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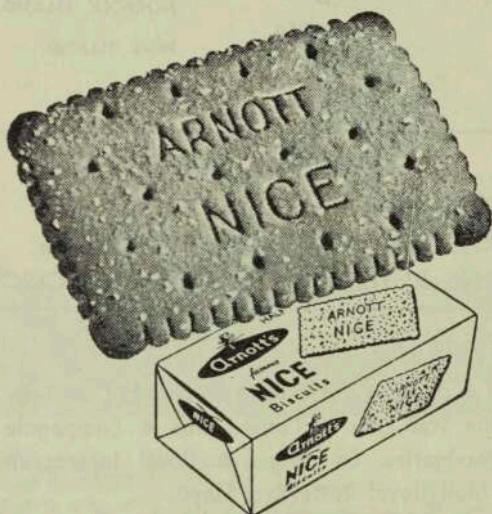
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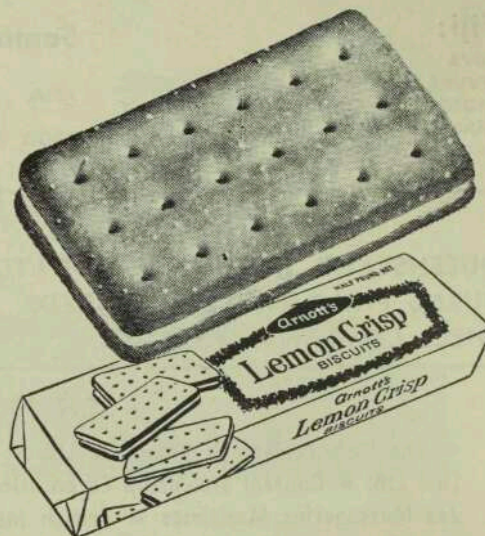


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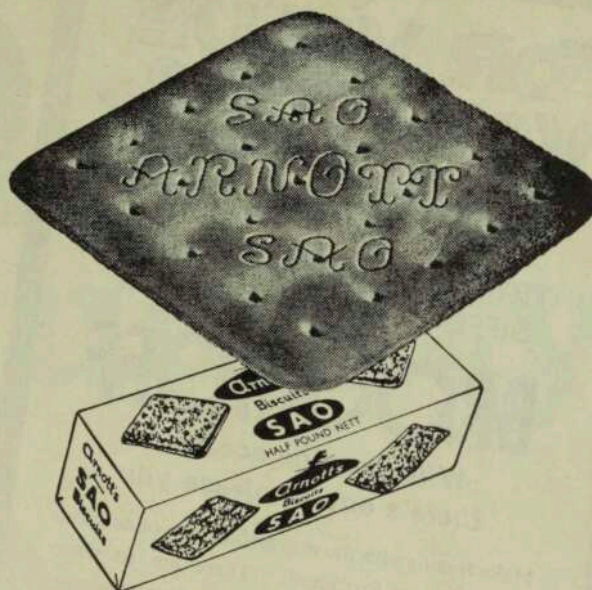


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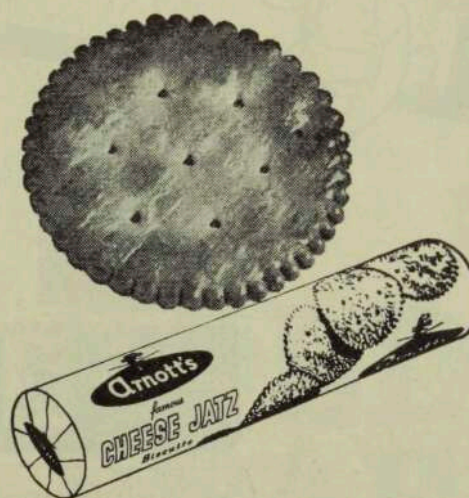
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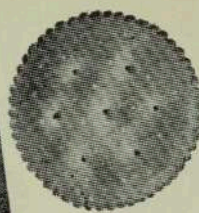
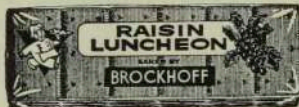
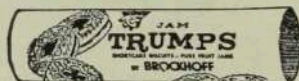
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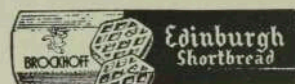
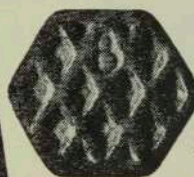
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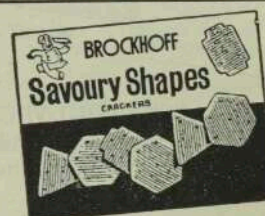
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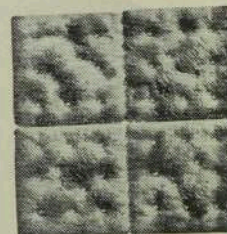
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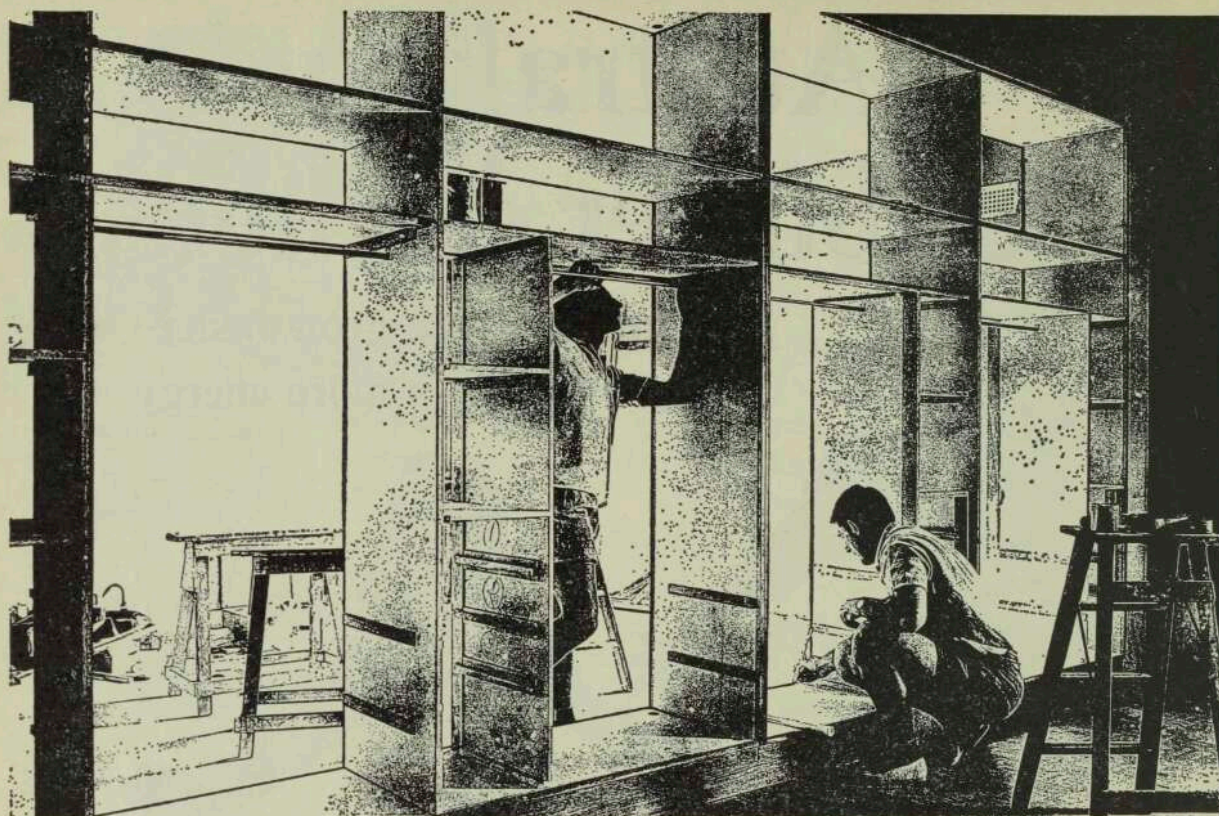
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UP FRONT

with the editor

The fact that this month happens to be the first anniversary of this column probably is of no significance to anybody but me. And its significance would no doubt have been lost on me too if it weren't for a cryptic message passed to me recently from Percy Chatterton, in Port Moresby, which said, "Tell Inder if he's not going to write his column I'm not going to write mine!"

THE reason for Mr. Chatterton's message was that my Up Front piece had been omitted from a recent issue (for technical reasons, as it happened). Although I haven't compared notes with Mr. Chatterton, I don't deceive myself that he thought my column so valuable he would go to the lengths of literary blackmail to get it back in the journal.

I believe, after 12 months of regular columnising, that what Mr. Chatterton probably had in his mind, but which he expressed in the prudent manner we have come to expect from him, is "Tell that louse that if he hasn't the fortitude to stick to his monthly chore why should he expect me to stick to mine?"

Chore is the active word here.

I have for Mr. Chatterton a private admiration for his strength of purpose in producing each month, right to deadline and with no editing necessary, his literary lucky-dip of human interest and sagacity.

His column demonstrates both his intellectual capacity and the inner reserves that made him such a notable missionary for so many years. I hope I can continue to publish him regularly without being expected to emulate him, and thus to be found wanting.

Having made that confession, I want to add that although Percy cannot write anything in his column which is not to the point, any regular readers of this particular column up front should not expect me to say anything of special significance.

Certainly they should not expect Up Front to contain monumental editorial expressions of policy, of the "Where We Stand" variety. When this column crept into PIM's pages 12 months ago I did not intend that it

should be anything more than a gossip selection of personal comments on Pacific people, places and happenings. It wasn't and isn't PIM's leader page.

I admit it is probably a reflection of editorial opinion in that it reveals my own attitudes at times. But so does the rest of this magazine reflect the editor's attitudes. Editing is a very personal matter; it's what an editor selects as being significant that puts a particular stamp on his journal.

Editorial board?

I don't know how else you can edit, unless you do it by editorial board, as some do, in which case you might as well get yourself a more stimulating job as foreman of a factory making toothbrush handles.

PIM's policy has never been directed by an editorial board. PIM has no policy—if by policy you mean that on the wall we have a printed list of attitudes we must not take, or lines over which we must not step.

We do have a personal yardstick, so ordinary that I blush to record it. It's simply that we try to report, in readable English, the significant and interesting developments in the Islands, for the information of the people who live in the Islands. Just that.

Many readers don't understand this, including, I suspect, Ken Inglis, Professor of History, at the University of Papua-New Guinea, who managed to indicate in a paper last year that some of the views of a PIM correspondent in New Guinea were at variance with the truth and that this material was unhelpful. I don't consider it is PIM's task to

record each Pacific development as a balanced academic thesis.

We don't always agree with views we publish. A correspondent or contributor may see a situation in terms that we don't agree with, but so long as we feel his assessment has been made honestly and constructively he is welcome to our space. Sometimes, in fact quite often, he might be biased—and so might we!—but isn't there honest bias?

The way I see it, the South Seas at this dramatic stage of its development is a melting pot of opinion and bias, and what *PIM* has to do is to reflect it.

Some interpretation is also required of us, on those occasions when a straight report would virtually be meaningless. It might be accurate to report that P-NG had a new political party, but the fact wouldn't be in any context until we explained that several others already existed, and tried to explain what they stood for and how they were being received in the territory.

Also on occasions it is up to us to indicate how we feel about particular issues and thus bring to attention developments which we think are being overlooked or misunderstood.

When most people outside the Cooks regarded Albert Henry as an interfering upstart we said he was winning popular support in the Cooks and that he should be taken seriously. When Hammer DeRoburt was getting the long run-around from Canberra, *PIM* was stressing that the real depth of Nauruan nationalism was not being recognised by the people in authority, to their own and to the Nauruan's detriment.

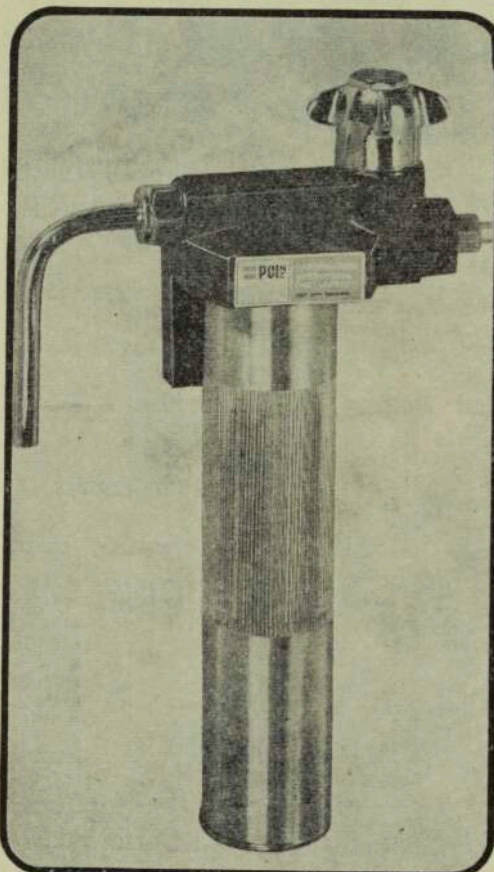
Which if any of the material that goes between our covers, recording the moods, the hopes, joys and biases of the South Pacific, is relevant in the long-term is for the historians to decide. When, 10 or 20 years from now, the PhD scholars of the South Pacific universities make their critical footnotes to the material we print today, I merely hope they will at least find that our motives for publishing it were honest.

—Stuart Inder

THE COVER

One of the most colourful harbours in the South Seas is American Samoa's Pago Pago (pronounced Pango Pango). Our picture, showing the Union Steam Ship Coy's inter-island vessel "Tofua" at the wharf, was taken by Ann Glenn, of the cruising trimaran "Rebel".

