geared to what the future economy of the country could afford was brushed aside.

On September 10, 1964—"Black Thursday"—a new Public Service structure was introduced. The auxiliary division was abolished and its members were transferred to the third division. Many more administration servants were taken into the Public Service. And a brand-new "realistic" salary scale for local officers was introduced.

The realism was so stark that most of the administration servants admitted to the Public Service at this time had to be given "non-reduction allowances" to prevent their remuneration

as public servants falling below the cash value of the pay and rations they had received as administration servants. Non-reduction allowances were also given to local officers already in the third and second divisions.

After a shocked pause, the Public Service Association lumbered slowly into action, and a year later the Public Service Arbitrator began to hear what became known as the local officers salaries case, the hearings of which dragged on wearily for 15 months.

Odd stories told

In the meantime, in an effort to meet widespread dissatisfaction and at the same time to short-circuit, if possible, the arbitration marathon, the Administration introduced, in July, 1966, a revised scale with a new component, a "family needs allowance", designed to boost the pay of low-level local officers with families to support. Then, at long last, the local officers' salaries case came to an end, and, in July of this year, a further revised scale, based

on the arbitrator's finding, was introduced.

Not long after this I began to hear some odd stories of local officers who were getting less in their pay packets than they got before all the ballyhoo began. I started to ask questions, and eventually asked one in the House of Assembly.

The answer came tardily, and when it did come revealed an astonishing state of affairs. Out of more than 12,000 local officers, 7,172 were receiving more take-home pay than before, 1,745 were receiving exactly the same, and 3,227 were receiving less.

How is it possible in this Alice-in-Wonderland service to get a rise and find less in your pay packet?

Here is an actual case:

"X" is a married man with a family to support. In 1964 he was an administration servant, on pay and rations. In 1965 he was admitted to the Public Service, and, as his salary on the Black Thursday scale would have been considerably less than the cash value of his pay and rations as an administration servant, he was given a non-reduction allowance to bring his total remuneration up to its former level. His score now stood at

Salary	\$640
Non-reduction allowance ..	\$340
	\$980 p.a.

In July, 1966, family needs allowances were introduced, and "X" qualified for one. His non-reduction allowance was reduced accordingly, and his score now looked like this:

Salary	\$640
Family needs allowance ..	\$290
Non-reduction allowance ..	\$ 50
	\$980 p.a.

In July, 1967, as a result of the decision handed down by the arbitrator, he got a salary rise. His score card now reads:

Salary	\$700
Family needs allowance ..	\$230
Non-reduction allowance ..	\$ 50
	\$980 p.a.

But because his salary has gone up he now has to make an increased contribution to the retirement benefits fund. So every alternate Friday he finds himself with 10 cents less in his pay than he got in 1965.

Ten cents may not seem a lot, but to a man trying to provide for a family on less than \$20 a week, every cent counts. And of course this



PORT MORESBY PERSONALITY

"Ronnie" Galloway, wife of the District Commissioner, Central District, arrived in the territory in 1947 when her husband was a patrol officer. Born in Brisbane, her life in P-NG has included periods in many outposts.

She was the first white woman to settle in Tapini where she lived for four years, improvising with cooking and making her own bread. Sometimes six weeks passed before food supplies turned up. She is a keen worker for the Red Cross and other charities. Her hobbies include tennis, golf and fishing. Mrs. Galloway has a son Anton, aged 15, who is going to school, in Brisbane.—SIBYL LLOYD.

is not all. Since the beginning of this year he has had to pay two cents in the dollar income tax—the so-called mini-tax. His tin of bully beef costs him a third more than it did two years ago. And the minimum charge for water in Port Moresby has just gone up 100 per cent., from 50 cents to \$1 a month.

"X" and his mates are the new Light Brigade. Every time they get a rise their pay packets get lighter.

Those who are inclined, from their comfortable expatriate homes or their plush offices in the Department of Territories, to lambast the Public Service Association for not being willing to "accept the umpire's decision" would do well to ponder the plight of the Light Brigade.

"X" needs their prayers. Any time now he may get another rise; and he just can't afford it.

THEY'RE BEATING THE COOK ISLANDS' WATER PROBLEM

With the exception of Rarotonga, the southern group of the Cook Islands has always lacked an adequate domestic and agricultural water supply. The shortage has become of increasing importance in recent years now that the pineapple industry on Mangaia is being expanded, coffee is being grown for export on Atiu, and a large-scale banana replanting scheme has been started on Aitutaki.

ALL these projects demand much more water than is available at present. (The atolls of the northern group are not so dependent on water as their only exports are copra and pearl shell).

Last March, Mr. D. J. Gilberd, who is an expert on the practical side of obtaining good water supplies, arrived at Rarotonga and later visited Aitutaki and Mangaia (PIM, May, p. 75). He wanted to determine the type of machinery necessary for drilling wells.

Mr. Gilberd estimated that sufficient water could be tapped on Aitutaki for agricultural purposes, and that there was enough on Mangaia to make the establishment of a small fruit juicing factory there a reality. The Mangaiaans want their own juicing factory so as to avoid future losses of pineapples which ripen before they can be shipped to the juicing factory at Rarotonga.

Orders for a drilling rig and other equipment recommended by Mr. Gilberd have now been placed, at an estimated cost of \$NZ17,000. He will return to the Cooks in 1968 and 1969 and will establish water supplies on Mangaia, Aitutaki and Mitiaro.

Dr. Chan, a water expert from the South Pacific Commission, spent two months on Mauke recently, and left Rarotonga for Noumea at the end of August. He constructed a water reticulation system on Mauke, which will supply all the villages from a single well. The well relies on seepage, and the pure water is pumped to the surface by a windmill. Dr. Chan will return to Mauke in November to complete the work and will then go on to Atiu to complete the well there.

It is understood that when an adequate water supply is assured on Atiu, a small coffee processing factory will be built there.

Western Samoa girds its loins for the Peace Corps-Potlatch revolution

From an Apia correspondent

The first two weeks of October may well be remembered as the fortnight that changed the course of Western Samoa's history. In this period, legislation allowing the giant US firm of Potlatch Forests Inc. to set up business in Samoa was tabled in Parliament, and the first 85 United States Peace Corps volunteers arrived in Apia.

Potlatch plans to invest up to US\$10,000,000 over the next five years in developing a major timber industry on the island of Savaii, but Samoan leaders are being very cagey about the whole deal.

Faced with the necessity of providing improved living standards for an exploding population when each year the costs of administration and development are growing faster than revenue, the Government is aware that the proposed timber industry will go a long way towards solving the country's economic problems. But nobody likes the thought of the drain from the country in the years ahead of the profits that will accrue from the exploitation of this natural source.

Social revolution

With the choice apparently between foreign capital developing the timber industry, and inevitable economic hardship under financial dependence, there is not much doubt that, after a lot of argument, Potlatch will soon be setting up business in Samoa.

While Potlatch promises some sort of economic revolution, the Peace Corps holds the seeds of social evolution.

Despite the 60 years of European administration before independence 76 years ago, European influence has been largely restricted to the Apia area, and village life is still much as it has been for the past hundreds of years. Few seconded officers have lived anywhere but in town and the great majority ended their terms without ever having spent a night in a village.

The Peace Corps will change all this. Another 90 volunteers are expected in January, and most of the 80 or so Peace Corps personnel will spend their two-year term in the

villages, living in a Samoan *fale*, eating Samoan food, speaking Samoan and being integrated into village life.

There is not much doubt that this intimate contact with well-educated and well-meaning Europeans will do much to provide the broadened outlook needed to ease the transition now taking place from the narrow constraints of primitive village life to the confusing role of citizens of the world.

Nearly all the volunteers are university graduates and those in the districts are being employed mainly in mission schools and on Government projects such as rural health and public works.

They have been enthusiastically welcomed in Apia and have impressed everyone as a particularly fine group of young people. Their average age is 23.

There is, of course, some speculation as to how well they will succeed.

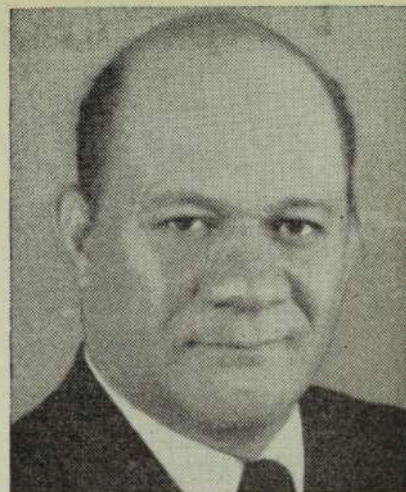
"The only danger is that our people will spoil them too much," said one Samoan official.

Market for fruit

PRODUCE marketing officials see a bright future for the marketing in New Zealand of fresh fruit and vegetables air-freighted from Western Samoa to Auckland.

Large quantities of papaws and other fruit and vegetables from Western Samoa are already being flown to New Zealand in the temperature-controlled holds of Air New Zealand's DC-8 jets for selling in Auckland's produce markets. This produce is flown to New Zealand every Sunday on the weekly Pago Pago-Auckland service and is sold fresh to New Zealand merchants.

All the Western Samoan produce so far sent air cargo has arrived in excellent condition. It is exported from



Western Samoa's Prime Minister, Fiamē Mata'afa, and three members of his government will visit Japan from November 1 to 5. Their visit is at the invitation of the Japanese Government.

Apia by the Produce Marketing Division of Western Samoa's Department of Agriculture, and by one private Apia exporter.

Results of these early trial shipments by air have been so encouraging that the quantity and range of fruit and vegetables sent to Auckland will be greatly increased by next year. At present, the produce is flown from Apia to Pago Pago by Polynesian Airlines DC-3 aircraft for trans-shipping to the Air NZ service. But with the operation by PAL shortly of a DC-4, the capacity for moving air cargo between Apia and Auckland will be increased.

Big hydro scheme

WHILE Western Samoan departmental estimates are being slashed; education faces retrenchment; roading and other development works being restricted; and agriculture scraping the bottom of the barrel for more finance, it was revealed in Apia at the end of September that the Public Works Department is planning a new hydro-scheme that would almost treble the country's output of electricity and cost between 1½ to 2 million tala.

The scheme involves tunnelling a water race through about a mile of mountain to divert water from Lake Afulilo and the Salani river to a power station situated on the shore of Fagaloa Bay.

A United Nations hydro-electric engineer is being recruited to assist in planning the scheme. He is expected to arrive in Apia in January.

Message for the Yanks: "Great opportunities in New Guinea!"

An invitation for American capital to invest in Papua-New Guinea development has been made to American businessmen by Mr. Steven Rich, chairman of the Australia New Guinea Corporation. Mr. Rich, Sydney-based, made the invitation in a long and carefully prepared paper on New Guinea investments which he presented to a seminar arranged by the American Management Association in New York in September.

Mr. Rich surveyed the whole progress—political and economic—of Papua-New Guinea since the war and detailed specific opportunities for overseas investment.

He said that the USA held out the best prospects as a potential source of investment funds for New Guinea, and there were good opportunities for American capital. He discussed the attitude of New Guineans to foreign investment.

Among the points that Mr. Rich made were:

- In their own environment the New Guineans live a relatively affluent and comfortable existence. Subsistence production comprises an estimated 38 per cent. of total supplies produced in the territory, and provides basic supplies for many indigenes in the monetary sector.

- By far the highest rates of growth within the monetary sector itself have been in the non-primary production fields. The economy is thus becoming less dependent on primary production, which contributed an estimated 36 per cent. of the gross territory product in 1964/65, compared with 43 per cent. in 1960/61.

- Together with direct expenditure by Australian Government departments in the territory, the Australian Government's financial contribution to territory development in 1966/67 was \$107 million, and this year it is estimated at about \$120 million. This represents approximately \$50 per head of population—a higher level of outside aid than that received by most other developing countries. However, if the territory's development is to be speeded up in conformity with the World Bank's recommendations, there will be need for further increases in the financial aid from outside.

- The Government and the territory people realise that local capital

is inadequate to meet the requirements of development, and that overseas capital is essential if the territory's development plans are to be successful.

- To make a country attractive to foreign capital, three conditions are of foremost importance—political stability, favourable attitudes to foreign investment and a fast rate of economic growth. All these prerequisites for sound investment can be found in P-NG.

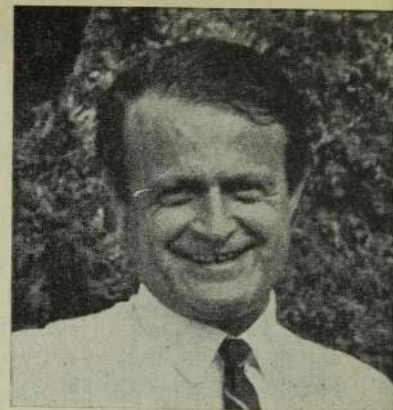
Investment attitudes

Mr. Rich said there appeared to "be no reason why this climate (of stable politics) should not continue in the future", and he added:

"The attitudes of the indigenous people to foreign investment have been free of the extremes evident in some other newly developed nations. There is a growing awareness among indigenes of the benefits flowing from economic development and of the need to attract overseas capital to step up the development process.

"This awareness was recently demonstrated by the Development Capital Guarantee Declaration, which was adopted by the territory House of Assembly in September, 1966. . . . I would like to quote it in full:

"This House, recognising that the economic development of the Territory of Papua and New Guinea is dependent upon the steady inflow of outside capital, and, representing the people of the Territory of Papua and New Guinea, determines that such inflow shall be encouraged for the benefit of the territory and its peoples and invites and welcomes capital investment for developmental purposes and guarantees to the world that expatriate capital invested in the Territory of Papua and New Guinea for establishment of new in-



Mr. Rich.

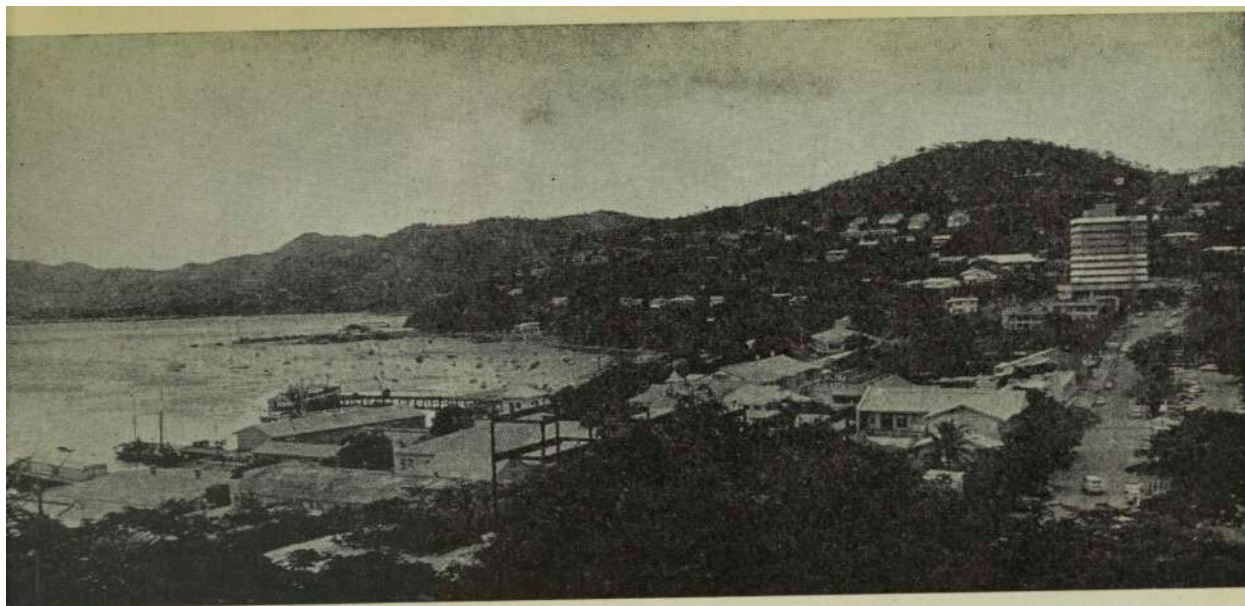
dustries, or the development of existing industries, shall not be subject to expropriation, nor to discriminatory taxation or other like levies, nor to oppressive trading legislation, nor to unreasonable limitations on its repatriation, and solemnly charges future parliaments of the Territory of Papua and New Guinea with the obligation not to legislate in a manner inconsistent with this declaration unless that proposed legislation has support of the majority of the electors of the territory expressed by a referendum, and resolves that this resolution, which shall be transmitted to the United Nations Organisation and to the Parliament of the Commonwealth of Australia, shall be known as the Development Capital Guarantee Declaration."

Joint ventures

Mr. Rich said no restrictions were imposed in the territory on the payment of dividends or the repatriation of capital overseas.

He stressed, however, that the New Guinea Administration was also aware of the need for joint ventures with the New Guinea people, to avoid future trouble should all major investments be controlled by expatriate and overseas capital. The Government was trying to encourage local participation in development projects financed by overseas capital, particularly development of natural resources.

Since the present ability of the New Guineans to take part in major projects was limited, the Government had sought local participation in large-scale investments by taking up a share of equity on behalf of the territory people, to be disposed to them later when their savings had increased sufficiently, or as a future



After years of comparatively little change, the Port Moresby business section is now on the move. This photograph (taken in September from Paga Hill by James Anderson) shows the wharf at left, the framework of the new Reserve Bank building in the foreground, and in the background at right, the almost-completed multi-storey ANG House, the territory's tallest.

territory government might deter-

The Administration was a partner in a forestry venture, an oil palm industry and had an option of 20 per cent. interest in Conzinc's Bougainville copper project.

Mr. Rich said most of the private investment in P-NG at present came from Australia. The UK was now the second largest source of overseas capital, and there were also investments from Japan, Malaysia, North America and Europe, but in his view, North America, particularly the USA, holds out the best prospects as a potential source of investment funds.

The territory's proximity to Australian and South-East Asian markets provided good opportunities for American capital, and he understood that American investment there would not be subject to the interest equalisation tax, which applied to investments in more developed countries.

World bank decisions

In outlining some of the strong points of the territory's developing economy, Mr. Rich said many of the commendations of the World Bank mission which visited the territory in 1963 had already been implemented, including:

- a Papua and New Guinea Development Bank;
- the appointment of an economic adviser with a small professional staff;
- the Pioneer Tax Incentives Ordinance 1965—to encourage secondary industry;
- a Tourism Board to promote tourism;

- a Harbours Board and a Co-ordinator of Transport;
- recruitment and training of local teachers;
- setting of salary levels in the Public Service in line with living standards and costs in the territory.

Opportunities listed

Mr. Rich told the American businessmen that a five-year development plan based on the mission's report was being prepared, and included proposals to increase production of major agricultural commodities by 80 per cent. and double the value of exports of all territory products. There were also plans to treble log production and the value of timber exports between 1965 and 1972.

A further mission had visited the territory this year to review progress since 1964 and examine ways of financing development. New projects being considered included a comprehensive transport survey of the territory by the UN, a telecommunications scheme, agriculture and livestock schemes and development of the hydro-electric potential of the Upper Ramu River.

Discussing investment opportunities in detail Mr. Rich said the main ones were in primary industry and mineral exploration and development. The territory's vast timber resources as yet were little developed, and the

territory could become a major exporter in the Asian Pacific region. The availability of concession areas, low taxation rates and the stable political climate made it one of the most attractive timber investment areas in the South Pacific.

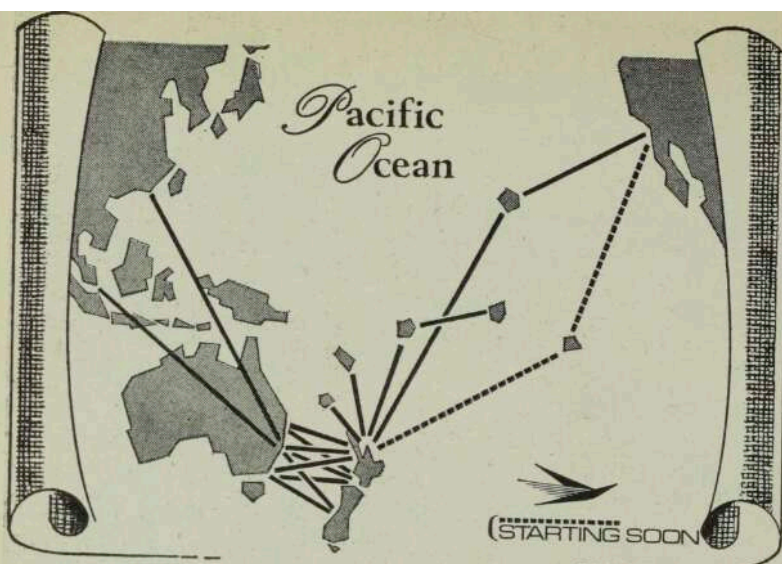
In agriculture both tea and oil palm offered good investment, and about 10 million acres of natural grasslands were suitable for cattle raising.

On mineral exploration, Mr. Rich said that at June 30 this year, 19 prospecting authorities were in force and a further 17 applications were being considered. Much interest had been aroused by the discovery of low grade copra on Bougainville by Conzinc Riotinto, and present indications were that within a few years after mining had started mineral exports from Bougainville would be worth about \$50 million, which was about equivalent to total territory exports in 1965/66.

Other prospects now being investigated included:

- A gold-silver mineral lode on Misima Island, Papua—companies involved are Pacific Island Mines Ltd. (of Australia) and Cultus Exploration Ltd. (of Canada);
- A low-grade copper deposit at Worangoi in New Britain (American Metal Refining Co. Ltd., have an interest);
- A copper prospect near Bundi in the Eastern Highlands of New

(Continued on p. 146)



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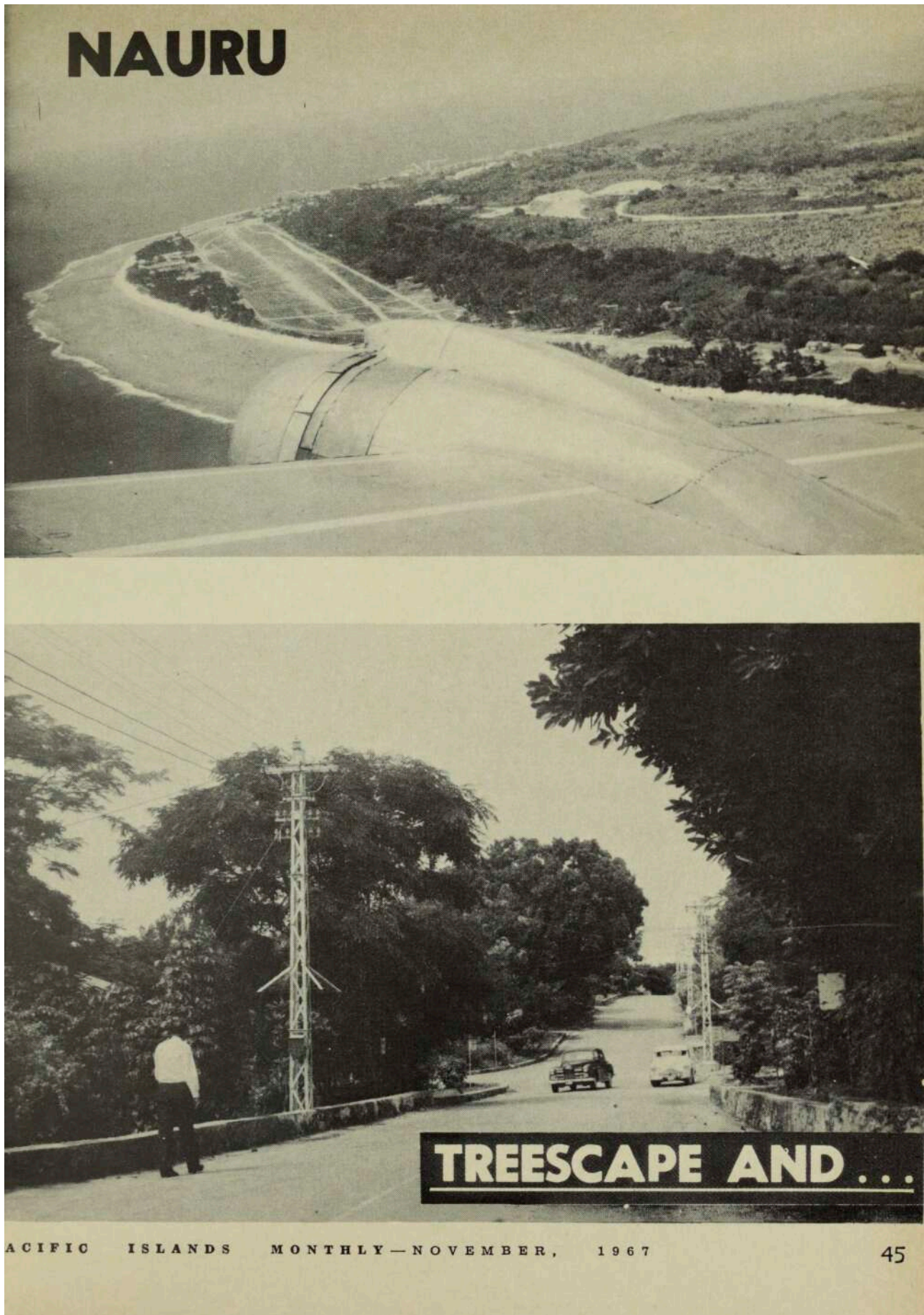
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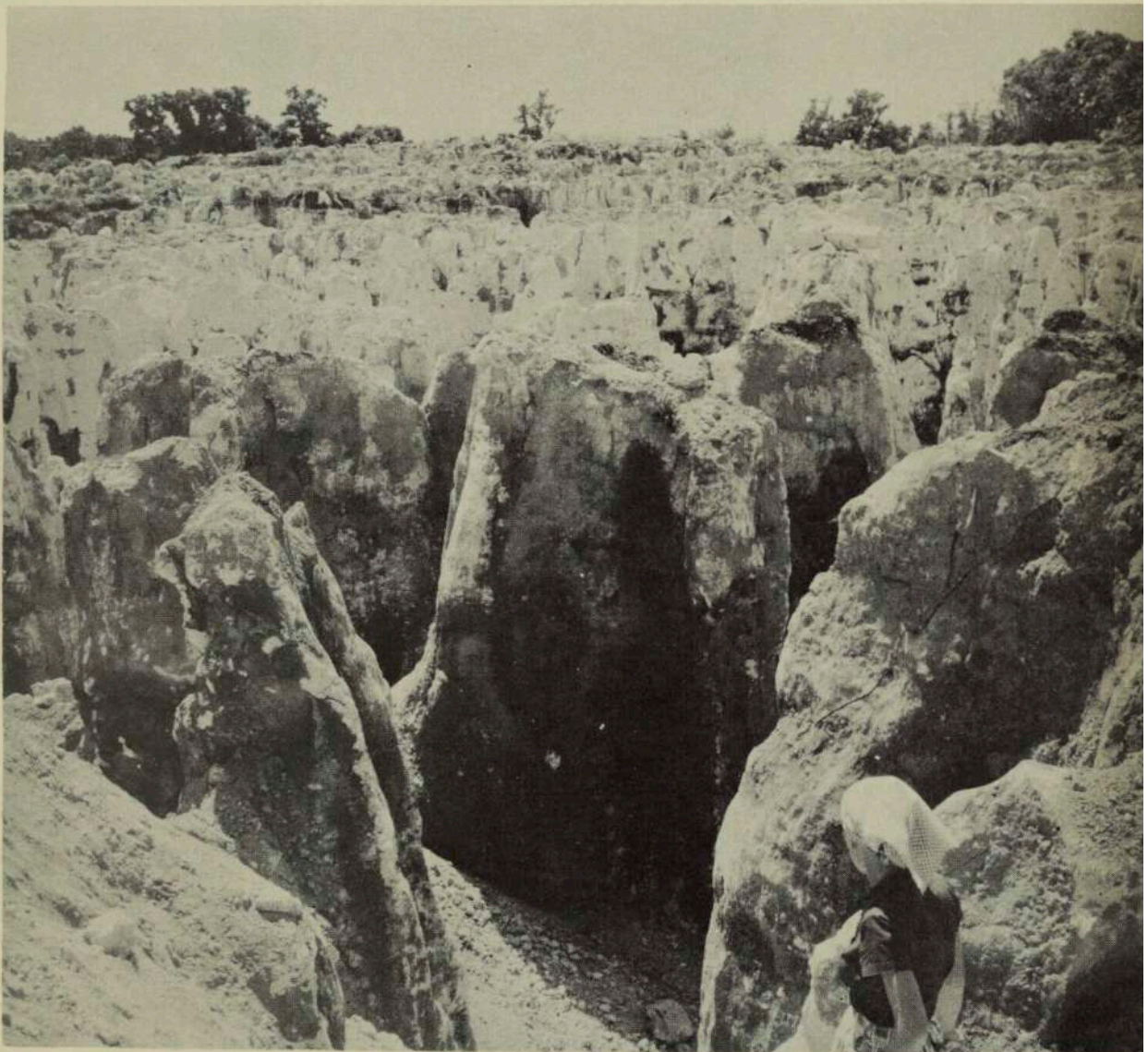






... MOONSCAPE

● The mid-Pacific phosphate island of Nauru, only 5,263 acres in area, has achieved its independence. It will now have to solve for itself the problem of how to rehabilitate its worked out phosphate lands. One-third of the island has so far been destroyed, and all but the circular green coastal strip will be destroyed in the next 30 years as the deep phosphate deposits are removed, leaving only coral pinnacles. Much of the island's centre is already like a moonscape, and nothing lives there. The Nauruans may bulldoze some of the coral flat and build an international airport to replace the present grass strip on the valuable coastal fringe. In PIM's own aerial picture above, the darker areas in the background are worked-out weathered pinnacles; the lighter area in the centre is currently being worked by draglines, and in the foreground is soil overburden carrying vegetation, to be removed when that area is worked.



PACIFIC ISLANDS MONTHLY—NOVEMBER, 1967



Topless fashions are disappearing, but the old way of life is still to be seen at Langa Langa Lagoon, Malaita (below).

travel

The Happy Solomons

AS part of a campaign to attract more tourists to the Solomons, the Honiara Chamber of Commerce has published the BSIP's first travel brochure in colour.

The brochure promotes the Solomons as "The Happy Isles", a sharp contrast with such terms as "The Cannibal Isles" and "Savage Solomons", which were in current use a good deal less than a century ago when human feasts, blackbirding and murders were the order of the day.

There's nothing savage about the Solomons today, according to the brochure.

They're "a string of tropical islands in the sparkling Coral Sea" with "a happy friendly people" and "youngsters shyly peeping from the village school. . ."

It's a "wonderful world to explore."

Honiara's small size and relative isolation from major air and shipping routes in the South Pacific are pros, not cons, the brochure says, because these two factors add to the "serene enchantment of the Solomon Islands" and make a "unique and off-the-beaten-track holiday." The brochure contains valuable facts, about such things as passports, visas, vaccinations, clothing, currency, accommodation, transport and shopping.

From November, some 20 American tourists are scheduled to visit Guadalcanal each month as part of a three-month South Pacific tour from San Francisco to San Francisco, via New Zealand, Australia, Papua-New Guinea, the Solomons, Fiji and Tahiti.



FRIENDLY, NICKEL-HAPPY NEW CALEDONIA DOUBLES ITS TOURIST QUOTA

By JUDY TUDOR

New Caledonia, where the country and the economy is nickel-happy right now, is also getting its quota of Pacific tourists. The local Office du Tourisme expects that by the end of December, the year of 1967 will have produced 14,000 visitors—just twice as many as in 1966.

Very few of these paying visitors are French—about 40 per cent. are Australian, 40 per cent. New Zealand, and 20 per cent. North American. Some, no doubt, are lured because it is an island on the Pacific circuit; most of those from Australia and New Zealand because it is French and different—because Noumea is not Pacific Islands French, as in Papeete; but French, as in Mediterranean. The similarities—such as the pre-eminently Australian scenery, a similar colonial background and outlook—they are willing to overlook to not understand: If 95 per cent. of visitors don't speak French, then 95 per cent. of the New Caledonians don't speak English, either. This linguistic hiatus makes no reference to the friendliness, and it maps it even enhances it. Bigger and better hotels, more and better air-services that give the visitor a variety of return routes in the future, probably attract the Americans. But right now it is a reasonably Australasian preference.

Three popular hotels

The three most patronised tourist hotels in Noumea, in that order of preference, are the Noumea, on the Baie des Citrons, the Nouvata at Anse Vata, and the Chateau Royal a few hundred yards further along, on Anse Vata Point. The Noumea grew out of what originally was a club; Nouvata seems to be a development of what was once known (and is) as The Bungalows; but the Chateau Royal is architect-designed, in the picked position of all Noumea hotels right on Anse Vata beach, is surrounded by green lawns, gardens, picturesque coconut trees and two grandfather banyan trees.

Opened about 15 months ago, for the first months of its life it was treated as though it could turn out to be a very expensive blue-tiled elephant. In more recent months UTA has gone into partnership with the private company that owns it (40 per cent. by US interests,

travel

60 per cent. by local and French interests). UTA, or its hotel subsidiary, runs it and it is believed now to be financially off the ground.

As well as glazed, blue-tile roof, marble floors, wedgwood-blue or cream carpets, crystal chandeliers and Louis XV furniture (not to say air-conditioning and a heated swimming pool), the original publicity promised that it would be a centre of French art and culture, including wine tasting in a "wine cave" and lessons in the French language.

Perhaps the new management has different ideas. When I spent four

days there in August, lessons in French culture or the French language seemed to be conspicuously absent and, judging by the expression on the one small girl I saw trying the swimming pool, the heat had been turned off there too.

Lovely rooms

Nonetheless, I liked my gold-and-white room with its neat bathroom; the quietness; the sun on the beach where, as it happened, I never had time to sit; and, despite the August chilliness, the marble-halls and their chandeliers. Furthermore, I imagine that a high proportion of the things that did not tickle my fancy can be attributed to the fact that someone alone, working to a tight business schedule, sees things in a different



Poolside—Nouvata Hotel.



● The Chateau Royal and its beach



light to that of a member of a party in Noumea to have fun.

But a few more smiling faces on the staff side would be an asset. The small Melanesian who hauls around the baggage seems the only one unaffected by the decor; the rest are polite and chilly; or brisk and efficient, or withdrawn and pre-occupied with large sheets of paper which they are perpetually conning over. Or so it seemed to me.

Hong Kong waiters

Outside the sun shines on the translucent green-blue of the sea and occasionally you have an old nostalgia for a fat Tahitian vahine waitress who will collapse into a chair, put her feet up and tell you, over your *pamplemousse*, that they are killing her.

But the opulent Chateau Royal restaurant is operated by a dozen Chinese waiters recruited in Hong Kong whose French is non-existent and their English sketchy. The menu is table d'hôte and dinner costs 450 francs, which under the circum-

stances is not outrageous if you can accommodate all that is available. But even under the happiest circumstances, even at Chateau Royal prices, I rarely feel like eating 450 francs worth of food in one sitting. My Chinese waiter is no help in

sorting anything out. I order something and something that looks reasonably familiar and then bow out, feeling frustrated—mostly, I think, by a French couple at the next table who had been there when I arrived and had gnawed doggedly and wordlessly through five separate courses and look good for a couple more.

During the day there is a snack bar down on the beach-side. The in the mornings, one may have rice and coffee, or even, if given to such things, bacon and eggs; and at night an excellent buffet lunch. But if you have any ideas of sneaking back from work about 8 p.m. and having a quiet sandwich and a beer while you look out across the molit harbour, you can perish in thought. The snack-bar closes about 5 p.m., evidently with the idea of nipping just such intentions in the bud and forcing customers into restaurant.

Where else do you eat?

This is not, of course, peculiar to the Chateau Royal. Proprietors of hotels all the way from Korotua and Nadi, Fiji, to Honolulu have a mortal fear of customers who live on buns and tea in the snack-bar while they should be ordering caviare and champagne in the restaurant, and they metaphorically turn their faces and physically shut the doors firmly against this atrocious tendency on the part of guests.

In Honolulu it does not matter very much—within a few yards of any given spot there are dozens of eateries. But in the South Pac-



Everyone in Noumea, well-heeled tourist and local Melanesian alike, patronise the mini-buses which are fast, frequent and, as things go in Noumea, cheap. Fares at any point are a flat 15 francs. They are individually owned and rigidly controlled and inspected by the authorities. City terminal (pictured) is in "Coconut Square" the city centre.

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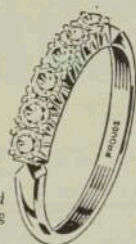
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travel

there are frequently miles between hotels, and usually no alternatives for eating where you happen to be sleeping.

However, the Chateau Royal has further shots in its armoury. For the entertainment of its guests it has dinner-dances—perhaps two a week—when the food is special (such as Cantonese).

Now, there are times in one's life when one wants neither to go to a dinner-dance nor eat Cantonese food but under the circumstances here there are but two alternatives: order a taxi and go look for something else, elsewhere in the town; or avail oneself of room-service.

There may be people who feel that sitting crouched on a Louis XV chair over a low, low Louis XV coffee table, at 8.30 p.m., trying to deal with (a) sweet-corn soup, (b) an omelette which is being rapidly air-conditioned; and (c) tea with tastes of jasmine flowers, is exciting and really living-it-up, but I just don't happen to be one of those people.

I come of a long line of Presbyterian Macdonalds who, when they may not have regarded eating in bedrooms as immoral, certainly regarded it as lacking in stamina and something to be indulged in only in extremis.

Expansion plans

Part of the Chateau Royal's initial trouble stemmed from the fact that it had too few rooms to support the overhead on the rest of the establishment. It is now planned to add 10 more rooms to the existing 78 and, when this eventuates, and the company can find the extra staff (not easy in New Caledonia) it could go a long way towards fulfilling those early publicity promises.

Meantime, there are other tour expansion plans. Intercontinental, a Pan-American subsidiary, has been negotiating for a site either at Aniva or Baie des Citrons, where it can build a 300-room hotel; but Nouvata and Noumea hotels want to add more rooms; and a director of the Club Mediterranée has recently visited New Caledonia with the idea of building at Bourail on the Isle of Pines.

Club Mediterranée is a chain of "clubs" rather than hotels and was established originally around the Mediterranean to give Europeans what euphemistically was described

ALL THE WAY WITH UTA!

While mini-skirts in many parts of the world are getting minier and minier, the 19 air hostesses employed by UTA in Tahiti have been provided with a new uniform which takes their skirts right down to their toes.