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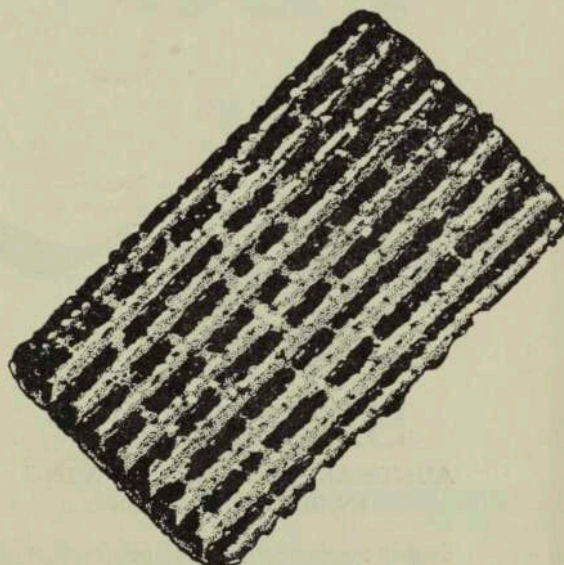
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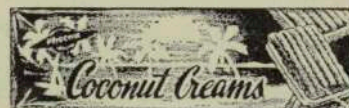
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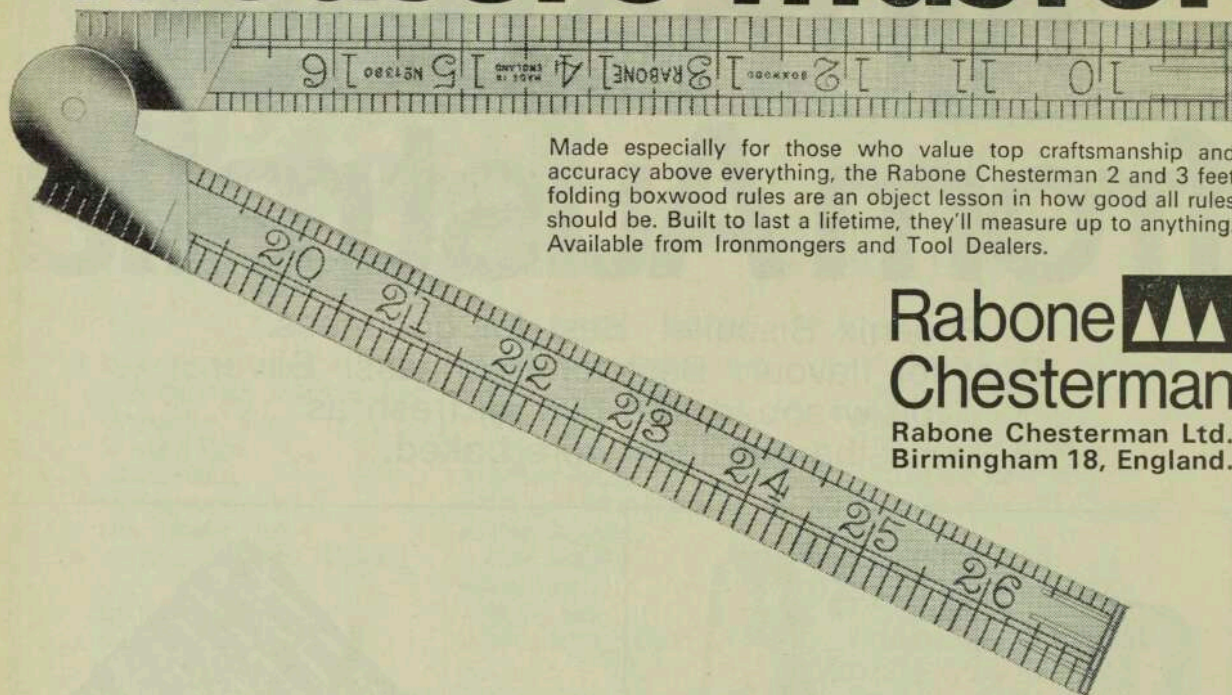


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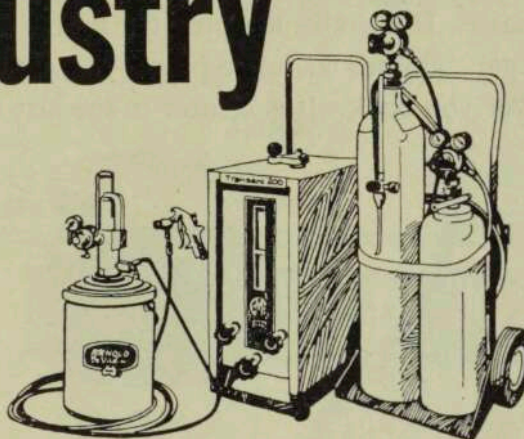


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Still no political Opposition, and Fiji wonders about the next moves

From a Suva correspondent

April 1

Politically and industrially, the British crown colony of Fiji is in the balance this week. This is the week when we will know whether the legislature will have an official opposition or nine vacant seats to be filled at a by-election; and this is the week when the industrial scene will get either better or worse (see story, opposite page).

Politically, developments centre around the meeting of the Legislative Council which opened on Friday, March 29. When members filed into their seats on Friday, the nine members of the Federation Party who make up the Opposition were not there.

Failure of a member to take his seat in the council for three successive meetings, unless the member has been excused by the speaker, means forfeiture of his seat. This is the third successive meeting the Opposition's eight men and one woman have not attended.

But the meeting is not concluded yet and legally there is still time for them to appear. It seems most unlikely they will appear.

Mr. A. D. Patel has been very ill and it is possible he could not appear if he wanted to.

Mr. Patel and his colleagues marched out of the council last September 1 when the government—the ruling Alliance Party rejected his resolution demanding the scrapping of the new constitution and new elections on a common roll.

"Won't come back"

He vowed the Opposition would not come back until his demands had been met. Although there have been all kinds of rumours, particularly recently, nothing has been done publicly to indicate that Mr. Patel has had any change of heart. And it is not his way to climb back off a limb once he has publicly climbed out.

However despite Mr. Patel's views, some members of his party appear to have been wavering, and there has been some bickering.

Meanwhile from an unexpected quarter a voice has been sounded which has been uncomfortable for the Federation. It is the voice of Tun U. T. Sambanthan, Malaysia's Minister for Works, Posts and Telecommunications. An Indian, a good speaker, astute politician and an attractive personality, he is the leader of a three-man Malaysian goodwill mission which has been visiting Fiji.

His advice has been the antithesis of all the Federation Party has been pouring out in its racial propaganda sheets.

Tun Sambanthan has said publicly that the world would be most happy if the immigrant races which had come to Fiji "took that glorious step of watering down their numbers in terms of (political) representation to give the Fijians that feeling of strength which would make them happy in this land, which is, after all, their native land".

"Sensitive"

He said that questions affecting different races, problems met with in running a multi-racial country, should be discussed behind closed doors. Multi-racial problems were difficult and sensitive things, he said, and if one side started shouting in public the immediate reaction would be that the opposition side would start shouting too.

"It only takes a few politicians to start shouting to rouse up the people, and once they are roused it is very hard to stop them," he said.

Speaking at a civic reception given by the Mayor of Lautoka, Cr. Eddie Wong, Tun Sambanthan described

what he had found in Fiji as "most sombre and menacing, with a reluctance by the people in general to recognise that this is the home of the people of Fiji".

Stressing that a political solution must be found in Fiji, he said: "Do you find it by taking the Indians who are better off than the Fijians and giving them political power through one-man one-vote? Give them the whole country to administer and expect the Fijians to become political slaves?"

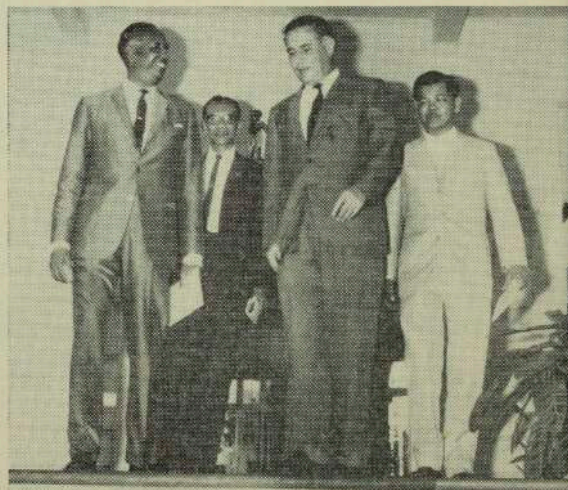
He asked if Mahatma Gandhi would tell the Indians to press on for the right of one-man one-vote, which is a fundamental right of democracy to press on and get it and to help with Fijians? Gandhi, he said, would have described such an act as "immoral and unethical".

As one of the leaders of a multi-racial federation of states, and as an Indian, Tun Sambanthan's advice will have gone deep in many places.

There are signs that the Fiji Government is beginning to be worried at the outpourings of racist hate from the Federation Party's propaganda machine.

Writing in the Alliance Party's newspaper, Ratu Mara expressed regret that "in Fiji today we see increasing

Members of the Malaysian Mission which visited Fiji in March, with the Governor of Fiji, Sir Derek Jakeway (third from left). First on left is Tun Sambanthan, leader of the mission, with Enche Ibrahim Bin Abdul Rahman next to him and Tan Toh Hong on the right. Tun Sambanthan had some blunt things to say about racialism and political rights.



IN THE COOKS, NEW ELECTIONS, NEW PARTY

The Legislative Assembly of the Cook Islands was dissolved on February 9 and general elections will be held on May 1.

A new political party, the United Cook Islanders, has been formed. Rarotonga reports say that the Minister for Education, Mr. Mana Strickland, who recently stated his government's performance in an address given in NZ (see p. 57) will resign his cabinet position and from the Cook Islands Party, and stand as the Avarua candidate for the United Cook Islanders.

ports to create racial discord. These evident in articles full of racial tom which, unfortunately, are in ne of the newspapers appearing ek after week in Fiji. When all ties are supposed to be dedicated the ideal of racial harmony for benefit of all in Fiji—and, indeed, e repeatedly avowed this dedica—the outpouring of such persist, poisonous, provocative propa-da is quite inexplicable. One can y wonder at the source and in-ation of such stark racialism". le followed that up with "it may l be that to curb such pernicious paganda, appropriate legislation / have to be introduced here". ll this is telling against the eration Party. People can hate, majority of Indians and Fijians e little room in their lives for ng, unless it is whipped up con-ously and there is always an end iatience under provocation. /ell, what if the Opposition does o the elections and wins back its s? The position would still be same, with the Alliance Party ning the government and the eration Party in opposition. Then t? Another boycott? Fiji this k is wondering about the political re.

CHARGED WITH MURDER

Leonard James Staples, 45, of l Howe Island, will appear in a ey court on April 3 charged with ng murdered his 13-weeks-old hter, Teremoana Tehina Staples. r. Staples, a well-known yachts-and Islands resident, is currently rietor of a Lord Howe Island house, the Polynesian, which ed late last year.

DISPUTES AHEAD ON FIJI'S INDUSTRIAL FRONT

From a Suva correspondent

Another period of industrial unrest is looming for Fiji, and once again much of it will stem from Nadi Airport, where Apisai Mohammed Tora is licking the wounds he got from the Australian economic expert, Professor Donald Cochrane, of Monash University.

Mr. Tora, his advocate Mr. James Anthony (now of the Australian National University), and members of the Airport and General Workers' Union, were hopeful of some success when they turned up for the arbitration proceedings at which the professor inquired into the dispute between the union and Qantas Airways.

The union had refused to turn up for the inquiry into the dispute conducted by Sir Trevor Gould, the Australian judge, after the strike of airport workers last October. They didn't want an inquiry, Mr. Tora said. They didn't want Sir Trevor; they wanted arbitration and they wanted an economist to be the arbitrator. So they got one.

Mr. Tora claimed wage increases of from 100 per cent. for senior porters—2/6½ an hour to 5/8 an hour—to 170 per cent. for a female attendant.

Fringe benefits

He also wanted fringe benefits—education allowances for children, treble rates for some overtime, 42 days' a year sick leave entitlement, travel leave to Australia or New Zealand for the employee, his wife and not more than three children, and, for workers with more than 10 years' service, 21 days annual leave and three months' leave at the end of three years.

The union had high hopes of getting some of these things, but it didn't get half.

The tribunal awarded wage increases from 4d to 8d an hour, in two increments—half from November 1 last, and half from November next. There were a few other improvements and conditions.

If Mr. Tora expected to get more

he was shutting his eyes, some people said, to realities.

The English economic expert, Professor Turner, who did a wages survey in Fiji, had stressed that wage increases should not be more than five per cent., otherwise the economy would suffer. Sir Trevor Gould was of the same mind.

As an economist, Professor Cochrane apparently decided he could not preach a different gospel.

"I am of the opinion that something round 6-7 per cent. a year is the limit for the rate of increase of this wage claim if undue disturbance is not to be caused to the wage structure, price level and labour market or the rate of economic growth is not to be endangered," said the professor making his award.

But Mr. Tora will have none of it, and backing him is Mr. Anthony who has other irons in the fire besides workers' wages.

Mr. Tora called a 24-hour token strike as a protest against the award and then called his members back to work after 24 hours. They had made their point, he said. He added that he supposed, as they had agreed to accept arbitration, they had a moral obligation to go along with it.

Hotel trouble

The moral obligation isn't going to last long, though. More disputes are ahead.

On March 26 members of the Airport and General Workers Union voted to take strike action—agreeing that 28 days notice of intention to withdraw airport fire services should be served on the government.

Union members also voted to take strike action against eight Fiji hotels if they did not supply the union with information showing their profits. Mr. Tora had served a log of claims on the hotels almost identical with the one he presented to Qantas. But he refused to begin talks with the hoteliers at the beginning of March because he said they refused to co-operate with supplying him information on which he could base his arguments for better wages and conditions.

He wanted to know how much the companies had paid for the land; how much for their hotels; what their wages and salaries bills were; what government concessions they had, and the amount of capital investment in the hotels.

The hoteliers turned his questionnaire down flat. A letter protesting against the refusal was sent to the Commissioner of Labour, Mr. K. D. Harrap, and the signature on the

letter was that of the union's industrial advocate, Mrs. Alberta Anthony, wife of Mr. James Anthony.

Several other wage awards have been made in Fiji involving increases to the order of 2d or 3d an hour, and since some employers seem to think it is time to dig heels in there is undoubtedly strife building up.

One development, which has nothing to do with the direction Tora is going, is that the Transport Worker's Union had demanded recognition from 15 bus companies. The union has a large membership among the bus drivers and claims—probably quite rightly—that it is entitled to recognition, but the companies don't want to be in it.

The union is operating under the aegis of Fiji's leading trade unionist Mr. Mohammed Ramzan, secretary of the Trade Union Congress.

If the union strikes, it will have the backing of the TUC, which is well led by moderates who have none of the wild-cat in their make-up. But, there are signs that Mr. Tora will call out his workers in sympathy, a sort of casting his net in troubled waters.

There are also ominous signs that the Fiji Dockworkers' and Seamen's Union will split. Union men at Lautoka have announced that they have broken away and will form their own union.

The Dockworkers have never had much to do with Mr. Tora and his unions and have been under the moderating influence of their ex-secretary Isireli Naborisi and the TUC, but Isireli has departed for the outer islands and leadership has weakened.

The union is opposing the attempt to break away and it may be killed in the offices of the Registrar of Industrial Associations, who will want a good reason for recognising a breakaway body.

It is suspected that here again Mr. Tora is making his influence felt, and that a new dockworkers' body formed at Lautoka will become another member of the "awkward squad".

Meanwhile a new bill introduced to the Legislative Council on Friday, which will make it harder for those in essential services to strike, could effect the airport workers notice of strike. The bill might also bring some opposition.

The bill says that persons employed in essential services may strike "only in pursuance of a trade dispute with their employer". Report of the trade dispute would have to be made to the Commissioner of Labour and 28 days would have to elapse after the report. The Governor will prescribe the form and manner in which strike notices are to be given.

They hope to make Games a tourist success, too

From a special correspondent in Port Moresby

To make sure that the Third South Pacific Games, to be held in Port Moresby in August, 1969, are an outstanding tourist success, as well as an outstanding athletic success, Games' organisers are attempting to arrange other territory events to coincide. The big hope at present is that the Mount Hagen Show will be held at the same time.

Other events which may be arranged to coincide with the Games are the Rabaul Show and the annual territory Festival of Drama in Lae.

The weather has already been arranged! The Games are being held from August 13 to August 23—right in the middle of Moresby's dry season and what the experts insist will be the fairest weather month.

The organisers are confident of a big influx of tourists from Australia, and they are hopeful that they will be able to attract visitors from Japan, Hong Kong, the Philippines, Hawaii, New Zealand, the United States and the Continent. Publicity brochures are being sent to these areas in an attempt to interest tourists.

These are big plans and they will take a lot of hard work to realise.

Already, with more than a year to go before the Games, hundreds of volunteers are helping with preparations.

Planning and publicity are not the only tasks facing the organisers in the territory. A 50-metre swimming pool and a major games arena are still under construction.

The specially-constituted Organising Committee has named 17 sports it would like to see played at the Games.

Six of these—athletics, swimming, tennis, soccer, Rugby Union and basketball—must be held, but another 11 games have been provisionally added by P-NG. These are volleyball, netball, softball, boxing, weightlifting, judo, yachting, hockey, table tennis, golf and lawn bowls. Final decision will depend on whether there are enough entries.

Planning for these events is an immense—and costly—job.

The cost of the Games to Noumea reached a total of \$4 million, with great assistance being given to New Caledonia by the French Government.

P-NG lacks the resources of New Caledonia, and a shoestring budget of \$825,000 has been set for the 1969 Games.

Of the \$825,000, \$150,000 has been granted by the territory's Administration to be spent before the Games are held. The rest of the money must come from public subscription.

Public funds will be collected by the South Pacific Games Trust. The body will make sure that the money is raised and spent in the best interests of the people of the territory.

Air Commodore David Beyer, who has been appointed Executive Officer of the Trust, says that some of this money will be raised in the territory, but the great bulk of assistance will have to be sought from Australia. And he's the fund raiser



Two of four stamps featuring frogs which are to be issued by P-NG on April 24. The stamps are the territory's second flora and fauna conservation issue.

Hahano and Princess Fusipala in ceremonial mats at their wedding festivities. The last royal wedding in Tonga was the double wedding of the present king and queen and the king's brother, Prince Tuipelehake, to Princess Melanaite.

They all danced at her wedding

From BETTY SANFT,
in Nukualofa



Everyone loves a wedding—and Tongans are no exception. In March, the Islanders enjoyed three days of feasting and rejoicing to mark the first royal wedding in 21 years when Princess Fusipala, second daughter of Prince Tuipelehake, the Premier, and Princess Melanaite, was married to Hahano, only son of Vaha'i, noble of Fo'ui.

The Royal Chaplain, the Rev. G. Harris, officiated. Guests from her Pacific territories and the outer lands gathered to take part in the celebrations.

The morning before the ceremony, the Registrar called at "Fatai", home of the bride's parents, for the formal registration of the marriage. At noon, the young couple walked from "Fatai" along the waterfront, to a great feast on the *malae* (domain), amid a large, cheering crowd who sang and danced around the couple and their attendants.

Although not in full traditional wedding dress, both were wearing ceremonial mats, *kie*, around the waist, the number, age and quality of which denote rank. The queen and Princess Melanaite wore 10 each at their wedding day but, during the intervening years, chiefs and commoners have tended to wear numbers above their station. The bride's father therefore decided that the princess would wear six and her groom five, a fact that would be noticed by all Tongans present and serve as a deterrent to future abuse. The king and queen sat with the 1000 guests in long sun-shelters at

right-angles to the royal marquee where distinguished guests were seated. The scene was reminiscent of coronation feasts with guests seated on the mat-strewn ground in front of *paulas* laden with fish, pork, yams, kumara and other Tongan delicacies and, in a traditional ceremony, kava and pigs were presented to the couple.

The feast was the culmination of celebrations at "Fatai", where the traditional exchange of presents and food was carried out. On the spacious lawns friends and relatives met under the temporary shelters of coconut leaves and greenery, festooned with coloured lights. While the older men foregathered in the kava circle to reminisce, the young people sang and danced.

More than 350 guests filled the Royal Chapel to overflowing for the wedding service. The latecomers, who found only standing room on the porch or lawn, had a grandstand view of the bridal procession as it left the palace and followed a circular route to the chapel over a path covered with tapa cloth and fine mats. Women sat on both sides of the path.

The bride, on her father's arm,

entered the chapel to the strains of the famous Maopa Choir. She was attired in a magnificent gown of white satin, with French lace sleeves and trim, and an over-gown of white chiffon. Her veil hung from a pearl coronet. Five young bridesmaids carried the 12-ft long train of satin and French lace. The bride was attended by her sister, Princess Siuilikutapu.

In white tie and tails, the bridegroom was attended by three of his kinsmen, all nobles of the kingdom.

As the couple emerged from the chapel, a spontaneous cheer went up from the large crowd assembled in the palace grounds and the adjoining *malae*. Everybody danced and laughed in happiness as the procession made its way back to the palace to be greeted by the king and queen.

The reception at the Dateline Hotel was in subdued European style, with toasts in champagne.

Both Tongan and European women were elegantly gowned. The dancing and singing at the reception were more sophisticated than at the earlier celebrations. The splendid array of presents showed great imagination on the part of those who live in this limited shopping centre.

Fusipala is the first of the 10 royal children to be married. Of the others, some are already eligible—and all are attractive and accomplished. It is certain it will not be another 21 years until the next royal wedding.

W. Samoa's valuable timber deal is signed at last

From an Apia correspondent

More than three years of negotiation and often bitter controversy culminated in Apia on March 19 when the Western Samoan Government and the US firm of Potlatch Forests Inc. signed an agreement aimed at developing a multi-million dollar timber industry on the island of Savai'i.

Potlatch claims that if all goes well, within a few years the Samoan economy could benefit to the tune of \$3½ million annually—not much less than the entire national budget at present.

The agreement was signed by Western Samoa's Prime Minister, Mata'afa, and Mr. Benton Cancell, president of Potlatch.

The signing took place at Pilot Point before several hundred legislators and members of the public in an atmosphere of official confidence and lingering private scepticism about the future.

"I am of the firm belief that this will be for the good of our people. It will boost our economy and bring mutual benefits to ourselves and Potlatch," the Prime Minister said.

Mr. Cancell said: "I feel sure this partnership will become a model programme for the relationship between a manufacturing corporation and an industrially undeveloped nation."

40-year contract

Under the contract, which is initially for 40 years, the company intends to invest some \$3 million over the next two years. In these two years, it will build a sawmill and veneer plant at Asau along with roads and other facilities to handle an annual harvest of 15 million board feet of lumber.

Within the following three years Potlatch plans to double its investment to \$6 million and more than triple its timber processing capacity to 50 million board feet annually.

Western Samoa will get 25 per cent. of the net profits from lumber for the first 10 years of operation, in lieu of income tax. After that Potlatch will pay taxes as levied by the Government.

The general manager of Potlatch, Mr. K. Floan, said that a start on the mill would not be made until the company was assured of a minimum amount of timber supplies to ensure success.

He said there had to be a minimum of 15 million board feet for 10 years and this would require timber leases to 15,000 acres in addition to government land.

He set October 1 as a target date by which sufficient leases should be arranged to enable a start on the mill. The building of the mill is expected to take about a year.

The project will initially employ 14 Stateside personnel and 125 Samoans.

Replanting problem

"With proper management 150,000 to 200,000 acres could produce 100 million board feet of lumber every year indefinitely," Mr. Floan said.

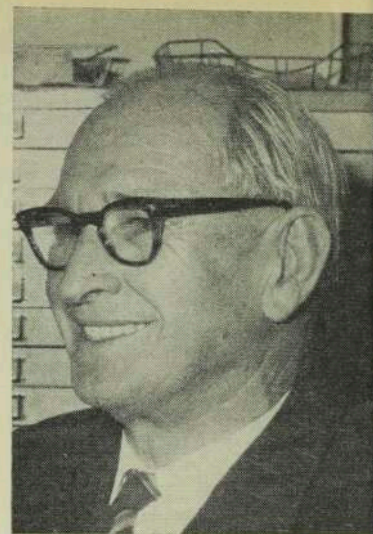
The planting programme will be the responsibility of the newly-created forestry section of the Samoan Government, with advisory assistance from Potlatch. The government will also arrange timber leases on customary lands with the Minister of Lands acting as trustee.

Potlatch is a 60-year old company with timber resources in the United States of 1,300,000 acres. In 1966 it had sales of \$267 million. This is its first venture outside the United States.

To many people in Samoa, the Potlatch deal with its massive injection of cash, its employment and income opportunities, and inevitable widespread economic benefits, represents the first real breakthrough in the struggle to improve living standards that has been the main pre-occupation of the government since independence six years ago.

To others it is just one more threat to the old way of life.

● P-NG's Chief Crown Prosecutor, Mr. Oliver John Shaw, 55, on March 15 was fined \$50 for having driven under the influence of liquor and was disqualified from driving for three years. He pleaded guilty in a Port Moresby court.



Eric Feldt.

DEATH OF ERIC FELDT

By a staff writer

It is an extraordinary thing that the death of Commander Eric Feldt in Brisbane on March 12 at the age of 69 rated only three paragraphs in one of New Guinea's two major newspapers. Yet Eric Feldt himself, given the opportunity, would not have been critical; he was a man who never fussed or wanted any fuss.

By request there were no flowers, no naval honours at his funeral. But more than 200 people were there, including a number of the coast-watchers in that RAN service he did so much to develop. And, of course, there were New Guinea old hands of that period before the war when District Officer Eric Feldt was an active, respected officer of the New Guinea Administration.

Born and educated in Queensland, he first went to New Guinea in 1923, as a Administration clerk at Rabaul. Just previously he had resigned his commission with the RAN—having been a member of the original class of naval cadets at Jervis Bay in 1913. He had served as an officer in RAN and RN ships in World War I.

Within a year in NG he became a patrol officer, later an ADO and

(Continued on p. 133)

NG ELECTORS LIKE YOUNGER POLITICIANS (IF THEY'RE NOT KIAPS OR CULTISTS)

From a Port Moresby correspondent

March 22

During the second week of March the polling teams, like Gray's ploughmen, were homeward plodding their weary way, after a strenuous month of vote collecting. Some of the candidates had been doing quite a bit of plodding too, while others, more affluent, had been hopping along in light planes or helicopters ahead of the polling teams. Still others (and I am not sure that these were really the lucky ones) had had nothing to do after the first week but sit down and bite their nails while waiting for the counting of votes to start.

Counting began at 6 p.m. on March 16. The counting of primary votes is now completed, and the results have been posted in the central tally-room at Port Moresby. Now follows a further week during which absentee and postal votes will be reaching their destinations.