The new uniform, called a "purutu", is a form-fitting, ankle-length dress with lace-edged flounces, which seems to owe something to the mother hubbards that the English missionaries introduced to Tahiti in the early 19th century and something to the "fiesta" costumes worn by dancing girls in Seville. It's attractive, anyway.

an out-of-door, South Sea island-pe holiday. As an extension of the tion, a club was established on oorea, French Polynesia, in 1962, give Europeans a package-deal ok at the real thing; and since 1966 a similar package deal of two eeks has been offered at the same ab to Americans.

The deal includes air-fares, all ansport, food, living and everything at goes with a get-away-from-it oliday except the liquor drunk at e bar.

The watch-word is "relax" and part the therapy is to wear bikinis or pareu, park your outer-world oney in the front office and wear string of shells instead—which you e supposed to use to barter for ose items not already covered in e package.

There is no reason to believe that unger Australians and New alanders would not be happy to ke part in such whimsies too, if e price were not too steep. A New aladonia Club Mediterranee would obably do very well.

To help tourism along, the New aladonian Government, in co-opera-on with airlines and hotels, plans a untry club at Dumbea, a few miles t of Noumea, with an 18-hole golf urse, bowling greens, swimming ols and horse-riding, and has ened a small hotel-school where it hoped to train some of the staff gently needed by the country's owing number of hotels.

But although tourism is on the ove it is unlikely that it will ever as dominant in the local scene as, r example, in Fiji and Tahiti, and is could very well be its enduring arm.

Someone said to me in Noumea cently that you could scrape the

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whole island of New Caledonia down to sea level, and put it through a processing plant, and that virtually every cubic yard would produce some valuable mineral. This is so nearly correct it doesn't matter.

For one thing, New Caledonia has the largest reserves of nickel ore in the Western world and as well as the present Nickel Co. that is responsible for 98 per cent. of the local economy, it soon should have another—International Nickel—which will use a chemical process to deal with lower grade ore. There is enough ore in sight for both companies for the next 200 years.

All this being so, it is likely that tourism will never be more than an interesting ornament to the New Caledonian economy. With all due respect to those Pacific territories that are trying to get into the tourist racket to give their people a "better way of life"—that is where I think the tourist industries ought to remain.

A NEW tourist hotel, fronting the celebrated Coconut Square, has opened in Noumea. It is the New Orleans, a refurbished version of the historic Hotel de France, which PIM's Noumea correspondent Ned Dunn says was "once the busiest dump in town".

"The Hotel de France," he says, "was famous for the fights that occurred there every Saturday night, when clients, mostly Melanesians, stepped into Coconut Square to settle their differences."

"The building is easily one of the best in New Caledonia, and, as the Hotel de France, it figured in many travel books in the old days."

"Over the last 20 years, the business fell into disrepute and in the last few years it became an ill-famed one. It caused considerable annoyance to the Catholic sisters who run the girls' school across the way."

"The good sisters' dormitory looked down on the Saturday night binges and they must be relieved to know that the establishment is now a tourist hotel where at least a semblance of respectability will have to be observed."

The New Orleans has 17 rooms and can accommodate 33 to 35 guests. Its tariffs are extraordinarily low for Noumea—350 to 450 francs (\$3.50 to \$4.50) per day.

A bar, snack bar and reception facilities are on the ground floor.

A new concept in service



Fiji Airways new jet prop service.

In the air, on the ground, Fiji Airways new Hawker Siddeley 748 means better service all round. You can plan a more convenient schedule, get there faster. And the in-flight service is just what today's high-flying traveller demands. Hostess service, meals and refreshments add up to a new concept in service. Only on Fiji Airways new Hawker Siddeley 748!



Victoria Parade, Suva. Offices also at Nadi Airport and throughout the South West Pacific region.

SEE YOUR TRAVEL AGENT OR FIJI AIRWAYS



Miss Pritchard with some lively Air New Zealand cargo—day-old chicks.

Chic entrant

Lovely West Samoan-born Georgina Pritchard, a descendant of George Pritchard—a controversial figure in the South Pacific in the mid 19th century—will represent Air New Zealand at this year's International Air Hostess Quest at Surfers Paradise, Queensland, in November.

Miss Pritchard, 22, lived in Apia until the age of 13 when her family moved to Auckland. She finished her education in New Zealand and has lived there since, working first as a nurse and then for the past year, as an air hostess with Air-NZ.

The South Pacific is her "beat" and she travels to Nadi, Pago Pago, Noumea, Sydney and Honolulu regularly.

George Pritchard, Miss Pritchard's great, great-grandfather, arrived in Tahiti as a London Missionary Society appointee in 1825. In 1837 he was appointed consul for the Society Islands and the Samoan Islands.

The French deported him from Tahiti in 1844 for opposing French protection over Tahiti and he was transferred to Apia as British consul there. He lived in Samoa for many years.

Tourism seen as W. Samoa's biggest future money-earner

From R. F. RANKIN in Apia

Most people in Apia now agree with Western Samoa's Director of Economic Development, Mr. A. Gerakas, that tourism will probably be the country's biggest single money-earner by 1970, bringing in an income of \$WS1,400,000 or more.

The number of tourists has been increasing dramatically in recent months. In the first eight months of this year, the number of Americans was up to 1,713 (an increase of 75 per cent. over the same period last year), and the number of New Zealanders rose to 1,021, an increase of 25 per cent.

The fact that tourism brings in cash without the labour of digging, planting and clearing required by agriculture gives it strong appeal. And what with the vagaries of the overseas market and the setbacks of crop diseases and last year's hurricane, the bitter opposition of Samoan traditionalist politicians towards the disruptive influence of tourists has given way to a grudging acceptance of them.

So far both Government and private enterprise appear to be answering the challenge of this new industry well.

Association formed

Under the expert hands of Mr. Gerakas, the Economic Development Department succeeded in getting legislators to agree to Western Samoa's joining PATA; the department dreamed up the very successful Heart of Polynesia Conference, which was held in Apia at the end of May and was co-sponsored by American Samoa and Tonga; and during the rest of this year the department is to spend \$10,000 on brochures and publicity aimed at the North American market.

Meanwhile, businessmen and others interested in tourism have decided to form the Western Samoa Travel and Holiday Organisation.

The aims of the association are to promote and maintain tourist traffic to and within Western Samoa; to guard the interests of tourists when visiting Samoa; to encourage the improvement and development of travel and allied facilities for the service of tourists within Western

Samoa; and to protect the legitimate interests of members of the association and the industry in general.

A steering committee set up to draw up a constitution and report back in October included Mrs. Billy Retzlaff and Messrs. I. Rumsey, O. Moors, W. Hopewell, H. Clark, N. Paul, R. Dickinson, P. Creevey, A. Betham and R. Berking.

Western Samoa's tourist facilities are now almost unrecognisable by comparison with what they were a year ago.

Aggie Grey's hotel has been substantially enlarged, and the service, food and entertainment there invariably draw praise from guests.

Hazards for tourists

Where not so long ago, all a visitor could do was to hire a Gold Star taxi for a trip, now there are three or four operators in the tourist business who can keep a tourist occupied with special trips by taxi or mini-bus for days on end.

There are daily sightseeing tours by comfortable bus with skilled and beautiful guides.

There is a model village especially constructed for the tourist not far from the Prime Minister's residence at Lepea.

And for those who really want to savour island life, one operator can arrange trips by *fautasi* (a long boat rowed by 30 or more oarsmen) to Manono, a small but lovely island within the reef at the western end of Opolu. Manono is the nearest thing to a South Seas paradise that anyone could find.

What the development of tourism means to the average villager is still hard to say.

Small boys still occasionally throw stones at passing vehicles; or get laughs by insulting amiable middle-aged Americans in a language they do not understand.

Youths still sometimes put the squeeze on small parties they have accompanied up Mt. Vaea to Steven-

travel

on's tomb; and tourists' sunglasses or purses sometimes disappear from the beach.

But all this is bad manners—not malice, as some who have suffered insult or loss would have others believe.

Most villagers seem to enjoy having visitors and are more concerned of their ability to provide proper hospitality than with the threat of alien culture to their customs and traditions.

Prime Minister Mataafa summed up the official Samoan view at the visitor conference in May. He said that while Samoan leaders had been conscious for some time of the potential of the tourist industry, they have also been concerned "at the effect a full-scale promotion of it could have on the social structure.

Successful co-existence

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

Samoa, then, is committed to the encouragement of the tourist industry under close government control, and there is little doubt that the industry will flourish and bring prosperity to many.

There is little doubt also that in another 10 years or so, the people of the bustling metropolis of Apia will look back with longing to the days when people had less money in their pockets but when life was more relaxed and perhaps happier.

But such is the price of progress.

As UN educationist Dr. Chester Williams said a few years ago, the average Samoan villager, with his creative potential virtually untapped, living the life of a mere vegetable. But whether a wage slave will be happier than a vegetable is anybody's guess.

NORFOLK Island's airport will soon be able to take night landings. A team of Australian Department of Civil Aviation technicians and linesmen have installed taxiway lights and an illuminated approach landing system. These should enable the Qantas and Air New Zealand planes to have more flexible schedules than in the past.

A new concept in speed



Fiji Airways new jet prop service.

Fiji Airways new jet prop service operates return flights between Suva and Nadi regularly, covers the entire South West Pacific region, does it quicker, more conveniently than ever before. You cruise at jet speed at above-the-weather altitudes with the added advantage of weather-mapping radar en route. With the introduction of this fast new jet prop service, flying now more than ever is the way to travel. Try it soon.



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Fiji's tourist industry asks . . .

Why not excursion fares all the year round?

By a staff writer

Some leaders of the Fiji tourist industry are not very happy about South Pacific excursion air fares. In September the concession fares, which were introduced in April, were extended by the International Air Transport Association by another 12 months to March 31, 1969.

THE Fiji tourist people certainly have no objection to the fares such—but to the period in which they apply.

Under the new arrangement operating from last April the return excursion fare from Australia to Fiji is about 30 per cent. less than the ordinary return fare. However, it does not apply between April 1 and May 31, and between August 22 and October 22.

Unfortunately Australian school holidays occur in this second period, and under the old arrangements excursion fares applied and many families from Australia spent a week or two in Fiji during August and September.

Reluctant travellers

This year Australians were reluctant to pay the ordinary fares to Fiji if they could get 30 per cent. price cuts at other times. Many have put off their Fiji trips until Christmas. Some have cancelled Fiji holidays for good and gone elsewhere.

Consequently, fewer beds were booked than usual in September in Fiji's rapidly expanding hotels and several hotel owners are satisfied there is good reason to run excursion fares at this time.

The tourist industry (but not the airlines) argues that if air fare cuts were available, families should be able to get them not just at Christmas, but all year round.

August and September are Fiji's peak months for tourists and the only has in the past had more people visiting it then than at Christmas. Now the set-up could be reversed.

Apparently the two exception

A new concept in proven reliability



Fiji Airways new jet prop service.

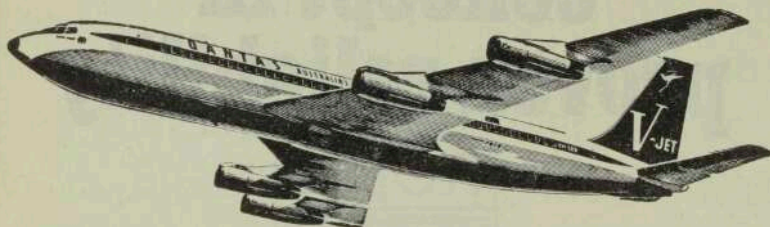
Mighty Rolls Royce jet prop engines provide the power for Fiji Airways Hawker Siddeley 748. The last word in dependability, they guarantee you a smooth journey, guarantee you stop-watch timetable precision — underlining yet again the importance to Fiji air travel of the introduction of the 748. Yes, reliability takes on a host of meanings when you fly Fiji Airways jet prop in Fiji or through the South West Pacific. And every one of them benefits **you**.



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riods were introduced to suit holi-
yers from the United States, rather
an from Australia or New Zealand.
ith more Australians and New
alanders visiting Fiji than Ameri-
ns it is hard to see why the
mericans should have holiday time
ference over those "Down Under".
The simplest solution is to have
ursion fares all year round—an
ea opposed by most of the trans-
cific airlines.

PAPUA-NEW GUINEA'S three
scheduled airlines—Ansett-MAL,
AA and Papuan Airlines Pty. Ltd.
flew 9,121,554 short ton miles
ring 1966, actually 189,071 miles
s than in 1965. This is stated in
e Australian Department of Civil
iation's Report for 1966-67, which
ntains some interesting statistics on
travel in the territory during 1966.
though the report doesn't say it,
ason for the drop on mileage ap-
ars to be due to increased use of
ad transport in the Highlands.

More passengers arrived at Lae
an Port Moresby, and Madang
ndled the greatest amount of
eight and the biggest amount of
craft movements.

Australia's overseas airline, Qantas,
its 1966-67 report, announced its
st-ever loss—\$1,510,130—caused
a 28-day strike by the company's
ots last November and December
(*TM*, Jan. p. 133).

THE Outrigger, a modern three-
storey motel in Vana m a
escent, about a mile from Port
oresby's main business centre, will
en about November 14.

Built by New Guinea Motels Pty.
d, which is a local syndicate of
businessmen, the motel contains 36
in-bed units, all air-conditioned
th separate bathrooms, refrigerators
d telephones.

Tariff will be about \$9 per person
r bed and breakfast or \$16 double.
anager of the motel is an old New
guinea hand, Mrs. L. E. Barclay-
illar.

THE Hotel Kerema, in the Gulf
- of Papua, opened in early
ctober with 15 beds, lounge and
ning rooms and a 50 ft long bar.
ne hotel licensee is Mr. H. G.
ilson. The Gulf of Papua is one
the more primitive off-the-beaten
ack areas of P-NG and hasn't yet
veloped tourism. Most visitors are
ere on business.

Small, fast jets give a new look to Islands air routes

By a staff writer

Regular air services between several South Pacific ter-
ritories took on a modern look in September and October with
the appearance at local airports of two small, fast jets.

The aircraft—a British Hawker
Siddeley 748 turboprop 40-seater for
Fiji Airways, and a French-built 76-
passenger Caravelle jet for UTA Air
France — both cut hours from
previous scheduled times and carried
over four times as many passengers
as before.

These fast, modern jets commuting
between island groups should en-
courage more visitors to see more
of the South Pacific than they get
by passing through Nadi or Tahiti
airports. Up to now the only jets
in the South Pacific have been on the
trunk routes.

The travel industry expects that
more tour groups or charter opera-
tors will take advantage of the new
equipment and see Islands territories
that have no international airports.

Within a month, the Fiji Airways
748 will be flying regularly from
Suva to the GEIC, the Solomons,
the New Hebrides, Western Samoa
and Tonga. In the new year the
748 could be going through Tarawa
in the GEIC to the Marshall Islands,
providing a direct Fiji link with
Guam, via the GEIC and the United
States Trust Territory.

Noumea-Vila-Tahiti

UTA's bigger Caravelle jets started
twice weekly services from Noumea
to Vila on September 15, and a
Noumea - Vila - Tahiti return flight
service by Caravelle, to link France's
South Pacific interests, is not so
very far off.

On its first two flights to Vila and
Honiara from Suva in October, the
shiny \$1 million-plus 748 carried 16
passengers. The Heron, which it
replaced, could carry only eight
passengers on this run.

A big crowd turned out to see
the 748's landing at Vila's Bauerfield
airport on September 20 for the first
time. In the afternoon, several dis-
tinguished passengers, including the
French Resident Commissioner, Mr.
J. Mouridan, went for a demonstra-
tion flight around Efate.

Five days later, it was the
Caravelle's turn, and it took over
the Noumea-Vila run from the aged
DC4 as from that date. On Sep-
tember 29 the Caravelle arrived again
from Noumea and took both Resi-
dent Commissioners on a flight.
Champagne was served.

The 748 had its most colourful
reception when it arrived on a prov-
ing flight at Tonga from Nadi on
October 9. It flew via Pago Pago,
American Samoa, and picked up
Tonga's first group of 39 Peace
Corps volunteers.

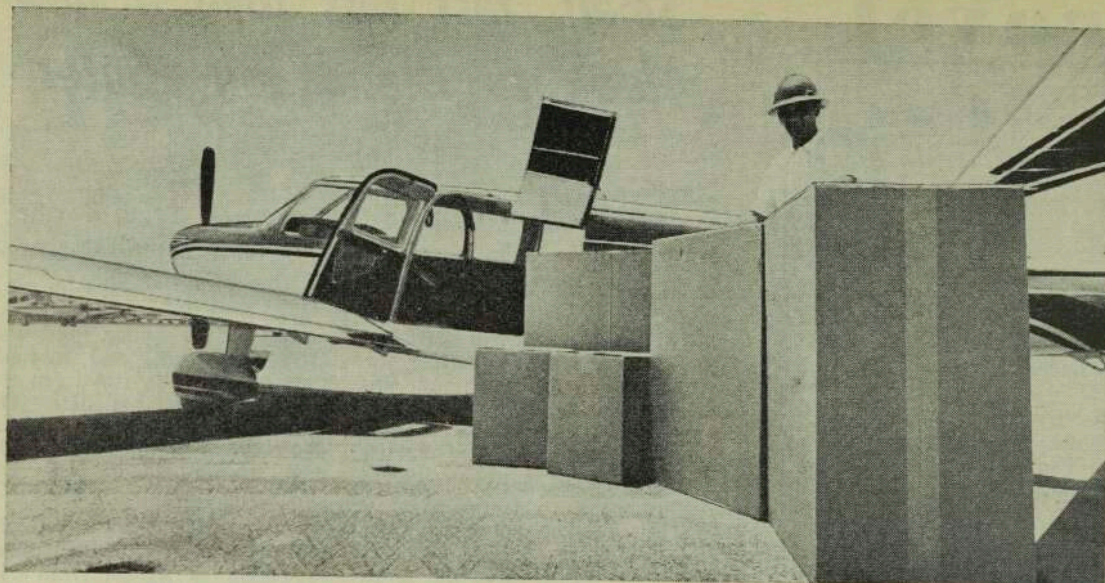
Hundreds gathered at Tonga's air-
port to welcome their new fast air
link. Tonga Peace Corps Director
Mr. Chuck Butler met the Peace
Corpsmen and excited Tongans gazed
at the gleaming jet.

An hour after landing, King
Taufa'ahau was the first passenger
aboard for a special flight over
Tongatapu.

On November 8 the 748 will make



General manager of Fiji Airways, Captain
A. J. R. Duffield.



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first regular flight to Tonga, replacing the DC3 service.

The plane's first regular flight to GEIC was expected at Tarawa October 22. It will return to Fiji next day and from then on run nightly.

The first 748 services from Fiji to Western Samoa were to have started October 28, but the Samoan aviation authorities made it known a month earlier that Apia's solo airstrip was still not up to standard to handle the new plane.

However, it was thought in aviation circles that there might be something more to it than that—that Air New Zealand, a shareholder in Western Samoa's Polynesian Airlines Limited, might want its yet-to-be-received DC4 operating before the appears on the Samoan scene.

Mr. Frank Nicol, Fiji Airways commercial manager, told *PIM* the two 748 Suva-Honiara flights "very promising" loadings, and yard bookings were "very encouraging".

The jet was also available for charter, providing charter times did not clash with regular services. Mr. Nicol said he expected many Americans would fly with the 748 Honiara and then catch TAA's New Guinea and on to Port Moresby.

At Vila, the 748 also linked up with modern aircraft—the Caravelles—and travellers now had a fast and comfortable ride from Suva to Vila, via Vila and Noumea, if they wanted to see two extra territories before arriving in Australia.

Fiji Airways is owned by four companies—Qantas, BOAC, Air New Zealand and the Fiji Government—each has an equal share.

In Suva in October the interior of Fiji Airways' HS748 is inspected by (from left) Mrs. D. Thorpe, Mrs. G. Ganley and Ratu David Togiani, MLC.



However, since 1958 Qantas have managed and virtually run the show with their own managers and maintenance men.

Qantas' 1966-67 report says that Fiji Airways had a loss of £F71,605 for the year ended March 31, 1966. Part of the loss was attributed to increased costs of operating the Heron aircraft—two of which will be replaced by the 748.

When Fiji Airways' results to March this year are revealed in December they are expected to show a small profit.

While the arrival of the 748 is too late to influence these results, its operations should put the airline's results well into profitability for 1967-68.

Fiji Airways Ltd. was first set up in late 1932 by Guinea Airways Ltd., of Lae, NG. However it lasted only a year.

Pioneer Australian navigator, the

late Harold Gatty, formed the present airline as his private company in September, 1951.

A Dragon Rapide aircraft connected Suva with Nadi and Lautoka. This later extended to Labasa, on Vanua Levu.

With the aid of a considerable tax subsidy from the Fiji Government, Gatty made a tidy profit for six years. Gatty died in 1957 and his wife sold to Qantas. Qantas put in its own manager and replaced the De Havilland Drover fleet with Heron aircraft.

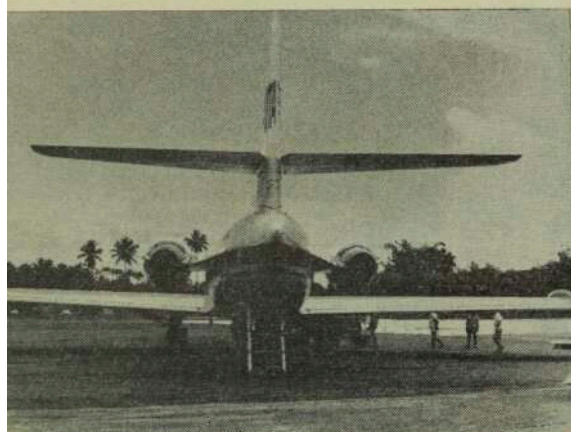
Domestic services were extended to Savusavu on Vanua Levu, and to Matei and Ura on Taveuni.

In the 1960's regional services to other territories began and today the airline services the GEIC, the Solomons, the New Hebrides, Western Samoa and Tonga besides Fiji.

BOAC and Air New Zealand bought into the company in January, 1960. The Fiji Government followed suit in March, 1965.

TONGA'S first Tourist Bureau, under the management of Mr. R. M. Dowell, opened in Nukualofa recently. The bureau organises tours and entertainment and hopes in the near future to publish literature on Tonga's tourist attractions.

CAPTAIN J. N. Weir, BOAC's manager, South-West Pacific, for the past eight years, will retire at the end of this year and be replaced by Mr. Sidney Hildrew, at present BOAC's manager for Lebanon, Syria and Jordan, based in Beirut.



UTA's Caravelle jet shows off its modern lines at Vila's Bauerfield in September after a 45 minute flight from Noumea.

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B—November, 1967—PACIFIC ISLANDS MONTHLY

Another view on West Samoa's post-war development to independence

A letter from SIR GUY POWLES

Sir,—I read with considerable interest your review of Professor Davidson's *Samoa Mo Samoa*. I had already read the book, and been greatly impressed by it. Your review, however, has prompted me to suggest that Professor Davidson's account of Samoa's post-war development to independence should not be accepted as fully balanced and authoritative history.

THINK he would agree with this suggestion, because he makes it clear in his introduction that his own participation in some of these events did no doubt affect his presentation, and he records his sincere hope that others would write their own interpretation of these years.

He says, as you quote in your review, "history can only be written through the process of progressive approximation". I myself hope, once I am released from the cares of office, to attempt to play a part in the historical process and to provide my own account of this period. In default of being able to make an extensive contribution to the subject at this stage, I hope you will permit me to use your columns to make a few broad comments which, from my point of view, are necessary in order to put the Samoan scene in perspective now that the Davidson book has come out. My comments are inadequately prepared, are by no means a review of what is a major historical work, and are jotted down by the man who runs my read.

I think that Professor Davidson could have written two books—the first being a history covering Samoa from 1947, and the second being his own personal account of what he calls his "passionate partisanship" of the Samoan scene after that date.

History as autobiography

As to the history itself one can do this only with the greatest care, sure, appreciation, and regret. I am sure because of the gracefulness of the appreciation because of the silence of the sheer historical competence, and regret because it was not available earlier, when it should have been an invaluable handbook for the young administrator of the early post-war years.

But, when history becomes autobiography, the narrative inevitably emphasises those events in which the writer personally took part or in which he was particularly interested. As Professor Davidson pays in-

Sir Guy Powles, who until 1960 was NZ High Commissioner of Western Samoa, here comments on Prof. J. W. Davidson's book on the emergence of Western Samoa, "Samoa mo Samoa", which was reviewed in July PIM (p. 26). Sir Guy now lives in Wellington, and is New Zealand's first Ombudsman, but his interesting comments on a phase of Western Samoan history in which he himself played a prominent part are made in his personal capacity.

sufficient attention to the first Constitutional Convention, at which he was not present, and overplays the second, at which he was.

He devotes much space to local government, in which he was keenly interested. His coverage of economic and social affairs is inadequate, while his study of local Samoan politics is intimate and excellent. Even here he misses the flavour of those politically fruitful years of 1951 to 1958, when he was not there.

Professor Davidson stresses the inadequacies of the New Zealand public servants in Samoa in such a way that his book appears to you [*PIM's* reviewer, Stuart Inder] to show "how badly Samoa suffered at the hands of brash and uncouth New Zealand officials over a great many years".

I cannot help feeling that this emphasis, both his and yours, is unfortunate, and does grave injustice to a group of men, the great majority of whom were honestly and loyally devoted to the cause and service of Western Samoa. I have had the opportunity of having some experience of colonial administrations, and I am quite sure that the New

Zealand officers in Western Samoa were good representatives of a historical period.

If they were ill-trained and ill-prepared, which some of them were, it was not their fault. The fault lay with policies and attitudes at the political and governmental level in New Zealand, and the men in Samoa were just the instruments of a policy with which they had to do their best.

It was not such a bad best—judging by results, especially if one looks round the world today.

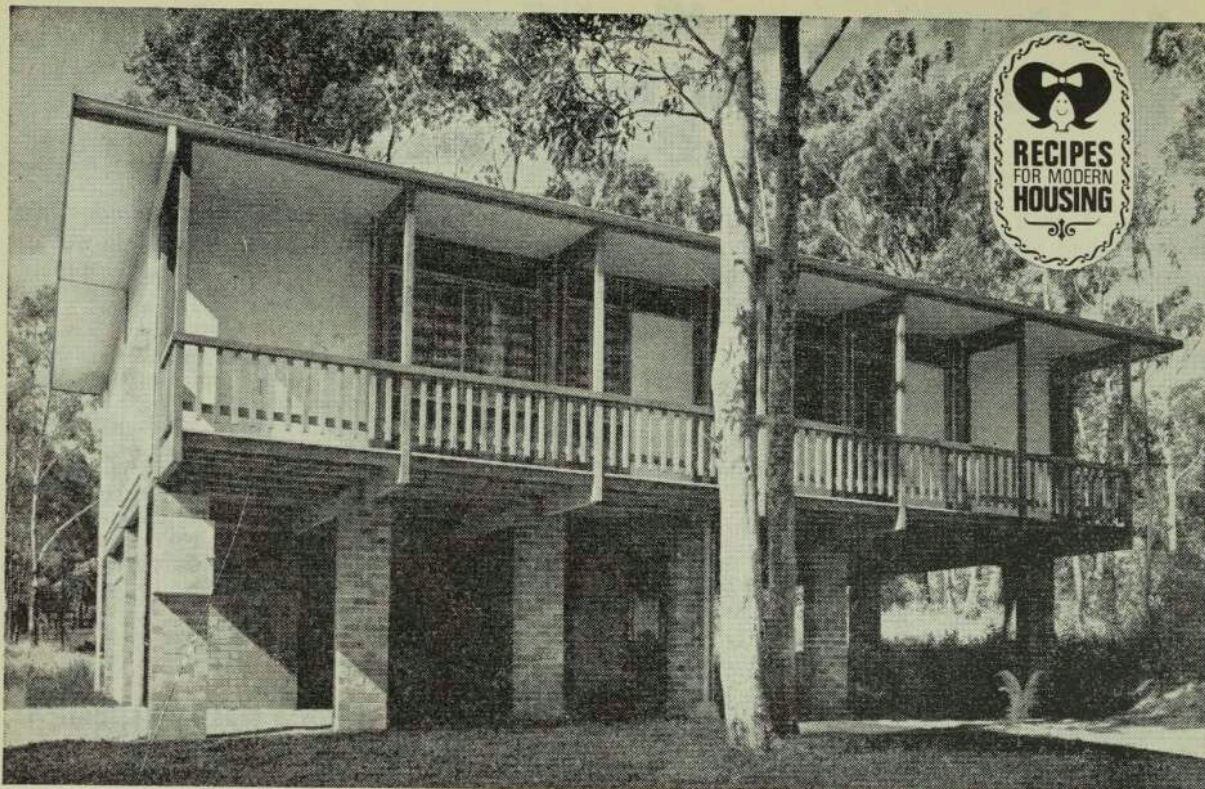
Not a classical situation

I think also that Professor Davidson fails to indicate that this was not a classic colonial situation. In fact, the constitutional arrangements under which Samoa operated after the passing of the 1947 Amendment Act were unique, indeed almost bizarre.

The legislature, which had full control of the public revenues, had an unofficial majority. The Public Service came (in 1949) under the control of an authority who was quite literally and legally responsible to no one. The High Commissioner whose acknowledged, perhaps self-imposed, task was to develop Samoa to self-government or independence, had no powers whatever other than a veto.

In retrospect the whole exercise seems to have been one of most prolonged and, at times, exhausting persuasion. That important results were achieved was due largely to the basic commonsense and intelligence of the Samoan leaders and people, but the steady unrelenting co-operation of the New Zealand officers provided an essential element.

In another respect, too, the Samoan situation was special. Western Samoa was a Trust Territory of the United Nations, and the business of annually reporting on and debating the territory's progress in the Trusteeship Council, together with the triennial visiting missions, had a profound effect on New



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Zealand policy. This needs more study than Professor Davidson has given it.

It would be interesting to argue the thesis that if Samoa had not been a trust territory she would not have achieved independence when and how she did. Samoa's post-war history was developed from discussions and arguments in New York, Wellington and Vailima, as well as in Apia and the rest of Samoa, whereas Professor Davidson concentrates very much on the last two.

I agree with *PIM* that the Samoan desires and attitude were not always as clear as Professor Davidson's account implies—nor does he make adequate allowance for the strong and understandable strain of conservatism in Samoan thinking.

His much loved scheme for district and village government, upon which he spent much time, was really prevented from coming to fruition by the opposition of the Samoan leaders at the centre. Economic development at the pace which Professor Davidson appears to think warranted was prevented by Samoan opposition to any schemes involving loan finance.

Public servants defended

Professor Davidson is justly critical of the Public Service structure, but this should not lead to criticism of the individuals working under it. There were many cases of selfless and devoted service on the part of New Zealand officers without which it is difficult to see how much of the progress could have been made.

His criticism of the inadequate training schemes in the Public Service is wholly valid, but this was due to the extraordinary fact that no one, not even the New Zealand Cabinet, had authority to direct the Public Service Commissioner in Samoa to do anything about it.

Professor Davidson also rightly criticises the tensions that arose in the early days of the Samoan legislature over the position and actions of the official members, but he overlooks the difficulties of having to attempt to govern without a majority in the legislature, when the legislature had absolute control of the purse strings.

The reference in your review to mediocre expatriates brought in on good salaries with fringe benefits such as "inexpensive Government housing", I think, rather unfair. The salaries here, by New Zealand standards,



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GETTING MARRIED—NEW HEBRIDES STYLE

A draft Joint Regulation designed to make New Hebridean marriages legally valid was discussed at a meeting of the New Hebrides Advisory Council in September.

The regulation is intended to clarify what kinds of marriage will be acceptable for registration when the recently announced plan to register births, deaths and marriages in the Condominium is introduced (PIM, Oct., p. 28).

The regulation provides for legal recognition of three kinds of marriage—marriage celebrated in a church by an ordained priest or minister, marriage by a District Registrar (i.e., a civil marriage, which does not at present exist for New Hebrideans) and marriage performed according to native custom.

The regulation would also provide that a marriage could only be registered if it were celebrated by a person legally authorised to officiate.

The Advisory Council will consider the regulation again at its next meeting in December after local councils and clergymen have had an opportunity to study it.

● See "De facto marriages a growing Fiji problem", p. 75.

it good, and it was necessary to reduce officers to go to Samoa by the offering of these fringe benefits, which were openly advertised in Public Service circulars and in the press and were by no means concealed", as Professor Davidson replies.

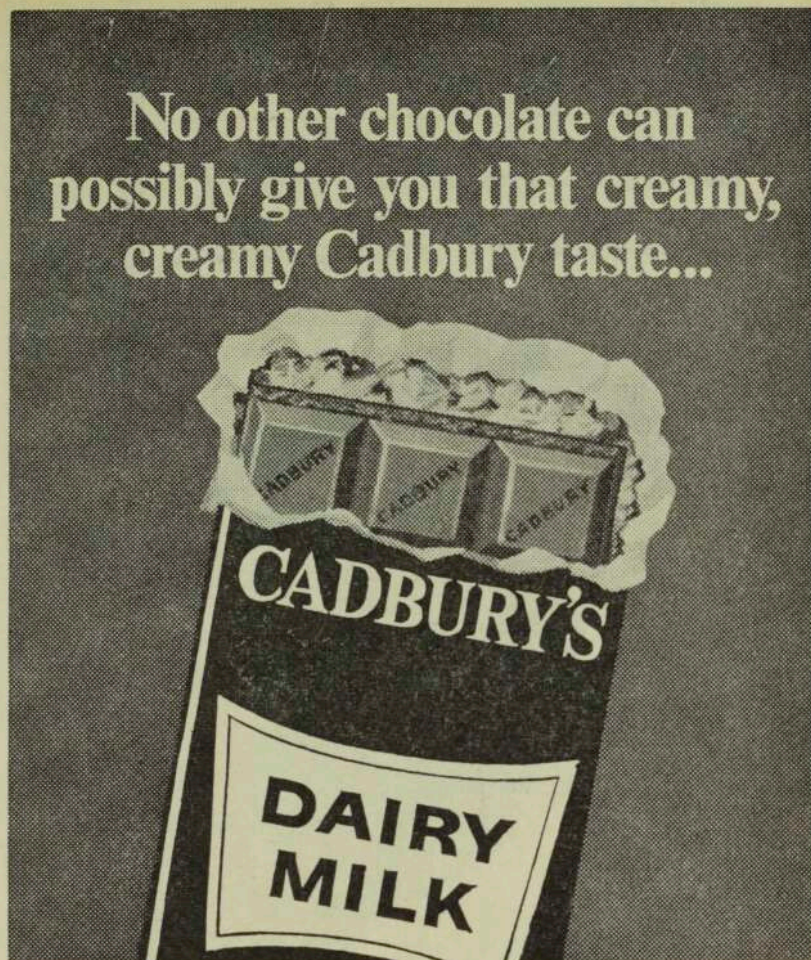
Of course, no one, not the least myself, would wish in any way to undervalue Professor Davidson's great services to Samoa. Indeed I always regard his assistance and my association with him as most pleasant and rewarding experiences.

I write therefore just to point out that honest and devoted men can differ about important matters. I too had my moments of "passionate artisanship", as Wellington well knew.

I hope that some day others will fill in the gaps in the Davidson account, which will, however, always remain a definitive work of great value to all students of the passing of colonialism, and of particularly nostalgic pleasure to the many old Samoan hands" who still cherish their memories of Samoa and the Samoans.

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TAHITI SPRINTER SHAPING WELL FOR NEXT GAMES

French Polynesia's champion sprinter John Bourne, who won the 200 metres race in 22.4 sec. at the Second South Pacific Games in Noumea last December, looks as if he will be even harder to beat at the next Games in Port Moresby in 1969.

AFTER establishing a French Polynesian record of 10.5 sec. for the 100 metres on April 26, Bourne clipped a tenth of a second off it at a sports meeting in Tahiti on September 15. This makes his best time two-tenths of a second better than the South Pacific Games record for the event, which was established by J. Pothin, of New Caledonia, in Suva in 1963.

Bourne's best time for 200 metres (the French Polynesian record) is also better than the Games record of 22.0 sec. established by Bruce Richter, of Papua-New Guinea, in one of the semi-finals in Suva in 1963. Bourne's best time, 21.8 sec. was set on April 26.

Another French Polynesian record that he holds is 50.5 sec. for the 400 metres, established on July 7. This however, is well below the Games record of 49.7 sec. set by P-NG's C. Harrison in Suva in 1963.

In mid-September, the full list of athletics records for French Polynesia, with the record-holders and dates they were established was:

MEN		
100 metres	J. Bourne	10.4s.* — Sept. 15, 1967.
200 metres	J. Bourne	21.8s.* — April 26, 1967.
400 metres	J. Bourne	50.5s. — July 7, 1967.
800 metres	J. Golaz	2m. 1.7s. — July 21, 1963.
1,000 metres	J. Cervos	2m. 41.2s. — May 31, 1964.
1,500 metres	A. Toulliou	4m. 26.2s. — June 29, 1963.
3,000 metres	M. Paille and J. Guittor	9m. 46.5s. — Oct. 19, 1966.
5,000 metres	J. Guittor	17m. 15.4s. — Nov. 9, 1966.
110 metres hurdles	C. Tetaria	15.2s.* — Aug. 13, 1963.
400 metres hurdles	P. Martin	58.5s. — Nov. 25, 1966.
High jump	J. Salmon	1.95 metres (6 ft 5 in.)* — April 28, 1965.
Long jump	C. Tetaria	7.31 metres (24 ft.)* — Dec. 13, 1966.
Triple jump	M. Thunot	14.2 metres (46 ft 8½ in.) — May 7, 1965.
Pole vault	B. Balastre and S. Drollet	4.15 metres (13ft 7½ in.)* — Dec. 10, 1966 and Aug. 18, 1967 respectively.

NAURU'S CHAMPION TO FOSTER MARATHON

Nauru's champion long-distance runner Robbie Morgan-Morris, who was a popular figure at the South Pacific Games in Noumea last December, hopes to take part in races in Suva and Noumea this summer to encourage local runners to compete in a marathon race at the Games in Port Moresby in 1969. No marathon has yet been held at a South Pacific Games, and at least four entries will be needed to stage one in Port Moresby.