These will be opened and counted by March 30, and then will follow a week or more of preference vote counting before we shall finally know for sure who's in and who's out. So some candidates have quite a bit of nail biting to do yet.

To date only the four candidates who were unopposed have been declared to be members of the new house. But in about a quarter of the 84 electorates there can be no serious doubt about the result.

These are those in which there were only two candidates, and those in which one candidate has a clear majority over the combined votes of all his opponents.

Barrett out

Among the regional electorates, Roy Ashton has a substantial majority over Don Barrett in East and West New Britain, Dennis Buchanan has defeated his two opponents in the Eastern Highlands, and Tony Voutas has wrested the Morobe seat from ex-speaker Horrie Niall. Ron Neville (Southern Highlands) and Joe Langro (West Sepik) were elected unopposed.

The remaining ten regional seats await a decision on preferences.

Of the 69 open electorates, the result is certain or practically certain in 20. Of these, five seats will be held by Europeans and 15 by New Guineans.

In a number of other cases the indications as to who will be elected are fairly strong; but prediction is bound to be an uncertain business under a system under which the indicating of preferences is optional. Until the ballot boxes are re-

opened for preference counting, no one can tell how many preference votes there will be.

However, even at this stage there are some general trends emerging. It looks as if there will again be a solid phalanx of members from the Highlands who will join Kaibelt Diria (re-elected for Wahgi) in his oft repeated plea of "Easy, easy". To call these Highlands members conservatives is perhaps misleading, but they certainly believe in making haste slowly.

On the coast and in the islands it may be different. It looks as if there will be a swing to younger and better educated members, though it won't assume landslide proportions.

In the Kerema electorate, for example, war veteran Gabriel Ehava Karava has been ousted by a young co-operative officer, Tore Lokoloko,

whose travels overseas have included a visit to India.

It's not been a good election for ex-kiaps. (Native Affairs officers).

True, Ron Neville has been returned unopposed for the Southern Highlands Regional, and ex-PO Warren Dutton has won the North Fly seat.

No good for cultists

But Horrie Niall and Barry Holloway have both suffered defeat, Graham Pople's chances of re-election appear slim, and Keith McCarthy has failed to bring off his metamorphosis from official to elected member.

It's not been a good election for cultists either.

Hahalis Welfare Society's Francis Hagai has been defeated in North Bougainville; Tommy Kabu, who,

A Port Moresby voter casts her ballot. Total votes cast in that area were disappointingly small, according to some commentators.



POINTERS TO THE FUTURE

As 1,250,000 voters on the common roll cast their votes to elect the 94-member House of Assembly (compared with 64 in the last House) the territory in March received two pointers to its political future.

• In Canberra, the Australian Governor-General, Lord Casey, in outlining the Australian Government's plans at the opening of the new session of parliament, turned thumbs down on the possibility of P-NG becoming Australia's seventh state.

• Towards the end of a long tour of the territory members of a UN visiting mission said they felt, from what they had seen and heard so far, that the territory should not be hurried towards independence or self-government by outside pressure, and that national unity was necessary before the territory could become independent.

Lord Casey told parliament that the destiny of P-NG was to become a self-governing country, and the government's basic policy was to develop it for self-determination. He added: "Whether some subsequent special relationship with Australia is worked out and what such a special relationship might be can only be worked out in the future between the then government of a self-governing P-NG and the then government of Australia. But my government believes that the development of P-NG as a seventh state of Australia is fraught with difficulties and that statehood as against self-government is not likely to be the outcome of development".

Lord Casey said parliament would introduce legislation to give limited ministerial responsibility to the P-NG House.

Chairman of the visiting mission, experienced NZ islands administrator Mr. J. M. McEwen said in Rabaul that generally people had said, "yes, self-government is alright, but not yet".

Mr. McEwen said the degree of parochialism encountered by the mission had disturbed him.



Mr. J. K. McCarthy . . . out!

though not perhaps a cultist, has often been suspected of cultist tendencies, has been unsuccessful in the Kikori electorate; and the celebrated Yali, contesting the Rai Coast, has suffered the supreme indignity of being beaten by a Papuan.

On the other hand, it's been a good election for the Pangu Pati.

It is too early yet to say how many members it will muster in the House, but its total tally of votes in the electorates in which its candidates stood is quite impressive.

True, votes have been cast for individuals rather than for the party as such. However, the radical views of these individuals and their affiliation with Pangu have been well known to the voters; and the Pangu men are justified in claiming that they represent a significant minority of the territory's voters, and are not, as their detractors have sought to persuade us, a tiny clique of disgruntled townsmen.

Jim McKinnon in

The All Peoples Party's founder, Jim McKinnon, has won a sweeping victory in Middle Ramu, and several other members of this party are likely to be in the final round-up.

Both these parties may be expected to attract some as yet unaligned members to their ranks once the new House gets under way.

The other embryo parties do not seem to have made any significant impact. Napro's secretary, Goodwill Tabua, still has a chance, though rather a slender one, of winning the Gulf and Western Regional seat, but its leader, Bill Dihm, is out of the running in Rigo-Abau.

In 1964 there was a good deal of surprise expressed when it was found that six Europeans had been elected in open electorates. Many people had assumed that European candidates wouldn't have a chance in unreserved seats. Now in 1968 it looks as if European candidates are doing at least as well as they did in 1964.

An interesting situation is emerging in the Central District of Papua, where the people have been in contact with Europeans since the 1870's, and where fairly radical points of view might be expected and are indeed found.

In the Central Regional electorate, two European candidates have polled 20,000 votes between them, while three Papuan candidates have mustered only 16,000.

While it is still not impossible that trade union leader Oala Oala Rarua, running third in the primary count, may pull it off on preferences, it seems more likely that the seat will go to Ron Slaughter, a former member of the old Legislative Council (that is, the legislature before the last Assembly).

This regional electorate comprises four open electorates. In Rigo-Abau, a European candidate is leading a field of nine, the other eight being indigenes. In inland Goilala, a European is running third in a field of eight.

No Europeans, no vote

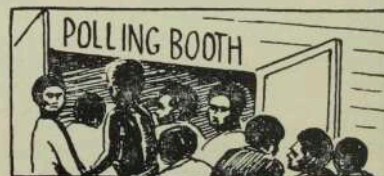
In Moresby, with its fairly substantial European vote, potential indigenous candidates gave it a miss when two very well-known Europeans announced their intention of standing. In Hiri, with an all-indigenous line-up, one group of islanders refused to vote at all when they found that there were no Europeans standing and that they would have to choose between Motu and Mekeo candidates.

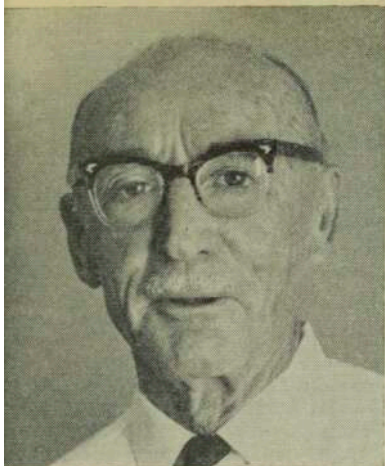
It looks as if there are still many Papuans who would prefer to be represented by a European rather than by a Papuan of a tribal group other than their own. Possibly, too, some of them feel that in the highly sophisticated venue of a Westminster style legislature a European can do more for them than one of their own people could.

With Horrie Niall, Keith McCarthy and Don Barrett out of the running, who will be Speaker in the new House?

Ian Downs was not an election candidate, and John Stuntz though not out of the race, will have to do pretty well with preferences if he is to win.

A number of names, both of European and indigenous members, are





The Speaker, Mr. Horrie Niall . . .
out!

being tossed around, but little progress will be made towards finding an answer to this question until the members meet for their pre-session seminar in May.

Once the Speaker and Deputy-Speaker have been chosen, the time will come for the selection of those who are to become ministerial and assistant ministerial members.

No doubt those former under-secretaries who survive the elections—and on the whole they are doing much better than the prophets predicted—will have a good chance of getting some of these jobs.

Complications yet

Altogether it has been a good election.

Most candidates worked hard; the voters have taken a keen and intelligent interest in the exercise; and the returning officers and polling teams have done the same first-rate job they did in 1964.

It is clear that there are still some unnecessary complications in the system, which one might hope will be eliminated in 1972.

One is the system of voluntary preference voting, which is just a mess. Another is the system which allows a voter to vote in the electorate in which he was born, even though he may have lived and worked in another electorate for many years.

Nevertheless, the 1968 elections have good grounds for optimism about the future of democratic government in the territory, and forebadow the possibility of more realistic and vital clashes between radical and conservative viewpoints than any that occurred in the last house.

The new Assembly will be 'enlivened by the radicals'

*An election commentary by IAN DOWNS
elected member of the P-NG legislature 1957-67.*

No clear message comes through from the results of the New Guinea House of Assembly elections; but the results will have a profound effect upon the conduct of the House if for no other reason than that so many former members decided not to stand again and of those that did quite a high proportion were defeated.

The immediate problem will be to fill the Speakership with a man who has a confident knowledge of the House rules, the proper procedure and the standing orders which govern all debate. By tradition and practise the Speaker controls all activities within the House of Assembly and through the Clerk of the House the whole of the staff comes under his control.

Usually the job falls to a competent senior member who should be above the conflict of debate and beyond party or political ambition. The Speaker of the House is virtually a law unto himself, and ranks high in precedence, alongside the Administrator and the Chief Justice.

In sporting terms, the Speaker is not only the referee but also the administrative head and the president of the league.

The defeat of three former members whose main ambition in standing again was closely connected to a reasonable prospect that they would be nominated for the Speakership if elected to the House, has left the field open to endless speculation.

Who for Speaker?

With Niall, McCarthy and Barrett no longer available there is really no competent member with either the experience or the qualifications for the job.

Even those who come close to qualifying are either unlikely to be elected to parliament when all the preferences have been counted or else reluctant to terminate an active career on the floor of the House for the sake of the Speakership.

Among the European members few will have the time to give to the position because the Speaker of the House will have almost continual duties in Port Moresby.

Of those Papuan and New Guinean members who might be available,

only John Guise or Matthias Toliman seem to qualify; but both of these men have political ambitions of their own with strong prospects of filling ministerial positions.

When the members of the old House of Assembly came together for the first time to select a Speaker in 1964 they were only prevented from electing an official member by advice from the Administrator that he would not permit one of his officers to accept the position.

In the circumstances which now face the new members it seems reasonable to suggest that this policy should be reviewed and the 1964 decision not accepted as a precedent.

More than one able official member from the last House will be facing retirement from the Public Service within the next two years, and it seems reasonable to suggest that ways and means should be found to extend their particular service by contract so that they could seek nomination as Speaker. Even if an official member took on the job for one or two years it would serve a very useful purpose, because it would enable a Deputy Speaker, perhaps lacking only in experience rather than competence, to gain the qualifications to take over smoothly.

The position is far too important to suffer the handicap of incompetence, the debacle of chaotic meetings or maladministration. The Rule of Law begins in the House of Assembly and it must be upheld by the right man.

The trends in territory politics reflected by the results suggest that radicals and racialists have had some success; but this is tempered not merely by the big conservative bloc that has been returned from the Highlands but by new faces in the coastal electorates who will bring youth as well as new ideas to the Papua-New Guinea parliament.

The struggle to establish a National



Matthias Toliman . . . in! Is he Speaker material?

Socialist party with early ambitions to govern the country did not really begin during the elections; but it will obviously take place as soon as the new members come together in June.

In the meantime a number of election results remain to be determined by preferences; particularly in the Highlands, where multiple nominations will leave the final figures in doubt until the last preference vote has been counted.

Those who have criticised the system of preferential voting will have difficulty in suggesting anything better when one considers that electorates with fields of 12 candidates and more—with half-a-dozen hopefuls around the 2,000 mark—could be won on a first-past-the-post system with perhaps 2,500 votes out of 20,000 votes counted.

Candidates who worked hard have generally been rewarded by success; but the number of people who did not vote seems to be much higher than in the last election.

One would have expected the total votes cast in the Moresby Open electorate to be a lot more than a mere 4,461, with the winner reaching the House of Assembly on a trickle of 2,604.

In Kikori, Tom Koraea had an absolute majority with 3,947. In the Nawae Open (an electorate in the heavily populated Wain and Naba country above Lae) only 5,131 first preference votes were counted and in Kerema only 3,788. Figures like these suggest a complete lack of interest in the election and make the successful candidates from these areas look rather unimpressive when they are compared to those who really got out the vote.

The voting percentages in the regionals look a little better and show much greater interest; but it will be

very hard on the basis of voting figures in this election to justify any further expansion in the number of electorates.

Nearly 9,000 informal votes were wasted in the Chimbu Regional electorate, 7,500 in the Eastern Highlands, 4,029 in East and West New Britain, 9,493 in East Sepik, 2,499 in Madang and 3,172 in Manus-New Ireland. These wasted votes are not merely an indictment of the patrols which went out to explain the elections and how to vote. They are an indication of the way in which the intense pride of the partly literate and the pride of some non-literate voters makes them claim an ability to read, write and understand the ballot papers even if they know they will make mistakes.

Symbols?

The use of symbols rather than names could be reconsidered by the Electoral Officer in future electorates. In at least three of the Regional electorates the informal vote could have influenced the result, and this defeats the purpose of any electoral system.

The motives which moved most candidates to stand for election are a personal matter; but some were candidates because minority groups urged them to try while others, in some Open electorates, felt that as prominent citizens it was expected of them.

A surprising number were strongly interested in standing for election because the salary would be attractive and their relatives were anxious to share their wealth.

Obviously there were many dedicated candidates in all electorates and



Zure Zurecnuoc . . . is he in or out?

the issue and the voting might have been more significant if some of the fields could have been thinned out to give the most promising and useful men more votes on clearly defined issues.

In a few Open electorates it was obvious that the minds of the people had been made up well in advance, and sitting members who defied these arrangements suffered salutary defeat.

Nevertheless, there were some cases in which dedicated men who served their people and the country well in the last House of Assembly received less than was due to them in the election. Dirona Abe, Robert Tabua, Singin Pasom, Gabriel Ehava Karava, were casualties which the country will sorely miss and if either John Stuntz or Zure Zurecnuoc do not get overwhelming preference vote support, the House will lose two outstanding and competent personalities who will not be replaced.

The pattern of change and replacement which is typical also of Local Government Council elections has been maintained with a few notable exceptions and even at this stage it can be confidently forecast that Europeans who have won in some of the new Open electorates will be unlikely to survive in politics beyond four years, and that Papuans who have won in New Guinea electorates would be unwise to expect to repeat their success in 1972.

Highlands support

The overall composition of the new House of Assembly suggests that the government will have little trouble in the House if it can count on the support of the Highlands bloc and the 12 to 15 other members who will also support the government on all critical issues which challenge its authority to govern.

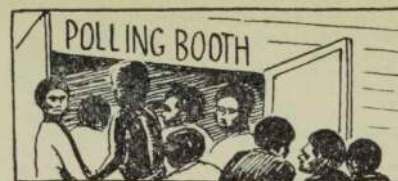
The House will be enlivened by the radicals and the racialists who will be more capably led in the early stages because they will have both purpose and some experience.

The really interesting development will be to see who will emerge as leaders from among the new members. The talent is there, and in a year or two of working experience they will find their way to the top. Form and style shown during the elections is no guide to performance in the House.

Finally, the character and personality of the new Speaker will be of vital importance in the first few meetings, because it is quite obvious that he will have very little experienced assistance from the floor of the House.

PRIMARY COUNT DETAILS IN NEW GUINEA ELECTION

Here are the full details of the primary count in the P-NG elections. Distribution of preferences was to begin on March 30, when postal votes closed. Preferences will decide some seats. An asterisk denotes an elected member of the old Assembly.



Tongia Kauba	1,257
Wel Bagele	397
Waine Mogia	206
Informal	108

EASTERN HIGHLANDS REGIONAL ELECTORATE

*Holowe	17,148
Peter Fox	8,903
Dennis (Absolute Majority)	31,551
Informal	7,498

DAULO OPEN ELECTORATE

Ruipo Okoroho	588
Kia Fetowe	1,681
Laki Sasu	1,327
Ikime Balo	615
*Sinake Giregire (Absolute Majority)	3,720
Informal	39

GOROKA OPEN ELECTORATE

John Akunai Rove	530
Ohuma Aize	118
Soso Subi	917
Bulamakau (Seve Burikari)	1,399
Unapei Apojo	264
Isemuvo-Orokaviar (Isembo-Orokaviar)	363
Baito Hero (Asawaho Hero)	279
Majo Mori	709
Bunefa Mesuihafa	560
Giana Gena	203
Segeyaro- (Seles-Safagusave)	1,317
Akepa Miakwei	1,121
Lombuna Lo'Apei	1,386
Nagamisofo Sorihafo	108
Sabumeli Kofikai	1,227
Atau Waukavi	582
Informal	103

HENGANOFI OPEN ELECTORATE

Oto	956
*Bono Azanifa	3,560
Bosiki Saroke	826
Kimi Anozapme (Atiheme)	745
Ako'o Rihigepme	704
Kutanama Iazameso	1,333
Nom Yamoro	331
Sununku Krokile	1,202
Informal	21

KAINANTU OPEN ELECTORATE

Tama Umpa'o	2,023
Igao Nesao	2,592
Bakuta	1,209
Casey	4,042
Zuraina Bolang	1,354
Kumaro Pinka	1,437
Informal	687

LUFU OPEN ELECTORATE

Haniabu-Karuma	175
Pose-Ifanume	450
Kafia-Kemepa	644
Pupuna-Aruno	3,672
Abo-Yaruta	343
Tevinare Hume Atipu	1,490
Sunavi-Otio	2,452
Forapi-Maunori	623
Informal	4

OKAPA OPEN ELECTORATE

Kege Yasinamo	1,410
Arula Emasa	2,317
Hanenama Waijogu	1,325
*Muriso Warebu	2,560
Yasina Karabe	1,589
Eveto Vebuloya	792
Kugindame-Yawinum	1,990
James Makati (Rupen)	366
Informal	576

(Over)

BOUGAINVILLE REGIONAL ELECTORATE

Jack Lee	7,159
Joseph Adrian Lue	8,130
F. Cooke	3,773
Informal	2,782

NORTH BOUGAINVILLE OPEN ELECTORATE

Samson Purupuru	2,624
Donatus Mola (Absolute Majority)	6,011
Francis Hagai	1,292
Informal	173

SOUTH BOUGAINVILLE OPEN ELECTORATE

Paul Lapun (Absolute Majority)	9,735
Andrew Komoro	2,092
Informal	37

CENTRAL REGIONAL ELECTORATE

Laughter	10,353
Avera Rea	2,092
Ala Oala-Rarua	9,858
Andy Anderson	10,074
Evase Morea	3,407
Informal	1,471

GOILALA OPEN ELECTORATE

Estava Ivoro	1,833
Le Katem	765
Quis S. Mona	2,728
Eriko Rarupu	576
Henry Lehto	130
aga Lauva	2,353
uai-Koitoi	818
hn Martin	2,349
Informal	139

HIRI OPEN ELECTORATE

sa Nguu	1,416
ua Kapena	3,987
len Rabura	571
annuela Albaniel Manu Mama	324
orge Mapai	599
Charlie Maino Aukey	3,432
Informal	943

MORESBY OPEN ELECTORATE

erey Chatterton (Absolute Majority)	2,604
K. McCarthy Makati	1,737
Informal	120

RIGO-ABAU OPEN ELECTORATE

otty Uroe	2,993
ka Saini	796
irona Abe	1,789
Il Dihm	1,076
ark Bonio	227
oka Tom	594
ff Ianamu	1,867
ruma Mareva	412
vati Taureka	477
Informal	263

CHIMBU REGIONAL ELECTORATE

dfrey Agen-Dua	15,808
raham Pople (Bomai)	19,050
ic Pyne	25,020
Informal	8,788

CHIMBU OPEN ELECTORATE

hanes Bande Yonduwai	913
gai Kora	1,039
bame Kura	894

Joseph Teine	648
Malai Kama	199
Yomba Kara	191
Kuman Kwatininem	62
Kalap Kawa	2,588
Kambua Mondia	139
Miugwe Bina	1,192
Joseph Kauga Waibugl	483
Tokam-Kuman	486
Karigl Bonggere	2,814
Nime Maingime	843
Kamane Au	639
Willie Kunauna	365
Informal	50

CHUAVE OPEN ELECTORATE

*Yauwi Wauwi Moses	3,145
Kori Koma	1,019
Kuri Mori	1,057
Girimai Keka	510
Tom Toury Kumaniari	467
Tine Agengwa	1,913
Tabiel Maima Peta	445
Arigai San	2,103
Bai Amegao	572
Launa Numabo Mewea	1,992
Informal	16

GUMINE OPEN ELECTORATE

Kaupia Ninkama	416
Ninkama Yomba	240
Wemin Aure	2,053
Nebare Kamun	1,998
Galimeil Boi	368
Briya Kia	323
Ninkama Bomai	1,552
Inuave Egaiano	2,142
Kua Galemei	329
Gare Kumulgaui	1,883
Nilkare Kaupa	1,165
Bilge Bri	1,610
Kobula Boi	56
Bre Wau	476
Biral Welabe	1,139
Kuman Dai	1,612
Informal	1,338

KEROWAGI OPEN ELECTORATE

John Waak	287
Asuwe Kawage	922
Danga Mondo	62
Wena Amugl	1,415
*Siwi Kurondo	2,892
Kair Gene	924
Wande Gundu	128
Dagi Mondo	806
Konia Dewe	3,281
Informal	23

SINASINA OPEN ELECTORATE

Golabe Bulage	548
Kara Mintawa	449
Gabe Uba	1,873
Aulakua Maima	491
Gipmai Kiag	872
Aina Kuri	596
Leo Komi Miamil	1,340
Kantigane Endekan	941
*Waiye Siune	1,204
Kauba Pore	339
Kobale Kale	533
Kelaga Eremuge	1,599
Kalale Wel	648

EAST AND WEST NEW BRITAIN REGIONAL ELECTORATE	
*Don Barrett	11,287
*Roi Ashton (Absolute Majority)	25,612
Informal	4,029

GAZELLE OPEN ELECTORATE	
Mualat William Tawanga	771
Bolton Tamean	530
Stanley Tomarita	997
Price Albert G	564
*Matthias Toliman	2,669
Informal	161

KANDRIAN-POMIO OPEN ELECTORATE	
Julius Ayong	1,600
*Paul Manlel	536
*Koriam Michael Urekit (Absolute Majority)	8,269
Anton Bos	1,208
Pele Taol	324
Informal	107

KOKOPO OPEN ELECTORATE	
Beniona Tokarai	434
Oscar Tammur (Absolute Majority)	3,656
Tokau Tologo	189
Vin Tobaining	944
Informal	143

RABAU OPEN ELECTORATE	
Tomas Tobunbun	1,039
Isimel Towalaka	79
Samson Patiliu	1,268
Lawrence Lavatul	639
Epineri Titimur	2,922
Tiut Turmarum	1,228
Informal	458

TALASEA OPEN ELECTORATE	
Maus Bala	153
Lima Yohanis	1,412
Akai	1,854
Theodore Kaiwa	632
Otto-Rerio	1,070
John Maneke	3,173
Alois Baki	365
Informal	185

EAST SEPIK REGIONAL ELECTORATE	
Alan Davidson	11,352
Herman Kabai	11,049
*Frank Martin	7,728
Michael Tom Somare	18,207
Informal	9,493

AMBUNTI-YANGORU OPEN ELECTORATE	
Matias Yeliwan Wabigau	148
Godfried Wogiamungu	3,279
Walinginjit Tambwindimi	670
Bonjui Patgowi	1,462
Alois Kauang	2,321
Labu Yawibery	1,074
Warasause-Yuambari	763
Nauwi	3,949
Mathias Yambunpe	560
Informal	142

ANGORAM OPEN ELECTORATE	
Pita Jonsen (Yang Pita)	2,875
Michael-Nanguromo	1,667
Mok (Hanabap) Kwongaban	467
Mando	1,493
Daniel-Guren	1,855
Joseph Nimagore	722
Soni-Apapa	1,015
Informal	191

DREIKIKIR OPEN ELECTORATE	
Kokomo Ulla	6,198
Bulu	409
Peter Nim	2,279
Joseph Langu	5,003
Malken	401
Informal	68

MAPRIK OPEN ELECTORATE	
*Pita Lus (Absolute Majority)	6,997
Bernard Richard Porter	54
*Pita Tamindei	1,406
Buigun	1,103
Makis Finch	25
Murray K. Phillips	567
Stephan Mairavi	323
Wangiwan	535
Informal	85

WEWAK OPEN ELECTORATE	
Beibi	3,193
George Panao	1,958
Donigi-Samial	1,968
Wolfi Sauci	589
Informal	193

MADANG REGIONAL ELECTORATE	
Garet	21,193
Brus Jephcott	11,829
Witika T.	10,049
Informal	2,499

BOGIA OPEN ELECTORATE	
Leo Mondolan	2,077
*James Meangarum	2,637
Franz Nabura	214
John Sakiap	1,108
John Bareng	447
Robin	2,292
Informal	102

MABUSO OPEN ELECTORATE	
Saramuri-Sinamaba	2,262
Tokop Siburia	577
Angmal Bilas	3,567
Bato Bultin	1,896
Informal	1,246

MIDDLE RAMU OPEN ELECTORATE	
Tap Tap	579
Jim McKinnon (Absolute Majority)	6,271
Walai Toba	1,790
Informal	15

RAI COAST OPEN ELECTORATE	
Yali	3,189
Iaga Bakuk	140
John Poe (Absolute Majority)	5,409
Informal	79

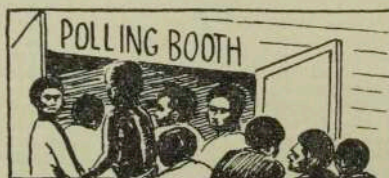
SUMKAR OPEN ELECTORATE	
Kaki Angi	947
John (Jon) Middleton (Absolute Majority)	7,075
Wadua Marun	684
Informal	382

MANUS AND NEW IRELAND REGIONAL ELECTORATE	
Stanis Boramilat Toliman	4,007
Wally Lussick (Wall Lasik)	9,098
Sam (Samuel Kukuris) Nui	6,114
Informal	3,172

KAVIENG OPEN ELECTORATE	
Michael Can Can Tsang	180
Pitamari	669
Perry Kwan	303
Alik Saul	68
Levi Mitting Osongmat	1,688
Daniel Bokap	2,572
Barol Kipong	47
Epel Sikeng Tito	995
Apelis Kasino	62
Eratus Hitter	710
Informal	229

MANUS OPEN ELECTORATE	
Peter Pomat	1,391
Joel Malah	667
*Paliau Maloat	2,637
Leo Nawa	352
Joe Malai	714
Informal	53