Morgan-Morris, with his Games team-mate Tony Bowditch, will begin leave in Australia from about January. Both hope to run in Melbourne.

Morgan-Morris and Bowditch are two of the keenest athletes in the Pacific, and are currently delighted with the showing of two promising junior distance runners, both Nauruans, aged 14 and 15.

"We don't expect to find a gold medallist for the next Games straight off the hook," Morgan-Morris said in a note to a friend recently, "but I personally believe that one of the young Nauruans will take a place medal in a distance event, maybe 800 metres."

Discus — M. Bornes — 37.76 metres (3 ft 10½ in.) — Sept. 30, 1967.
Shot put — J. C. Duaze — 13.37 metres (23 ft 10½ in.) — Aug. 29, 1966.
Javelin — J. Mairai — 53.24 metres (74 ft. 8 in.) — June 30, 1965.
Hammer — J. Deane — 38.52 metres (74 ft 8 in.) — Nov. 25, 1966.
4 x 100 metres relay — Favereau, Mairai, Burne, Tetaria — 43.7s. — Aug. 18, 1963.
4 x 400 metres relay — Lichtle, Nouveau, Enroy, Martin — 3m. 31.3s. — Nov. 2, 1966.

WOMEN

80 metres — Y. Temeharo — 10.4s. — April 19, 1967.
100 metres — D. Chaze — 13s. — Nov. 1966.
200 metres — D. Chaze — 27.9s. — Oct. 1966.
400 metres — M. Prebault — 1m. 3.6s. — Dec. 11, 1966.
800 metres — M. Prebault — 2m. 38.5s. — Nov. 26, 1966.
80 metres hurdles — N. David — 12.6s. — July 10, 1965.
High jump — M. Hunter — 1.47 metres (4 ft 10 in.) — May 25, 1966.
Long jump — Y. Temeharo — 5.10 metres (16 ft 9 in.) — Dec. 10, 1966.
Shot put — M. Tetuaiva — 11.17 metres (3 ft 8 in.) — Nov. 16, 1966.
Discus — C. Maitere — 34.52 metres (113 ft 3 in.) — Nov. 26, 1966.
Javelin — Y. Salmon — 36.34 metres (119 ft 3 in.) — Nov. 25, 1966.
4 x 100 metres relay — Tamui, Tefana, Chaze, Prebault — 53.2s. — Nov. 25, 1966.

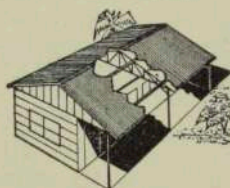
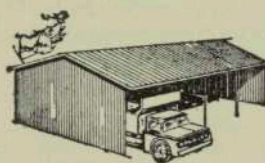
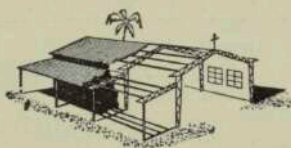
NOTE: An asterisk indicates that the French Polynesian record equals or better the South Pacific Games record.



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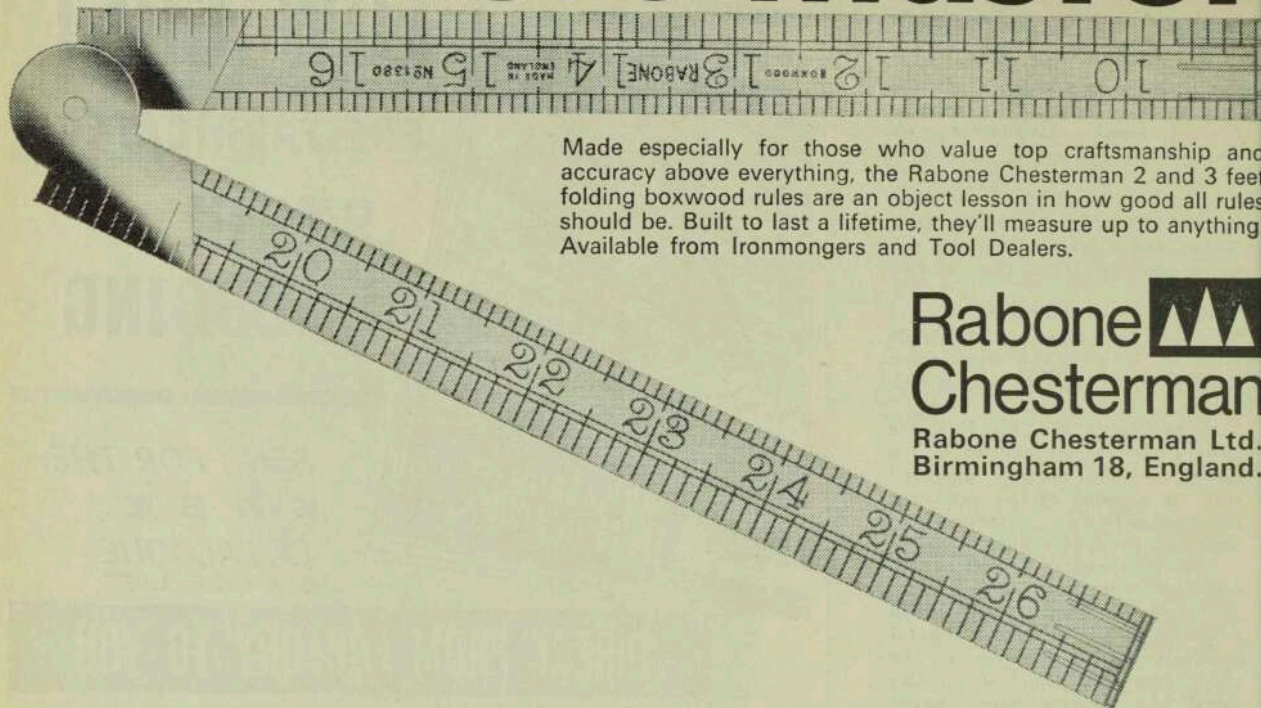
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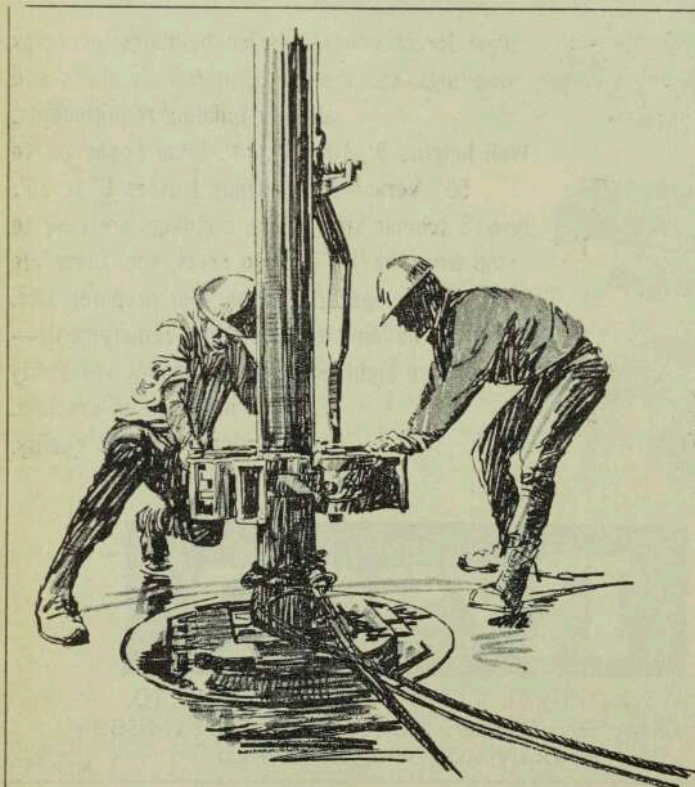
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From the Islands Press

FOR more than 30 years, Mr. Paul Miller has made a hobby of taming sand cod, so that they will come to the beach [at Nananu-i-ra, Fiji] and eat out of his hand.

It is a kindly hobby, the fruits of which have given much pleasure to a great many people over the years. So much has been written about the tame fish that they can undoubtedly be counted as one of the colony's tourist attractions.

But, not for the first time in history, becoming trusting and docile has led to destruction. The tame fish, lying happily in the shallows beside beaches less hospitable than Mr. Miller's at Nananu-i-ra, have been easy prey to the spears of fishermen from nearby Malake.

So of Mr. Miller's proteges, which last year numbered more than 25, only one now survives, and it has suffered a spear wound. It is quite clear that unless the fishermen concerned can be persuaded to leave the tame fish unharmed, or unless some form of protection can be devised, the pleasure which has come from seeing the fish at Nananu-i-ra will be denied to all future visitors to Fiji, and a gracious, if small, feature of life in one part of the colony will be gone.—*Editorial in "The Fiji Times", Suva.*

PASSING vessels have left their share of unusual coins [on Pitcairn Island] in the past and one collection viewed recently contains pfennings, rupee, sen, francs, lira, krone, peso, guilder, centimes, and one Isle of Man pound note which was left by Commissioner Cowell on his last visit.

When two heavy, well-sealed ammunition boxes of the new NZ decimal currency arrived on Pitcairn, [there were] a very busy two days making the change-over for both government offices and private citizens. Everyone was keen to see the new money and the general opinion was that it "looked good". This was not the case with some of the old currency handed in.

Pitcairn has no banking facilities and it was obvious from the con-

dition of some of the notes and coins that some novel and unusual places of safety had been used.

Notes were crumpled, rolled, folded in half (both ways), stapled, pinned, clipped, tied with string, fishing line, cotton, rubber bands, and contained in plastic bags, canvas sacks, cotton sacks, paper bags, tins, cigar boxes, etc.; some were new and uncreased, others fusty and mildewed, long hidden from the light of day, but all were worth their face value and were duly honoured.—*News item in "Pitcairn Miscellany", Pitcairn.*

MORE than 500 villagers on Santa Isabel Island (Solomon Islands) had a feast recently—and all the meat came from one giant fish.

The Santa Isabel Islanders said they called the fish a *sangarua* in their own language, but were unable to identify it further.

They said it was caught with lines and nets and when it was placed on the beach it was so big that a five-year-old boy walked into its mouth without bending. The fish was 16 feet long, six feet wide and more than four feet high according to the description of the islanders.

They said that the mouth of the fish was about four feet by three feet.—*News item in "South Pacific Post", Port Moresby.*

THE remarks by the Commissioner of Police [of Western Samoa] concerning liquor and clubs confirm a general belief that the liquor situation in this country is infinitely more sane and sensible than the laws purportedly regulating it and which have been openly flouted over the past few years.

The police several years ago, undoubtedly with the sanction of their Minister who is also the Prime Minister, embarked on a bold experiment. They felt that discrimination on the grounds of race and social position was both unfair and illogical.

They believed that the people of Samoa are just as capable of civilised drinking habits as people anywhere else in the world. And anyone who has seen the drunks

staggering out on the footpath at six o'clock in any New Zealand city would agree this is so.

A couple of the best clubs in Apia are as good as one would find anywhere in the South Pacific, the behaviour of patrons at all of the numerous clubs is generally very good, home brewing has been eliminated, and generally speaking the police experiment towards educating people to live with liquor has been successful...

The present policy of easy access to liquor in well-controlled clubs would appear to be the best possible in the circumstances both theoretically and, as results have shown, in reality.

The fact remains, however, that this policy has made a mockery of the law and the sooner the law is brought into line with actuality and the real needs of the country the better it will be for all concerned.—*Editorial in "Apia Advertiser", Apia.*

TWO raids were made on vegetable patches this week—both of them on Mrs. Gallie's property at Middlegate [Norfolk Island].

At least a sugar bag full of vegetables was taken on Monday evening. It was evident that attempts had been made to pull them out but because the soil is so hard at the moment, the miscreants used steel fence posts lying nearby to get at them.

The second raid was made late on Wednesday afternoon.

Mrs. Gallie said: "I would willingly show people how to grow their own vegetables, but this sort of thing does discourage growers who are trying their best to supply the need of the people".—*News item in the "Norfolk Islander".*

THE [New Hebrides] Malacological Society would like to remind all shell collectors that it is very important to replace any rocks they turn over, otherwise the eggs and larvae underneath will die and the area will soon be bare of shell life.

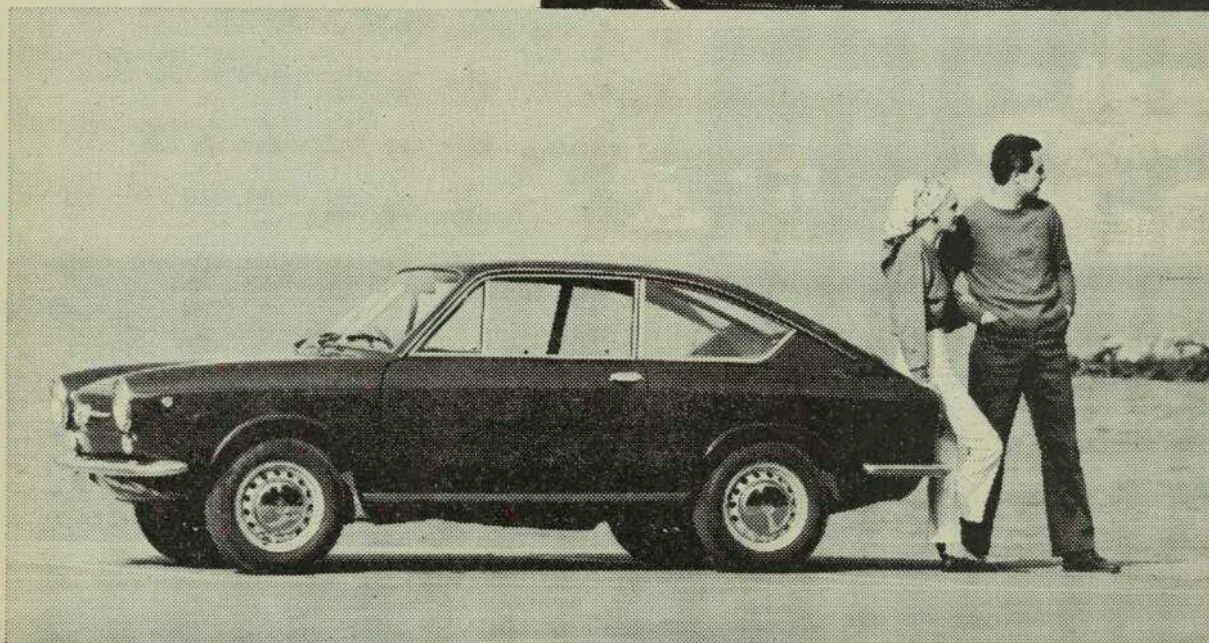
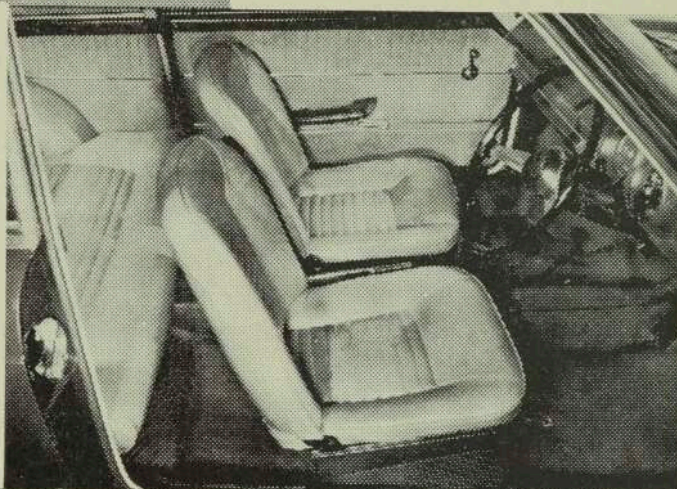
Also, it is best not to take large numbers of shells of any one species, however common, because it is very easy to denude the coast of shell life in this way.—*Notice in the "British Newsletter", Vila, New Hebrides.*



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De facto marriages a growing Fiji problem

From a Suva correspondent

There are two Latin words which everybody in Fiji knows, even the illiterate. *De facto*, meaning, in fact. Those two words signify a way of life in the colony which causes as much family tragedy as alcohol. And social workers are seriously concerned.

DE FACTO has become a euphemism for "living in sin". Such alliances number thousands in Fiji. Social workers know about many of them long before the neighbours do. They come to the attention of the general public when the neighbours have to intervene in some sordid beating up, or when the police are brought in and there is a court hearing. Or perhaps the *de facto* husband deserts his "wife", who is then unable to support his children.

In court, a woman who might have been assaulted by a drunken man she lives with, invariably tells the magistrate she is married.

"Legally?" asks the experienced magistrate. Then she hesitantly admits that the marriage is not legal and adds, somewhat defiantly, "He is my *de facto*!" As if this were a sort of near-marriage—as if it were a term denoting respectability.

But courtesy titles give no legal protection, especially in regard to maintenance, and this is one of the big problems of the *de facto* arrangements.

No legal claims

If the woman is prudent enough she can have the man declared the father of the child, so long as she does it within a year if he is a chance acquaintance. Then she can claim maintenance for the child.

But for herself she has no claim. She must depend entirely on what he is prepared to give her.

If the couple have been living together for more than a year, and it can be proved that the man has supported the child, then a court order can be applied for in respect of any offspring not registered in his name.

But the man can leave her for another, more attractive and younger woman, whenever his fancy takes him. What would normally be ordinary family squabbles could lead to him walking out.

Thus the *de facto* wife lives in a permanent state of insecurity. She has an unconscious fear of a rival coming on the scene, or of an argument that will go too far.

Misery for children

Social workers find that the deserted *de facto* wife often makes no attempt to bring the man to book because she cannot produce any documents to support legal action. Even when a maintenance order can be served there may be so little evidence about the man's whereabouts that the police are unenthusiastic about searching for him. In the meantime there is great misery for the children.

Fiji social workers are continually campaigning among young women, warning them against living with men who will not or cannot marry them.

They point out that if marriage is possible, then a marriage licence from a registry costs only 10/-, and every woman intending to cohabit with a man permanently should get one in case she should ever need legal protection.

The social workers continually stress that women who have had a child by a man who is not their husband should have him adjudged the father, so they can base a claim for support if needed.

The social workers point out that there is a job to be done here by strong bodies in Fiji such as the churches and social organisations the Red Cross, the St. John Ambulance Brigade, the YWCA. During their contacts these organisations should hammer home repeatedly the dangers of *de facto* living.

Fiji survey needed

The problem can also be met, say the social workers, by an intensive survey of the incidence of *de facto* marriage in the colony.

Those who are involved closest with the problem say that it has

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Examples of misery

own in recent years because of the breakdown of social sanctions with the growing urbanisation.

In village life, behaviour habits were controlled, and in any case legitimate offspring were absorbed into the family.

Poverty, due to low wages, high living costs and families that are too large, has caused some parents to give away their daughters to men who will relieve them of the burden of supporting them. The daughter, with no education, has no earning power.

Here are some sordid examples of the misery occasioned by this form of de facto marriage.

- One father gave away his daughter at 16. When she was 19 this girl had a 2½-year-old retarded child, plus a two-months-old baby. Half way through her second pregnancy the de facto husband joined his relations overseas.

Since court orders of this kind are not reciprocal there has been no dress, and the father is now supporting his daughter and her two children, together with several other children of his own, including a boy aged six months.

- A beautiful girl given away by her father now has an 18-months-old child on her arm, but her de facto husband has legally married a wife of his choice. The young mother is a cripple unable to work. She lives in a chicken shed, and her former "husband" allots her 7/6 a week!

- A 16-year-old girl was given by her stepfather to his next door neighbour. Half way through her first pregnancy the de facto husband deserted her and she worked for her living; the baby died at birth. Man and girl lived together again, and the story has since repeated itself exactly.

- A girl asked a social worker, who has already borne many of her problems, for "permission" to marry a man of 40. A check by the social worker revealed that the prospective groom was already married, with four children.

And so it goes on.

Fiji's social workers know only too well that even happy de facto marriages frequently end in heartbreak—for instance, following the death of the "husband" the children's heritage can be in doubt, since the other is not legal next-of-kin. Blood relations have a nasty habit of appearing from the sidelines when the estate is to be divided.

How to Achieve the Wonderful Bloom of Youth

Don't allow facial expression lines too much liberty. Do something about the first hint of tiny crinkles forming around your eyes. Care diligently for your neck and pay attention to the slightest slackening of pores on your cheeks. Preserve your complexion clarity and keep that youthful, velvety bloom on your skin. Here are some suggestions to help you become younger and lovelier every day.

Give your skin a milky bloom

Contribute to the youthful beauty of your complexion by nourishing your skin every day with a tropical moist oil which will assist nature in maintaining the natural oil and moisture balance on the complexion surface and counteract the gradual loss suffered due to temperature extremes, sun, wind and time itself. Stroke the moist oil of Ulan in an upward direction from the neck until the entire complexion is covered with a soft, dew-like film.

Used as a powder-base, you will find that Ulan oil not only beautifies and protects the skin against drying, wrinkle-making effects of the weather, but ensures that your make-up smooths on evenly and has a remarkable finer finish.



Beautify your eyes

Reveal the full beauty of your eyes by blending a faint haze of eye shadow that matches the colour of your eyes along the lids. Remember, though, that ideally the skin around your eyes should be as



smooth as a child's, so before applying colour, pat a film of oil of Ulan into the delicate tissues with your fingertips. This moist tropical oil will assist nature in keeping the skin smooth and free from wrinkle-dryness, and it will also enable you to blend eye shadow colours more successfully, lending the lids a wonderfully dewy look.

Defeat that dry skin

Prevent skin dryness and flakiness from adding years to your complexion. Bring a soft, velvety loveliness to the skin by using this excellent oil mask once a week. Cut a mask from a piece of ordinary cotton fabric, leaving holes for your eyes, mouth and nostrils. Now soak the cotton in a little oil of Ulan and place it in position over your face. Relax on your bed for twenty minutes with feet propped higher than your head. Saturation of the complexion with this moist beauty fluid gives your complexion a youthful, fresh, satin-smooth beauty.



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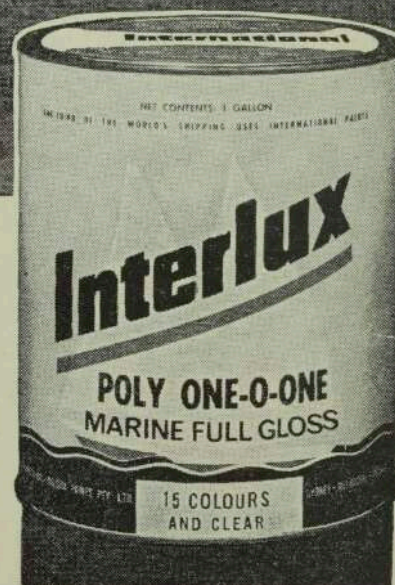


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MORESBY CENTRE HELPS HANDICAPPED CHILDREN

From SUSAN YOUNG, in Port
Moresby

Papua and New Guinea now
has its first centre for physically
handicapped children.

THE centre, a Red Cross project,
was officially opened recently by
Lady Casey, wife of Australia's Gov-
ernor-General, Lord Casey.

The idea of building such a centre
was born almost four years ago, when
Mr. Brian Hockings, then general
secretary of the P-NG Red Cross,
recommended that a survey be made
to see how many physically handi-
capped children there were who might
benefit from skilled physiotherapy.

At first there were difficulties, be-
cause some villagers did not want
to admit that they had handicapped
children. But once their misgivings
had been overcome it was established
that there were enough handicapped
children to warrant the opening of
a pilot clinic within the Red Cross
divisional headquarters in Port
Moresby.

Word got around

So a room was specially adapted
for the purpose, help from the Port
Moresby Red Cross branch procured
the equipment and two voluntary
physiotherapists were found. The
clinic got under way in the middle
of 1964. As word of it got around
the number of children being treated
grew rapidly.

The next big boost for the project
came early in 1965 when juniors of
the Australian Red Cross Society
clubbed together to buy a bus to
transport children to and from the
centre. Next, the Australian
volunteers Abroad organisation pro-
vided a physiotherapist (Miss Jan
Bogt is their latest worker in charge
of the centre).

It was not long before 30 children
a week were being treated.

Since then, two Papuan women
have joined the clinic staff, and Red
Cross authorities say that the patient
attention of these women has greatly
helped the successful treatment of the
children.

The Red Cross began receiving



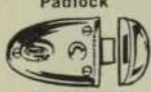
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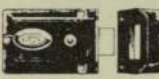
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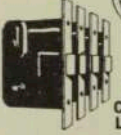
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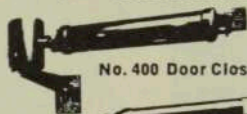
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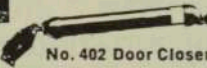
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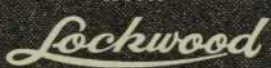
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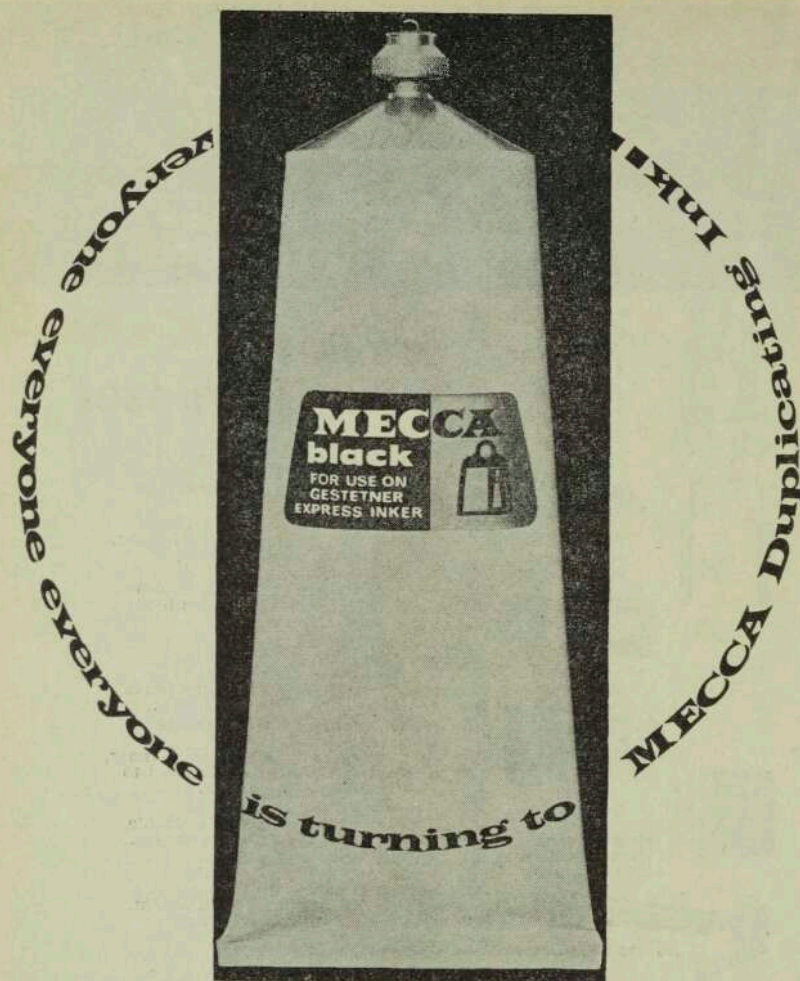
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Preliminary NG border marked

The West Irian-Papua-New Guinea border is now marked. The second and final stage of demarcation was completed in September by joint Indonesian-Australian survey teams. Six meridian markers were placed on the border in the first stage, which was completed in September, 1966. In the second stage, eight markers were erected.

Early next year Indonesia and Australia will plan for more detail markings and when this is done the two countries will have to give official recognition to the joint survey.

applications from all over the territory for children to be treated, and it was realised that more suitable premises were needed.

Lack of money held up this project, but eventually plans were drawn up by an honorary architect, Mr. J. Wild; building began this March (the work was done at minimum cost by John Stubbs and Sons Ltd.) and recently the centre was finished.

Children have helped

Appropriately, children have had a big hand in making the centre possible. Australian schoolchildren contributed about \$4,500 towards its cost, and a further \$3,000 was collected by territory schoolchildren.

In recognition of this effort, the guard of honour drawn up to greet Lady Casey at the official opening was composed entirely of children—300 of them—representing all the schools in the Port Moresby area which contributed to the centre's cost.

Mr. Bob Clarke, the P-NG Red Cross general-secretary, who for much of the time has been the project's organising power, working quietly in the background, estimates that the final cost of the clinic will be about \$29,000. He hopes to go on to bigger things when funds permit. The Red Cross wants to make it into "a complete welfare centre for handicapped people."

Provision has been built into the design for two more buildings, which will house a centre for handicapped adults, plus a workshop.

The centre at a pinch could now step up its 30 children a week to 50.



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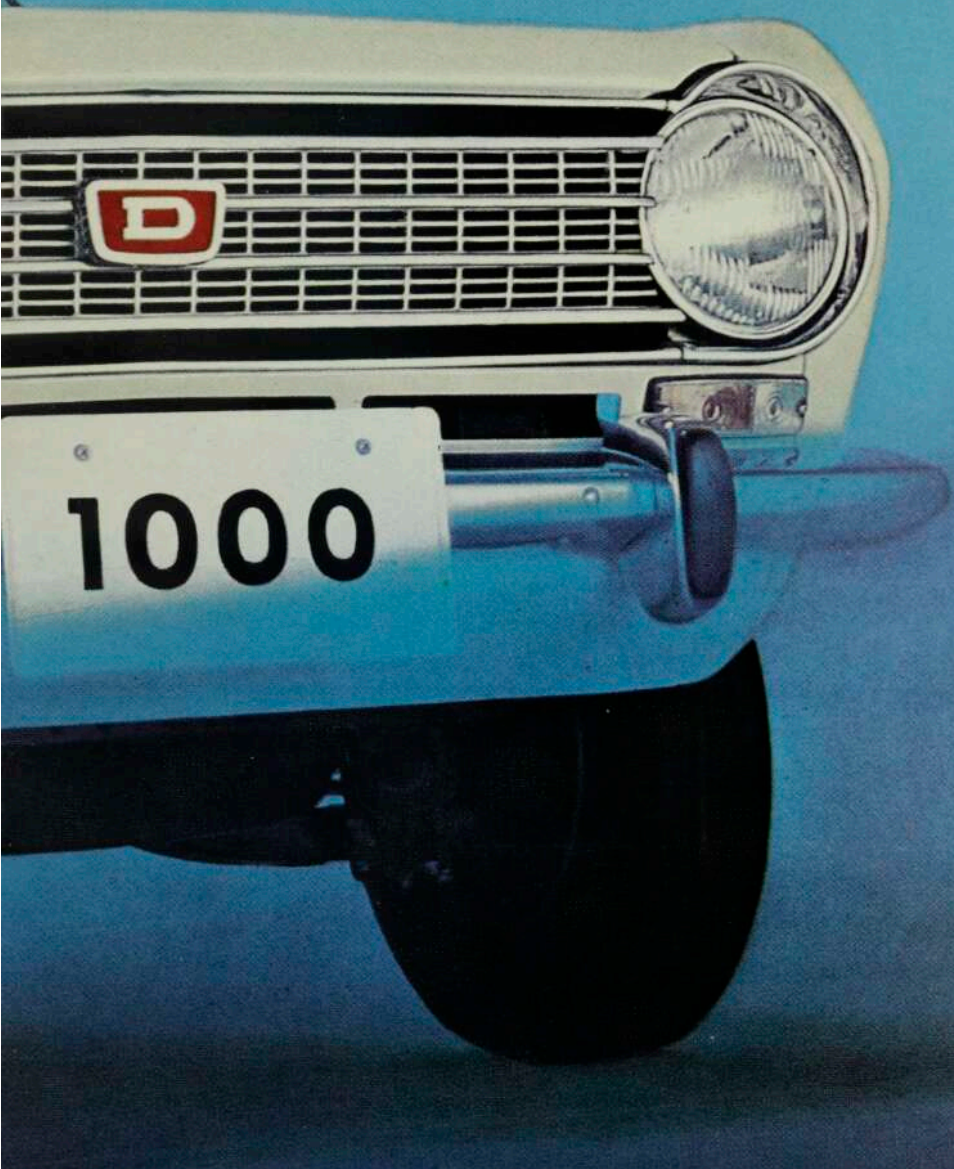
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It is now more than 120 years since the American novelist Herman Melville, then a young sailor, spent several months among the cannibals of Taipi Valley on Nukuhiva, Marquesas Islands, after deserting from a whaling ship. In those days, the valley supported a thriving population. Melville's experiences among the "Typees" provided him with the material for his first book. Today, the Taipi Valley is largely deserted and is seldom visited. Here one of its rare visitors, Australian yachtsman Ken Mills, tells what it is like . . .

TYPEE REVISITED: A trek to Melville's cannibal valley

By KEN MILLS

Herman Melville will live long in the minds of all those who go down to the sea in small ships and no doubt many will recall one of his earlier books, *Typee*.

This book, first published in 1846, tells of the writer's adventures as captive of a cannibal tribe who inhabited Taipi-vai, an enchanting valley on the island of Nukuhiva, Marquesas.

RECENTLY I visited this remote valley, but unlike Melville, I knew what was on the other side of the Nukuhiva plateau. Yet the adventure was nonetheless exciting.

It was early morning when I set out to climb the forbidding mountains surrounding the valley of Taiohae, and it was not until the sun was well over the zenith that I could look down on the tiny white yacht in which I had come to Nukuhiva, lying peacefully in the bay far below.

The hardest part of the trek over, continued on across sunburnt rolling hills. Here and there a clump of pandanus trees broke the monotony; a herd of wild cattle grazed on a distant hillside; clouds raced overhead. Some of the clouds seemed so close that I imagined I could reach up and grab one of them as they were borne westward by the fresh trade wind.

Suddenly my eyes focused on a line of black volcanic rocks just to

the left of the track. Closer inspection showed that they were carved, but the carvings were not the doing of some recent passer-by.

They were grotesque faces, with huge gaping mouths and eyes surrounded by crazy concentric circles.

Ancient fortress

Although some of the rocks were worn by ages of wind and rain, for the most part they were pretty much as they must have been in the days when the strong Taipi tribe waged war against the weaker tribes of the Haapa and Taiohae valleys.

I was standing on an ancient fortress, a sort of no-man's land, beyond which no warrior dared trespass without fear of losing his life. Now there was nothing more fierce to be seen than a couple of mountain ponies nudging each other in the shade of a lonely pandanus tree.

As I walked along, the narrow path I passed a group of *pae pae*s (house platforms) which showed that in times gone by many people must have lived on the plateau of Nukuhiva, mostly in the depressions between the ridges, and nearer Taipi-vai than Taiohae valley.

Soon I was half-running, half-sliding down the steep descent into lush Taipi-vai.

A silvery waterfall sparkled and ant-like figures were moving about on the black sand beach where the blue Pacific waves dashed themselves to a foamy death.

Except for the few iron roofs that reflected the waning sunlight, the scene must have been exactly the same as that which Melville saw more than 100 years ago.

Children giggled

Possibly many more people roamed the valley floor, maybe he even heard the crying of children.

Once down in the valley, I waded across a swiftly flowing mountain stream which meandered through its centre. People silently stared as I walked along a roadway towards a shop. Children giggled and some even stepped off the path to let me pass.

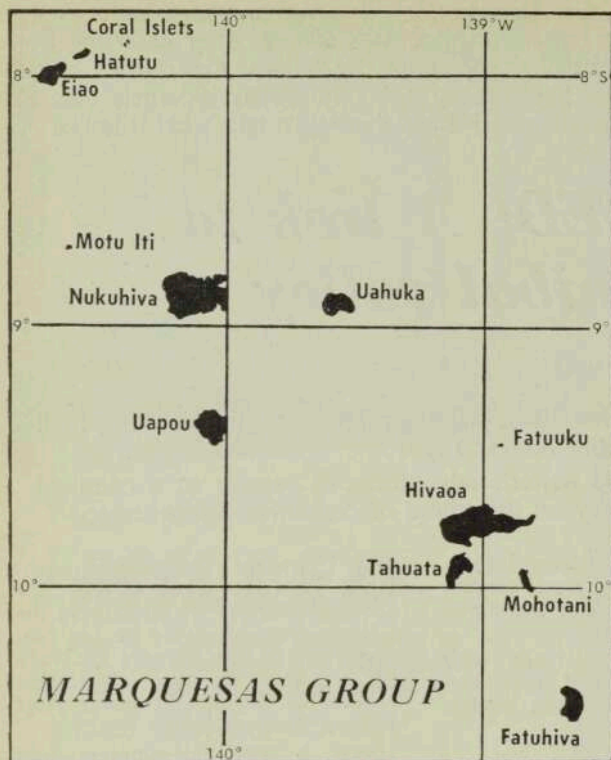
Then a woman's voice called: "Attend!"

I spun round to see a middle-aged but well-preserved Polynesian woman hurriedly making her way towards me. "I am Koa Clarke," she said in French. "Where have you come from?"

"I have walked over from Taiohae Bay after arriving from Tahiti in a yacht," I replied as well as my poor French would permit. (Over)



In Taiohae, the chief port and settlement on Nukuhiva, this "signpost" indicates that the distance to Melville's cannibal valley is 16 kilometres.



The Marquesas Group, with a total land area of 492 square miles, is about 750 miles north-east of Tahiti. Nukuhiva, with its Taipi Valley, is 14 miles long by 10 miles wide.

I stripped off and dived into the cold, refreshing water. It helped stop the aches and pains from unaccustomed horse-riding.

The water was deep and clear and for almost half an hour I swam in the stream. But there was no Fayaway that Melville spoke about—only one Australian, one Frenchman and half-a-dozen brindle children of vague ancestry splashing and talking in a mixture of Polynesian, pidgin-French and a word or two of English, more often than not used completely out of context.

Difficult for ponies

Next day Koa and I set off to the end of the valley.

As we left the scattered huts of the village, the track became difficult even for the mountain-bred ponies to traverse.

Among the thick foliage beside the track I noticed scores of *pae pae*, most of them obviously had not been used for many years.

There were bridges and retaining walls to stop the rivulets washing away the gardens.

Koa dismounted and told me to do likewise. I followed her through dense undergrowth to where there was a larger than usual *pae pae* nestling beneath towering black cliffs.

A clear mountain stream ran through what must have once been the front yard.

This was the place where Melville had lived, according to Koa. She showed me the different rooms, the remains of a stone oven, and the low walls that surrounded the house. Meanwhile, I slapped the annoying *no-no* flies from my legs and wondered if these pests had always

"Well you must come and stay at my house," she insisted. "Stay as long as you like". I accepted this unexpected invitation and went with her to a two-storey house, the most luxurious in the valley.