NAMATANAI OPEN ELECTORATE	
Ben Topikul	726
Paulo Dori	950
Julius Chan-Sungmen	3,296
Robert Sen Seeto	1,681
William Doris	520
Bruno Leo Sasimua	1,760
Informal	236



MILNE BAY REGIONAL ELECTORATE	
Cecil (Seselo) Abel	8,887
Elliott T. Elijah	7,596
Dennis Young	5,987
*John Stuntz	6,577
Informal	1,580

ALOTAU OPEN ELECTORATE	
Osineru Dickson	1,470
*John Guise (Absolute Majority)	9,504
Bondai Pita	451
Informal	390

ESA'ALA OPEN ELECTORATE	
Enosi Baloiloi	1,479
Joseph Wombu	722
Poate Henry Andrew	1,051
Norman Evennett (Nomani) (Absolute Majority)	5,251
Jo Wilkinson	932
Francisco Kalade	201
Informal	87

KULA OPEN ELECTORATE	
*Lepani Watson (Absolute Majority)	5,703
Goweli Taurega	1,048
Jack Patterson	2,068
Informal	276

MOROBE REGIONAL ELECTORATE	
*Toni (Anthony Constantine Voutas) (Absolute Majority)	31,539
*H. R. Niall	27,036
Informal	2,744

FINSCHHAFEN OPEN ELECTORATE	
Meek Singillong	1,941
Martin Ningau	1,198
Somu Sigob	1,961
Simongi Kanglong	688
*Zure Makili Zurenuoc	2,027
Morea Tabe	412
Informal	153

HUON GULF OPEN ELECTORATE	
Michael Maraveta Kaniniba	2,273
Kwakem Yakamtung	1,749
Karo Ahi	1,567

KABWUM OPEN ELECTORATE	
Rauke Gam	2,413
*Stoi Umot	1,625
Fransing Ansuang	1,517
John Crowhurst	1,777
Buaki (Wajongi) Singery	2,043
Advent Tarosi	1,693
Informal	261

KAINDI OPEN ELECTORATE	
Anani	7,230
Kobubu Airia	4,856
Informal	260

MARKHAM OPEN ELECTORATE	
Bibuai	2,294
Bilum Ganguts	1,552
Muruat-Wanmanda	1,154
Tom Lae	4,410
Informal	55

MUNYA OPEN ELECTORATE	
Philip Kaia	2,938
Mamakaua Kamak	2,271
Mangobing Kakun	3,497
Informal	158

NAWAE OPEN ELECTORATE	
Batanningke Suanga	1,761
Tamae Dambin	1,249
*Singin Pasom	382
Patik Nimambot	1,703
Informal	36

NORTHERN REGIONAL ELECTORATE	
Bill Fielding	4,636
David Clark	2,183
Cromwell Uiri Burau	3,056
N.G. (Robbie) Robinson	662
McKenzie Daugi	4,292
Informal	1,050

LIVITARI OPEN ELECTORATE	
Ilne	1,060
edric Malcolm Giles Siebel	39
ilip Undaba	619
Stephen Isaac Tago	2,078
aulus Arek	3,792
Informal	164

SOHE OPEN ELECTORATE	
estcott Gegera	1,978
ilson Suja	2,478
esley Embahe	1,036
Edric-Eupu	2,453
Informal	181

SOUTHERN HIGHLANDS REGIONAL ELECTORATE	
onald Thomas Dalton Neville—	
Unopposed	Elected

IALIBU OPEN ELECTORATE	
aria Wanu	3,188
urel Kenengeli	789
liembo Ugu	2,307
ndi Nandi	816
ri Wari	2,625
ia Pia	2,448
anguma Oma	662
oke Itua	395
amuna Windi	2,194
rubu Wambi	656
Informal	12

KAGUA OPEN ELECTORATE	
so Ankima	1,330
glipari-Ambililnai	771
ambu Melo	604
mo-Ipapua	233
po-Wainia	975
vala-Luna (Savale'a)	2,012
mu Parameli	963
ino-Belo	3,661
inaia-Pabe	995
Informal	17

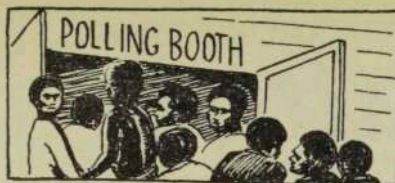
KOROKA OPEN ELECTORATE	
adrew Andagari Wabiria	
(Absolute Majority)	7,111
rali Henabe	642
ko Agwane	1,103
ai Warang'i	2,797
Informal	39

MENDI OPEN ELECTORATE	
ambu (Daniel) Elia	1,473
li (Francis) Wasi	1,371
il Wap	1,721
ndabi Tagua	828
li Wali	2,201
lomei Pangial	2,948
somp Pendene	2,350
ndowe Womb	263
asun Koka	1,074
Informal	26

NIPA OPEN ELECTORATE	
anko Mesenahabo	1,588
gera Kibura	2,920
u'el Lenep	571
gi Ebel'al	3,900
nt Humbi	3,020
aiho Awa	1,192
emp Agop	1,320
Informal	39

TARI OPEN ELECTORATE	
nga Tiri	1,962
gery Kati	2,147
gola	1,307
mengi Habolo	920
andabe Tiabe	653
bagua Limundu	746
abe (Maikel)	986
tiabe Yuwi	1,497
ttthew Mapiria	971
Informal	13

WESTERN AND GULF REGIONAL ELECTORATE	
B. Counsel	9,436
John (Jock) McIntyre	2,605
rai Asiba	4,267
odwill Tabua	6,377
Informal	7,747



KEREMA OPEN ELECTORATE	
*Gabriel Ehava Karava	1,488
Francis Pao Maiu	714
Toravila Isafe	423
Tore Lokoloko (Absolute Majority)	2,681
Informal	482

KIKORI OPEN ELECTORATE	
Tomi Kabu	701
Albert Maori Kiki	2,387
Tom Koraea (Absolute Majority)	3,947
Morea Pekoro	116
*Keith Tetley	370
Ivia Laura	67
Informal	159

NORTH FLY OPEN ELECTORATE	
Piwini Aiup	795
Sam Wingen	736
Simik Tire	997
Dutton Warren (Absolute Majority)	4,984
Informal	240

SOUTH FLY OPEN ELECTORATE	
*Robert Tabua	1,375
Samuel Kloney	352
Niwia Ebia Olewale	3,574
Simoi Paradi	1,572
Arthur Wyborn	1,312
Rae Fisk	190
Awaga Asagi	755
Informal	535

WESTERN HIGHLANDS REGIONAL ELECTORATE	
Nol Rutledge	3,997
John Watts (Jonwos)	32,524
Phillip Matuakan	4,948
*Keith Levy	24,787
Iambakey-Okuk (Meknik)	9,888
Nita Wapurao	5,638
Philip Wamell	10,064
John Colman	15,863
Informal	3,169

HAGEN OPEN ELECTORATE	
Pius Mark	1,404
Rungwa-Koimbunga	2,297
Komp-Dei	1,685
Kandeipo-Iakumbu	1,812
Doa-Ments	1,247
Woiya-Rop	1,113
Pena Ou	2,152
Tomba Pugimbi	1,694
Pobuna Mis	353
Minembi-Ken	1,686
John Leahy	488
Informal	33

JIMI OPEN ELECTORATE	
Gisipa-Degimba	1,133
Tungga-Mainba	489
Kosinga Banga	2,078
Mai-Kope	1,205
Kolye-Suwi	1,823
Kaura Duba	2,932
Informal	6

KANDEP-TAMBUL OPEN ELECTORATE	
Waria-Maginsa	2,430
Was-Pel	4,752
Nenk-Pasul	2,157
*Koitaga-Mano	4,464
Informal	31

KOMPIAM-BAIYER OPEN ELECTORATE	
Traimya Kambipi	2,455
Tobedi Maladina	410
Toraso-Ibillya	1,000
Amal-Kemben	2,009
Lome Lembo	1,454
Kilis Kurup	800
Mako Pekawa	981
Tagio-Palimo	1,918
Informal	32

LAGAIP OPEN ELECTORATE	
Leo-Raku	2,012
*Poio Iuri	3,105
Waro Kambilo	562
Ben Pukari	19
Yans Levatu	574
Don Kapi	1,628
Aiako-Waepe	2,801
Mara Kap	1,246
Obene Ala	2,203
Informal	23

MUL-DEI OPEN ELECTORATE	
Peruwa	2,276
Warike	959
Mek	2,967
Pung	2,556
El	1,394
Pim	454
Informal	10

WABAG OPEN ELECTORATE	
*Tei Abal—Unopposed	Elected

WAHGI OPEN ELECTORATE	
*Kaibelt Diria (Absolute Majority)	9,367
Tumun Dubura	5,779
Mugap Baugum	585
Informal	30

WAPENAMANDA OPEN ELECTORATE	
Roland Freund	2,832
Pakea-Kori	45
Inu-Rei	283
Kiowa Andali	331
*Leme Iangalyo	4,138
Ambui-Pulibilia	204
Kibunki Aitok	2,346
Informal	5

WEST SEPIK REGIONAL ELECTORATE	
Joe Paul Langro—Unopposed	Elected

UPPER SEPIK OPEN ELECTORATE	
Wesani Iwoksim—Unopposed	Elected

WAPEI-NUKU OPEN ELECTORATE	
Ouwia Moala	3,099
Warenglei Amaro	2,996
Yakob Talis	4,637
Informal	89

WEST SEPIK COASTAL OPEN ELECTORATE	
*Wegra Kenu	189
*Makain Mo	1,108
Vincent Moihe	84
Awok Numolo	965
Joseph Akoni	135
Bewa Tou	1,975
Brere Awol	4,034
Yanepi Nimai'ie	1,520
Informal	332

484 FACED ELECTORS

There were 484 candidates for the 84 elected seats in the new 94-member House of Assembly (10 official members will be appointed).

There were 69 Open electorates and 15 Regional electorates, but no poll was taken in four seats where candidates were unopposed.

Just under half—217—of the total number of candidates contested seats in the 31 electorates in the thickly-populated Highlands districts.

The election was spread over a month. The new Assembly is expected to meet in Port Moresby on June 4.

Tropicalities

They danced the hula, drank kava (and other beverages), sang, talked, yelled, and really whooped it up Islands fashion, at the first social night of the Islanders Association of Sydney, held on March 23 at a Sydney community hall.

EVERY one of the 230-odd Islanders and friends obviously had a whale of a time, and certainly no one left until after an Island floor-show had ended at about 1 a.m.

No one really knows just how many Pacific Islanders are living in Sydney these days, but there was no doubt they turned up in force to get this new Islands association off to a flying, if noisy, start.

Most of them were Fijians and their friends, but Samoans, Cook Islanders, Tongans and Tahitians also attended, many wearing colourful lavalavas, sulus or valas.

The almost non-stop attraction was music and fun from the "The Islanders", a popular act well-known in Fiji and Australia.

Old-time residents from Fiji who attended the social night included Mr. and Mrs. Jack Curtis, Mrs. Emily Cubis and Mr. and Mrs. M. Griffen, all now living in Sydney. From Samoa came Mr. and Mrs. Gordon Bowan, and an old Tongan and Fiji hand was Mrs. Bonita Rounds.

Mr. Bob Major, the Fiji Government Representative in Australia, was guest-of-honour. And, of course, we were there, too.

The floor show, which didn't get going until after midnight, was worth waiting for.

Joint organisers of the association are Mr. W. (Bill) L. Matthias and Mr. W. A. Speers. Mr. Matthias, who absolutely insists on being called "Bill", no matter who he talks to, is part-Samoan and Fijian and also leader of "The Islanders".

Both left Fiji several years ago and have since been working in Sydney. About a year ago they decided to form an association in Sydney where people from the Pacific Islands, or people connected with the Islands, could meet regularly for a celebration—Island-style—like the popular Polynesian Association meetings in Sydney. The organisers say there is room for both.

Bill told *PIM* that virtually anyone could join the association, but its

SYDNEY'S ISLANDERS WHOOOP IT UP

main aim was to benefit the people of Fiji.

"The Islanders" group would be house band of the association and appear at their social functions.

Before the association's first social night, 58 people had joined.

It's not hard to see this membership double (at least) in the near future, judging by the response at the association's first function.

The next social night is on April 27, at Abraham Mott Hall, Millers Point. It starts at 8 p.m.

Intrepid airman shows 'em Howe

VISITORS to Lord Howe Island on March 7 were given an impromptu treat just after lunch when, for the second time in the island's history, a light plane made a successful, forced landing on the island.

Sandringham flying-boats from Sydney land in the island's beautiful, four-mile lagoon up to four times a week, but because of Lord Howe's limited land area—3,220 acres—an airstrip has never been built.

The plane, a Fletcher monoplane, was on a delivery flight from New Zealand to Orange, New South Wales.

She left Norfolk Island for the Australian mainland but soon after passing Lord Howe ran into strong winds.

Her pilot, Derek Stubbs, an experienced DC8 jet pilot with Air New Zealand, decided that the strong winds would cause him to run out of fuel. So he decided to land at Lord Howe.

He turned around and radioed a warning to the island that he was going to attempt a landing.

Mr. Les King, the island's assistant



Bill Matthias, whooping it.

superintendent, quickly decided the best landing spot was along the foreshore bank of the lagoon. He placed landing indicators at appropriate places and had the Volunteer Fire Brigade alerted and several launches standing by in the lagoon near the landing area.

Meanwhile the 300-odd residents and tourists on the island had gathered to watch the landing.

The tiny Fletcher circled and made several very low passes over the landing area—which was reasonably clear, but still rough.

Then the plane came in, making a smooth landing, pulling up only feet from the end of the rudimentary strip.

Three days later Lord Howe Islanders and visitors alike turned out again early in the morning to see Mr. Stubbs attempt a take-off.

Island Superintendent Mr. H. Ward had the fence of the cricket ground removed to give the Fletcher a 150-yard run into a light westerly wind.

Well-wishers presented Mr. Stubbs with a bright lei and wildly cheered him as he boarded the plane. Minutes later he was gone after a perfect take-off.

Four hours later he reached Coff's Harbour, New South Wales.

It was just 18 years ago that the Islanders had cheerfully helped

another aircraft—a Belgian monoplan—on an unscheduled visit.

A former Island Superintendent, Mr. J. McBean, told us that this aircraft had left Coff's Harbour en route for New Zealand.

"The NZ pilot radioed he was running short of fuel," Mr. McBean said. "He landed fairly late in the afternoon on the beach and was very fortunate because the sand was hard and the tide low."

"It wasn't long after flying-boats had started bringing tourists over from Sydney. I can remember people trying for a good vantage point to see the landing. The pilot only stayed about an hour and I don't think he was able to get any extra fuel. He took off again along the beach."

Talking of unusual landings. . . .

In mid-February a Piper Comanche twin landed at a private airstrip on mid-Pacific Fanning Island. It had been flown from Honolulu (more than 1,000 miles away) in 8½ hours. The plane, owned by West Australian interests, was being ferried from the United States to Australia by Duane Switzer, who was accompanied by his wife, Joan. Some fourteen days after landing on the island (it did some survey work) the plane took off for Australia, carrying with it the first airmail to go from Fanning Island to Australia. Among that first batch of airmail was this report for PIM from old friend Phil Palmer, manager of Fanning Island Plantations Ltd. His private airstrip is named "Fil's Field".

Meeting of the ways in P-NG

A ROMAN Catholic priest has taken a service in an Anglican church for what is believed to be the first time in Papua-New Guinea. He

is Father Des Moore, parish priest at the Port Moresby suburb of Boroko.

Father Moore had been invited by Canon Ian Stuart, Anglican Rector of Port Moresby, to take one of the

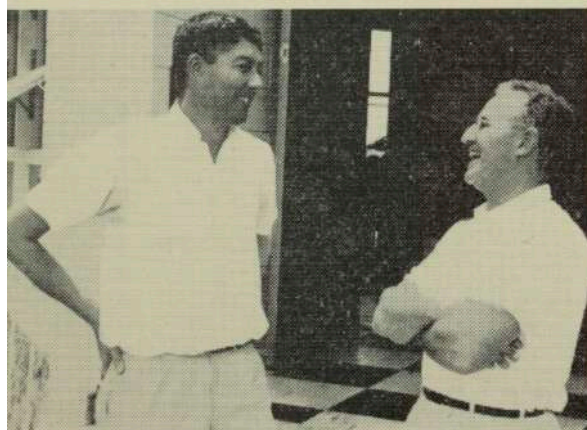


Sibyl Lloyd

PORT MORESBY PERSONALITY

Eileen Tom comes from Hula in Central Papua, where she went to a mission school. At the age of 12 she commenced teaching at the mission, and remained until she was 17, and then trained as a nurse at the Kwato Mission, near Samarai. She used her nursing knowledge to assist the ANGAU in World War II. After the war she married and moved to Moresby. Her family of eight children kept her busy, but she still found time to be a Guide and to work as a nurse at the Moresby General Hospital. Two of her girls are married and one boy is in Australia, training as a police officer. The other children are at school in Moresby. Mrs. Tom is now at the Welfare Centre, training young native girls in sewing, cooking and housework, so they can take up positions in homes.

Through the centre she works in liaison with the YWCA and Red Cross and visits the hospital weekly, taking food and clothing. Destitute cases in remote villages are assisted by the centre—*Sibyl Lloyd*.



Canon Ian Stuart (left) with Father Moore outside St. John's Church after the service.

Lenten ecumenical services in the newly built St. John's Church.

Father Moore told the congregation: "I pray that it will not be long before we are all united together."

He said the disunity of the churches had scandalised the world and led many people into disbelief. "Not only does this keep them out of the church," he declared, "it also endangers their immortal souls."

"Please God this service today will be the beginning of great things to come, when all men will pray together for the souls of all men."

During the service the congregation of people from different churches in Port Moresby said psalms and the Lord's prayer together.

Protestant ministers from various churches in the town have also been taking the lunch-time services in St. John's.



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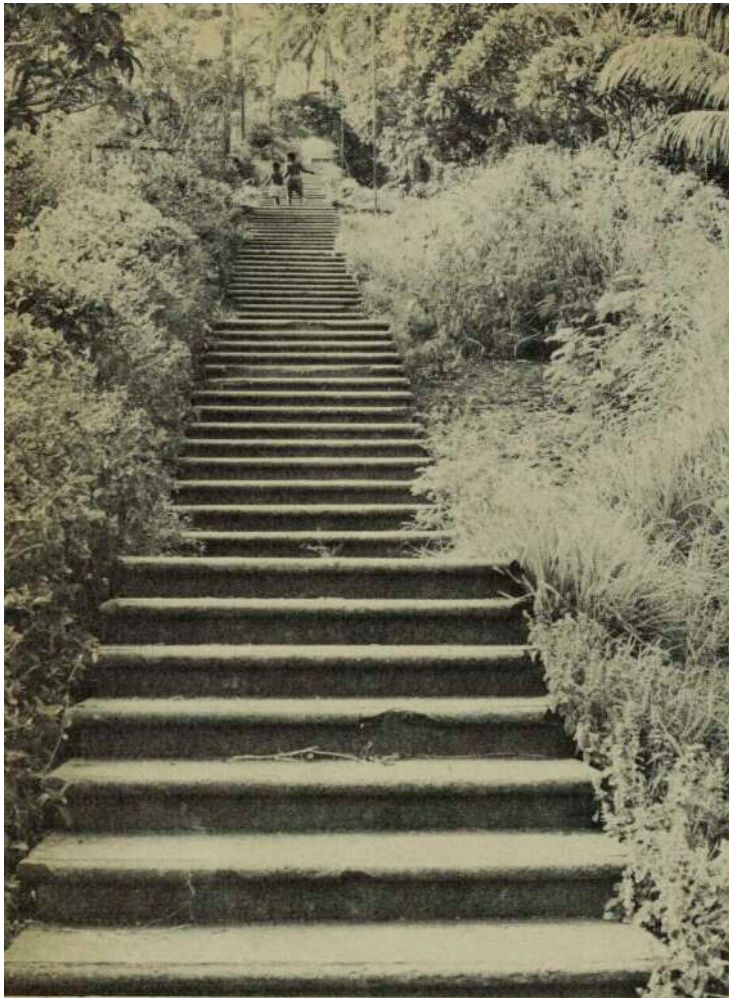


travel

A REGULAR PIM DEPARTMENT
REPORTING NEWS OF SOUTH
SEAS TOURISM AND TRAVEL
FROM THE INSIDE

The quiet glory of Old Levuka

ALTHOUGH Levuka, the historic old capital of Fiji, is not as far off the beaten track as many spots in the South Seas that have been pictured in these pages, the track to this town of old world charm is not as frequently beaten as it might be. Most tourists who make the grand tour of Fiji don't go there, but roar around the main island of Viti Levu in a cloud of exhaust fumes from the travel agency's taxi. A short and inexpensive side trip to the small island of Ovalau and its comfortable hotel would give them an experience that is different. Admittedly, they won't see Ovalau from the same vantage point as did Rob Wright when he took the picture above—because Rob took this from a helicopter hovering above the Lorefo Catholic Mission—but there are even more interesting scenes from the ground, as you can see on the next pages.

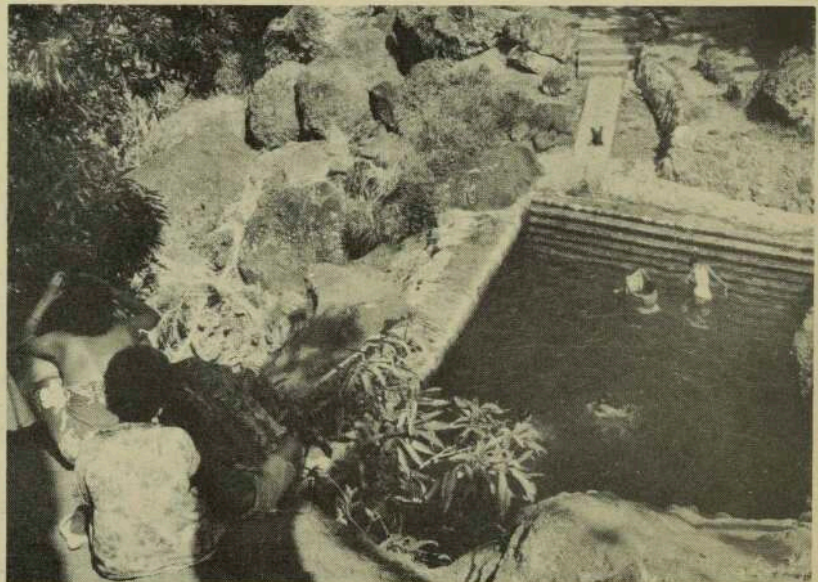
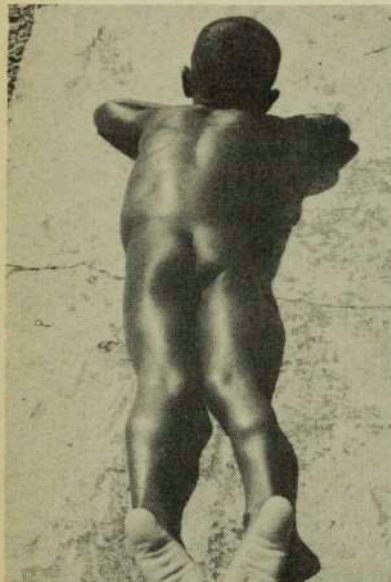


A couple of Levuka's smallish residents can just be seen half way up the steps of historic Mission Hill. In another, long-gone era, many of Levuka's prominent residents lived in homes to which access was gained by climbing these steps. They were also a favourite courting ground for some of the township's young people in the early colourful days of the colony, before it was ceded to Queen Victoria.

Europeans, too, once dominated Levuka's famed swimming pool, fed by the upper waters of Totoga Creek, and still a favourite haunt on hot days—a good spot for a small tanned body to get a deeper tan—or just to dream.

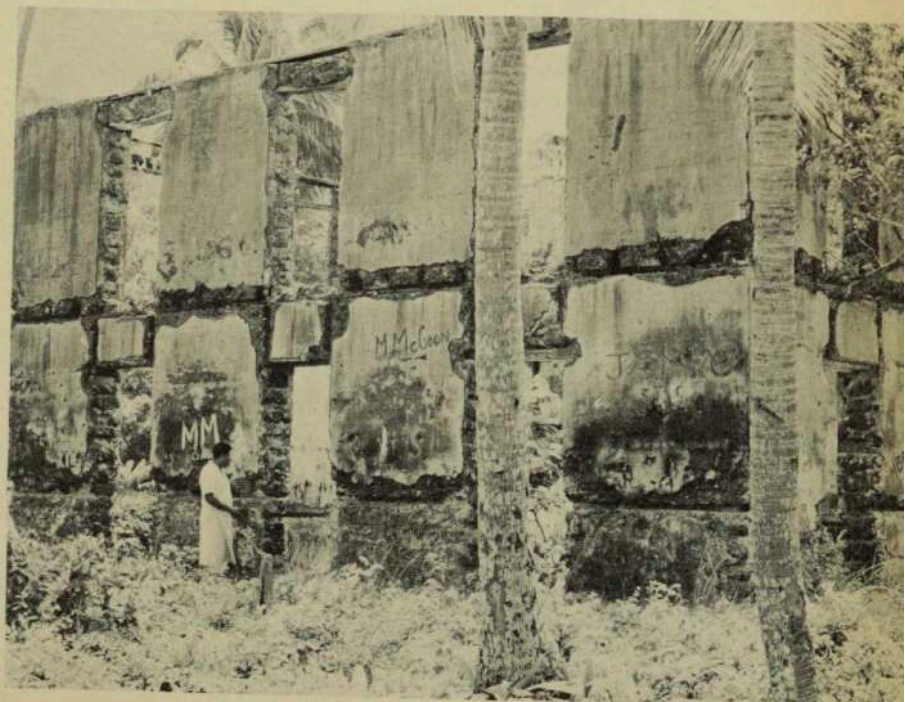
Levuka Public School, with its beautiful grounds (p. 35) was the seat of learning for many of the colony's present-day residents and businessmen of prominence. It is situated in the heart of the old township.