Limited vocabulary

Mme. Clarke introduced me to Lucien, a Frenchman, who was staying with her. With my somewhat limited French vocabulary, I told them of my interest in the old Polynesian culture, and Koa suggested that I take a ride with her up the valley, where she would show me an ancient temple—a relic of the times before the white man had left his unsavoury mark on the valley and its inhabitants.

I mounted one of the horses she fetched and slid into the unique wooden saddle as comfortably as my Western posterior would allow.

As we rode up the valley, it was not too hard to picture the many dark, healthy warriors whom Melville wrote about.

The many fruit and coconut trees by the wayside showed that the valley could once have supported a thriving community.

The many *pae pae* by the side of the narrow track could easily have been crowned with thatched huts,

although the brightly-coloured *pareus* which hung in the open windows of the few houses spoiled the image a little.

Suddenly we swung off the main track and the unshod ponies climbed the steep muddy hillside with the agility of mountain goats.

When we came to a clearing, Koa told me to dismount and follow her into the dense foliage 50 yards or so further up the hill.

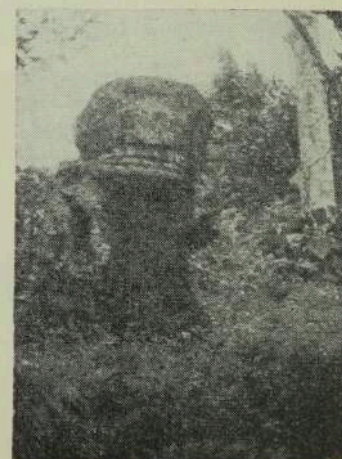
To my amazement I found that we were in a level area of crumbling ruins surrounded by stone tikis, some six feet in height.

Further back, and half hidden, were more tikis. Some were upright but most of them had tumbled on to their sides.

Koa explained that this was the remains of what once was the temple of the Taipi tribe. It was here that they used to hold their sacrifices and occasionally decapitate an enemy warrior before devouring him.

From the descriptions in Melville's *Typee*, I could almost have rebuilt the temple and filled it with hundreds of handsome warriors waiting to feast.

After a very uncomfortable and somewhat scaring ride back to Koa's house, Lucien suggested that we take a swim in the river just in front of her house.



A Marquesan tiki.

Taipi Valley from the sea. One hundred and fifty-four years ago, this area of the world was the scene of a colourful incident when an American, Captain David Porter, commanding the frigate "Essex", took possession of Nukuhiva for the United States. The United States never ratified his act of annexation, and 30 years later, France took possession of the whole group.

en in the valley. I concluded that the early days, when there was organised system of plantations, the undergrowth must not have been thick and therefore the pests could not have been so numerous. We wandered back to the horses and continued up the valley. Up and we climbed towards a magnificent waterfall.

It fell some 2,000 feet in a silvery broken stream to a crystal clear pool at the bottom. Rainbows bounced on the shining black wet volcanic rock face as the sunlight caught the sparkling droplets of the cascading water.

The noise of falls did not quite drown out the sound of birds and other wild life of the valley.

The sweet scent of *tiare Tahiti* drifted up from the greenness below; the breath of wind rustled among the coconut trees; and I was again taken back to Melville's book.

But there was something missing! There was no laughter of children playing in the river below. I could see no fine young warriors roaming the valley floor. No Fayaway.

Recruits for Mururoa

It was almost dark when we returned to the village. Smoke was rising from the iron-roofed buildings of the more fortunate, or, rather, the more wealthy inhabitants, and the aroma of cooking drifted from the open windows to mingle with the smell of wet undergrowth.

Relaxed on the verandah after dinner, Koa told me how the French recruited workers in the valley for a nuclear testing project at Mururoa Atoll in the Tuamotus.

They stayed away for several months and returned with big savings. However, money was of little use to them in Taipi-vai; and some of them moved with their families to Piti, where they were under the impression that living and employment conditions were better.

But from my observation I think they are mostly disappointed and are keen to join the many poverty-stricken natives who sleep in ragged, old blankets in the shop fronts of Pite's back streets.

They'd be better off staying at home in unprogressive Taipi-vai.



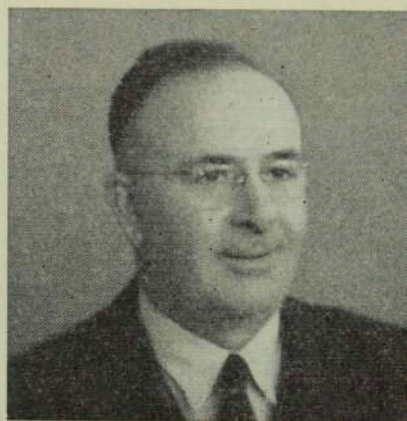
Croc. skins, bikes, dogs, pearl shell—for 50 years they were his business

By staff writer KEN MCGREGOR

Two days after joining Burns Philp and Co. Ltd. in June, 1915, as a junior clerk in the firm's Island shipping department, 16-year-old Bill Morrison was in strife.

He was attending a meeting in BP's old offices in Bridge Street, Sydney, opposite their familiar headquarters of today. Colonel James Burns and other directors of the firm were present.

A short, red faced man called out "Harry", once, twice and then three times—the last time glaring at Morrison.



Mr. Morrison

"My name's not Harry, sir," Morrison told the man, hesitantly.

"I don't care what your name is, sonny," the red-faced man said, "you're in Harry's old office and that's good enough for me."

The red-faced man, it turned out was Mr. Adam Forsyth, a BP director, and such was the authority of such august personages in those days that it was several years before Bill Morrison was recognised as Bill instead of Harry.

Mr. Morrison told me this on his retirement from BP's recently after nearly 50 years' service.

Forty-six years of this time was spent buying, selling and handling Islands produce. For many years he was head of the firm's produce department, and for the last three years he controlled BP's shipping fleet as the general shipping manager.

Mr. Morrison in his time handled so many varieties of Islands produce that he took a good 10 minutes to remember them all.

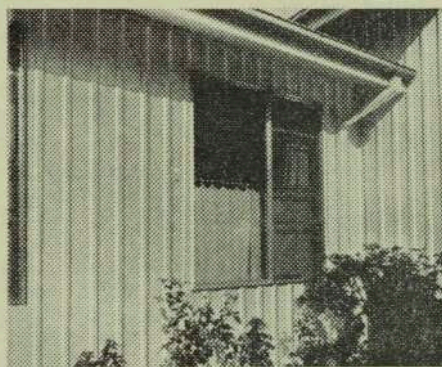
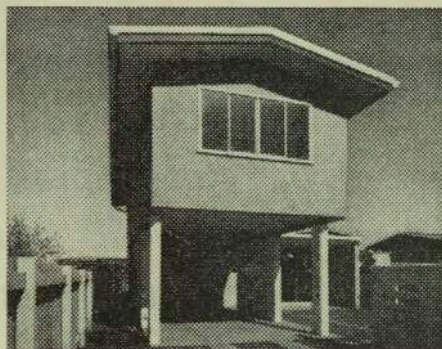
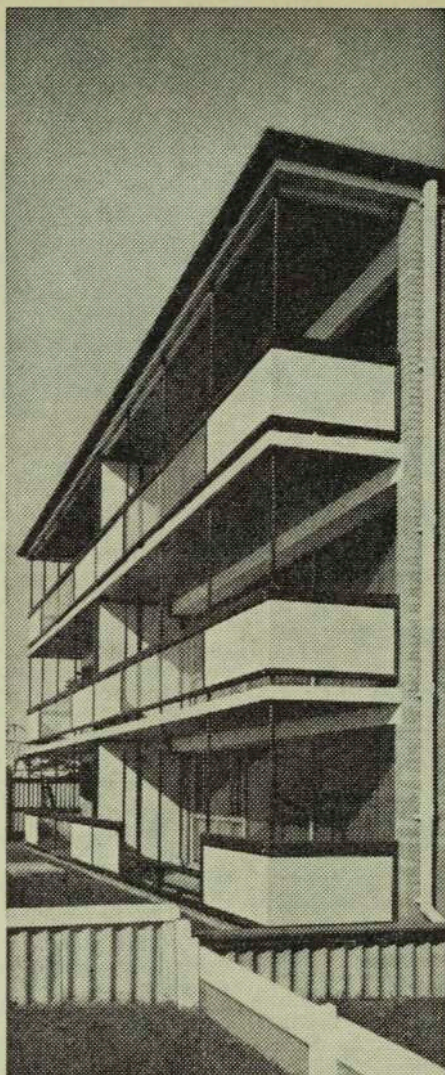
The list is a veritable Who's Who of Pacific Islands products—copra, pearl shell, green snail shell, beche-de-mer, cocoa, coffee, ivory nuts, trochus, rubber, Papuan gum, turtle shell, gold, crocodile skins and Birds of Paradise feathers.

Supercargoes

"When I joined the firm, they still had two supercargoes — Arthur Haynes, who covered the Marshall Islands, and Robert Etheridge, who worked in the New Hebrides," Mr. Morrison said. "Neville Chatfield, who had previously worked the Gilberts and Solomons, had just left."

"Etheridge was a naturalist, and whenever he was in the Hebrides, which was pretty often, he used to buy skeletons from the native burial grounds. He resold the skeletons to museums all over the world and died a wealthy man."

"Skeletons were probably the only



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Gold was packed in women's bloomers

ing we didn't buy over the years
om the Islands.

"During World War I we did a
rrific trade in dogs and push-bikes
the Islands. These were the natives'
yourite articles in the Gilberts and
Marshalls so the firm advertised in
ustralia to buy old bikes and collect
ogs.

"I can remember we shipped
undreds of both of them to the
lands to the delight of the islanders.

"The produce manager about this
ne was Mr. Walter Lucas who had
unique way of selling the turtle
ell we brought to Sydney from
elanesia.

"There were always about six or
even wealthy German buyers. Mr.
ucas would invite them to inspect
r shipment of turtle shell, then
would ask them to sit around a
g desk in his office. I would sit at
e side of the room to see what was
ing on.

"Mr. Lucas would pass each man
small piece of blank paper. The
yers would write down their offers
r the turtle shell and hand their
pers back to Mr. Lucas who sat
uently at the head of the table.

"Mr. Lucas would compare the
pers on his lap under the table and
ere wouldn't be a sound in the
om.

"Then he would get up and say:
ell, Snider, the shell's yours. Good
orning, gentlemen'.

"He merely picked out the highest
fer."

Served in France

Mr. Morrison said that when the
me method was later used to sell
ory nuts, the buyers, who had
eanwhile caught on, conspired to
at Mr. Lucas by arranging before-
nd, who the successful bidder
ould be.

After writing their bids on the
eces of paper handed to them by
r. Lucas, all but the "chosen"
dder crept from the room while
r. Lucas was examining their bids.
When he looked up, he was sur-
rised to find himself confronted
ly by the successful bidder.

In 1916 Mr. Morrison joined the
ustralian Army and served in
ance. He returned to Sydney and
oined BP's Island department in
ptember, 1919.

Soon afterwards, he worked for
for three months at Norfolk
and, and about 1926 he was sent
the booming New Guinea gold-
lds to inspect dredges and handle

consignments of gold at Wau,
Salamaua, Edie Creek and Bulolo.

"I can remember flying in tiny
planes with tough determined pilots
such as Ray Parer, Bertie Heath,
Orme Denny and Ian Grabowsky,"
he said.

Mr. Morrison said he handled
shipments of gold worth up to £½
million. His job was to sell the gold
to the Royal Mint or gold purchasing
firms.

"We used to pack the gold in
cases," Mr. Morrison said, "but
there was one occasion when we
used a pair of women's bloomers
when we ran out of the usual con-
tainers.

"We pushed one leg of the
bloomers into the other and sowed
up the bottom. Then we packed the
gold into the leg and patched up
the top when it was full. It was just
like a huge plum pudding."

After Mr. Morrison was ap-
pointed BP's produce manager in
the 1930's, he travelled to all major
New Guinea ports and the Solo-
mons.

One of the firm's customers of
this period whom he remembers well
was Dr. J. R. Baker, an anthropo-
logist from the British Museum, who
walked into the Sydney office in
1933 and asked for a shotgun.

Dr. Baker said he was off to Hog
Harbour, Santo, New Hebrides, to
hunt crocodiles and catch herma-
phrodite pigs.

"Instead of the normal shotgun
pellets he wanted a big round ball,
so we bought him a single-barrelled
shotgun and had big bullets specially
made for him," Mr. Morrison said.

"He told me the best way to kill
crocodiles was to stalk up on them
while they slept on the sand, make
a noise and wait until their mouths
opened. Then you shot them through
the mouth and so saved their valuable
skins from being damaged.

"It had always been the normal
thing to shoot crocodiles through the
eyes and we had never heard of
this rather dangerous method before."

Mr. Morrison said that Dr. Baker



returned from Hog Harbour with
some of the biggest crocodile skins
he ever saw with not a mark on their
skins. He also collected his herma-
phrodite pigs, which were taken to
the London Zoo.

Mr. Morrison recalls that rubber
was very slow in picking up after
World War II, but that there was
a great run on trochus, particularly
from Manus. Good trochus shell
fetched £500 a ton and some ter-
ritorians made a fortune.

Mr. Morrison also remembers how
pearl shell was once worth up to
£1,000 a ton, and when green snail
shell, as big as your head, was worth
big money as material for beautiful
clasps and buttons.

"Plastics and synthetics like cultured
pearls killed a lot of these products
exclusive to the Islands," he told me.
"I don't think many of them will ever
regain the popularity they enjoyed
in my day and shortly before I
joined BP's."

In terms of service, Mr. Morrison's
50 years with BP are nothing out of
the box. Many employees have
worked equally as long, and far
longer. The general manager, Mr. J.
Mitchell, for example worked for
the firm for 75 years before retiring
last year.

Mr. Morrison's "premature" retire-
ment at 68 was due to serious eye
trouble. He now plans to live quietly
with his wife, Caroline, at his Rose-
ville home.

Next year, if an eye operation for
Mr. Morrison is successful, they will
make a world trip together and visit
Mrs. Morrison's relatives in England.

Crocodile skins

I asked Mr. Morrison, who is
probably without peer as an expert
on Islands produce, what was a good
tip for the future.

"I think crocodile skins are a good
bet if you can get the crocs," he
said. "The prices of women's hand-
bags and shoes made of crocodile
skins are fantastic today and some-
one must be making big money.

"There are still plenty of crocs in
New Guinea and the Solomons for
hunters who are prepared to look
hard for them."



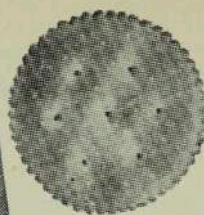
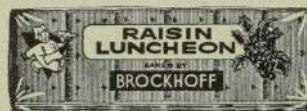
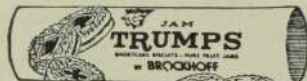
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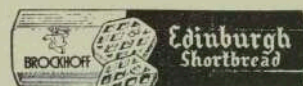
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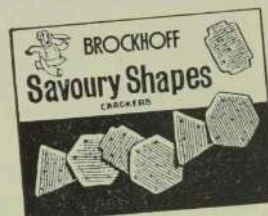
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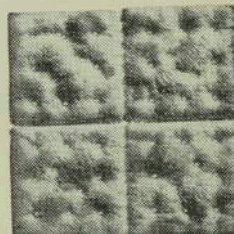
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FIRST A GAUGUIN MUSEUM; NOW ONE FOR LOTI

By a staff writer

The success as a tourist draw-
card of the Paul Gauguin
Museum at Papeari, Tahiti, has
inspired that island's tourist
authorities to draw up plans for
a similar museum to com-
memorate the French novelist
Pierre Loti.

LOTI, whose real name was Julien
Viaud, visited Tahiti as a young
naval officer in the frigate *Flore* for
several weeks in 1872.

This glimpse of Tahiti in the later
days of Queen Pomare IV, when the
island was still only a French protec-
torate and not a fully-fledged colony,
inspired him to write a romantic
novel describing an idyllic love affair
between himself and a young native
girl called Rarahu. It also painted
a vivid word picture of the Tahiti of
those times.

The novel was first published in
Paris under the title, *Rarahu, Idylle
polynésienne*, in 1879. It has since
been republished in numerous French
editions as the *Mariage de Loti*, and is
still popular in the French-speaking
world.

Translation

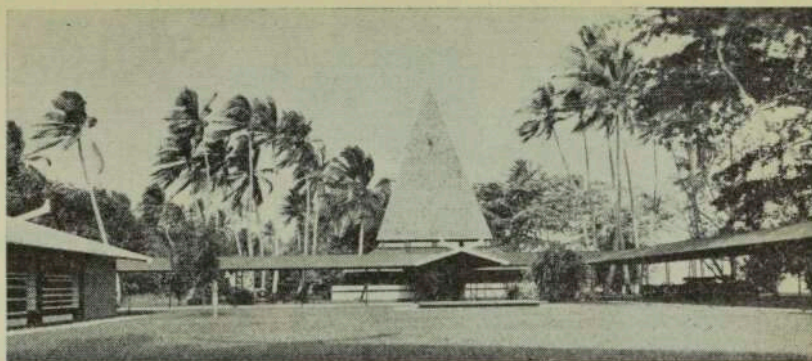
An English translation appeared in
1925, but the story is rather too
sentimental for Anglo-Saxon tastes,
and there are probably few English-
speaking people these days who have
ever read it.

The idea of building a museum to
Loti was first mooted after the Gov-
ernor of French Polynesia, Mr. Jean
Sicurani, returned from a visit to
Paris in July.

At a Press conference on his Paris
trip, Mr. Sicurani said that the
museum was "still in the realm of
dreams", but that if it could be built,
it would house relics and documents
of the later days of Queen Pomare
and of Loti's connection with
Tahiti.

"At present," the Governor went
on, "the Maison Loti project lacks
a patron, it lacks cash, and it lacks
land for the building. But it does
at least have the precedent of the
Gauguin Museum, which was opened
at Papeari two or three years ago."

Since July, means have apparently
been found to finance the museum



● The Paul Gauguin Museum at Papeari, Tahiti (above), was officially opened in June, 1965. The idea of it was first suggested by Father Patrick O'Reilly, the well-known historian of the French Pacific; the Singer-Polignac Foundation sponsored it; and the design was prepared by a Parisian architect, Claude Bach. A notable feature is the library, with its tall, pyramidal roof. The monument to Pierre Loti (right) was unveiled beside the Bain Loti, near Papeete, in 1934. Our picture was taken at the unveiling.



project, for early in September it was
announced that the administrative
council of Tahiti's Office de Develop-
pement du Tourisme had decided to
go ahead with it. An inquiry is now
being made to determine how the
project can best be carried out.

The Loti museum will be the second
memorial to the French novelist in
Tahiti. The first, a monument, was
unveiled during the Bastille Day
celebrations in 1934. The monument
is at a spot known as Bain Loti
(Loti's Pool) in the Fautaua Valley,
a mile or two from the centre of
Papeete.

It consists of a stone pedestal, sur-
mounted by a bronze bust of Loti as
he was when he visited Tahiti nearly
a century ago. On the pedestal,
carved in high relief, is a representa-
tion of Rarahu crowned with *tiare*
Tahiti and holding a garland of the
same blossoms.

In Loti's day, the Bain Loti was
much more of a pool than it is now,
for in those days, there was a dam
below the Fautaua Falls which made
the pool a sizeable sheet of water.
Nowadays, the pool is just a wide
place in the shallow Fautaua River
with a picnic area beside it.

It was at the pool that the novelist
first met Rarahu. As he put it in his
atmospheric prose:

"It was about noon on a calm and
scorching day. . . The young Tahitian
women who frequented the falls—
drowsy with the heat—were lying on
a grassy bank close to the stream,
their feet dipping in the clear, cool
water. . . Large black velvet butter-
flies marked with lavender eyes
fluttered languidly past as though
their sheeny wings were too heavy
to bear them. The air was charged
with heady and unfamiliar per-
fume. . ."

Loti's *Mariage de Loti* induced
many a young Frenchman to dream
of migrating to Tahiti. One who
actually did was the artist Paul
Gauguin.

One might gather from reading
Loti's novel, and the many other
exotic love stories that he subse-
quently wrote, that he was a bit of a
cissy. Such was not the case.

Only 11 years before he died in
1923 at the age of 73, he offered to
throw out of his window the seconds
of a Bulgarian major who wanted to
fight him because he had sneered at
Bulgaria.



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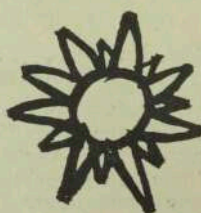
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Marching Rule, a cargo cult movement in the Solomons, was in the news in PIM 20 years ago this month. United States wartime troops with large amounts of money to spend were thought to have started the movement, which began on Malaita and, over two years, had spread to Isabel, Guadalcanal and other islands. In North Malaita, natives had built 43 houses, which stood empty waiting for goods and cargoes to come from across the sea. The BSIP Government had gaoled 35 natives, not for being Marching Rule members, but for setting up illegal courts and imprisoning and fining other natives.

OTHER items in *PIM*, for November, 1947, included:

MEAT-STARVED territorians in New Guinea were in for some relief because Mr. A. W. Anderson, Sydney's "sausage king", was sending his ship, *Wayama*, to Lae and Rabaul with a cargo of meat. "Presumably Mr. Anderson is not in this business for the good of his health, but if the venture is successful and the territory is assured of a plentiful supply of fresh meat, territorians will rise up as one, and call his name blessed," *PIM* said.

STEAMSHIPS Trading Co. Ltd., Burns Philp's only serious competitor in Papua, reported a record profit of £34,314 and paid a 10 per cent. dividend for the year ended July 31, 1947. During

the Japanese invasion in 1942-44, the company had faced almost complete ruin but it had recovered and was in a sound position.

A CATALINA plane, owned by the Societe Francaise de Transports Aeriens du Pacifique Sud, had inaugurated a monthly air service from Noumea to Tahiti with calls at the New Hebrides, Fiji, Samoa, Tonga and the Cooks. The single fare was £A100.

MR. Nicolas ("Tibby") Hagen, well-known throughout the South Pacific in commerce circles, died in Noumea on November 3, aged 68. He was so well-known that when a friend in Paris sent out a cablegram addressed simply "Tibby, South Pacific", it was delivered to Mr. Hagen in Noumea within a few hours.

A LONE Japanese soldier had been captured on Guadalcanal, where the war had been over for more than two years. "He was an amazing figure—long, matted hair, clothing in shreds, his feet in bundles of rags bound with telephone wire," said *PIM*'s Honiara correspondent. "His worldly goods were two water bottles, a broken American bayonet, and a Japanese trenching shovel."

THE remains of Alain Gerbault, the noted French yachtsman and writer, had been transferred from Timor, where Gerbault died during the Pacific War, to Bora Bora in French Polynesia. A simple tomb was to be built on Bora Bora for him.

● Alain Gerbault, from a painting by Sir John Lavery.



Yesterday

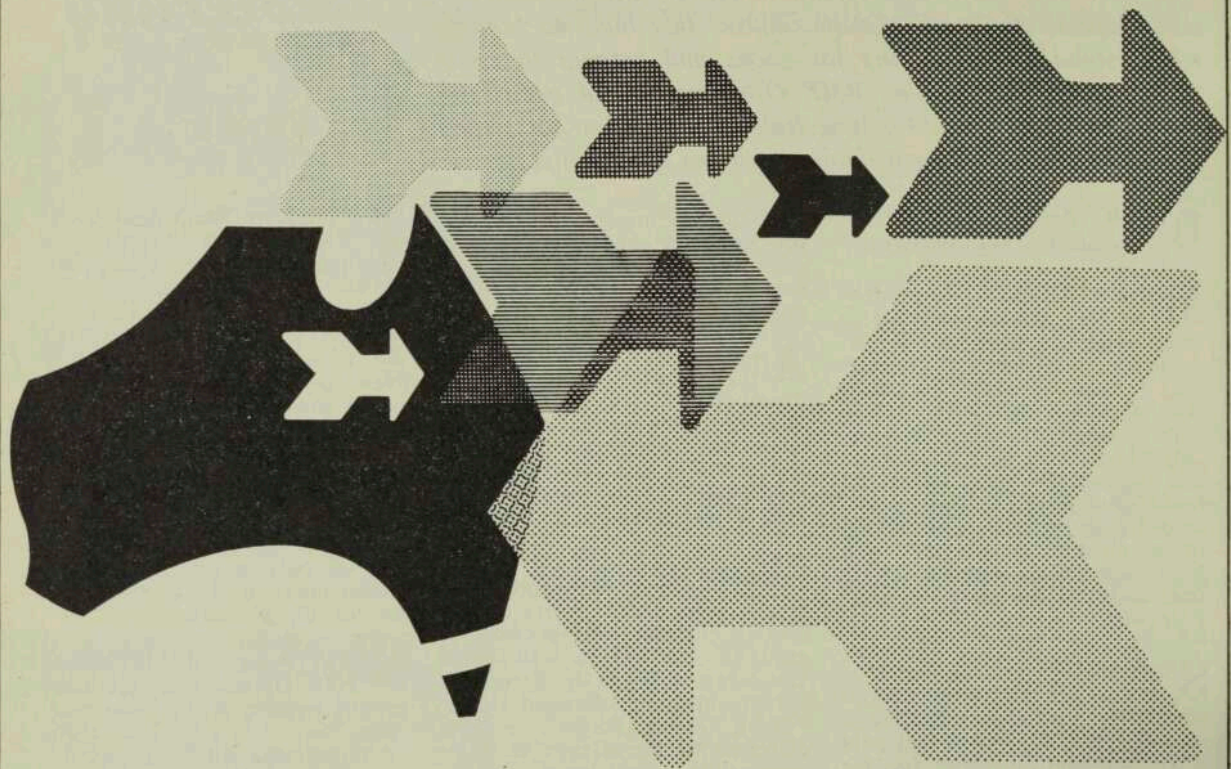
THE famous South Seas writer, Robert Dean Frisbie, was completing his novel, *Dawn Sails North*.

BECAUSE of an acute shortage of sacks and shipping services New Britain and New Ireland copra planters couldn't sell their copra. Without financial resources, they couldn't buy supplies. *PIM* said the big firms were not allowed to buy copra, the Copra Production Control Board wouldn't advance money and the only bank in Rabaul, the Commonwealth Bank, would not finance the planters.

NATIVES around Finschhafen, New Guinea, were slouching around wearing Army boots many sizes too large for them. "Although the Administration has now decreed that a native may wear anything he wishes, old residents, who love the country, resent any alteration in native attire," *PIM*'s correspondent said. "One reason is that it holds them to ridicule among visitors to the territory."

A DECISION on where Fiji's international airport should be built—Nadi or Nausori—was being awaited. PanAm and ANA airlines were both using Nadi. Meanwhile 220 workers at Nadi Airport had gone on strike for a week after two workers were dismissed by the New Zealand Public Works Department.

NEW GUINEA'S WAU aerodrome, built on an incline so that planes had to land up-hill, was the scene of the wreck of a £50,000 Bristol freighter. The plane broke away down the slope and crashed into rough country.



Australia supplies and Australia buys

Paper to Papua, sunglasses to the Solomons, commercial vehicles to New Caledonia, fuel to Fiji. The variety of Australian products selling in the Islands is wide. So is the range of services Australia makes available: consulting engineers, ship repairs, hotel outfitting and many others. Australia is a major trading country, exporting to world markets.

Australia is also a big import market. It is a source of investment capital for Pacific territories. It seeks an exchange of trade and tourists with the Pacific Islands — Australia's fifth largest market.

For information on Australian products, manufacturers and agents, contact the Australian Trade Commissioner for the Pacific Islands. His address is — 12th Floor, A.N.Z. Bank Building, 68 Pitt Street, Sydney, N.S.W. 'Phone 20372.

Australian Department of Trade and Industry



318A

BOOK REVIEWS



Observant, happy traveller in multi-racial Fiji

In 1963 Charles A. Perkins, a Canadian, spent four months in Fiji with two American friends. *Fiji—Many Flowering Islands* is the result. It is illustrated by some of Rob Wright's best photographs.

Personal experience plus homework and diligent research among the local archives make up this essentially outsider's view of the colony.

If it is a pretty idealistic view and one that would probably be denied by the professional sour-pusses of Fiji, it is not because the author does not see the problems but rather that he does not "believe that what is dark and unpleasant is necessarily significant".

Perhaps, as a stranger, he sees Fiji's problems in their right perspective—something that is denied the rest of us who have perhaps been too long in the Fiji bush.

Perkins' book reflects the impres-

sions of an observant traveller with an eye for the essential Fiji ingredient; it also reflects the impressions of a happy traveller.

If he was ever infuriated about anything; or if he suffered the normal frustrations and irritations about getting anything done in Fiji, it does not show. His journeys and his reflections are a pleasant odyssey among pleasant people who are ever willing to discuss their problems with sweet reasonableness. Although this is far from the view of Kai Vitis and other insiders, at least it is a view that will do Fiji no particular harm abroad and may do some good.

In the end one of the author's



American companions asks: "Can everything be quite as peachy as it seems?" To which her husband (a university professor) replies: "I'm quite satisfied that my first feeling of social well-being has been borne out. This is a healthy community, capable of solving its problems. Wouldn't you say so, Charles?"

Charles agrees: "These people have come out of the experience of colonialism with a strong sense of their own worth—and a secure enjoyment of the world's affection. Even more important, perhaps, they don't seem to have any emotional or economic instability among themselves . . . This can't be compared with the West Indies, the Middle East or Africa."

A lucky country

As well as settling that Fiji is a pretty lucky country, the author makes numerous excursions into 19th century Fijian history—something that has had scant attention from contemporary writers. He talks of the early missionaries, Cakobau, Ma'afu from Tonga, the great measles epidemic that followed close on the heels of cession, and the troubles of Sir Arthur Gordon, Fiji's first Governor, who set about introducing a system of government that was to last almost a century and only now is being whittled away.

This and much more is set out in interesting fashion, interspersed with the personal encounters, or travels by sugar train, taxi or local schooner, and adds to the value of the book. It would have been even more valuable if the author had added a detailed index.—JT.

(FIJI—Many Flowering Islands. Collins. \$4.75.)



This photograph by Fiji PRO photographer Rob Wright is NOT in Charles Perkins' book, *Fiji—Many Flowering Islands*. But it will probably turn up in somebody's book one of these days, as few books are published on the colony that don't owe something to camera work. The picture shows the Duke and Duchess of Kent watching a bilibili (bamboo raft) race on the Ba River during their visit to Fiji recently.

CHATTY VOLUME ON LORD HOWE ISLAND

In 1878, Captain Richard Armstrong, a retired British naval officer, was sent to Lord Howe Island by the New South Wales Government to investigate persistent rumours of discord and discontent among the 100 people living there.

THE Lord Howe Islanders were a motley collection of shipwrecked and runaway sailors, get-away-from-it-all types, and settlers with an eye for business, who had arrived on the island in dribs and drabs during the previous 44 years.

They had got along fairly well during the heyday of Pacific whaling, when numerous whalers put into their island for supplies. But with the decline of the whaling industry, life became more difficult.

In trouble

After Captain Armstrong made a report on their situation to the New South Wales Government, he was appointed resident Government representative on the island—his job including the posts of magistrate, postmaster, forest ranger, coroner, register of births, deaths and marriages, clerk of petty sessions and officer-in-charge of Government boats.

Captain Armstrong's appointment marked the beginning of a new and more orderly era for Lord Howe. He brought new plants and trees to the island, improved the scant harbour facilities, started new industries, built the first road, imported four New Caledonians to clear scrub, and even enticed a schoolteacher from a pass-

ing ship to settle on the island and teach the local children.

When he found that the islanders had been brewing their own liquor from fig and banana leaves, he provided them with wine and spirits from his own resources.

But as Alan and Valrie Finch reveal in their new book, *Lord Howe Island*, even obliging, helpful fellows like Armstrong can get into trouble sometimes.

In 1881, an absconding debtor called Ponder arrived on the island from Noumea, with the idea of shipping guano from both Lord Howe and the nearby Admiralty Islets.

Ponder apparently took a great dislike to the captain, and by whispering stories in certain ears he re-kindled some silly grievances from the past. When some of the islanders complained to the New South Wales

TIKOPIA BROUGHT UP TO DATE

PROBABLY no anthropologist in the world is more closely identified with a single place than is New Zealand-born anthropologist Dr. Raymond Firth with the isolated Polynesian island of Tikopia (population: 1,200-odd) in the Santa Cruz group of the Solomons.

After he first visited that island in 1928-29, Dr. Firth wrote his well-known study of kinship, *We, the Tikopia*; his account of Tikopian economics, *Primitive Polynesian Economy*; and his study of Tikopia's pagan religious cycle, *The Work of the Gods in Tikopia*.

Since that first visit, Dr. Firth has been back to Tikopia on two occasions—in 1952 and 1966—and has found much more to write about, for the Tikopian way of life, like that of many another South Sea Island, has changed greatly in the past 30 years.

In 1956, for example, the last remaining pagans on Tikopia adopted Christianity following a disastrous epidemic, and Dr. Firth's *The Work of the Gods* was thereby converted into an historical document.

The Work of the Gods in its original form has long been out of print. But Dr. Firth has now brought out a new edition, adding postscripts to most of the original chapters to compare the religious ceremonies he saw in 1952 with those of 1928-29, as well as an epilogue on the final eclipse of the traditional ritual, based on his visit of 1966.

The new edition of *The Work of the Gods* (Melbourne University Press, \$8.75) is the first of three volumes on Tikopia religion which Dr. Firth is bringing out. The second volume, *Tikopia Ritual and Belief* (Allen and Unwin, \$9.80), is a collection of papers published between 1930 and 1966. The third volume, yet to be published, will be entitled *Rank and Religion in Tikopia*.—RL.

Government early in 1882, a commissioner was appointed to inquire into their complaints. The result was that Armstrong was removed from his post.

Armstrong protested to the government that he had been unfairly treated; a group of Lord Howe Islanders backed his protest with a petition to the NSW Parliament; and newspapers fulminated in editorial.

In the end, a parliamentary committee looked into the whole affair and found the captain had been unfairly treated, and voted him £3,000 as recompense for his damaged honour and dignity.

Kentia palm seeds

Captain Armstrong used the money for farming in NSW and Tasmanian and sponge fishing in Western Australia, where he died in 1910.

Meanwhile, the development of Lord Howe Island's unique Kentia palm seed industry was under way—an industry that was the economic mainstay of the island until the current days of tourism.

The Finchs devote a good deal of space in their book to the palm seed business, and along the way they also go into most of the other prominent aspects of the island's past.

They tell of the island's discovery in 1788 by Lieutenant Ball in the *Supply*; they discuss the treasure of 5,000 sovereigns which is supposed to have been buried in 1830 after the whaling brig *George* was wrecked



Lord Howe Island's two mountains, Mt. Gower and Mt. Lidgbird, always make an impressive backdrop for photographs.



One of the attractions of Lord Howe Island is that you don't have to try very hard to catch fish like this.

and they describe the island's first settlement in 1834.

Then there is the comedy about a Sydney taxi driver who made repeated abortive attempts to sail to Lord Howe with his family; the tragedy

Gower Wilson, who was lost at sea after trying to reach Lord Howe from Sydney in a ketch; the story of

Francis Chichester's ill-starred flight in a seaplane in 1931 while flying from New Zealand to Australia; the tragic Catalina flying boat crash of 1948; and numerous shipwrecks over the years.

But the Finchs' book is not a history, nor are the historical aspects of it always in chronological order. The authors' main aim seems to have been to put together a chatty book about the island to appeal to the hundreds of people from Australia who spend holidays there each year.

The book has an attractive dust jacket and several excellent photographic illustrations, and being the only book on Lord Howe on the market, it is bound to sell well.

I would have liked it better if there had been less about the island's early history and more about the changes of the past 20 years and the local "characters" whom one still meets on the island today.—KMCG.

LORD HOWE ISLAND. Rigby Limited, Adelaide. \$3.75).

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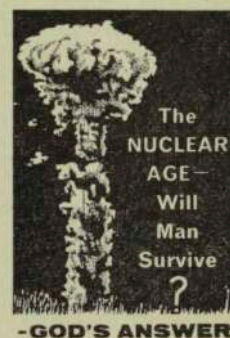
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BOOK NEWS

LITTLE CHIMBU (created by Nancy Curtis of Mt. Hagen, TPNG, a year ago) who romped all over New Guinea having adventures with kokomo-birds and kind lady crocodiles, is to have a cousin, **FIJI JOHNNY**.

Johnny is the result of the whole Curtis family (Bill, Nancy and the six-year-old twins) having spent three months at Korotogo, Fiji, at the beginning of this year.

Johnny is a little more sophisticated and a bit more of a scamp than Chimbu. He wears a sulu and not a bunch of leaves; he plays with a ukelele and not a kokomo-bird; he sings for tourists; runs a copra boat on a reef; meets a kind Indian cane-farmer with 10 daughters who looked long and sad (Johnny made them look short and happy); and a sugar-train that had got the sack because it had lost its whistle.—The Book Editor.

FIJI JOHNNY will be in colour and black and white. It will be available before Christmas. Price: \$A1.95 plus postage.

OTHER TITLES AVAILABLE:

General

MANY A GREEN ISLE, by Judy Tudor

Experienced Pacific editor, Judy Tudor, whose newsbeat has been the South Pacific for 25 years, presents a different kind of survey of the colourful South Seas. Diverting, light-hearted, packed with incident, embellished with dry humour and cynical insight, but, above all, different because it is authentic. Illustrated 256 pages cloth bound. Price: \$3.50 Aust., plus postage, 12 cents British Commonwealth, 34 cents Foreign, \$4.50 U.S. posted.

QUEEN EMMA, by R. W. Robson

This is the romantic story of Emma Coe, who founded a commercial empire in then unknown New Guinea. Married a German officer before the turn of the century; and died tragically in Monte Carlo in 1913. Illustrated; 240 pp., cloth binding. Price: \$3.00 Aust., plus postage, 15 cents British Commonwealth, 27 cents Foreign, \$4.25 U.S. posted.

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For Children

LITTLE CHIMBU, by Nancy Curtis

This is the story of a small boy who lives in a round house at the bottom of a tall mountain on the big Island of New Guinea. Drawings in colour and black and white. Price: \$1.95 Aust., plus postage, 8 cents British Commonwealth, 12 cents Foreign, \$2.50 U.S. posted.

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READABLE NOVEL ON NEW GUINEA PATROL OFFICERS

Although another novel about New Guinea patrol officers might well fill one with justifiable foreboding, *The Far Side of the Sky* by Maslyn Williams, turns out in fact, to be a distinctly readable story that stands on its own merits.

The Williams prose-style, being naturally on the rich side, fits the novel form better than some of the factual stories that he has already written, and his characterisation is generally very good.

Because it seems to be inescapable in this day and age, there is a fair slice of soul-searching among the four white characters in the story—or "examination of motives and justifications" as it is called; and there is a great deal of abstract thought attributed to the primitive villagers who form the metaphorical and sometimes actual, opposing forces—and this is sometimes far from believable.

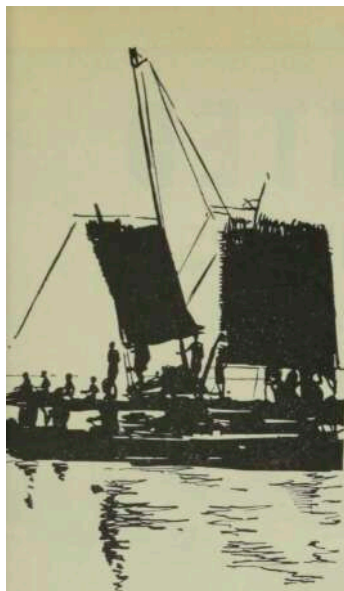
Nonetheless, on the whole, even hard-bitten New Guinea old-hand will find only a minor amount to cavil about in this novel.

Convincing characters

Of the four white men in the story the most important is Marshall, an Assistant District Officer, an experienced field officer who manages to combine convincingly a superiority complex about his work, a sentimental attachment to the country and its people, a perpetual "cross" against those in authority but pleasure when they recognise his expertise and reputation. He is married but wedded to his job; his wife remains in Sydney and as a husband he is rated well down the ladder.

The others are Korbin, a not-quite qualified European doctor who works as a European Medical Assistant; Scully, a young patrol-officer of exemplary toughness and enterprise who is occasionally troubled by the fact that while last on leave in Sydney he slept with Marshall's wife; and finally, Father Herschell, an American linguist, who provides the reasons for much of the tension in the novel and also its climax.

Marshall, Scully and Korbin are



paring to set out into unexplored
tain country on a two-months'
rol to bring the last of the primi-
people into contact with govern-
nt when Marshall is instructed that
y will be accompanied by a
holic priest, an internationally-
own expert whose visit is spon-
ed by UNESCO.

Marshall is annoyed. What idiocy,
thinks, to let an inexperienced,
nown new chum go piddling about
uistically among savages who
ld as soon stave in a head as
c at you. An academician! Worse
priest who would without doubt
useless in all practical matters.
esentminded, wearing spectacles
when not in the way, would al-
be sneaking off secretly to
t."

at the same time Marshall was
sed that he, Marshall, had been
arded as sufficiently skilled to lead
party into unknown territory and
the same time protect such a
ility.

ather Herschell, for his part, turns
much as expected. The walking
ost kills him, he is terrified most
he time, not only of the country
of being terrified. He has little in
mon with the other three. And
prays, secretly and otherwise. For
of the time, however, he can
himself in his work—recording
nge words, of strange languages.
is Father Herschell's recordings
put an end to the patrol and
himself.—JT.

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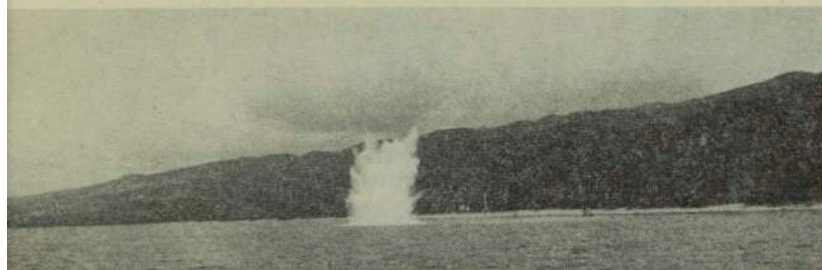
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Underwater blasting opens up new sea lanes in Fiji

Underwater explosions to blast passages into lagoons which have never floated anything larger than an outrigger canoe have been almost commonplace in Fiji lately.

The man behind them all, Captain Stan Brown, is one of the South Pacific's best known inter-islandippers. He has been spending most as much time underwater as has on top of it in his well-known boat *Maroro*.

The blasting away of coral reefs to prove boat passages and make navigation easier has been a "must" in Fiji for years, but a "must" which has remained little more than a wishful thought because of lack of funds to buy highly-priced explosives.

Except for a few occasions where explosives were lowered and detonated to remove isolated coral heads, nothing was tried in Fiji until last year.

The underwater demolition business did not really get under way until Stan Brown put some theories he had picked up over the years to TV personality Raymond Burr, who bought Naitauba Island in 1965.

Stan had been present during the war when a passage was blown through the reef into Canton Island's lagoon by US Army engineers. Later, he examined the passages blown at Tarawa, where the Americans made a new harbour after the destruction of the old one in the famous Battle of Tarawa.

Useful lessons

He also saw a similar man-made passage in Noumea—another product of the war, where cost was of little account; and he saw what explosives could do in removing coral heads at Christmas Island in 1957 when the Royal Engineers improved the alighting area for the RNZAF Sunderlands associated with the nuclear bomb tests. The destruction in 1963 of Pelope Shoal, a navigational danger for ships using the port of Honiara, provided further useful lessons.

So when Stan put his theories to



A big bang—and the ticklish job preparing for one.

Raymond Burr, he was anything but an armchair theorist. Mr. Burr listened, and put up the money for an experimental bang at Naitauba.

Several coral heads were removed from the boat passage at Naitauba, which was so improved that it can now be worked at all states of the tide instead of only from half-tide upwards.

Captain Brown then blew a passage into the small lagoon at Toberua Island, off the Rewa estuary, which Sydney company director Joe McHugh is converting into a tourist resort.

Then followed more work at Naitauba where another passage was cleared in the hope that small sea-going craft could use the lagoon. More work is still needed there but the passage has already been used by an overseas yacht which stayed several days.

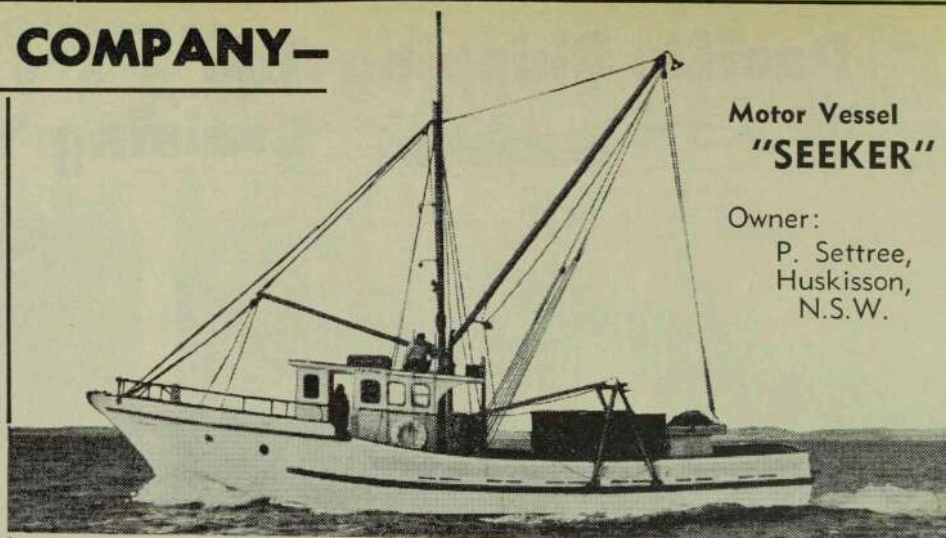
Stan Brown's next job was for the Shell Company, when he and other divers, working from the *Maroro*, removed large coral heads at Waiyevo on Taveuni so that the company's new tanker, *Sigawale*, could berth there.

When the Government was given information on costs and the amount of coral removed, the new Marine

In The News This Month

ogee	Lautoka
adne	Levuka
rocyte	Maroro
na Dea	Mar Quesa
efoo	Mauri Koa
ekiang	Myonie
imere	Ninsa II
ud	Nirvana
sair II	Pacificque
hera	Prelude
ru	Procax
antless	Rabaul
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3LW	or	3	255	4.184	42	1,300	47	1,500	—	—
4LW	107.95mm.	4	340	5.579	56	1,300	62	1,500	71	1,700
5LW	×	5	426	6.974	70	1,300	78	1,500	89	1,700
6LW	152.4mm.	6	511	8.369	84	1,300	94	1,500	107	1,700
6LX	4½" × 6" or 120.65 mm. × 152.4 mm.	6	638	10.450	110	1,300	127	1,500	144	1,700
6L3B	5½" × 7½" or 139.7 mm. × 196.85 mm.	6	1,105	18.103	150	1,000	172	1,150	195	1,300
8L3B		8	1,473	24.138	200	1,000	230	1,150	260	1,300

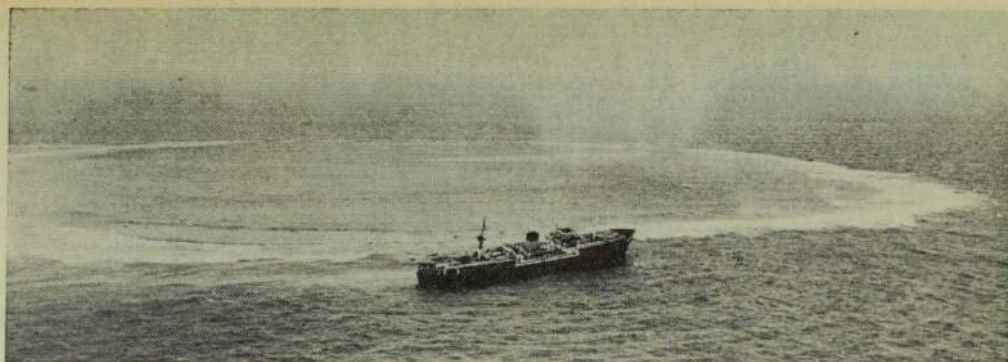
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Australia

"Lakemba" aground
Cakaulekaleka Reef,
off Vatulele Island.



partment employed the *Maroro* to carry out underwater demolition elsewhere.

The first job was to improve the entrance to the lagoon at Fulaga and in the Lau Group. Several coral heads were shattered, including one which has accounted for several local vessels, and now some of the largest inter-island ships can enter the lagoon, where previously they would have needed wings.

Reefs have also been removed in several boat passages at Kabara and (Lau Group) and the anchorage has been improved out of all recognition.

In the islands where blasting has taken place, the Fijians have been fishing both for the better shipping facilities and because each big bang has its toll of fish. Islanders have never had so much fish with so little effort.

Sharks have caught on too. They have learned that a big bang means a meal, and no sooner has the spray cleared down after an explosion than they race in for the harvest.

They put on a polished performance at Naitauba and Fulaga where demolition work went on for days, before the last bang the sharks worked out the *modus operandi* to a remarkable degree.

TAKEN AS RED

News of a sealed bottle with a message inside, which drifted from the way from the Gulf of California to Saipan, Mariana Islands, reached *PIM* in October. The bottle was found on Saipan on July 28. The message was in Russian, and read: "This bottle was emptied and thrown into the Gulf of California from the ship *Vnushivyy* on September 10, 1965. The ship belongs to the USSR".

At Waiyevo, a large black whaler shark made a practice of working the area early in the morning and taking any fish that were lying on the bottom.

Meanwhile, the *Maroro* divers have become aquatic explosion experts and they'll go anywhere.

The only thing that stops them from doing even more work than they do is the price of explosives—£1,000-worth of commercial explosives is soon used up.

LAST OF CARPENTER SHIPS GOES TO BOTTOM

The sinking of the 7,500-ton passenger-freighter *Lakemba* in early October, after striking a reef off Vatulele Island, Fiji, brought an end to more than 20 years of trans-Pacific trading by W. R. Carpenter & Co. Ltd., and its subsidiaries.

The *Lakemba* sank in about 600 fathoms of water on October 8, four days after she had gone aground in the early hours on Cakaulekaleka Reef, about 45 miles from Suva (*PIM*, Oct., p. 23).

All passengers and crew were transferred safely by lifeboats to the cable repair ship *Retriever*, which responded to a call for help. The *Lakemba* was holed in three places and was thought to be hard and fast on the reef.

Salvage operations were under consideration when strong winds and high seas drove her off the reef and to the bottom.

All the passengers' luggage had been salvaged, but her cargo of timber, stated to be worth £F300,000, had floated away.

The *Lakemba*, which had been on the Sydney-Fiji-Honolulu-Vancouver run for 21 years, was on her way from Suva to Lautoka when she hit the reef.

She was owned by Pacific Ship-owners Ltd., a Fiji-registered subsidiary of W. R. Carpenter Holdings but was making her last run for them as she had been sold.

The *Lakemba* was the last of a fleet of five trans-Pacific ships operated by Carpenter. The others were: *Suva*, *Rabaul*, *Lautoka* and *Levuka*. The oldest, the *Suva*, operated before World War II. She was finally sold for scrap about 18 months ago.

Rabaul (20 passengers) and *Lautoka* (30 passengers) were both sold to a subsidiary of P and O Orient Lines in the late 1940's.

Levuka, a steamer built in 1945, was sold to the British Phosphate Commissioners and renamed the *Triadic* and subsequently used to service the phosphate islands of Christmas Island, Nauru and Ocean Island.

Southern Pacific Insurance Co. Ltd., the insurance offshoot of Carpenters, did not carry any risk on the *Lakemba*—the vessel was fully insured with Lloyds of London.

NEW VESSEL FOR WESTERN CO-OPERATIVES

A \$40,000 vessel to be used for trading activities in the Western District, is due in Papua-New Guinea soon.

The vessel is the 50 ft steel-hulled *River Fly*, which is being built at Ballina, NSW, for the Trans-Fly Shipping Society to transport produce to Daru.

CHINA NAVIGATION CO. HAS NEW PLANS

Keelung in Taiwan (Formosa) is to be added to the list of stopping places for ships of the China Navigation Co. Ltd., on voyages between Japan and the South-West Pacific.

Announcing this in October, the company said it was also thinking of extending its schedules to take in Papeete.

The first service taking in Keelung will be by the *Chefoo*, scheduled to leave Japan about November 22 for Vila, Santo and Noumea, via

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Keelung, Hong Kong and Papua-New Guinea ports.

A company spokesman said the new service would reduce the freight cost of commodities imported from Taiwan, as cargo shipped at Keelung would be freighted at the direct rate, i.e., the same rate as from Hong Kong.

"This represents a substantial saving over the amount of freight paid in the past when cargo was transhipped at Hong Kong," the spokesman said.

"As most Taiwan products are fairly competitively priced, it is hoped that this new facility will increase trade between the two areas."

Referring to the service which may extend to Papeete, the spokesman said that the China Navigation Company was keenly interested in the area.

It was proposed that the *Chekian* scheduled to leave Japan on November 5 and Hong Kong on November 13, would call at Papeete, Pago Pago, Apia and Suva after Papua-New Guinea ports.

The direct service to the area would eliminate transshipment of cargo via Sydney.

The sailing of the *Chekian* from Japan will provide a pre-Christmas delivery to Tahiti.

The spokesman said that if the *Chekian's* voyage indicated a need for a regular service, the company would give that question "very serious consideration".

SATELLITE TRACKING TEAM ON PITCAIRN

A six-man satellite tracking team for the American Army Map Service has set up a base on Pitcairn Island for six months.

The team arrived in the US Army vessel *FS 216* on July 15, and stayed a week, with the Pitcairners' help to unload their gear and equipment and to set up camp at Palau Valle.

FRENCH LINER ON FIRST SOUTH PACIFIC VOYAGE

A Messageries Maritimes passenger-cargo liner, which has been renamed *Pacifique*, left Marseilles on September 29 on her first voyage to the South Pacific.

Formerly called *Vietnam*, the *Pacifique* was previously on the company's Far East run. She is of 15,100 tons, is air-conditioned, carries 400 passengers, and has a speed of 20 knots.

The *Pacifique* is due in Sydney on November 6, via Panama, Papeete and Noumea. She will return to Marseilles via Cape Town.

A Messageries Maritimes spokesman in Sydney said in October that

The "Pacifique" is a replica of her sister ship "Cambodge" pictured here.

decision had yet been made to the ship on a regular South Pacific run.

The *Pacifique* is the second Messageries ship of that name—the first part of the company's fleet in 1899 to 1925.

WAREHOUSE WILL EASE PAGO PAGO CONGESTION

Work is underway on a new 10,000 main dock transit warehouse at Pago Pago, designed to end the shortages in storage facilities at Pago Pago's docks.

Department of Public Works spokesman said in late September the new warehouse should be finished in eight months.

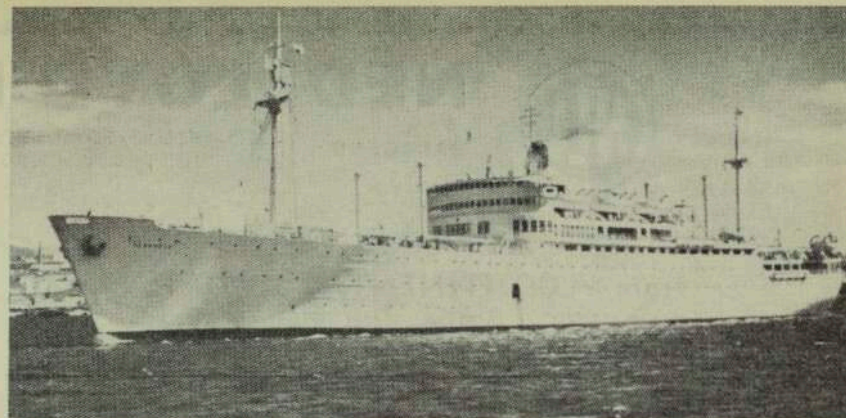
The warehouse will have about 100 square feet of floor space. Half of this will be for general offices and cargo storage facilities, and the other half for bonded storage, refrigeration units and general storage.

Cargoes handled will be those just loaded from ships or cargoes going to be loaded.

NUKUALOFA'S NEW WHARF OPENED

A colourful ceremony attended by more than 3,000 Tongans, King Ta'ahau Tupou IV opened the million Queen Salote Memorial Wharf at Ma'ufanga, Nukualofa, on October 11. The day was the 49th anniversary of the coronation of the Queen Salote.

The new wharf extends more than 100 yards from the shore along a



bitumen dual carriageway. It is of steel and reinforced concrete—the front stage being 300 ft across, with a depth of 40 ft at low water.

The main contractors, George Drew, of Oldham, England, removed large sections of the surrounding reef to enable liners of up to 50,000 tons to be accommodated.

By attracting larger ships and more frequent visits, the wharf is expected to give a big fillip to the export of copra and bananas, and also to the development of tourism.

It was designed by Messrs. Sandford Fawcett, Wilton and Bell, of London, who have also undertaken major contracts in Fiji, the New Hebrides, the Solomons, the Gilbert and Ellice Islands, and Pitcairn Island. Work began in June, 1962.

The builders were Dew and Company.

Opening the wharf, the king said it was the largest single project ever completed in Tonga. It would place Tonga squarely on the main shipping routes from Europe and America to New Zealand and Australia. This

would most certainly attract more shipping to Tonga.

The king said that Tonga's main roads were on the ocean, not highways throughout the land as in the major Pacific Islands.

"On this day Tonga is coming off the dirt road and travelling on the main highway," he added.

The king unveiled a memorial plaque to Queen Salote, which was mounted on a 10-ton boulder, recovered from the sea floor recently by divers working on the project.

MOTOR VESSEL FOR NEW IRELAND

The New Ireland Transport Society Ltd., took delivery of its new \$140,000 70 ft motor vessel *Ninsa II* in Port Moresby in late September.

Built at Ballina, New South Wales, the *Ninsa II* will service New Ireland, Manus, New Britain and Bougainville co-operatives, carrying general cargo and produce. Its owners are based at Kavieng, New Ireland, and represent 50 co-operative societies in the New Ireland District.



Inland Ho!

Two landing barges operated by the Papua-New Guinea Transportation Squadron spend a good deal of time ploughing through waters which are miles from the sea, and full of navigational hazards seldom experienced by "blue water" seamen. The squadron is a unit of the Australian Army. Its tasks include resupplying inland Army patrols from coastal bases, and moving stores, fuel and equipment for Commonwealth and Administration departments into areas inaccessible to normal shipping. The barges (the one pictured is the "Jaba") have a carrying capacity of 50 tons.



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LOST YACHTSMAN SAFE IN SAMOA

A lone yachtsman, who was missing on a voyage from the New Hebrides to Fiji, drifted ashore on Savaii, the westernmost island of Samoa, on October 19.

The yachtsman is John Cotton, 43, who left Vila on September 8 in his 11 ft concrete-hulled motor ketch, "El Viajero". His ultimate destination was San Francisco.

After no news had been heard from him by the end of September, the British authorities in the New Hebrides asked other Islands territories to keep a look out for him.

Reports from Apia say that Cotton ran into difficulties after the motor of his ketch broke down and the mast snapped. He then drifted until making landfall on Savaii.

... under the name of the Amazon Diabolo.

... highlight is owned by John and ... Glennie, of Blenheim, NZ, ... have been cruising the Pacific ... May, 1965.

... the Amazing Diabolo is a young ... Zealand magician and hypnotist, ... Reid, who has worked professionally in 17 countries.

TAMATEA, 48 ft sloop, left ... on October 17 for Auckland, ... pered by her owner, Mr. Ross ... rane.

... amatea was formerly owned by ... Heath Hemphill, secretary of ... Defence Club, Suva.

... the sloop was forced back to Suva ... ay by bad weather while on her ... attempted delivery voyage to ... land (PIM, June, p. 115).

KAIROS, 32 ft steel-hulled ... p with Mr. and Mrs. E. Koch, ... ed back in Hamburg, Germany, ... ntly after a circumnavigation— ... ight to be the first ever by a ... man couple.

... airos was in the Pacific in ... 5-66. Her calls included Suva and ... avu, Fiji, New Zealand, Noumea ... Port Moresby.

MAR QUESA, 40 ft ketch ... n California with owner-skipper ... Harold Whilldin, his wife Pat ... crewman, Jamie Lopez, reached ... e on August 28, but was not ... wed to berth because she had ... e from Vavau, Tonga, an area ... sted with the rhinoceros beetle. ... Quesa had to remain more than ... ile offshore and left after a day's ... in the direction of Tonga.

● **PROCAX**, 34 ft Norwegian cutter, with Guy Cappeoiez and his wife on board, arrived at Rarotonga on September 19 from the Marquesas.

The young couple sailed from Belgium to Falmouth, England, last November. They arrived at Madeira after encountering a gale, and reached the Canary Islands in December.

Their next ports of call were Barbados and other West Indian islands, after they had been becalmed and then hit by a gale 500 miles west of the Cape Verde Islands.

They reached the Galapagos Islands nine days out from Panama, and took only 25 days from the Gala-

pagos to the Marquesas where they were made welcome at Hivaoa.

From Rarotonga they plan to visit Tonga, Fiji, and to spend the hurricane season in New Zealand.

Their first ports of call in New Zealand will be Russell and Auckland.

● **JESSE W.**, 35 ft Hedley Nicol trimaran, owned by an 80-year-old Australian clergyman, the Rev. Frederick Watts, arrived in Suva from Sydney on August 9.

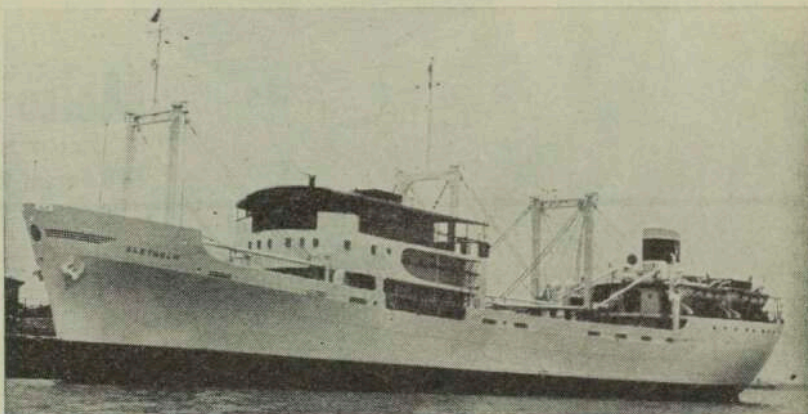
He reported bad weather on an 18-day crossing. There were numerous deck leaks, particularly around the hatches, and the dinghy

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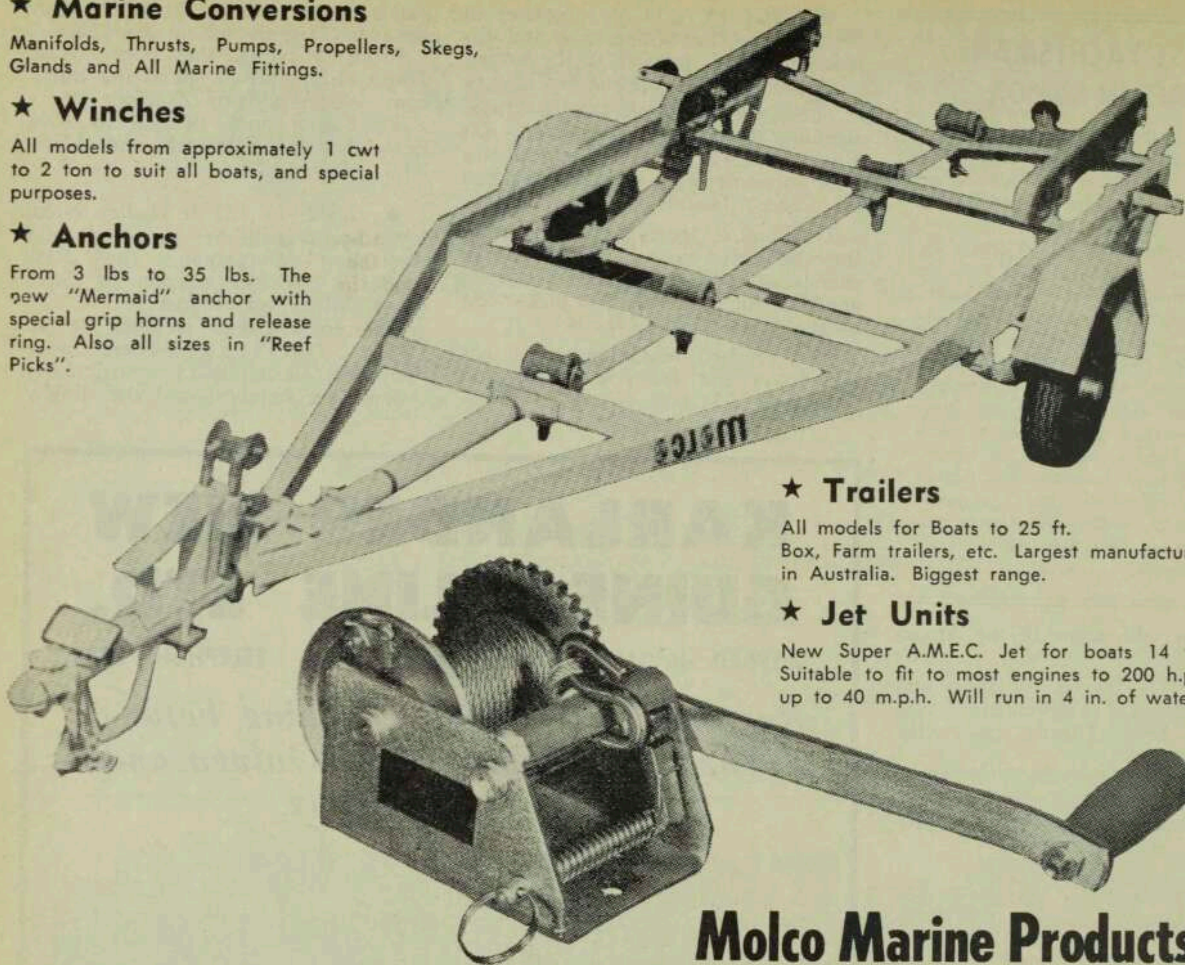
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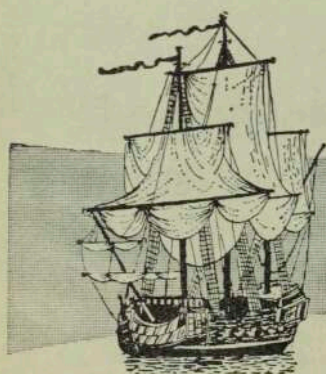
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first smashed by waves crashing deck, then demolished when it put over the side as a sea horror.

Mr. Watts was hoping to use his to carry Communion to the isolated islands in Fiji.

● **ASTROCYTE**, 50 ft sloop owned by Dr. and Mrs. Charles Child, left Suva for the New Hebrides, New Caledonia and Australia on August 23.

Astrocyte arrived in Suva from Nukualofa and Vavau in July and remained there a month making repairs and re-provisioning.

● **REBEL**, 35 ft trimaran, sailed Marvin and Ann Glenn, was in Noumea, New Caledonia, early in October after a passage from Suva to Kadavu. The Glenns planned to return to Brisbane about the beginning of November.

Rebel first arrived in Suva from Nukualofa on July 26, and remained there a month, participating in several regattas sponsored by the Royal Suva Yacht Club.

On August 26, the Glenns left on a cruise of the Lau Islands, making stops at Matuku, Totoya, Tavea, Veikai, Vanua Balavu, Toga, and Koro.

Entranced by the idea of playing Robinson Crusoe on an uninhabited island, they planned a stop at tiny Fakai. But, they found it nothing more than a forbidding rock with "the barest scrub on sharp, guano-covered mounds of limestone, and hundreds of birds". In addition, the anchorage was most uncomfortable, and they were happy to leave it to the birds the first light the following morning. The yacht returned to Suva on September 19 to spend a week provisioning and preparing for the passage to Kadavu and New Caledonia.

● **LORI**, 34 ft sloop with Jim Ballard, will start on a cruise of the South Pacific from Marina del Rey, California, soon. Ballard spent a year in the South Pacific a couple of years ago in the Los Angeles yacht *Strider*.

● **ARIADNE**, 70 ft motor-yacht, owned by Tom Newland, is being refitted in Auckland.

On leaving Tonga after the coronation, the yacht suffered a fire in the engine room and was sailed back to Auckland. She made good progress under sail.

Owner Newland reports that she will be "better than ever" when the refit is completed.

His plans include a return to

Nukualofa, where he is contemplating going into business, and possible passenger work among the Vavau and Ha'apai groups of Tonga.

● **CYTHERA**, 50 ft Australian ketch with Mr. Peter Fenton, his wife Pat and their daughter Penny, 13, reached Durban on September 25.

Cythera was in Port Moresby in May (*PIM*, June, p. 113). She made stops at Christmas Island, Cocos Islands, Mauritius and Reunion before reaching Durban.

The Fentons will stay in Durban a few months before setting off for

South America, the West Indies, California and back to the South Pacific.

The ketch made headlines in 1963 when she was stolen from Lord Howe Island and eight days later was rammed by a freighter at Norfolk Island in the act of recapturing her.

● **PRELUDE**, 36 ft ketch with Bob and Jan Polston, is to leave Florida before the end of the year for the South Pacific, via the Virgin Islands.

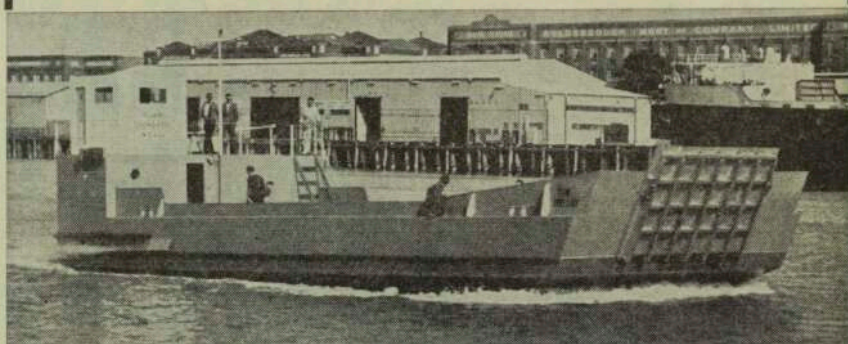
● **MYONIE**, 36 ft ketch, with

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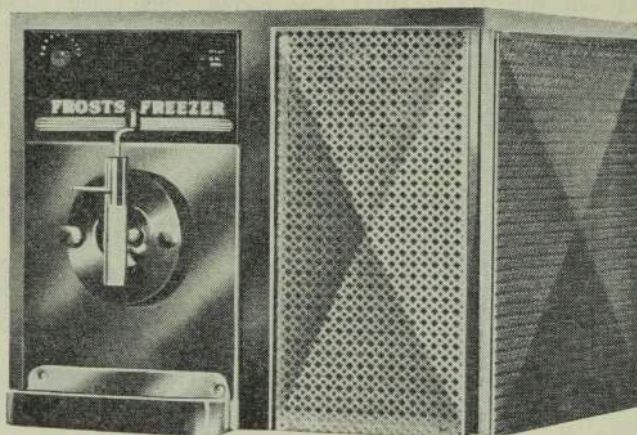
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The Gehrman of "Myonie".

Gehrman and his wife "Mike", visited Suvarrow Atoll, in the Cooks, September.

Myonie (home port: Miami, Florida) is on a second circumnavigation. She completed her first June, 1964.

After Suvarrow *Myonie*, was to make a stop at Rose Atoll, American Samoa.

• **TRENDAYWAY**, 35 ft ketch, skipper Norman Baylay and woman Martin Gillard, was in Apia recently en route to Honolulu. *Trendaway* arrived in Apia on August 25 after a 25-day passage from Suva.

• **STRIDER**, American-built ketch, was to leave Noumea in early October for Brisbane, via the Isle of Pines and "several stops on the way". In Australia, skipper-owner Robert Heacock and his wife plan to travel extensively, leaving *Strider* in Brisbane for a few months. In a note to *PIM* from Noumea, Mr. and Mrs. Heacock said: "Contrary to what we had been told, prices in Noumea are not any higher, in general, than they are elsewhere in the South Pacific."

"They are on a par with Papeete both Noumea and Papeete have fairly high-priced fresh produce, but other food items cost the same in Tonga, Fiji, and Rarotonga. Liquor and cigarettes are reasonably priced and there is fortunately a grand variety of wines ranging from really cheap to expensive. The yacht club has a good marina and room for several visiting yachts to moor."

"The highlight of our stay in New Caledonia has been our hiking and camping trip around the island. We spent one week with a New Zealand couple (here on their yacht *Mauri*) and saw and learned about

many things that the tourist who stays in Noumea misses.

"We packed the minimum of sleeping and cooking gear on our backs, took the bus to the 'end of the line' at Hienghene on the east coast, and started walking (hoping, of course, to get frequent rides)!"

"Wearing shoes for the first time in over two years was a bit of a shock to the feet for us."

"Naturally we cannot go into the details of the trip here—but we found it great fun and extremely interesting, and the scenery on New Caledonia's east coast magnificent."

• **FREE FLIGHT**, American yacht, with Willie and Shirley Barnes, has been exploring the Galapagos Islands recently. *Free Flight* left Los Angeles in February; stayed in Acapulco for a month; and arrived at Wreck Bay, Chatham Island, Galapagos, on June 15.

• **CORSAIR II**, 53 ft South African ketch, arrived at Durban on October 3 with one more leg to go—the passage to Cape Town before completing a circumnavigation begun in April, 1964.

On board were the owners Mr.

(Continued on p. 116)

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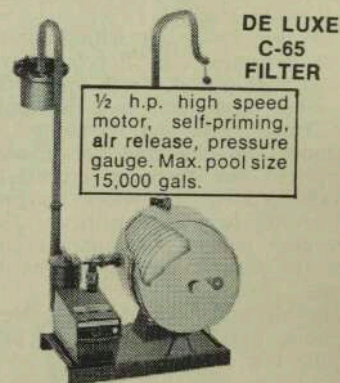
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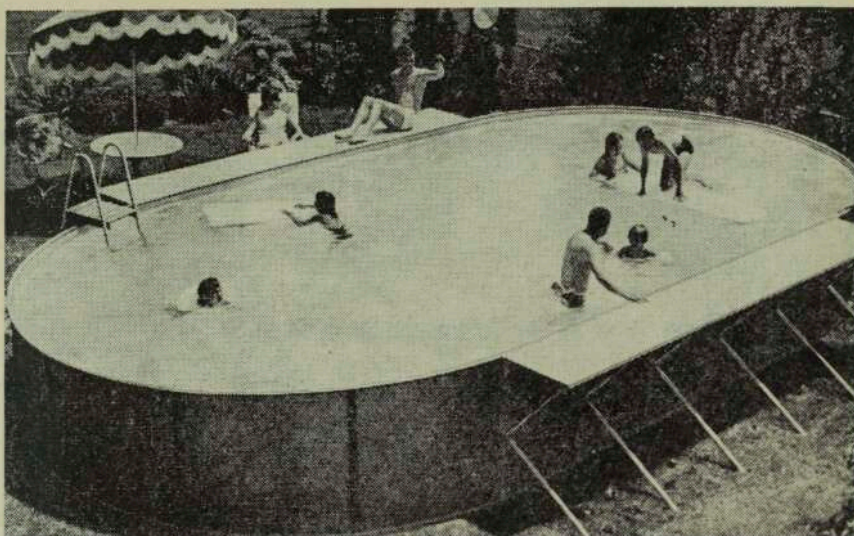
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● **DAWNBREAKER**, 41 ft moulded fibreglass trimaran, owned by Mr. and Mrs. Russell Garcia, of California, will remain in Pago Pago until March next year when the Garcias intend to resume a cruise of the South Pacific.

The Garcias, with Dr. and Mrs.

Ronald Schneider and their son Stephen, 14, of Hollywood, reached Pago Pago in *Dawnbreaker* recently, and then flew to Sydney for the Baha'i Intercontinental Conference from October 5 to 9.

Mr. Garcia, a composer and conductor at Universal Film Studios, Hollywood, will work for the Australian Broadcasting Commission in Sydney until March. He and his wife will live in Paddington, Sydney.

Dr. Schneider, a lawyer, will tour most Australian cities before flying on to East Africa with his family.

Dawnbreaker, which began her cruise from Florida, reached Pago

Pago via the Galapagos (Chatham, Santa Cruz and Santa Maria Islands), the Marquesas (Nukuhiva and Opu), Manihi in the Tuamotus, the Society Group (Tahiti, Moorea, Huahine, Raiatea, Tahaa and Bora) and the Cooks (Rarotonga, Aitutaki and Suvarrow).

She arrived at Suvarrow in early September and found Tom Neal enjoying his return stay on the island.

● **SKUNDA**, 32 ft Tahiti ketch with Susan and Bruce Lamb, of Los Angeles, was wrecked on Tetiaroa Island, 26 miles north of Tahiti, in June.

● **KELASA**, 36 ft cutter from Vancouver, British Columbia, reached Sydney on October 17 after a trans-Pacific crossing which included several stops in the Marquesas and a short stay in Tahiti (*PIM*, July, p. 113).

The cutter is skippered by Mr. Harry Gilbert.



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"Trekka" and the Cains in Honolulu 1965.

Record sea trek for "Trekka"

The 20 ft yawl "Trekka" recently became the first yacht to circumnavigate the world twice under different owners when she arrived back in California with Americans Clifford and Marian Cain.

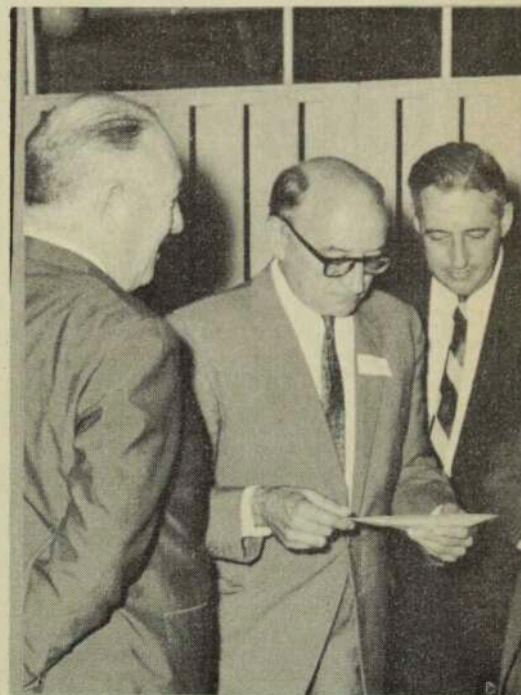
John Guzzwell, a Canadian, went around the world in "Trekka" several years ago and wrote a book about it.

"Trekka" crossed the Pacific in 1965 and was last reported in Durban in early 1966 (*PIM*, Mar., 1966, p. 111).

NEWS IN PICTURES



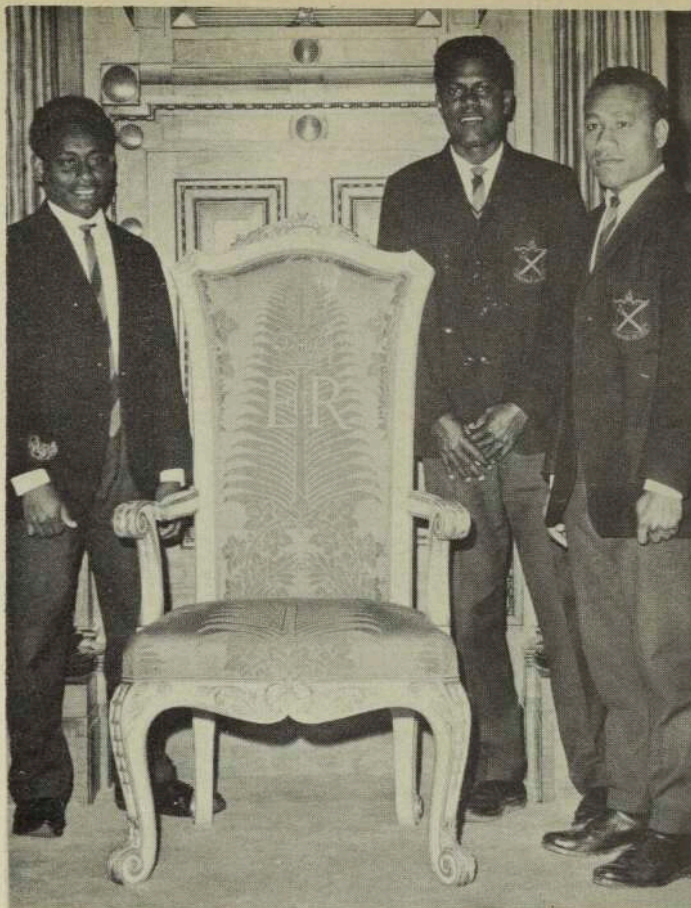
THERE was an important development in the establishment of the University of the South Pacific in September when representatives from various Pacific Islands attended in Suva the first meeting of the interim council of the university. The university will start classes in Suva next year in what was the old RNZAF station at Laucala Bay. Below, chairman of the council, Lord Morris, accepts a donation of £F5,000 for the university from Mr. B. M. Warden, manager of the Bank of New South Wales, Suva.



Above, Sir Norman Alexander, vice-chairman of the council, inspects a cheque for £F10,000 for the university from the CSR company and its subsidiary, South Pacific Sugar Mills Ltd. At left is Mr. Stuart Hermes, managing director in Fiji, and Mr. D. Slade.



Above, at a party in Sydney in October to celebrate the opening of new offices for Pan American Airways, nine entertainers from American Samoa gave a show. Here, the Premier of NSW, Mr. R. W. Askin, clowns with four lovely girls from Pago, while Pulefano Lefolasa plays the guitar. At right, these three former pupils of the King George VI Memorial College at Honiara, in the Solomons, are now studying at Te Aute College, Hawkes Bay, NZ. They are, from left, Paul Hebala, of Santa Isabel, Albert Mahira, of Santa Ana, and Gena Te Kula, of Ranongga. All three have done well at sport and music in New Zealand and have formed themselves into a singing trio. They were photographed in the throne room of the old Legislative Council chamber in Wellington.

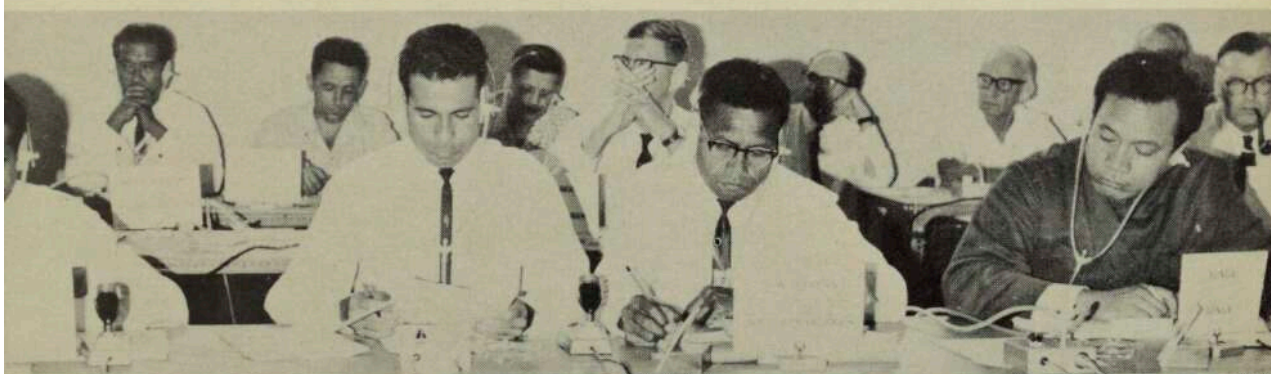


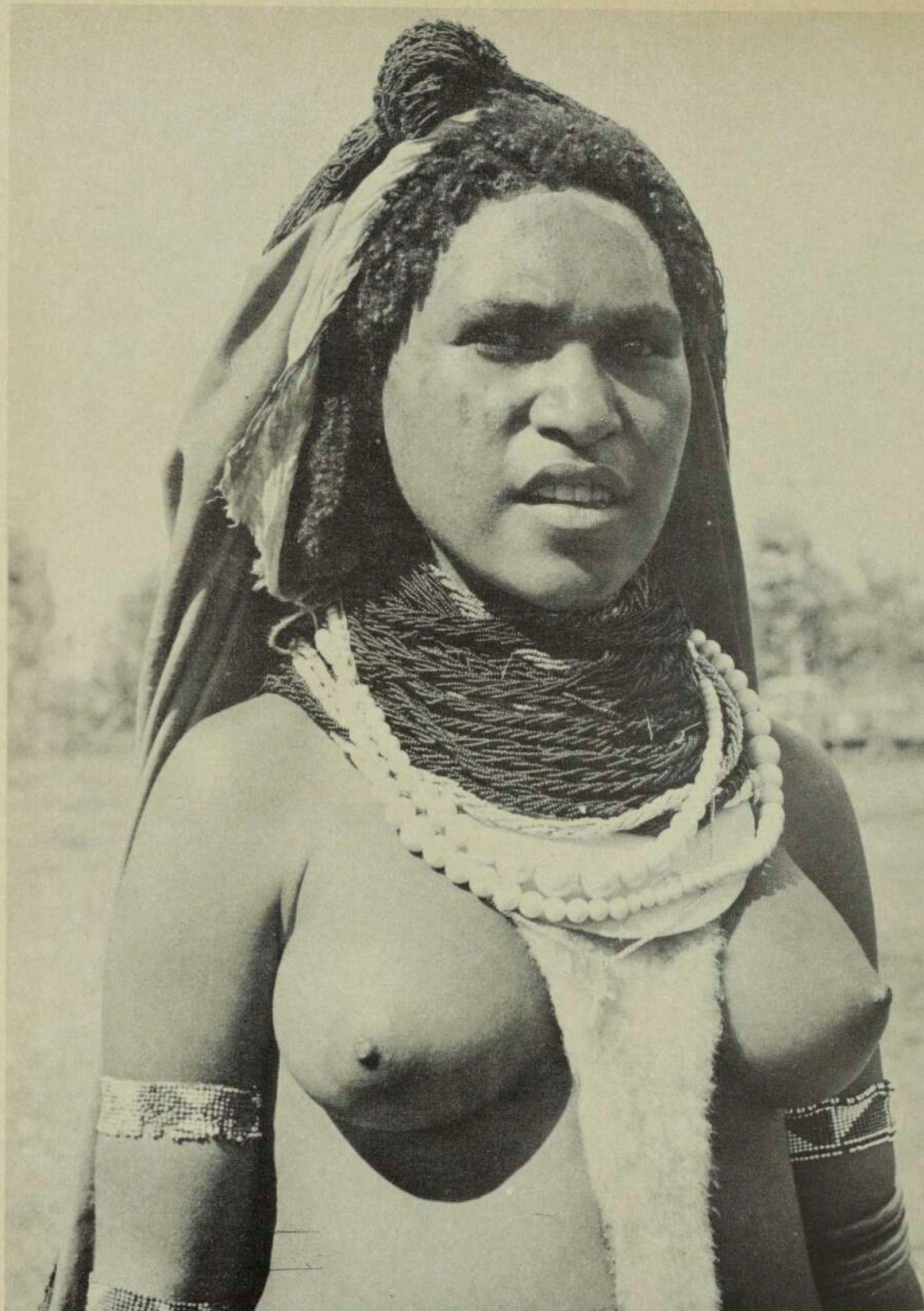
At a CSIRO fauna area near Canberra in October, 10 Papua New Guinea Local Government councillors took an interest in a kangaroo which was apparently looking for a fight. The councillors were making a three-week political education tour of parts of Australia, and are either presidents or vice-presidents of their councils.



at the South Pacific Conference

Representatives from 17 Pacific territories and five metropolitan governments attended the Seventh South Pacific Conference in Noumea in October. Above are commissioners of four of the five metropolitan governments. They are (from left) C. Reseigh (Australia), Nettre (France), R. Q. Quentin-Baxter, (NZ) and J. Fairclough (UK). In the bottom picture (from left) Richard Simete (Wallis and Futuna), Maxime Carlot and Michael Ala (New Hebrides) and S. Langi Kavaliku (Tonga). In the picture at right are Benjamin T. Inglona (US Trust Territory) and Mrs. Taotafa Lutuipinall (American Samoa). Mrs. Aspinall, who is the wife of American Samoa's Governor, sat in as Samoan representative when the delegate failed to arrive because of transport difficulties.





People

ONE of the most highly regarded old traders of the South Pacific lands, Mr. Claude S. Israel, was in Sydney in October, enjoying what he called his "second retirement" from Fiji.

Mr. Israel went to Fiji from Australia 62 years ago at the age of 16, and was a clerk in the employ of Henry Marks & Co. Ltd. Sir Henry Marks was his uncle. When Morris Hedstrom Ltd. amalgamated with the Marks Co. in 1920, Mr. Israel became the Lautoka manager of M.H., and was prominent in the sugar town for 24 years. He founded the Lautoka Chamber of Commerce and was its first president.

Then he was in Australia for four years as manager of the M.H. branch in Sydney; and in 1960, when W. R. Carpenter group purchased Morris Hedstrom Ltd., Mr. Israel returned to Fiji, on retirement. He was then 60 years old.

But he could not stay idle and he joined Mr. Charles Sullivan, the Sydney merchant, in C. Sullivan (Pacific Islands) Ltd., of Suva, and managing director of the company until October, when he again retired.

Mr. Israel thus has been a leading citizen of Fiji all his life and, for services as a Justice of the Peace, for membership of various Government instrumentalities, he was made an MBE in a recent Honours' list.

His old Sydney friends gave him a warm welcome in October and are trying to induce him to remain in Sydney until December, so that he might help him celebrate his birthday.

Mr. William Estall, a member of the opposition in the Cook Islands Legislative Assembly, was appointed member of the Cook Islands Cabinet in mid-September. While the Minister, Mr. Albert Henry, was on a visit to New Zealand and

Who is she? She's a good example of the kind of feminine beauty to be found in the Western Highlands of New Guinea, in local dress. A Qantas photographer took the picture at the Mt. Hagen show in August.

Noumea (for the South Pacific Conference), Mr. Estall held the portfolios of Works and Communications. His appointment to Cabinet was interpreted to mean that the Cook Islands Government had become a semi-coalition government, as all previous Cabinet ministers had been members of Mr. Henry's Cook Islands Party.

● Mr. John Hawkins has replaced Mr. Richard Mann as United States vice-consul in Fiji. Mr. Mann has been transferred to the American Embassy in Tokyo. Mr. Hawkins, who came to Fiji from Stuttgart, Germany, has also held appointments in Thailand, Syria, Colombia, Egypt, Vietnam and France.

● Charles Godden, of the British Secondary School in Vila, broke the New Hebrides record for the 100 metres race at a sports meeting in Vila on September 23. His time of 10.8 sec. bettered that of J. Pothin, of New Caledonia, who recorded 10.9 sec. last year. Pothin holds the South Pacific Games record with 10.6 sec. On the same day as Godden's outstanding performance, a men's 4 x 100 metres relay team clipped 1.2 sec. off the previous best local time of 45 sec.

● Mr. Trafford Smith, former Under-Secretary of State at the Commonwealth Office, has been appointed British Ambassador to Burma. Mr. Trafford Smith, who is well known in the Western Pacific, which he last visited in 1966, has been succeeded by Mr. James Morgan. Mr. Morgan has been serving with the British High Commission in Canberra.

● The Chief Justice in Fiji since 1964, Mr. Justice R. H. Mills-Owens, has accepted the offer of an appointment as Puisne Judge, Hong Kong, where he previously served from 1956 to 1964.

● The Rev. Emil F. Hannemann, an American Lutheran missionary, who worked in the Madang area of New Guinea from 1923 to 1956, passed through Sydney in mid-October on his way back to Madang for another year's work. Mr. Hannemann will be engaged in translating the Old Testament into the Bel language of the Madang district. A translation of the New Testament was completed in 1956. Mr. Hannemann, who is from South Dakota, took a lively interest in native art and legends during his previous period in New Guinea. He is the author of *Tibut: New Guinea Legends*, which

was published some years ago by the New Guinea section of the Board of Foreign Missions of the American Lutheran Church.

● Associate Justice Virgilio Roel, of the High Court of American Samoa, has been appointed to a position of the Board of Appeals and Review of the US Post Office Department in Washington. Judge Roel arrived in Pago Pago in August, 1962. He was one of the top officials of the revived Boy Scout movement in the territory.

● Dr. A. H. Penington, who has been the World Health Organisation representative in the South Pacific (headquarters in Suva) for two years, has been transferred to Ethiopia. He left Fiji on October 20. He has a permanent link with the South Pacific—Mrs. Penington is the daughter of the late Dr. and Mrs. Elizabeth Thieme of Western Samoa, and her brothers are Dr. Thieme, and Mr. Paul Thieme, of Apia. Dr. Penington's successor is Dr. John Hirshman.

● The Tongan Government has engaged a Japanese fishmaster for its 101-ton deep-sea trawler, *Pakeina*. He is Mr. S. Kawakami, a graduate of the fisheries department of Tokyo University.

● Nearly 80 people from the Pacific Islands attended the Inter-continental Conference of the Baha'i Faith, held in Sydney in early October. They included Mr. and Mrs. Suhayl Ala'i and family, Mr. Albert King and Dr. and Mrs. Porter (American Samoa); Mr. and Mrs. Alvin Blum (Solomons); Mr. and Mrs. Donald Hancock and family, Mr. Peter Woodrow, Mrs. W. Vakarksabi and Miss R. Tekarabi (Fiji); and Mrs. and Mrs. Aritiera and Mr. Mote Kiaman (GEIC).

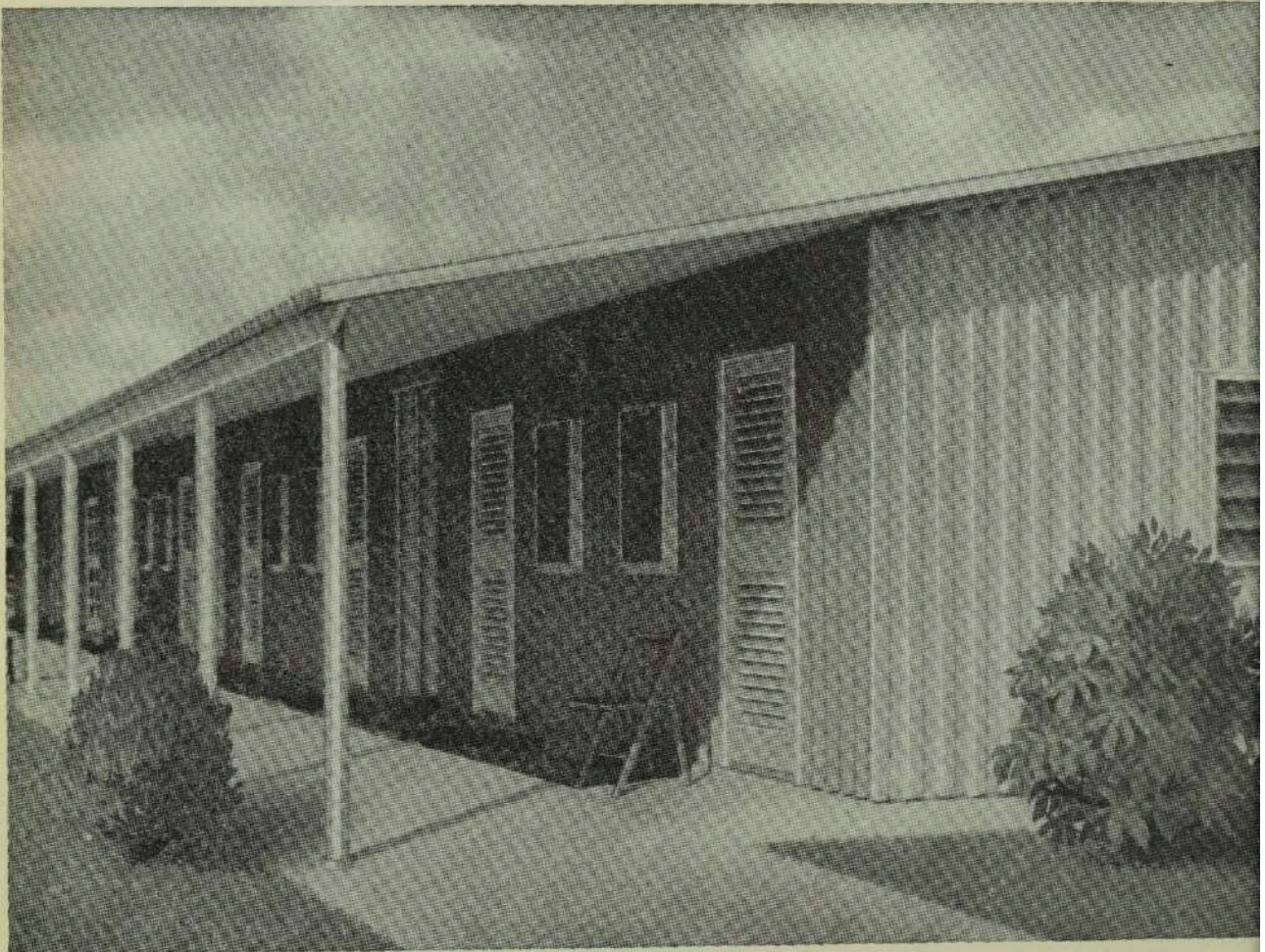
From the Mariana Islands came Mrs. W. Breaks; from New Guinea, Mrs. M. Bluett, Messrs. R. Hancock, George Larawin, Josep Tamun, John Francis, Miss V. Hoehnke and Mr. and Mrs. David Podger and family; from Tonga, Miss Latai Maka; from the Cooks, Mr. Niu Rua; and from Western Samoa, Mr. and Mrs. Niuleava Luataga. Delegates also came from Hawaii and Guam.

Principles of the Baha'i faith include the oneness of mankind, independent investigation of truth, equality of men and women, elimination of prejudices of all kinds, universal compulsory education and a universal auxiliary language.

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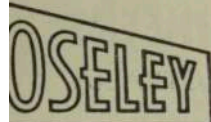
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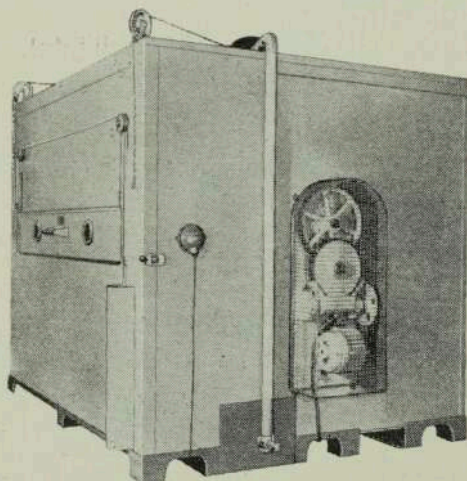
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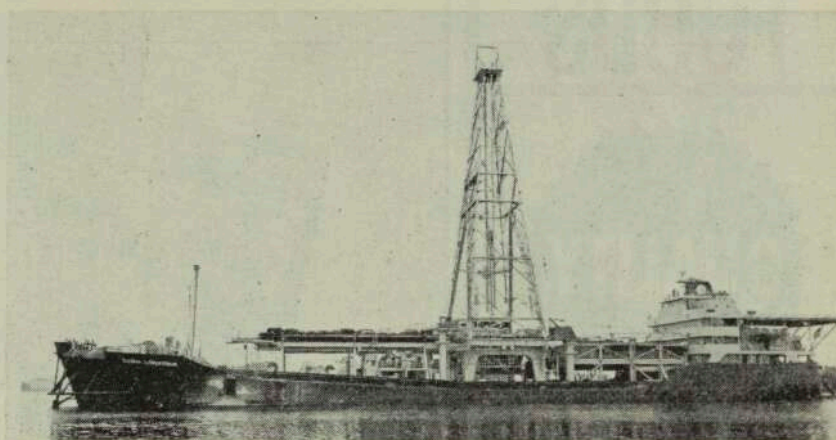
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Business and Development

mar Conception", an 11,000-ton self-elled oil driller, began working in the of Papua in October for several over-oil companies in the first offshore h for oil in the territory. The drilling is capable of drilling in water depths 600 ft to 25,000 ft. The first well spudded on October 8 at a depth 300 ft in limestone, 30 miles from the Papuan coast.



Shares rise following renewed interest in Papuan oils

THE search for oil in and around Papua has resumed in a big way. Three huge corporations—Esso, British Petroleum and Phillips—will spend up to \$10 million looking for oil in the Papuan mainland and \$14 million over a two-year period off-shore drilling in the Gulf of Papua.

In October, Phillips Australian Oil Company began off-shore drilling in a big way with a \$7 million oil rig named *Conception*, and British Petroleum signed an agreement to spend up to \$3.4 million in a joint arrangement with Oil Search Ltd. Drilling started in varying depths of water from four to 40 feet off-shore, about 200 miles west of Port Moresby.

Two work boats—*Biloxi* and *Spring*—serviced the huge rig which is 400 ft long and has a crew of 11,000 tons.

About 60 labourers and technicians are operating the rig daily at a cost of \$100 a day to Phillips, Sunray, Esso and Canadian Superior Oil.

Oil Search announced the BP agreement and said it would cover concession areas in Papua not yet farmed out to Esso.

Oil Exploration and Production Australia Inc. joined Oil Search early this year to drill four wells on Oil Search's concession areas around Milne Bay and the Taurama Bay in the Gulf of Papua at a cost

of up to \$6 million (*PIM*, Apr., p. 147).

Under the BP agreement, Oil Search will transfer to BP shares in the operating companies, Australasian Petroleum Company and Island Exploration Company, so that after the programme is implemented Oil Search will have just over 50 per cent. of the capital in these companies.

Then Oil Search's interest in the Esso farmout areas will drop from 50 per cent. to 25 per cent. should the Esso farmout be fully implemented.

BP will be the operator for both companies.

Where and when Esso and BP sink their wells is completely up to them now, as it is their capital which will be spent.

The 50 cent shares in Oil Search were the subject of huge buying in October and September, and from a low of 13 cents in the middle of this year they topped 50 cents in early October and steadied later at 45 cents.

While British buyers have dominated the buying, at least one Port Moresby businessman who bought more than 200,000 Oil Search early this year under 15 cents has yet to sell.

It is several years since the company's shares reached par value but trading this year on all Australian stock exchanges has been extremely heavy and with several new wells to be drilled in Papua, with more sophisticated equipment and better-informed technical know-how, it is unlikely the shares will fall to their lower levels again for some time.

UK team to survey GEIC's potential

A FIVE-MAN team of British experts is to spend several weeks in the Gilbert and Ellice Islands from late October to early December making a socio-economic survey and drawing up a plan for the future development of the colony.

The team will be headed by Sir George Mooring, a former Deputy Governor of Western Nigeria, British Resident in Zanzibar, and Permanent Secretary to the UK Ministry of Finance.

The team will survey the policies and practices of the government and of the Wholesale Society in all spheres of activity and will make recommendations for both short-term and long-term development.

Other members of the team are

GENERAL FOODS

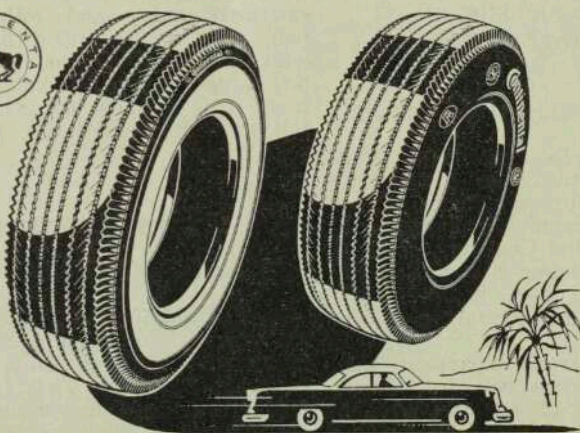
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Messrs. Dennis Hollos, J. Inman, George McRobie and J. J. Keigwin.

Mr. Inman, who is now in the Economic Department of the Commonwealth Office, was previously Economic Adviser to the Secretary of State for the Colonies. His brief will be economic and fiscal affairs of the GEIC.

Mr. Keigwin will examine the GEIC's education, health and social development.

Samoa soap factory off to good start

WESTERN Samoa's soap factory, which started production of laundry soap early this year and put its first toilet soap on the market in September, is doing good business.

General manager of Western Samoa Trust Estates Corporation, who built the factory, P. W. Kelly, reported that in the first two weeks of September the sales of laundry soap had broken all records, and the sales of toilet soap had "exceeded all expectation."

In that period the factory sold 400 cartons, each containing 28 bars, of laundry soap; and 26,760 bars of toilet soap. Factory manager G. Werner said he hoped that before long the factory would be supplying all Samoa's soap requirements. Exports of soap in 1966 amounted to over \$100,000.

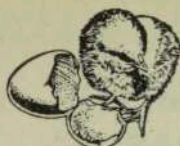
Copra market rises slightly

CONTINUING good prices in late September resulted in an average monthly price of £Stg.71/7/6 c.i.f. UK/Continent to be applied against October shipments, the deputy chairman of the P-NG Copra Marketing Board, Mr. K. G. Oliver, said in Port Moresby on October 20.

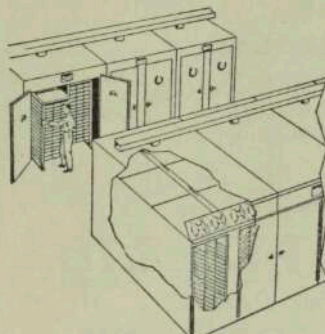
Mr. Oliver said the upward trend continued strongly into the first half of October when prices, after reaching a high of £Stg.78/8/8, eased somewhat.

He went on: "During the months of June and July the appreciable decline in the supplies of lauric to the two most important consuming areas in the world continued. Western European gross imports of the combined copra and coconut oil during the two months were about unchanged from the previous year but at the same time the imports of combined palm kernels and kernel oil were down sharply.

"The total imports of the four



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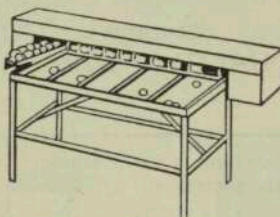
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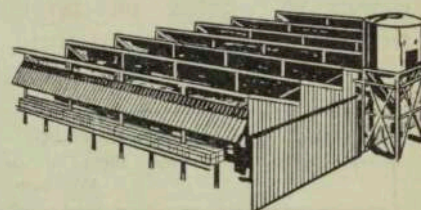


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commodities declined about 20,000 tons oil basis or 12.3 per cent. with practically all of the decline on account of palm kernels.

"The cumulative total for the first seven months of this year again shows the sharpest decline for palm kernels, though copra imports into West Europe and the US were also down appreciably.

"The reason for this development is twofold—the sharp decline in Philippine copra production with the corresponding reduction in exports from that source, and the civil war in Nigeria which has affected shipments of palm kernels from the Eastern region and partly also from the mid-Western region.

"However, the overall supply position in laurics is currently expected to take a turn for the better with Philippine exports already showing signs of a sharp recovery.

"There remains the question of whether an improvement in the Nigerian situation is also imminent.

"Even though peace may be restored soon it is believed by the Nigerian Federal authorities that a return to the normal export position could take up to a year, with for example, the necessity to reconstruct the docks at Port Harcourt."

"Fair profit rise" expected for BP's

DESPITE a drop in profits for W. R. Carpenter and only a marginal profit increase for Steamships, Burns Philp and Co. Ltd., is expected to show a fair profit rise when its accounts are announced early in November. Indications of this were to be seen in the accounts of BP subsidiaries which were to hand in October.

Nevertheless, many shareholders were apprehensive about BP's results and in late October the BP \$1 shares fell to the year's low of \$3.50 on Sydney and Melbourne Exchanges.

Carpenter's comments on lower turnovers in Fiji, and BP's loss of its shipping subsidy (see pp. 24 and 133) obviously influenced the share market, but it must be not forgotten that BP's has a large and rich investment portfolio.

At balance date last year, the company held almost \$39 million worth of shares in other companies, while net book assets were worth \$4.83 a share—well above market estimation.

Last year's profits—\$5,093,000—represented more than a full year.

• More news of business and development appears on p. 133.

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When it comes to interior painting “Spring” and “Super Enamel” are an unbelievably hard-to-toss partnership. They have so much in common. For instance, on repaint jobs both “Super Enamel” and “Spring” flow easily over most surfaces (on a new wall you don’t need sealers or undercoats—only “Spring”) to hide existing colours beautifully.

Both dry-off to a tough, mould-resistant finish.

As you’d expect, the ultra hard glossy finish of “Super Enamel” also defies scuffing, chipping, moisture and steam.

So while you’ll use “Super Enamel” mostly in bathrooms, laundries and kitchens, it’s also good for architraves and skirting boards. Its glossy finish contrasts beautifully with the elegant plastic matt finish of “Spring.”

What else have these two in common? A quick wipe-over with a cloth brings them up fresh and clean. And both come in hundreds of longer lasting colours. How much longer lasting? The chances are that you’ll “get tired” of the colours long before either “Super Enamel” or “Spring” grow weary. So choose the colours carefully.



BMA.4368.S/SE.1



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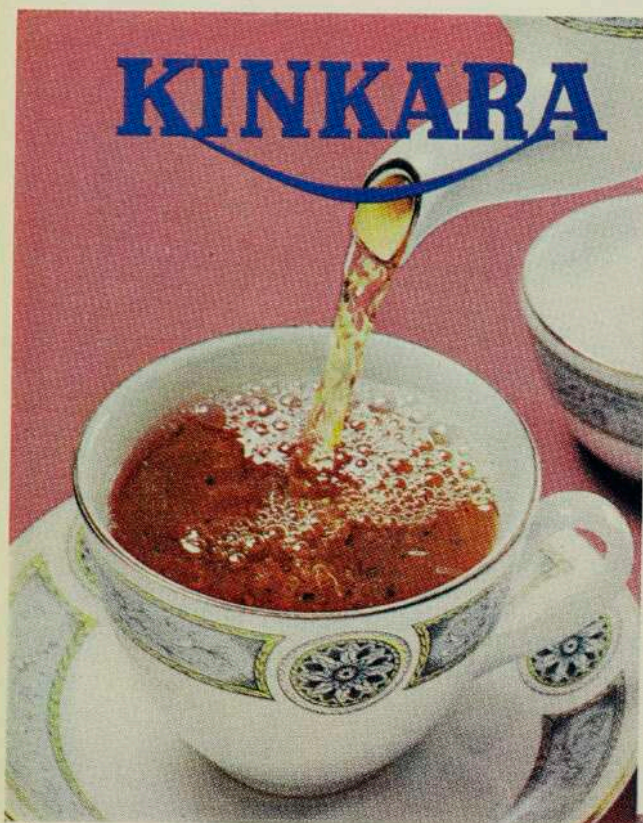

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First WRC profit drop in 23 years was "not so bad"

Although difficulties with and trading resulted in a profit drop for the W. R. Carpenter group for the year ended June 30, the first downturn in 23 years, Carpenter's new chairman and managing director, Mr. C. H. Carpenter, believes that in the circumstances it is "not such a bad result".

To offset the Islands position, there were increases in Islands merchandising turnover, the Australian-based subsidiaries achieved an improved result overall, the company received increased income from its investment portfolio, and its liquidation is so strong that it will increase the final dividend from 7½ per cent. to 8½ per cent., making a total of 16 per cent. for the year.

The company called a special news conference in October—only its second general Press conference ever, a good piece of public relations work—to present a preliminary statement of profit. A final report will be available early in November.

The news conference also allowed the Sydney Press to take a closer look at the new chairman, who succeeded his brother, Mr. R. B. Carpenter, who died on October 3. At the conference it was also announced that Mr. W. R. (Randolph) Carpenter had been appointed deputy managing director and general manager, and that Mr. S. S. Proud, who had also been general manager.

Details

Mr. C. H. Carpenter, friendly and unassuming but admitting to some trepidation at suddenly finding himself in the position and with a Press conference on his hands too, asked the men to "treat me kindly". They treated him kindly, and in return Mr. Carpenter gave frank replies to questions on the report, and made predictions about the future of the big firm's activities.

He said the percentage of the total profit which had come from Islands activities was not yet known, but would be available with the final results.

The holding company's preliminary figures show a profit after taxation of \$4,773,261, compared with \$4,862,340 for 1965/66. The 16 per cent. dividend (15 per cent. last year) will absorb \$2,400,000, or about 52 per cent. of the net profit for the year.

Among the reasons for the lower returns from the Islands were rising costs, lower prices, particularly from copra, and a fall in the copra tonnage. The rising costs were particularly in wages.

A drought and hurricanes in some of the major copra producing areas had reduced tonnages, and in Fiji there was a "mounting impact" on the community of the prolonged recession in world sugar prices.

Islands subsidiaries had produced a total of 10,917 tons of copra for the year, which was a decline of 652 tons. Cocoa produced was 1,092 tons, which was an increase of 64 tons. An increase in cocoa prices compensated for the weakness in copra prices, nevertheless there was a total fall of about \$300,000 in revenue from Islands produce. Copra prices had since become firmer, and cocoa was "fully firm".

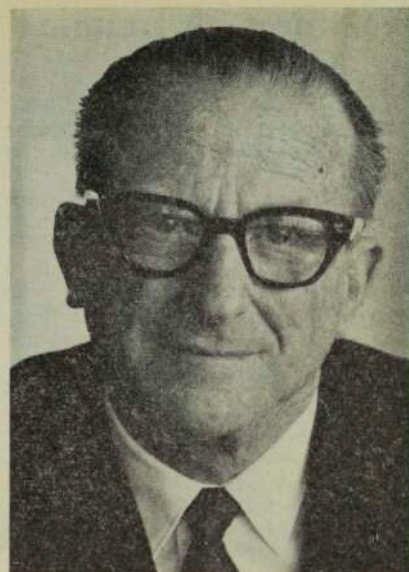
Merchandising

In Fiji, because of the adverse economic factors, there was an overall fall of about three per cent. in the annual rate of turnover of the merchandising companies, and a lower rate of profitability generally. But in Papua-New Guinea merchandising turnover had increased overall by about six per cent. Automotive sales had made an increasingly significant contribution.

However, because of extensive remodelling of the group's merchandising structure in New Guinea during the year, with heavy costs, there had been reduced profit for the merchandising group. Trends since June suggested an improved merchandising return next year. The loss of the *Lakemba* had been reported since the close of accounts, but she had been fully insured with Lloyds of London (see also p. 103).

Substantial development expenditure had been made in the past year and the benefits from this were expected to be reflected progressively in earnings of future years. The first plucking of tea from the New Guinea Highlands estate would be made in the first half of 1968.

"As it would not be economic to create production facilities to handle the small amount of leaf that will be available initially, arrangements have been made at satisfactory prices



Mr. C. H. Carpenter.

for the sale of the leaf to another local processor," the preliminary report added.

In answering questions at the news conference, Mr. C. H. Carpenter said that the position of sugar in Fiji was "still very bad". And as a result of the poorer condition of Fiji generally there had been a drop of eight to 10 per cent. in the total tonnage of goods passing through Fiji ports, and this had affected the economy.

He hoped that tourism would play an increasing role in Fiji's economy, and Carpenters would increase its investment in this field. Tourism, too, meant an increased turnover in the stores.

Tourism

"We have land and facilities for investment in tourism in Fiji," said Mr. Carpenter. "We have some major sites."

He agreed that the company was also interested in developing tourism in New Guinea, but was reluctant to give details. He said he could sum up the Carpenter interest in tourist possibilities everywhere by saying that "if there is anything in it for us we will be in the tourist industry. If there is no money in it, we don't want it!"

Mr. Carpenter said that he could see some further improvement coming in copra prices, which were already much higher.

"Nobody knows why this should be, or how long they will stay good," he added.

Commercial trouble at Mt. Hagen

LISTENERS to the ABC were fascinated to hear the following Australia-wide radio broadcast on October 25:

"At Mount Hagen in the Western Highlands of New Guinea, nine native employees at a big retail store have accepted the sack rather than work under certain Europeans who they allege spoke to them like dogs. The entire native staff of Steamships Trading Company Limited, twenty-two in all—went on strike yesterday, claiming that they were habitually

sworn at and humiliated by a number of Europeans.

"The ABC's Mount Hagen correspondent says the striking employees had a meeting with company staff and an officer of the Administration's Department of Labour, and were told their grievances would be attended to if they returned to work. However, most of the strikers refused to resume duty until the Europeans concerned were spoken to by the management.

"Thirteen of the native strikers were back at work today, but nine were dismissed.

"The ABC correspondent, herself an employee at the Steamships Trad-

ing store at Mount Hagen—was sacked this morning, allegedly having reported the strike to ABC news. The correspondent, Mrs. Janet Whish-Wilson, said the manager had paid her off after telling her it was because of her newspaper report.

"Mrs. Whish-Wilson was an office worker in the store. Her husband is a surveyor with the Lands Department in Papua/New Guinea."

A PIM New Guinea correspondent afterwards reported that another of the dismissed workers later returned to work, leaving eight out of a dozen—plus the ABC's correspondent. PIM's correspondent said there was no proof of the allegations against the European staff and therefore none was dismissed; the strikers were dismissed because they refused to return to work pending an investigation of their allegations.

In itself, the Mt. Hagen strike was of no national significance, but the fact it got so much publicity caused controversy in the territory. Many employers asked: "Doesn't this sort of reporting stir up industrial trouble and give others ideas? In the interests of sound labour relations these things shouldn't be publicised".

Many employees had different ideas. And thus the Hagen strike, whatever its cause, or its rights and wrongs—revealed some of the teething troubles of industrial relations in the emerging territory.

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9.551

They'll run new coconut project

MR. HANS J. ROTHKIRCH will arrive in Rabaul in November to manage a desiccated coconut project being established by the W. R. Carpenter Group at Ulaveo, in the Kokopo area of New Britain. The plantation property owned by a Carpenter subsidiary, Island Estate Limited.

Mr. Rothkirch has spent his working life in the Philippines. His experience was on a sugar estate where he first went as a young man from Germany. Since then his experience has covered many agricultural aspects including plantation management and extensive manufacture of desiccated coconut.

Assisting Mr. Rothkirch in the management of the new desiccated coconut project will be Mr. C. W. (Granger) Johnson, who has taken an active part in the executive management of the W. R. Carpenter Group's interests in New Guinea for a number of years.

More recently he has been

possible for the implementation of group's successful executive cadet training scheme.

Third consortium for Caledonian nickel

INTERNATIONAL Nickel Company of Canada has been granted sole in a third consortium to exploit low-grade untapped nickel ore deposits on New Caledonia.

This follows close on the heels of September 18 announcement that Kaiser Aluminum of New York, and the territory's sole nickel miner, Le Nickel of France, would form a second consortium to mine Caledonia's precious nickel (PIM, Oct., p. 123).

By joining in Kaiser and Inco fulfils a 40-year-old promise by the French Government to end the monopoly of nickel deposits held by Le Nickel for about a century.

In the third consortium, Inco will have a 40 per cent. interest to explore and develop areas outside Le Nickel's concessions. Inco's areas are known to contain huge amounts of high-grade nickel ore, but may have smaller deposits.

The other 60 per cent. of the consortium will be owned by French firms, not yet identified, and Ugine-Schneider, a big French aluminum, steel and chemical concern, which has been active in nickel for making stainless steel.

It is thought big Australian nickel companies may have influenced the French Government to step up exploitation of New Caledonia's ore.

When the shares slipped from 90 cents to just above par after the directors' predictions of reduced profits earlier this year (PIM, June, p. 129) it was generally predicted that if the shares did not rise, then the company would be taken over.

The shares have certainly not risen much—they steadied at about 60 cents in late October—but take-over offers have not eventuated, either. As long as the company's shares remain at this low level it is vulnerable to take-over bids. Stock Exchange talk was that one big supermarket chain was still more than interested.

"Steamies" difficulty is that it has big capital, collected through borrowing, tied up in development projects which have not yet begun earning anything like the 20 per cent. the company consistently achieved in the past. If New Guinea's political situation remains favourable to trading, and there is no reason why it shouldn't, the company's currently tied-up capital should start paying off in about six months and earning rates would be regained by June, 1969.

By then, shareholders can probably expect their shares to have recovered to the \$1 mark.

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Steamies' profits better

IN SPITE directors' predictions of reduced profits, Steamships Trading Co. Ltd., New Guinea's third largest trader, has announced a small rise in profits for the year ended 30, 1967. The directors in their report did not indicate why profits were better than anticipated.

"Steamies" made \$981,231 net profit, as compared with \$960,705 the previous year. Final dividend was 2.5 cents per 50 cents share paid to December 15 to make final dividend distribution for the year 10 cents, or five cents a share.

The dividend rate dropped sharply from last year's 13.4 per cent. and is the first time since 1951 the company's dividend has been less than 10 per cent.

Shares bought under the recent 5 par issue will not be eligible for dividend.

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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 \$US1.125 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 as 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 October 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 freight, taxes, selling costs, shrinkage, etc. The copra must be graded at centres in Suva, Levuka, Lautoka, Savusavu and Taveuni. Prices in Suva to Nov. 12 were: Grade one, £F61/17/6; grade two, £F57 and grade three, £F49/2/6. 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 Ltd., NZ. Last prices in October were \$WS96 for grade one, \$WS91 for grade one sun dried, and \$WS83 for grade two.

TONGA: All copra is sold to the Tonga Copra Board which sends it to Europe and the open market. October prices to growers were \$T99.50 first grade and \$T87.50 second grade.

EXCHANGE RATES

FIJI:—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda. Australia on Fiji, basis £F1: buying \$A2.2225, selling \$A2.26. **Fiji-London**, basis £Stg.100: b. £F112, s. £F110/15/-. **NZ-Fiji**, basis £F1: b. \$NZ1.7923, s. \$NZ1.8147.

WESTERN SAMOA:—Through Bank of Western Samoa, Australia-W-Samoa, basis \$WS1: b. \$A1.2363, s. \$A1.2454. **NZ-W. Samoa**, basis \$NZ1: b. \$WS1.0050, s. par. **Fiji-W. Samoa**, basis £F1: \$WS1.8182, s. \$WS1.8018. **W. Samoa-London**, basis £Stg.1: b. \$WS2.0200, s. \$WS2.0100.

NORFOLK IS. AND PAPUA-NEW GUINEA:—Australian currency used: no exchange payable in transactions with Australia.

FRENCH PACIFIC COLONIES:—Pacific francs (CPP) are used in New Caledonia, New Hebrides (jointly with Australian dollars), Wallis and Futuna Islands and Fr. Polynesia. **French Bank**, Sydney, on Oct. 27, quoted: Selling, Noumea and Papeete, 98 Pac. francs to \$ Aust.; 240 Pac. francs to £ Stg., approx. 90 Pac. francs to US \$; Noumea 18 Pac. francs to 1 French franc (conversion rate: 1 Pac. francs equals 0.055 French franc). **Paris-London:** Buying 13.66 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 Oct. 13 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 Oct. 28 was \$84 (8,400 Pac. Francs). French price then was 1,030 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 October, November and December, have been fixed, subject to freight adjustment, at \$NZ132.93 first grade, hot air dried; \$NZ130.97 first grade, sun dried and \$NZ129.51 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 Oct. 26 these were app. £Stg.238/15/- per ton, c.i.f., Sydney (Oct. to Mar. shipment).

On Oct. 27, Quote No. 1: In store Rabaul, export quality \$460 per ton, ex-wharf Sydney, \$510, and declining. Quote No. 2: Best quality, ex-wharf Sydney, \$508, in store NG ports \$477 (for UK, Continent and USA shipments).

W. Samoa:—Latest prices quoted in Sydney, on Oct. 25, were: Grade 1, £Stg.240, grade 2, £Stg.222/10/- per ton, f.o.b., Apia.

COFFEE:—P-NG: Oct. 27, 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 Oct. 27 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: Oct. 27, 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 Oct. 27, 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 Oct. 27, quoted these prices: Sound \$1.650 per ton, D grade \$1.180, E grade, \$650, EE \$470 (in store Sydney).

Solomons.—Honiara, mother of pearl blacklip 15c lb, goldlip 20c lb.

Cook Islands.—Penrhyn Island, \$NZ700 (approx.), f.o.b., Rarotonga.

RICE (Aust.): Prices, until Mar. 31, 1968, are—P.-N.G.: Dried brown rice, 112 lb bags, \$128 per ton, f.o.w. Sydney or Melbourne. Vitamin enriched white rice, 56 lb bags, \$142 per ton, f.o.w. Brown,

Stock Market

LAST SALES SYDNEY

	Sept. 27	Oct. 26
A. Lemon .50	.75	.77
ANG Hold. 1.00	.99	1.00
Bali Plantations .50	.48	.52
Burns Philp 1.00	3.98	3.75
Burns Philp (SS) 2.25	4.00	3.90
Camelec .50	.58	.58
Carpenter .50	2.00	2.06
Choiseul Plntn. 1.00	2.90	2.55
C.S.R. 1.00	4.45	4.65
Dylup Plntn. .50	.58	.60
Fiji Industries 1.12	2.60	2.30
Hackshalls .50	1.41	1.50
Kerema Rubber .50	.19	.19
Koitaki Rubber .50	1.08	.85
Lolorua Rubber .50	.42	.38
Makurapau Plntn. .50	.42	.47
Mariboi Rubber .50	.28	.32
Plantation Hldgs. .50	.40	.39
Queensland Ins. 1.00	4.50	4.90
Rubberlands .50	.26	.21
Sogeri Rubber .50	.60	.60
Sth. Pac. Ins. .50	1.66	1.60
Steamships Tdg. .50	.62	.60
do. new	.59	.56
Watkins Cons. .50	.65	.73

OIL AND MINING SHARES

C.R.A. .50	8.34	9.90
Emperor .10	.51	.66
NG Gold Ltd. .35	.53	.51
Oil Search .50	.32	.39
Pacific I. Mines .25	.50	.47
Papuan Apin. .50	.25	.34
Placer Dev.*	33.80	33.00

* No par value

Sydney stock exchange share price dex for ordinaries on Oct 26 433.76. On Sept. 27 it was 410.29.

40 lb bags \$138 per ton. **Other Pa Islands:** Polished white (56 lb bags) dried brown rice (112 lb bags), \$150 ton, f.o.w.

RUBBER.—P-NG price is based Singapore rates, which on Oct. 21 w Prompt nominal shipment 49% Mal cents per lb, c.i.f. (14.31 Aust. cen Nov. M50½c (A14.54c) and Dec. M5 (A14.71c).

SHARK FINS: Chang Sing Loong Suva, offers F4/6 per lb for well-dried, of commercial quality. **ICEP Pty. I** 22 Taylor St., North Curl Curl, Syd quote 65c to 85c lb., ex-store Syd according to quality.

TROCHUS.—Sydney buyers indicate the following quotations to Islands producers: Oct. 27 — **Papua** — \$175- per ton; **N.G.**, **B.S.I.** — \$150-\$160 per f.o.b. Islands ports—direct shipment overseas markets.

TURTLE SHELL.—BSI: first grade marked 90c a lb at Gizo.

VANILLA BEANS.—Victor Karp Tull Co., Sydney, buy mainly from Tahiti, Sydney and Melbourne essence mak Prices on Oct. 27 were: white and ye label processed, standard packs, \$6 green label, \$6.40 c.i.f. Sydney.

UK, US, CEYLON QUOTES

COPRA: LONDON, Oct. 24, Philippi in bulk, \$US247 per long ton, c UK/Nth. European ports. **Malayan** c.i.f. UK/Nth. European ports, **UQ**, Pacific Coast, Philippines, \$US195 short ton. **CEYLON:** Spot, 1,215 Ru per long ton.

COCONUT OIL: LONDON, Oct. Ceylon, 1% in bulk, £Stg.125 per c.i.f., UK/Nth. European ports.

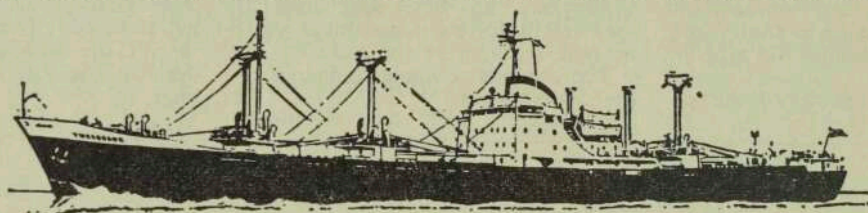
RUBBER: LONDON, Oct. 21, 19½d Stg. lb; Oct. 14-9/16d Stg. lb Jan. 15-11/16d Stg. lb.

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Shipping, Airways Information

● PIM's shipping and airways schedules are revised each month just before publication from information supplied by the shipping and airways companies. Detailed information on ships' sailing dates should be obtained from shipping agents.

SHIPPING TIMETABLES

BRISBANE - SYDNEY - WEST IRIAN - INDONESIA

P.N. Djakarta Lloyd Shipping Co. operates a monthly cargo service to Indonesia to Sukarnapura, Brisbane, and Melbourne with three 12,000-tonne freighters.
Details from John Manners and Co. Pty. Ltd., general agents, 4 Bridge Street, Sydney (27-9164).

SYDNEY - FIJI

operates a passenger/cargo run the MV Rona, departing Sydney three to four weeks for Suva and return.
Details from Colonial Sugar Refining Co. O'Connell St., Sydney (2-0515).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains a weekly cargo service with the MV Rona, departing Sydney three to four weeks for Suva and return.
Details from Union Steam Ship Co. of New Zealand, 135 King Street, Sydney (2-0528).

SYDNEY - FIJI/TAHITI - UK

Chandris Lines Australis and Ellinis in a two-monthly passenger service Sydney via NZ, Suva (Australis) Papeete (Ellinis only) to Southampton via Suez.
Details from Chandris Line, 135 King Street, Sydney (28-2451).

SYDNEY - GEIC - HONOLULU

United States Lines of New York, operate a monthly passenger-cargo service from West Coast, USA (with calls at Papeete or Pago Pago) to Australia and New Zealand, returning via Papeete, GEIC (with transshipments to Los Angeles or Vancouver).
Details from American Trading and Transport Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4149).

SYDNEY - LORD HOWE - NORFOLK IS. - NEW CALEDONIA

Compagnie des Messageries Maritimes (owned by Societe des Messageries Maritimes, Noumea), makes a three weekly passenger-cargo service from Sydney or Melbourne to Lord Howe, Norfolk and Noumea.
Details from F. H. Stephens Pty. Ltd., 13 Bridge Street, 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, Tahiti (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, with occasional calls at Pago Pago and Tonga.
Details from P. and O. Lines of Australia 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).

NOTE: Because of the closure of the Suez Canal since the Israeli-Arab war last July ships normally using the Canal on Europe-South Pacific runs have been diverted around South Africa or through the Panama Canal.

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 Wihl. 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 vessel Papuan Chief leaves Sydney every two and a half weeks for Brisbane and Port Moresby. Alternate trips include a call at Samarai.

Details from Swire and Yull Pty. Ltd., 2 Spring St., Sydney (27-4701).

Karlander New Guinea Line cargo vessels Sletfjord, Sidor, Sarang and Sletholm leave 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 Port Moresby, Madang, Rabaul and Lae then Taiwan, returning to Australia via Rabaul, Madang and Lae.

Details from Wihl. 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.

Details from H. C. Sleigh Ltd., 115 York Street, Sydney (2-0253).

EUROPE - NEW GUINEA - WEST IRIAN - BSIP - GEIC

Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd operate a service every six weeks from Europe and London via Suez to Port Moresby, Honiara or Tarawa (alt. voyage), Rabaul, Lae, Madang, Alexishafen, Wewak, Sukarnapura, Biak, Manokwari and Sorong.

Details from Royal InterOcean Lines, 261 George St., Sydney (2-0573).

EUROPE - TAHITI - NEW CALEDONIA - AUSTRALIA

Messageries Maritimes vessels Marquisien, Malais, Mauricien and Maori, run monthly between France and New Zealand, via Panama Canal, calling at Papeete and Noumea.

Messageries Maritimes passenger-cargo vessels Vivarais, Vanoise, Velay, Ventoux and Vosges run monthly between France and Noumea via Suez Canal and Australia. From Sydney, vessels go to Noumea; return to France via Brisbane and southern Australian coastal ports.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA

A regular passenger-cargo service every three weeks from the Continent and UK, via Panama, to Tahiti, Fiji and New Caledonia, calling at Western Samoa and Tonga every second voyage, is operated jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Details from Royal InterOcean Lines, 261 George St., Sydney (2-0573).

FAR EAST - FIJI

China Navigation Co. Ltd. vessels Kwangsi, Norman, Nanchang and Kwangtung operate a monthly passenger-cargo service from Japan and Hong Kong southwards to Fiji direct, returning to Japan via NZ and the Far East.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

FAR EAST - FIJI - NZ - SYDNEY

Royal InterOcean Lines operate a monthly passenger-cargo service with the Tjimanuk, Tjitarum and Tjiliwong from Hong Kong and Singapore to Fiji and NZ, calling at Suva and Lautoka, and returning via the Philippines.

Details from Royal InterOcean Lines, 261 George St., Sydney (2-0573).

FAR EAST - P-NG

China Navigation vessels Kweilin and Ninghai maintain a regular monthly passenger/cargo service from Japan to Lae and Pt. Moresby, thence Tasmania, Melbourne and Fremantle.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA

China Navigation vessels Chefoo, Chengtu and Chekiang maintain a monthly cargo service from Japan and Hong Kong 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

Daiwa Navigation 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 monthly trips from Auckland to Rarotonga, with calls at Niue and 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 USS of NZ, Quay and Commerce Sts., Auckland (40-430).

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 - UK

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 maintains a regular seven-week route (with limited passenger space) Los Angeles, San Francisco, Coos (British Columbia), Papeete and Pago and return the same way.

Details from InterOcean Steam Corp., Box 1631, GPO, Sydney (27-4701).

TONGA - FIJI - AUSTRALIA

The Tonga Copra Board operates a seven-week passenger-cargo service from Melbourne to Suva, Apia, Pago and Nukualofa.

Details from Burns Philp and Co., 7 Bridge Street, Sydney (2-0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates cargo-passenger run from Nukualofa, Fiji (Suva, Lautoka, Ellington, Rorotonga) with MV Aoni. Calls are also made required at Apia and Pago Pago.

Details from Burns Philp (SS), Sydney.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, Panama, for Apia, Suva and Lautoka, Bethell, Gwyn and Co. Ltd., act as shipping brokers in London.

Details from Burns Philp (SS), Sydney.

UK - PAPUA - NG - BSI

Bank Line operates a monthly passenger-cargo service from Europe to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, GEIC, or Vila and Santo in the New Hebrides.

Details from Bank Line (A/asia), Ltd., 269 George St., Sydney (27-2047).

UK - TAHITI - NZ - AUSTRALIA

Cogedair Line vessel Flavia, operates a regular passenger service regularly Southampton, via Panama, Papeete and Auckland, to Sydney.

Details from agents: H. C. Sleigh York St., Sydney. (2-0253).

USA - AMERICAN SAMOA - FIJI - AUSTRALIA

Matson-Oceanic Line operates monthly passenger-cargo service from Los Angeles with the Sonoma, Sierra, Ventura. Regular calls include Sydney, Brisbane, Melbourne, Pago Pago, Honolulu.

Details from Matson Lines, 50 York St., Sydney (27-4272).

USA - AUSTRALIA

Pacific Australia Direct Line's vessels maintain a monthly service West Coast Nth. American to Sydney, Melbourne and Adelaide occasionally calling at Honolulu, and Lautoka.

Details from Birt and Co. Pty., 2 Castlereagh St., Sydney (2-0313).

● PIM's shipping and airways times are correct to time of publication

SA - PACIFIC PORTS - NZ - AUSTRALIA - USA

Line Ltd., operates regular s from US Gulf ports to Australia Z. Frequency of sailings offering htly availability for calls at Suva autoka on demand.

ills from Bank Line (A/asia.) Pty. 69 George St., Sydney (27-2041).

son Line liners Mariposa and ey maintain a regular passenger/ every three weeks from San sco and Los Angeles to Bora Bora, e, Rarotonga, Auckland, Sydney, turn via Noumea, Suva, Niuafoou, ago and Honolulu to San Francisco. ills from Matson Lines, 50 Young Sydney (27-4272).

SA - TAHITI - AUSTRALIA

ell Lines passenger-cargo ships on antic Coast-Panama-Sydney service three-weekly calls at Tahiti on ound voyages.

ills from Wilh. Wilhelmsen Agency, dge St., Sydney (27-6301).

A - TAHITI - SAMOA - FIJI - NEW CALEDONIA

ific Islands Transport Line's vessels aard and Thor I maintain approxi- monthly services from West Coast American ports to Papeete, Pago Apia, Suva, Noumea, occasionally a, Vila and return.

ails from Trans-Austral Shipping Pty. 75 George St., Sydney (29-2551).

WAYS TIMETABLES

ernational Dateline is crossed be- Nadi and Honolulu.)

TRANS-PACIFIC SERVICES

Y - BRISBANE - HAWAII - US

QANTAS (with 707's)

: Dep. Syd. 0945, arr. Bris. 1100, 1145, arr. Honolulu 0025, dep. 5, arr. San Francisco 0830.

: Dep. San Francisco 1100, arr. olulu 1410, dep. 1500, arr. Bris. 0, dep. 2115, arr. Syd. 2230.

ONEY - FIJI - HAWAII - USA

QANTAS (with 707's)

Fri., Sat., Sun.: Dep. Syd. 0945, Nadi 1535, dep. 1620, arr. Hono- 0025, dep. 0145, arr. San Francisco 0 (to Vancouver alt. Sun.).

Wed., Fri., Sat.: Dep. Syd. 1900, Nadi 0050, dep. 0135, arr. Hono- 0940, dep. 1100, arr. San Francisco 5.

Wed., Fri., Sun.: Dep. San Francisco 0, arr. Honolulu 2310, dep. 2359, Nadi 0415, dep. 0500, arr. Syd. 0.

Fri., Sat.: Dep. San Francisco 1100, Honolulu 1410, dep. 1500, arr. i 1915, dep. 2000, arr. Syd. 2210.

By BOAC (with 707's)

Thurs., Sun.: Dep. Sydney 1900, Nadi 0050, dep. 0135 Wed., Fri., n. (cross Dateline) arr. Honolulu

Tues., Thurs., Sun. 0940, dep. 1100, arr. San Francisco 1745.

Tues., Thurs., Sat.: From London, New York, dep. San Francisco 2000, arr. Honolulu 2310, dep. 2359 (cross Date- line) arr. Nadi Thurs., Sat., Mon. 0415, dep. 0500, arr. Sydney 0710.

SYDNEY - FIJI - TAHITI - MEXICO

By QANTAS (with 707's)

Mon.: Dep. Syd. 1000, arr. Auckland 1445, dep. 1545, arr. Papeete* 2240 Sun, dep. 2340, arr. Acapulco 1130 Mon., dep. 1230, arr. Mexico City 1320.

Wed.: Dep. Syd. 2100, arr. Nadi 0250, dep. 0340, arr. Papeete 0955 Wed., dep. 2230, arr. Acapulco 1020 Thurs., dep. 1120, arr. Mexico City 1210 (to London).

Tues.: Dep. Mexico City 2200, arr. Aca- pulco 2250, dep. 2350, arr. Papeete* 0400 Wed., dep. 0500, arr. Auckland 0830 Thurs., dep. 0930, arr. Syd. 1035.

Sat.: Dep. Mexico City 2200, arr. Acapulco 2250, dep. 2350, arr. Papeete 0400 Sun., dep. 0500, arr. Nadi 0740 Mon., dep. 0825, arr. Syd. 1035.

(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 2320, dep. 2359), Honolulu arr. Tues., Wed., Fri., Sun. 0805, dep. 1000 for Los Angeles, arr. 1655.



DAIWA LINE

DIRECT MONTHLY SERVICE

JAPAN/GUAM & SOUTH PACIFIC

M.V. "SAMOA MARU" V-2

Dep. JAPAN November 30.

LABASA December 19-20.

GUAM December 5.

LAUTOKA December 21-22.

APIA December 15.

NOUMEA December 24-26.

PAGO PAGO December 15-16.

VILA December 30.

SUVA December 18-19.

SANTO December 31- January 1.

Heavy lift, reefer space available.

Subject to alteration with or without notice.

Next Sailing—M.V. "Tokai Maru" V-2, end December.

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.

- *PIM's shipping and airways schedules are correct to time of publication.*

Mon.: Dep. Syd. 1600 for Noumea (arr. 1930, dep. 2030), Pago Pago (arr. 0145, dep. 0235), Honolulu (arr. Mon. 0840, dep. 1000), Los Angeles, arr. 1655.
Thurs.: Dep. Sydney 1600 for Auckland (arr. 2045, dep. 2145) for Honolulu, arr. Thurs. 0815, dep. 1000 for Los Angeles, arr. 1655.
Sat.: Dep. Syd. 1600 for Auckland (arr. 2045, dep. 2145), Pago Pago (arr. 0205, dep. 0245), Honolulu (arr. Sat. 0845, dep. 1000), Los Angeles, arr. 1655.
Sun., Mon., Wed., Fri.: Dep. Los Angeles 2030 for Honolulu, Nadi, arr. Tues., Fri., Sun. 0515, dep. 1615, and Sydney, arr. 0830.
Sat.: Dep. Los Angeles 2030 for Honolulu, Pago Pago, arr. Sun. 0510, dep. 0610, Noumea, arr. Mon. 0755, dep. 0845, Sydney, arr. Mon. 1035.
Tues.: Dep. Los Angeles 2145 for Honolulu, Auckland, arr. Thurs. 0745, dep. 0825 for Sydney, arr. 0930.
Thurs.: Dep. Los Angeles 2030 for Honolulu, Pago Pago, arr. Fri. 0510, dep. 0610, and Auckland, arr. Sat. 0845, dep. 0930 for Sydney, arr. 1035.

SYDNEY - NEW CALEDONIA - FIJI - TAHITI - USA

UTA-French Airlines (with DC8's)
Wed.: Dep. Syd. 0940, arr. Noumea 1320, dep. 1435, arr. Nadi 1720, dep. 1805 (cross Dateline), arr. Papeete 0020 Wed., dep. 1000, arr. Los Angeles 1955.
Fri.: Dep. Los Angeles 2345, arr. Papeete 0610, dep. Sun. 0800 (cross Dateline), arr. Nadi Mon. 1035, dep. 1120, arr. Noumea 1215, dep. 1330, arr. Syd. 1545.
Fri.: Dep. Noumea 1435, arr. Nadi 1720, dep. 1805, arr. Papeete 0020 Fri., dep. 1000, arr. Los Angeles 1955.
Wed.: Dep. Los Angeles 2345, arr. Papeete 0610 Thurs., dep. 0800 Fri. (cross Dateline), arr. Nadi 1035 Sat., dep. 1120, arr. Noumea 1215, dep. 1330, arr. Syd. 1545.

SYDNEY - NEW ZEALAND - FIJI - HAWAII - CANADA

BY CANADIAN PACIFIC AIRLINES (with DC8's)
Alt. Sun. (Nov. 12, 26): Dep. Syd. 1800, arr. Nadi 2355, dep. 0040 Mon. (cross Dateline) arr. Honolulu 0850 Sun., dep. 1010, arr. Vancouver 1735.
Alt. Fri.: Dep. Vancouver 1800, arr. Honolulu 2145, dep. 2245 (cross Dateline) arr. Nadi 0305 Sun., dep. 0345, arr. Syd. 0600.
Alt. Sun. (Nov. 19, Dec. 3): the DC8's will end and start at Auckland, leaving at 2105 and arriving at 0640.
NOTE: CPA operate a weekly Toronto-Honolulu run (Fri., Sat.) and a Vancouver-Honolulu run four times a week (Sun., Wed., Fri., Sat.).

SYDNEY - NZ - HAWAII OR TAHITI - USA

AIR-NZ (with DC8's)
Wed., Fri.: Dep. Syd. 1500, arr. Auckland 1945, dep. 2100, arr. Honolulu 0720, dep. 0830, arr. Los Angeles 1525.
Sun.: Dep. Syd. 1815, arr. Auckland 2300, dep. 2359, arr. Papeete 0655, dep. 0800, arr. Los Angeles 1750.
Wed., Sun.: Dep. Los Angeles 2000, arr. Honolulu 2315, dep. 0030, arr. Auckland 0715 Fri., Tues., dep. 0900, arr. Syd. 1005.

Fri.: Dep. Los Angeles 2000, arr. Papeete 0215 Sat., dep. 0330, arr. Auckland 0715 Sun., dep. 0900, arr. Syd. 1005.

NEW ZEALAND - TAHITI - USA

BY PAN AMERICAN AIRWAYS (with 707's)

Sat.: Dep. Los Angeles 2359, arr. Papeete 0615 Sun., dep. 0700, arr. Auckland 1015.
Mon.: Dep. Auckland 2355, arr. Papeete 0640 Mon., dep. 0750, arr. Los Angeles 1735.

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 1855.
Fri.: Dep. Hong Kong 2100, 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 and Electras)

Twice 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)

Three times weekly, both ways.

MELBOURNE - WELLINGTON

QANTAS/AIR-NZ (with Electras)

Three times weekly, both ways.

SYDNEY - AUCKLAND

QANTAS/AIR-NZ (with 707's and DC8's)

Daily both ways.

BOAC (with 707's)

Twice weekly, both ways.

PAN AMERICAN (with 707's)

Two services weekly, both ways.

SYDNEY - CHRISTCHURCH

QANTAS/AIR-NZ (with DC8's and 707's)

Daily both ways.

SYDNEY - WELLINGTON

QANTAS/AIR-NZ (with Electras)

Daily both ways.

AUSTRALIA-PACIFIC ISLANDS

SYDNEY - FIJI

AIR-INDIA (with 707's)

Tues.: Dep. Sydney 1045, arr. Nadi 1640.
Wed.: Dep. Nadi 0800, arr. Sydney 1015.

SYDNEY - LORD HOWE IS.

AIRLINES OF N.S.W. (with Flying-boats)
About twice weekly from Rose Bay. Time of departure depends on high tide in the lagoon at Lord Howe Is.

SYDNEY - NEW CALEDONIA

QANTAS/UTA (with 707's)

Fri.: Dep. Sydney 1100 for Noumea 1430, dep. 1545 for Sydney, arr. Mon.: Dep. Syd. 1100, arr. Noumea dep. 1545, arr. Syd. 1735.

SYDNEY - N. CALEDONIA - FIJI

UTA-FRENCH AIRLINES (with Caravelle)

Tues.: Dep. Noumea 1200 for Sydney, 1420, dep. 1600 for Noumea, arr. Wed.: Dep. Noumea 0930 for Auckland 1320, dep. 1500 for Noumea, 1705.

SYDNEY - NEW ZEALAND - FIJI

BOAC (with 707's)

Mon., Sat.: Dep. Sydney 0900, arr. Auckland 1345, dep. 2130, arr. Nadi (Tues., Sun.).
Tues., Sun.: Dep. Nadi 0505, arr. Auckland 0755, dep. 0930, arr. Syd. thence London via Singapore.

SYDNEY - NORFOLK IS.

QANTAS (with DC4's)

Mon., Wed., Sat.: Dep. Sydney 0800, NI 1445. Flight extends NI-Auckland NI Wed., Sat. only (See "NZ-Pacific Islands").
Thurs., Sun.: Dep. NI 1445, Sydney, 1845.
Mon.: Dep. NI 1600, arr. Syd. 2000.

AUSTRALIA - P-NG

Trans Australian Airlines and ANA each operate from Sydney or Melbourne to Pt. Moresby and return four a half times a week, with Boeing 72

NORTHBOUND

Ansett-ANA: Mon., Wed.: Dep. Syd. (arr. Bris. 0740, dep. 0820, arr. Moresby 1110).
Fri.: Dep. Syd. 0700, arr. Bris. (dep. 0850, arr. Pt. Moresby 1140).
Sat.: Dep. Melb. 0715, arr. Syd. (dep. 0910, arr. Pt. Moresby 1250).
Alt. Sun. (Nov. 12, 26): Dep. 0630, arr. Bris. 0740, dep. 0820, Pt. Moresby 1110.

TAA: Fri.: Dep. Melb. 0700, arr. 0825, dep. Syd. 0910, arr. Pt. Moresby 1250.
Tues., Thurs., Sat., alt. Sun. (19, Dec. 3): Dep. Syd. 0700, arr. 0810, dep. 0850, arr. Pt. Moresby 1110.

SOUTHBOUND

Ansett-ANA: Mon., Wed.: Dep. Moresby 1200, arr. Bris. 1440, 1545, arr. Syd. 1655, dep. 1800, Melb. 1910.
Fri.: Dep. Pt. Moresby 1230, arr. 1510, dep. 1615, arr. Syd. 1725, 1800, arr. Melb. 1910.
Sat.: Dep. Pt. Moresby 1340, arr. 1710, dep. 1800, arr. Melb. 1915.
Alt. Sun. (Nov. 12, 26): Dep. Moresby 1200, arr. Bris. 1440, 1545, arr. Syd. 1655, dep. 1800, Melb. 1910.

TAA: Fri.: Dep. Pt. Moresby 1340, Syd. 1705, dep. 1800, arr. Melb. 1910.
Tues., Thurs., Sat., alt. Sun. (Nov. Dec. 3): Dep. Pt. Moresby 1230, Bris. 1510, dep. 1545, arr. Syd. 1655, dep. 1800, arr. Melb. 1910.

NOTE: Both airlines will operate services over the Christmas/New Year period, from Nov. 25 to Feb. 10. details see local travel agents.

TAA and ANA each operate a weekly DC4 from Sydney to P-NG with only.

ANA: Thurs., Dep. Syd. 1930, arr. 2205, dep. 2320, arr. Pt. Moresby Fri.

Dep. Pt. Moresby 0800, arr. Bris.
0, dep. 1735, arr. Syd. 2015.
Sat., Dep. Syd. 2000, arr. Bris. 2235,
2300, arr. Pt. Moresby 0600 Sun.,
0735, arr. Lae 0900.
Dep. Lae 0600, arr. Pt. Moresby
5, dep. 0845, arr. Bris. 1545, dep.
5, arr. Syd. 1925.

QUEENSLAND - PAPUA

TAA (with Friendships)
Dep. Townsville 1215, arr. Cairns
0, dep. 1415, arr. Pt. Moresby 1635.
Dep. Pt. Moresby 1445, arr. Cairns
5, dep. 1800, arr. Townsville 1855.
ANSETT-ANA (with Viscounts)
Dep. Cairns 1615, arr. Pt. Moresby
5.
Dep. Pt. Moresby 0835, arr. Cairns
5.

NEW ZEALAND-PACIFIC IS.

NZ - AM. SAMOA

PAN AMERICAN AIRWAYS
(with 707's)
Dep. Pago Pago 0610, arr. Auckland
0845.
Dep. Auckland 2140, arr. Pago Pago
0205.

NZ - FIJI

Q-NZ (with DC8's and Electras)
(except Wed., Sun.): DC8 dep.
Auckland 2130, arr. Nadi 0020.
Electra dep. Auckland 2030, arr.
Nadi 0025.
Electra dep. Auckland 2300, arr.
Nadi 0255.
(except Mon., Thurs.): DC8 dep.
Nadi 0505, arr. Auckland 0755.
Electra dep. Nadi 1000, arr. Auckland
1355.
Electra dep. Nadi 0505, arr. Auckland
0900.
E: Mon., Sat. flights ex-Auckland
Tues., Sun. flights ex-Nadi are
operated by BOAC.

NZ - FIJI - AM. SAMOA

AIR-NZ (with DC8)
Dep. Auckland 2030, arr. Nadi 0025
Nadi, dep. Nadi 0200 (cross Dateline),
Pago Pago 0540 Sun.
Dep. Pago Pago 0715 (cross Dateline),
arr. Nadi Mon. 0855, dep. Nadi
0, arr. Auckland 1355.

NZ - NEW CALEDONIA

AIR-NZ (with Electras)
Dep. Auckland 1315 for Noumea,
1540.
Dep. Noumea 1645 for Auckland,
2105.

NZ - NORFOLK IS.

Q (with Qantas DC4's on Charter)
Sat.: Dep. NI 1600, Auckland, arr.
5.
Sun.: Dep. Auckland 1030, arr.
1330.

NZ - TAHITI

FRENCH AIRLINES (with DC8's)
Dep. Auckland 2345 for Papeete
(cross Dateline), arr. Fri. 0635.
Dep. Papeete 0725 for Auckland
(cross Dateline), arr. Fri. 1055.

INTER - TERRITORY SERVICES

CHILE - EASTER ISLAND

Lan-Chile, with DC6-B's, operates fortnightly services from Santiago to Easter Island, with a three-day stopover on Easter Island before returning to Chile.
Details from LAN-Chile, Santiago.

FIJI - GILBERT & ELLICE ISLANDS

FIJI AIRWAYS LTD. (with HS748)
Alt. Sun. (Nov. 19, Dec. 3): Dep. Nadi
0830, arr. Funafuti 1130, dep. 1215,
arr. Tarawa 1545.
Alt. Mon. (Nov. 20, Dec. 4): Dep. Tarawa
0800, arr. Funafuti 1130, dep. 1215,
arr. Nadi 1515.

FIJI - NEW HEBRIDES - BSI

FIJI AIRWAYS LTD. (with HS748)
Thurs.: Dep. Suva 0700, arr. Nadi 0745,
dep. 0830, arr. Vila 1015, dep. 1100,
arr. Santo 1200, dep. 1245, arr.
Honiara 1550.
Fri.: Dep. Honiara 0730, arr. Santo 1030,
dep. 1115, arr. Vila 1215, dep. 1300,
arr. Nadi 1630, dep. 1715, arr. Suva
1800.

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.
NOTE: From Nov. 8 an HS748 will
gradually start taking over from the DC3.

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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.

LAKE/RABAU—Burns Philp (New Guinea) Ltd.

PORT VILA — Comptoirs Francais de Nouvelles Hebrides.

FIJI - WESTERN SAMOA

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 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 1300, arr. Pago Pago
 1710, dep. 1755, arr. Papeete 2145.
 Tues.: Dep. Papeete 2255, arr. Pago Pago
 Wed. 0105, dep. 0145, arr. Honolulu
 0750, dep. 0900 for Los Angeles, arr.
 1555.

NEW CALEDONIA - NEW HEBRIDES

UTA (with Caravelles)
 Mon.: Dep. Noumea 0900, arr. Vila 1005,
 dep. 1050, arr. Noumea 1155.
 Fri.: Dep. Noumea 1345, arr. Vila 1450,
 dep. 1535, arr. Noumea 1640.
 Air Melanesia runs connecting flights
 with the Caravelle from Vila to Santo,
 and return with a Drover.

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 arr. Wallis 1530.
 Monthly service (following Friday)
 Fri. (Nov. 17, Dec. 1): Dep. Wallis 1000,
 arr. Noumea 1530.

P-NG - SOLOMONS

TAA (with Fokker Friendship)
 Tues.: Dep. Pt. Moresby 0700, arr.
 0800, dep. 0840 for Buka, M.
 Yandina, Honiara, arr. 1630.
 Wed.: Dep. Honiara 0730 for Ya.
 Munda, Buka, Rabaul, Lae, Pt. M.
 arr. 1415.
 The Fokker calls at Yandina on alt
 Tuesdays (Nov. 14, 28), and W
 days (Nov. 15, 29).

NEW GUINEA - WEST IRIAN

TAA, using DC3's, flies fortnightly
 Lae, via Wewak, to Sukarnapura
 returns the next day (Nov. 21, De

TAHITI - USA

UTA-FRENCH AIRLINES (with DC
 Wed.: Dep. Papeete 1000, arr. Los A
 1955, dep. Wed. 2345, arr. P.
 Thurs. 0610.
 Fri.: Dep. Papeete 1000, arr. Los A
 1955, dep. Fri. 2345, arr. Papeete
 Sat.: Dep. Papeete 0810, arr. Ho
 1340, dep. 1505, arr. Los Angeles

PAN AMERICAN AIRWAYS (with 7
 Thurs.: Dep. San Francisco 1400,
 Honolulu 1815, arr. Papeete 2340.
 Fri.: Dep. Papeete 0130, arr. Ho
 Fri. 0650, dep. 0900, arr. Los A
 1555 Fri.
 Sat.: Dep. San Francisco 2200, dep
 Angeles 2359, arr. Papeete 0615
 Mon.: Dep. Papeete 0750, arr. Los A
 Mon. 1735, arr. San Francisco
 1950.

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 Daily: Dep. Apia 1600, arr. Pago
 dep. Pago 1705, arr. Apia 1745.
 Mon., Wed., Thurs., Fri.: Dep. Apia
 arr. Pago 0840, dep. Pago 0905
 Apia 0945.
 Sun.: Dep. Apia 0445, 0545, arr.
 0525, 0625, dep. 0630, 0730, arr.
 0710, 0810.

W. SAMOA - TONGA

POLYNESIAN AIRLINES LTD.
 (with DC3)
 Sun.: Dep. Apia 0830, arr. Tonga
 1130.
 Mon.: Dep. Tonga 1215, arr. Apia
 1515.

W. SAMOA - WALLIS IS. - FI

POLYNESIAN AIRLINES LTD.
 (with DC3)
 Tues., Dep. Apia 1330 (cross date
 arr. Nadi 1630 Wed., dep. 0345 T
 arr. Wallis Is. 0630, dep. 0700
 dateline), arr. Apia 0940 Wed.
 Fri.: Dep. Apia 0645 (cross dateline)
 Wallis Is. 0725 Sat., dep. 0745,
 Nadi 1045, dep. 1145 (cross date
 arr. Apia 1700 Fri.

INTERNAL SERVICES

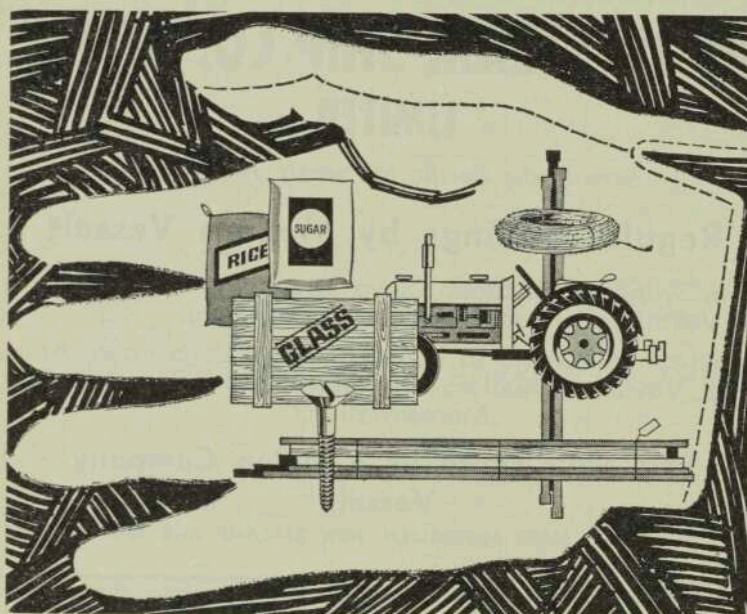
FIJI

Fiji Airways, with Herons, DC3's
 a HS748 operates regular service
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 Details from Fiji Airways, Vic
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 Papeete, or any UTA office.

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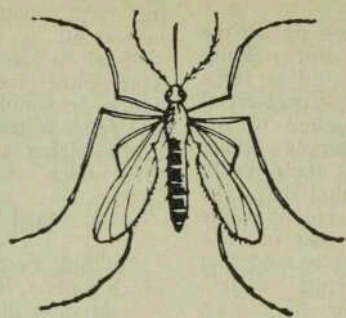


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 Brisbane and Adelaide—Gibbs Bright & Co. Pty. Ltd.
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Keep your family safe from mosquitoes

It is of the utmost importance to keep your family safe from mosquitoes. The spread of malaria, directly attributable to the bite of the female mosquito, is still one of the costliest diseases known to man, killing a million people a year.

Today malaria is fought on a global scale at its source—with the eradication of the mosquito itself. Programmes for control are made easier by the fact that the insects must breed in water. The elimination of any possible breeding sites near the home, such as old tins and bottles, roof gutters, flower pots, fire buckets and drains, is a natural precaution to observe.

The mosquito is also a carrier of such serious diseases as yellow fever, dengue, encephalitis and filariasis. There is no need, however, for you or your family to run formidable risks. Tremendous scientific advances made by A.N.I. Chemical Research now place the powerful effects of high-potency Pea-Beu aerosol insecticide at your disposal, an ideal means for eliminating the mosquito menace and for rapidly killing all insect pests on a pattern similar to fumigation.

As mosquitoes prefer shadowed and darkened areas, always spray the Pea-Beu fine mist spray towards pelmets, curtaining, the shadowed sides of furniture and dark room corners where mosquitoes lurk. The wide "umbrella-spreading" action of this concentrated insecticide will keep all your home and family safe from these disease-carrying pests and ensure that every mosquito is killed off. Pea-Beu is pleasantly perfumed, and can be sprayed freely with safety throughout the home.

Opportunities in New Guinea

(Continued from p. 43)

Guinea (Kennecott Exploration Pty. Ltd.);

- Nickel occurrences in the Papuan basic belt region north of the Owen Stanley Ranges (International Nickel Co. of Canada have done some work).

- Offshore oil drilling was starting in the Gulf of Papua.

Mr. Rich said the manufacturing industry was one of the fastest growing sectors, with a growth rate higher than for the economy as a whole.

In the year ended June 30, 1965, there were 407 factories employing 10,786 workers and producing goods to the value of about \$21 million. Ten years earlier there were 100 factories, 3,394 workers in fact employment and the value of production was only \$4 million.

He said the great majority of secondary industries were those producing for the local market. These included the manufacture of cigarettes and tobacco, paints, industrial gas, wire products, building materials, concrete products, oil drums, biscuits and cordials; the assembly of electrical appliances; boat-building, furniture-making, joinery, light engineering and the brewing of beer. These industries used in the main imported raw or semi-processed materials.

During 1965/66 output of secondary industries producing for local consumption was about \$37 million out of a total output of \$48 million.

Mr. Rich said that industries that appeared to have the best prospects were those serving the growing local market.

Mr. Rich added: "Capital employed in the territory by and large has yielded, or hopefully will yield, sufficient return to the investor to make New Guinea a very attractive proposition, and this same capital and enterprise has at the same time contributed to the economic development of the country in providing industry, jobs and opportunities for the emerging nation. This two-way street seems to represent a good basis for the future".

- Polataivao Fosi, former heavyweight boxing champion and MP for the Gagaifomauga No. 3 in Savai'i, Western Samoa, left Apia on October 10 by air for Uganda to attend the thirteenth Commonwealth Parliamentary Conference.

TERS

(Continued from p. 32)

a week in 1964, arriving in time for the first day issue of their beautiful heart and island-shaped ps. Again no one begged from me but I begged and received. While standing in line at the post office a policeman had some first day stamps so I asked if I could buy one. He refused to sell it, but gave me.

I stayed at the Beach House and had a wonderful time. The bed was comfortable, the food delicious and everything was wonderful to me. I am a nobody. It seems like people in Australia expect Hilton Hotels in the South Pacific. Take them as they are. That makes things interesting.

GERTRUDE BAKER

Verdes Estates,
California, USA

—Your excellent articles about Tongan coronation were of great interest to me. We, too, were there, how different our experiences! We stayed in a Tongan home from the centre of Nukualofa, be-

yond the small area where homes have running water, so their only source is from cisterns—which were unequal to the increased demands, and some are polluted. It followed that we all became ill.

Our room was entered from outside in the early hours of Coronation Day, while we slept, and we were robbed of money, traveller's cheques and personal possessions. The police were prompt, kind, full of promises and revealed that ours was not an isolated incident. No results followed our daily visits to the police station for information.

I did recover an emptied case that had been stolen. A child had found it and was carrying fireworks in it. The police still have it as "evidence". The police inspector promised us information the evening before we departed, and he did come, with more promises of mailing the information to us, and a request that I send him \$US100 worth of secondhand clothing which he could sell for \$T400, and to deliver his love to all of us. Nothing has been received.

Tuesday evening we went down to the waterfront to see the *tupakapahanava*, and my daughter was deliberately struck in the stomach by a

man walking by in the crowd. At Wednesday's feast at the Pangai, a woman attempted to pick my son-in-law's pocket!

On the other hand, we were honoured guests at our house (to which the robbery brought great shame) and highly honoured at the police station; ceremonies were given for us; strangers pressed upon us as gifts things we admired; children and adults clustered around us in villages for happy bilingual conversations (with no hint of begging) and small shell vendors helped me collect shells, instead of selling me theirs!

But why, oh why, were Tonga's distinctive ceremonies augmented by alien pomp? How much pipe for pure water, how much police efficiency could the price of the gorgeous foreign trappings have purchased?

If Tonga now wants a tourist trade, officialdom must be prepared to serve and protect it better. There is a need for more attractions, possibly tourist participation in indigenous activities. Let Tonga be her unique, but best, self.

JOSEPHINE S. THOMSON.
Cleveland Heights,
Ohio, USA.

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DEATHS OF ISLANDS PEOPLE

Mr. George M. Taggart

Mr. George M. Taggart, a former economics adviser on the High Commissioner's staff of the United States Trust Territory, died at his home in the Virgin Islands in July. He was 64.

Mr. Taggart spent more than 20 years in the Pacific. During World War II he was a commander in the United States Navy and went ashore with the First Marine Division in the invasion of Saipan.

He led a varied career, including movie-making in Alaska and the South Pacific, and diving for pearls in French Polynesia.

An accomplished sailor, he is mentioned in numerous yachting books.

In the mid-1930's, with two other Americans, Richard Maury and Russell Dickenson, he sailed almost

around the world in the five-ton schooner *Cimba*.

The three men pooled their resources for the trip and had dozens of adventures and misadventures, a three-year trip which included many stops in the South Pacific, particularly French Polynesia.

The 35 ft *Cimba*, with the three young men aboard, finished up on Fiji reef, where she was dragged off unscathed, and sold. Mr. Maury wrote a book about the trip, called *The Saga of Cimba*.

Mr. J. M. Cook

Mr. James M. Cook, who died at the Guam Naval Hospital early in October following a short illness, had been Director of Transportation in the United States Trust Territory since 1962.

He is survived by his wife Dona

POSITION VACANT

HOTEL MANAGER/CHEF or married couple. New Guinea Highlands hotel requires Manager/Chef or married couple. Must be experienced and able supply references. Good salary plus percentage net profit. Apply: **Mr. Nolen, P.O. Minj, New Guinea.**

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DEATHS

COUCH, VERONICA PHYLLIS, Passed away September 28, in St. Vincent Hospital, Melbourne. Formerly of Oceania Island, Central Pacific where she was infant welfare officer before her marriage. She leaves a husband, daughter and son (of cancer).

BOOKS, MAGAZINES, ETC

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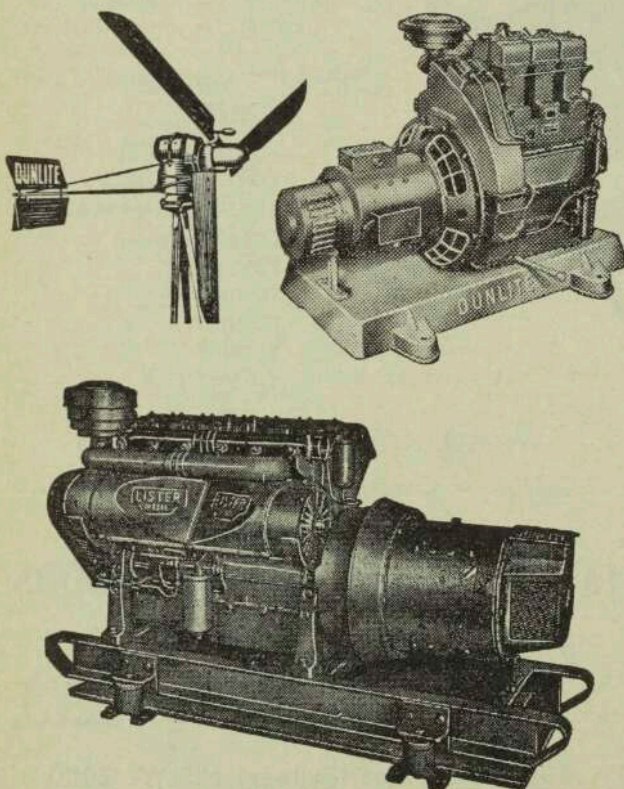
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THE PRACTICAL PLANTER



You can lift your copra yield with the right fertilisers

The use of fertilisers to produce better results in South Pacific coconut plantations was one of the subjects discussed at a technical meeting on coconut production, organised by the South Pacific Commission recently.

The meeting was attended by agricultural experts from all over the Pacific, and was held at Rangiroa Atoll, French Polynesia.

The experts listed the coconut-growing soils of the South Pacific and the main nutrient deficiencies that have been detected in them. They are:

Coral soils of atolls: Serious deficiencies of nitrogen and iron; slight deficiencies of manganese and potassium.

Black, brown and red-brown loams over coral (as in New Guinea, the Solomons, New Hebrides, Fiji): Slight deficiencies of nitrogen and potassium.

Red to yellow clays and clay loams over coral (as in New Guinea, the Solomons): Serious deficiency of potassium; slight deficiencies of nitrogen and phosphorus.

Volcanic ash soils (as in New Guinea, the Solomons, New Hebrides, Fiji): Deficiencies of nitrogen and sulphur.

Precise detection needed

Deep red latosolic soils (as in New Guinea, Fiji, French Polynesia, the Solomons, New Caledonia and the Cook Islands): Deficiencies of nitrogen, phosphorus and potassium.

Alluvial soils (as in New Guinea, the Solomons and New Hebrides): Deficiencies of nitrogen, potassium and sulphur.

Coastal dune soils (as in French Polynesia): Slight deficiency of nitrogen.

The experts pointed out, however, that the deficiencies listed might not always be present and that they may vary in intensity. They therefore recommended several methods of diagnosis for the more precise detection of deficiencies and assess-

ment of fertiliser requirements for particular areas.

These methods are the observation of visual symptoms, plant analysis, and soil analysis.

Nitrogen deficiency, the experts said, could be detected by pale green to yellow/orange leaves, particularly among old leaves. This condition is

accentuated by prolonged dry weather.

The symptoms for other nutrient deficiencies are:

● *Potassium:* Yellowing or bronzing of the margins and tips of leaflets followed by necrosis. Old leaves affected.

● *Sulphur:* Leaves yellow to orange. All leaves affected. Few liv-

ADVICE ON PALM REPLACEMENT

Coconut planters who are replacing ageing palms with new ones should apply appropriate fertilisers to the soil to obtain the best possible growth in the young palms.

THIS is one of the recommendations on replanting made by agricultural experts attending a technical meeting on coconut production at Rangiroa, French Polynesia, recently.

The experts agreed that the production of many coconut plantations in the Pacific was declining to an uneconomic level due to old age and reduced fertility, and that 10 to 15 years were needed after replanting began before an overall increase in production was achieved.

They therefore recommended that owners of ageing plantations should give priority to replanting programmes, bearing in mind that:

● Underplanting has been shown experimentally to be feasible, but the treatment of an old stand, to obtain the most economic renewal, will depend on local conditions.

● In areas of poor soils and high light intensity (e.g. many atolls) competition occurs between the old and the young palms for soil moisture and nutrients.

● Where soils are fertile, the com-

petition between the old and young palms is mainly for light.

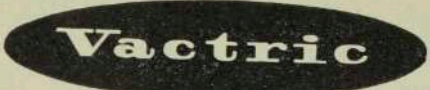
The experts said that the competition in poor soils began in the second year after replanting. Therefore, thinning of the old palms should begin in the second year with half the palms removed by three years, and the remainder when flowering begins.

On fertile soils, thinning could begin at the end of the second year, with half of the palms being removed two years before flowering is expected to begin, and the remainder when the first palms have entered into production.

Thinning should be done selectively, removing first the least productive palms distributed at random in the old stand.

"As soil nutrients will have been depleted by the old plantations even on fertile soils," the experts said, "appropriate fertilisers are needed to obtain the best possible growth of young palms."

They added that in some circumstances, the replacement of coconuts by alternative crops might be more profitable.



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ing fronds below horizontal position. Copra usually thin and rubbery in tall varieties.

● **Iron:** Pale green to yellow leaves. All leaves affected.

On the subject of detecting deficiencies and assessing fertiliser requirements by plant analysis, experts said: "This method is the most useful diagnostic tool, but the use of standardised sampling procedures is essential. Detailed instructions for sampling of leaves and waters should be obtained from an analytical laboratory".

On soil analysis, they said: "The method can be useful but interpretation of results is difficult".

The experts recommended that the correction of nutrient deficiencies, the type of fertiliser, rate, timing of application and placement must be related to local conditions, including a consideration of economic factors as well as soil texture and climate.

"The benefit of fertilising may be reduced or lost in the absence of adequate drainage and maintenance," they said.

General principles

As a guide, they suggested that planters should follow these general principles:

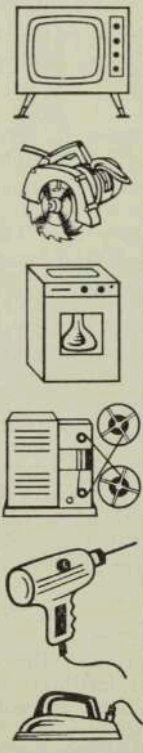
● **Nitrogen:** On coral soils, young coconuts, annual application of nitrates of cyanamide will be of benefit. For older palms legume cover crops should be established. On other soils alternative sources of nitrogen can be used. Rates, according to age, of 50-200 gm. of N per palm annually are suggested.

● **Phosphorus:** Triple superphosphate (up to 500 gm. per palm depending on age) should be applied annually.

● **Potassium:** Annual application of muriate of potash at rates of 100-200 gm. per palm will be effective.

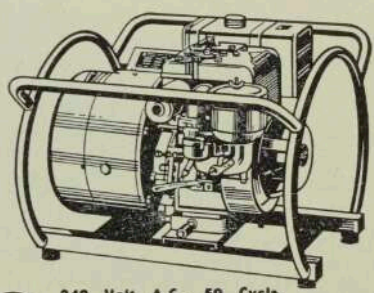
● **Sulphur:** Annual application of 100-500 gm of sulphur, according to age, are the most economical means of correction.

● **Iron and manganese:** In young palms 10 gm. of ferrous sulphate and 5 gm. of manganese sulphate should be applied in the husk at planting and this treatment should be repeated after one year. When palms are two or three years old 200 gm. of ferrous sulphate and 100 gm. of manganese sulphate should be added to the broken husk. For mature palms 400 gm. of ferrous sulphate and 100 gm. of manganese sulphate should be placed in a hole at the base of the palm every three or four years.



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What are the market prospects and problems of the infant New Guinea tea industry? PIM asked a well-known firm of tea experts for some answers and for predictions based on their experience. The firm prepared this article for the Practical Planter section.

Market prospects and problems of a new tea industry

What are the market prospects for New Guinea tea, and how should it be manufactured? Now that New Guinea is becoming involved in tea production these questions are important. The problems are going to be many, for world tea consumption is getting lower, prices are falling and the supply of tea increasing. Yet the problems for New Guinea are not insurmountable.

about 12 to 18 months there will probably be between one million to two million pounds of New Guinea tea to be disposed of, and it must not be stressed strongly enough that important it is that only high quality New Guinea tea should be on the London market. First this will affect future sales.

We would recommend that New Guinea tea be withheld from the London market as long as possible until the quality tea is made that New Guinea can, without doubt, produce due to her ideal climatic conditions. In the meantime teas should be disposed of locally in New Guinea, or privately in Australia, or perhaps as far afield as Hong Kong, Singapore and Japan. But not, we repeat, in London, although there can be no doubt that the future will lie in London.

Australian quality

It is obvious that the Australian market does not buy the best teas in the world, and even New Zealand is a higher standard tea than Australia. The average price for teas marketed in Australia at the moment is somewhere between 27c and 35c per lb.

Indonesia is making its teas of a higher quality month by month and these are available to the Australian market at 25 cents and 30 cents per lb. We must not forget the friendship and trade developing between Australia and Indonesia, which is a very tea-producing country.

This in itself strongly supports our view on the importance of the London market, where high quality tea is bought. New Guinea can produce tea as good as, and better than, the best teas available from Ceylon, which is commanding and always has

commanded extremely high prices at the London auctions.

Type of manufacture

In the meantime the type of manufacture best suited to New Guinea must be decided on. There are many different types of manufacture, but we will discuss four main types:

ORTHODOX

This means using conventional rolling, hard withering. At the moment this method is still widely used on Ceylon estates, but this is being superseded by the Rotovane, or continuous type, manufacture and we would therefore not recommend orthodox manufacture for New Guinea.

C.T.C.

This is being used throughout the Assam and Dooars districts of North India. As these estates are situated at near sea level and are in no way similar to New Guinea, we would not recommend this type of manufacture. There is no doubt that the main advantage of C.T.C. manufacture as used in North India is that some automation is possible, and where tremendous rushes, i.e. large crops, are harvested for two or three months of the year with as much as 100,000 to 200,000 lb of leaf per day, C.T.C. is suitable. But with the even distribution of rainfall and climatic conditions of New Guinea, rushes will not be a problem. Anyway, at the moment, Australian buyers are not willing to accept large quantities of C.T.C., and therefore we feel that C.T.C. will have to be ruled out.

ROTOVANE/C.T.C.

This type of manufacture is proving most successful in Africa, parts of South India and in the low-grown states of Ceylon, but again we feel that the same arguments as used for C.T.C. manufacture can be applied for this, and we would not recommend it.

ROTOVANE/ORTHODOX

This we feel would be the type of manufacture suited to New Guinea. It would produce a quality tea without reducing the size of the leaf to dust, and the end product would be acceptable for both Australia and overseas. The better quality teas could be sold overseas and the poorer teas in Australia.

Experiments needed

The fact is that only by experiment can the real answer be found on the most suitable manufacture for New Guinea. The next 12 to 18 months should be used for experiments before people commit themselves to spending a large amount of money.

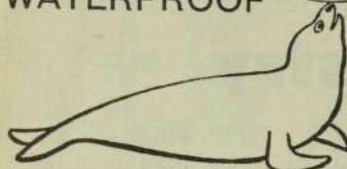
In Ceylon there is a Tea Research Institute and there are experimental stations at present working in Africa—bodies backed by the various governments—but we feel that New Guinea has got an opportunity to start its own experimental station immediately in the Highlands and this would be of tremendous benefit to the whole industry. There is no reason why tea, like coffee, shouldn't be one of New Guinea's best exports and a mere \$1 million or \$2 million spent by the Government at the outset would have great advantages in the long run.

And now let us look at some of

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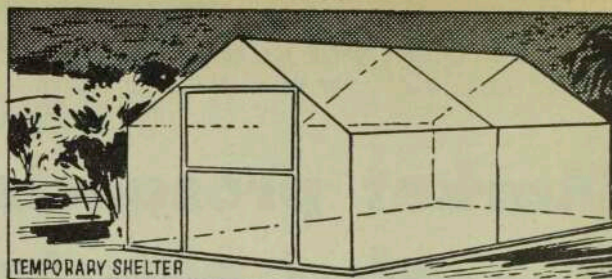
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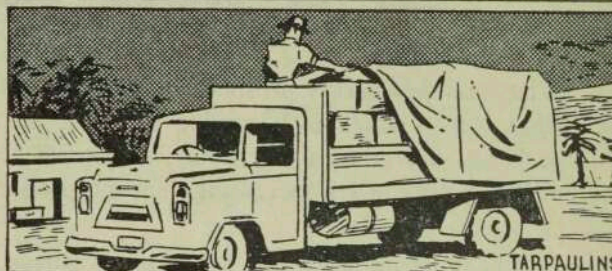
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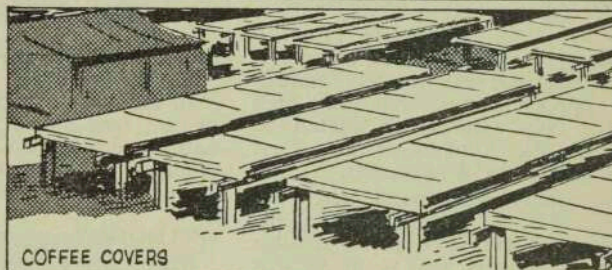
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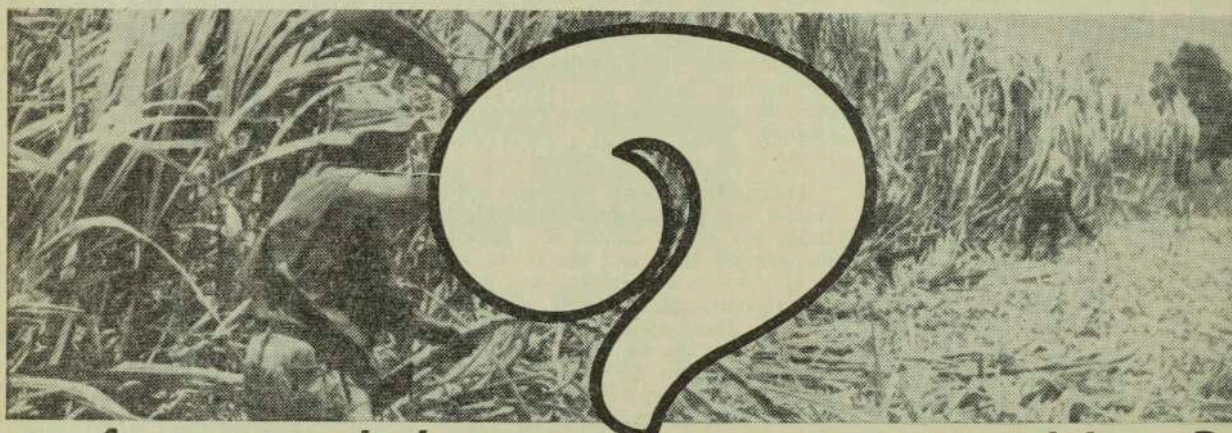
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Practical Planter

other considerations for a New Guinea tea industry.

Can a new tea industry survive without a Government subsidy comparable to the one for coffee? We have it can.

Cost of production will of course be high, and it will go higher as standards for the New Guinea worker

The New Guinea worker now is paid 70 cents a day, against the 40/- of a Ceylonese labourer's wage; but oil costs 70 cents a gallon against 15 cents in India. There are enormous costs of air and freight in New Guinea and the cost of producing a pound of New Guinea tea will be excessive. Cost of production in New Guinea could be between 25 cents and 35 cents per lb.

Could be profitable

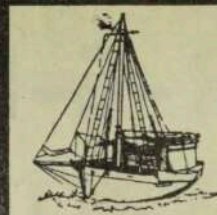
Still, we see no reason why quality tea should not be manufactured which will fetch a price of 50 cents per lb on the London market. Even with high freight rates to Australia and London, New Guinea tea could be sold profitably. We presume that freight rates will be reduced once an all-weather road is built between the Highlands and the coast. This road should surely bring down the cost of oil, food, building materials and other essentials.

New Guinea should look into the matter of a tea association. There is a tea industry in New Guinea at present, though we believe that two such associations are being discussed. This is most unfortunate, because New Guinea should have a united tea industry if it is to avoid the problems faced throughout the rest of the tea world.

Finally, the first sale of any large quantity of New Guinea tea has recently been completed—4,000 lb of Kurumul tea sold into Australia at a very reasonable price. Let us hope that this will be a forerunner of many more sales in Australia.



WORKBOAT MAINTENANCE



GETTING A WORK BOAT TO SUIT YOUR NEEDS

One reads much about routine maintenance, fuel consumption, and general operation of workboats. But what of the original selection of the craft, the power unit, and the performance expected or required?

WORK boats are general utility vessels and many "work" features can be included to suit the owners' requirements at the time of building. The correct power can be installed for maximum speed at about 85 per cent. of engine output, which is often the best fuel consumption point.

Installing the engine forward gives a spacious room amidships but impairs efficiency. With amidships installation normal efficiency results. Finally the engine can be installed right aft, driving forward to a V-drive return box and back through the conventional stern tube with a normal propeller shaft. The latter scheme gives maximum space for cargo, etc., and, provided the engine is not ultra-heavy, it is in a good safe position. Among other things, it keeps water and exhaust pipes short and the noise right aft.

Some owners prefer twin-screw for safety reasons. Naturally this is more expensive, though very good for manoeuvring. Also the question of reliability arises, which may well outweigh any extra costs.

A small auxiliary set can be of use if the boat operates in remote or semi-remote areas. Otherwise an alternator running off the main engine can give batteries extra boost.

With a new boat the fitting of steering gear is easy, and one has the

choice of positive, i.e. manual, or hydraulic gear. Controls also can be manual or hydraulic.

Exhaust systems vary and Islands owners have distinct preferences in this regard.

Exhaust systems

Dry exhausts have their advantages particularly when overhead. Wet exhausts are usual, that is with circulating water going into the exhaust pipe for silencing and cooling, the wet section being of special rubber which does not rot.

With a new craft, install up-to-date stern or underwater gear (propeller shaft, bracket, rudder, etc.). Excellent shafting is now available, and very fine propeller alloys. However, it is advisable to fit anode pads near the propeller.

On the original electrical section, good batteries are essential, and while the nickel alkaline type are excellent trouble-free units, there are very good reliable lead-acid types.

Fuel tanks can be "built in" on a new craft, preferably of fairly heavy gauge black iron, with consequent saving of space.

The general building of a workboat, whether of timber or steel, should be supervised by a reputable, competent Naval architect experienced in this type of craft, to ensure that both materials and workmanship are entirely satisfactory.

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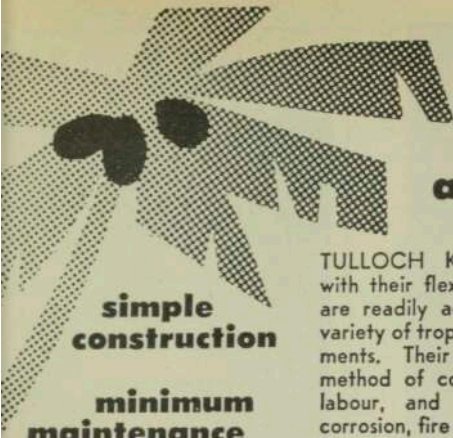
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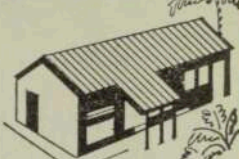
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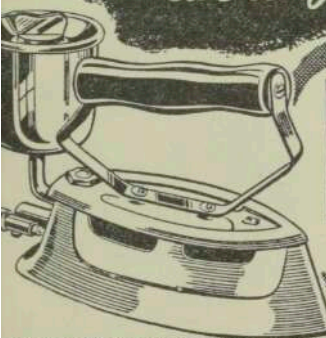
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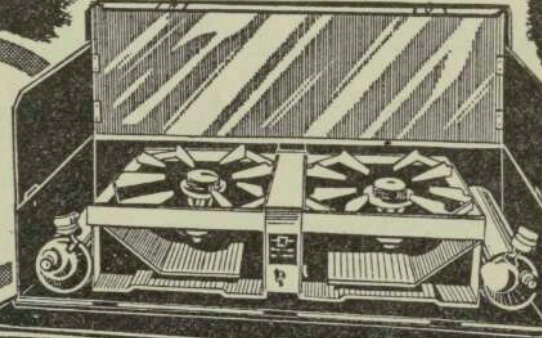
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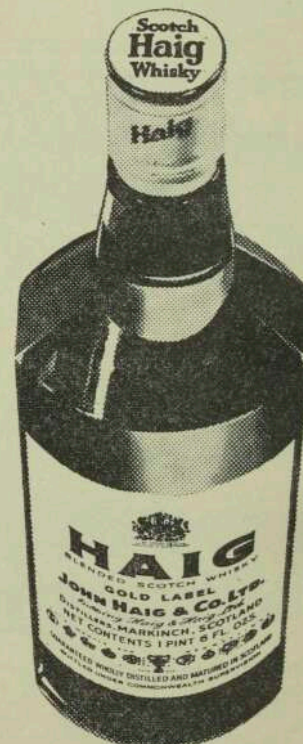
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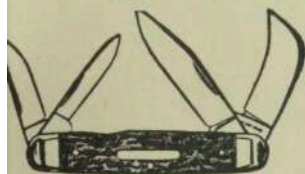
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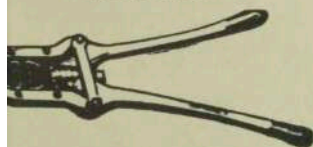
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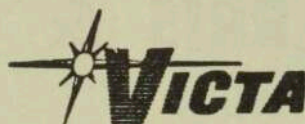
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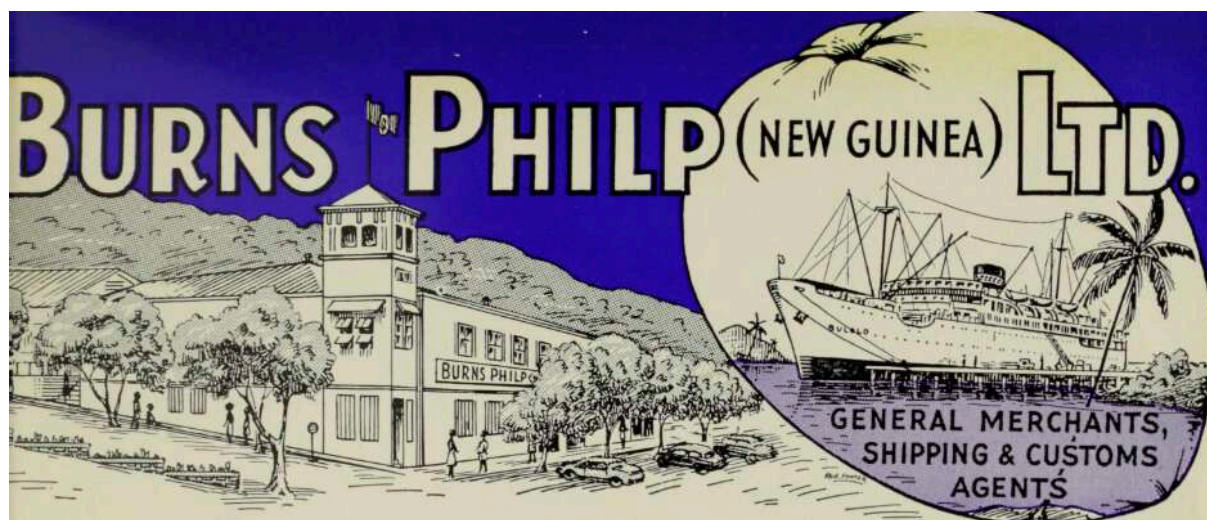
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