A relic of the old Levuka days not kept in the same state of repair, or as easy

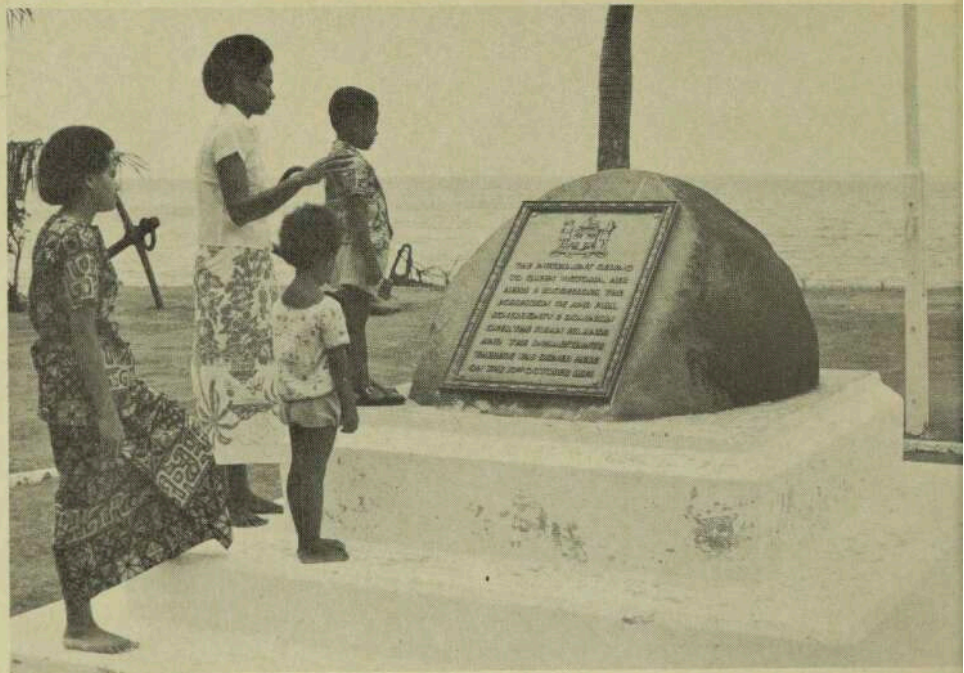




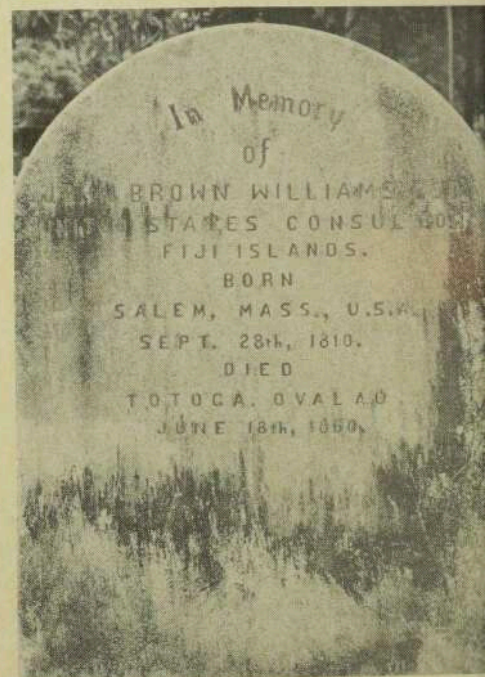
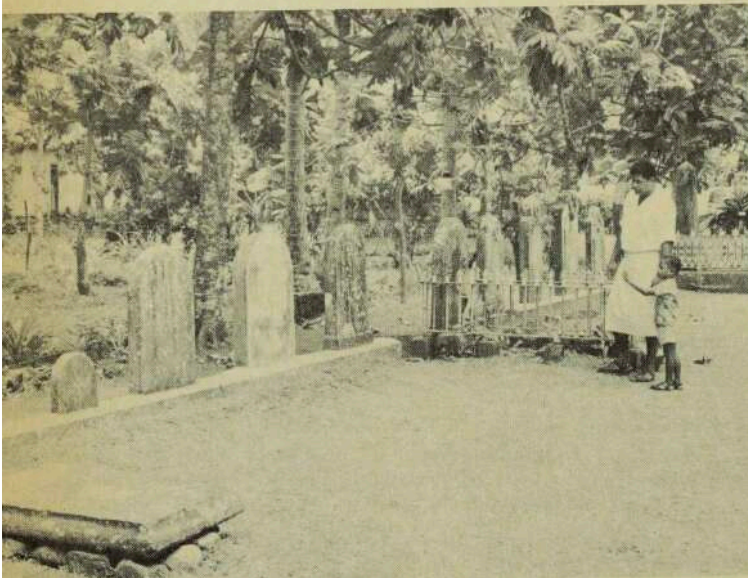
find, as the school, is an old concrete building at Vakadaci which was erected by Jim Palmer, a boatbuilder of pre-Cession days. Palmer and his wife originally lived in a Fijian *bure*, an accepted form of accommodation in those days, but after seeing that and a second one when hill tribesmen raided the township, Mr. Palmer decided on something more substantial. He built his new house of cement and riverstone with walls more than two feet thick, and other Levuka buildings of similar construction may still be seen. Many of those oldtimers—including J. B. Williams, the first American consul in Fiji, whose name is linked with early Pacific



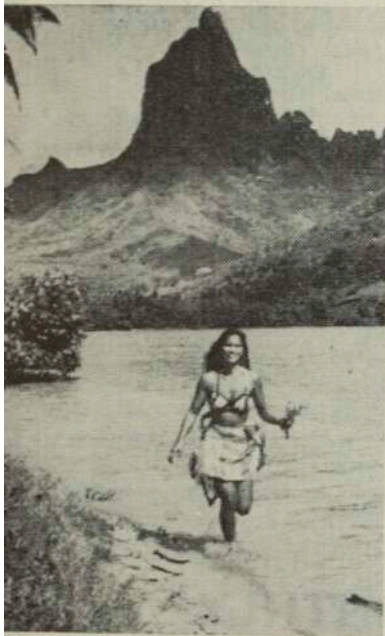
OLD LEVUKA (Contd.)



history—are buried in a Levuka cemetery shown here being inspected by Levuka's District Officer, Fijian Nat. Uluiviti and his young son. Levuka's heyday undoubtedly was in the days before Fiji was ceded to Britain in 1874 and the stone where the Deed of Cession was signed is still to be seen.



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B
APRIL, 1968—PACIFIC ISLANDS MONTHLY

Will an aircraft be the coach that takes Cinderella Vavau to the ball?

From a Vavau correspondent

Vavau, 170 miles north of the Tongan capital of Nukualofa, has long been regarded as the kingdom's Cinderella. As a rule, it has had to get along on second-hand equipment passed down from government departments in Nukualofa. With a population exceeding 12,000, the group still has no government secondary school, nor has its primary department been allotted even one of the Europeans or Tongan university-trained teachers so much in evidence in Nukualofa.

In the matter of tourists, Vavau has fared no better.

Although its wooded hills and long land-locked harbour make it one of the world's beauty spots, it gets few tourist ships. Most are routed to the capital, a monotonously flat island which has comparatively little to offer in the way of scenic beauty.

But Cinderella Vavau may at last be brought into the exciting world of tourists; for it is to have its own airfield.

International

As it was originally planned, the field was to have provided only a "feeder" service between Vavau and Tongatapu, the island on which Nukualofa is situated. Such an arrangement would have kept Vavau in its traditional place as Tonga's "step-child", but fortunately a fairy godmother appeared in the person of Mr. Joseph Furniss, who was sent to Tonga by the Technical Aid Division of Britain's Ministry of Overseas Development.

On his suggestion, the field has been extended to 3,400 ft, which will allow it to be used by the DC3's which fly into Nukualofa and it will become a regular stop in the flights which Polynesian Airways will run between Samoa and Nukualofa.

Ninety per cent. of the cost of the field, which will have a 100 ft wide central strip paved with coral, will be met by Great Britain; Tonga supplies the rest.

Mr. Furniss says the field could be ready for use by the end of March if the rains keep off, but this is the rainy season so the opening date may well be a bit later. In the meantime work is proceeding under the direction of foreman Fred Cocker and Vavau Public Works head, 'Ila Rescott.

To the local people, the airport has already assumed a vast importance. All visitors are taken to see it

travel

and are urged to share the Vavau feeling that it is "the world's most beautiful airport".

That opinion, of course, is open to controversy, but there is no denying that the port has added new beauty to Vavau. It is built on the edge of a 500 ft cliff on the seaward side of the main island, just beyond the village of Leimatu'a. From the cliff is a breathtaking sight of the blue Pacific, edged by countless inlets and white sand beaches.

Coconut wireless busy

Looking south a whole "new" view emerges. Formerly hidden by the woods which covered the airport site one sees now the green slopes of the main island with, in the distance, the red roofed houses of the main town, Neiafu, and far beyond that

the distant islands and the white foam of surf breaking on the outer reef.

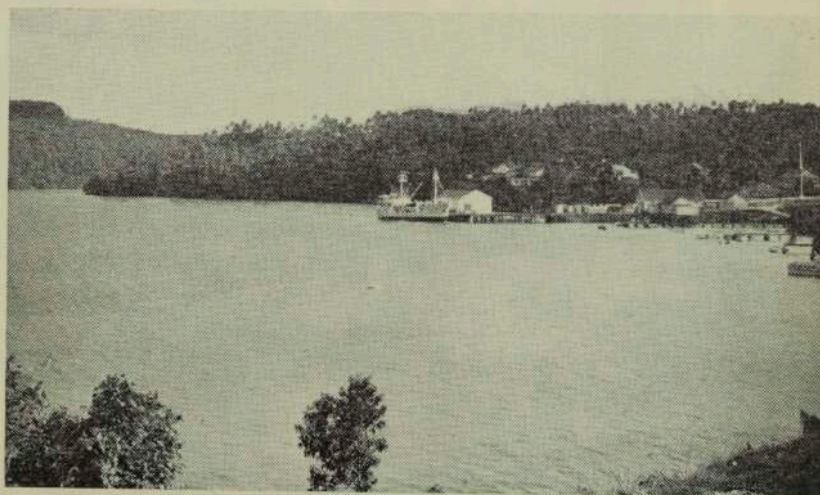
The coconut wireless has been functioning overtime since work began on the field in December. Many Vavauans refer to it as a jet field (it is not—and, according to Mr. Furniss, could not be converted into one without great expense).

When Mr. Furniss asked US Peace Corpsman, Alan Burrus, a professional architect, to come to Vavau, rumours of an airport hotel immediately began to fly about. They were totally unfounded.

At present there is no money—either Tongan or overseas, for a hotel in Vavau.

What Mr. Burrus did design was a simple Tongan style shelter which will serve as a station for passengers, and that is the only building the airport is to have in the immediate future.

With present accommodation in Vavau limited to the Government



The picturesque harbour at Neiafu, main town of Vavau, Tonga's northern group. There is a superb fjord-like entrance from the open sea.—Photo: Rob Wright.

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Rest House, the Copra Board, and private families, it is doubtful if Vavau will very soon be attracting many tourists away from Nukualofa with its new Dateline Hotel, but the people are optimistic about the future.

"When they see Vavau, they'll stay," says one man, illustrating the general local feeling.

The first air service on the new field will be Polynesian Airways, but other companies have already shown interest. The Tongan Government is considering the purchase of a 10 seater Britten-Norman Islander for inter-island service. If that plan materialises it could do much to help Tongans get around their own country with greater ease.

Ma'afu Tupou, governor of Vavau, whose son Tu'a is a student at University of Hawaii's East-West Center, says, "It will be a great help to people here who want to go to Samoa or Hawaii—or on to America".

He reflects the thoughts of his people—more and more of whom are looking to the outside world.

Whatever the airport may really mean to Vavau, it seems certain that it has moved it for all time out of the Cinderella class and has created in the people a new sense of excitement and optimism.

CANADIAN Pacific Airlines, which operates a fortnightly trans-Pacific air service from Vancouver to Sydney or Auckland via Honolulu and Nadi, is likely to increase this service to once a week later this year.

When this happens, Qantas will also increase its similar service from Australia to Canada from once a fortnight to once a week.

No official announcement has yet been made on the increased CPA service, but aviation circles understand agreement has been reached between the Australian and Canadian Governments. CPA has been trying for several years to have its Australian services increased.

Last year the airline's president, Mr. J. C. Gilmer, on a visit to Australia, described the fortnightly service, "not a service but an infrequency" (PIM, May, 1967, p. 45).

Increased Australian and Canadian travel between the two countries and persistent pressure from the Canadian Government are the reasons for CPA's coming weekly air service.



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And what's behind Fiji's hotel occupancy figures?

"Fiji hotels with more than 30 beds had an average occupancy rate of 56 per cent. The occupancy rate for hotels with less than 30 beds was much lower—only 31 per cent."

Hotel interests in Fiji and travel interests overseas who read this small paragraph in March in one of the regular weekly newsletters published by the Fiji Government Public Relations Office took a long look at it.

The figures came from Fiji's Bureau of Statistics, and they referred to occupancy rates for the colony's 10-odd hotels, motels and resorts during 1967.

What did the figures mean? Were they a warning for investors that the Fiji hotel boom was about to burst—that the colony was building too many hotels?

Boom continues

The question was of more than academic interest because hotel building is continuing in Fiji and 339 new rooms will become available in the colony this year, in five new hotels either just opened or about to be opened.

In Suva alone hotel accommodation is more than doubled since 1965 (from 117 to more than 520 rooms).

The travel business is not at all in agreement on the interpretation of these figures. One big group of Australian hotel/motel interests described a 56 per cent. occupancy rate as "poor". They said that if their occupancy rates dropped below 60 per cent. there would be a serious investigation. This group was getting an 80 per cent. occupancy rate.

At a Sydney news conference (held before the occupancy figures were released), Captain George Wilson, chairman of Fiji Resorts Ltd., which controls three major Fiji hotels, The Fijian, Mocambo and Skylodge, said that Fiji could be over-catered for with bed accommodation for tourists. There could be hardship for some hoteliers for a short time, particularly for those in the Suva area.

Fiji Resorts was currently reviewing Fiji accommodation facilities, Captain Wilson added.

Another firm which has tourist interests in Fiji pointed to the special report on Fiji tourism done in 1965

travel

by the British firm of Harris, Kerr, Forster and Co.

In giving projections for hotel needs to 1970 the report calculated that "with the seasonal factors involved in the flow of tourists to Fiji, it is reasonable to assume that the additional facilities provided should be expected to operate at average annual occupancy of 75 per cent. of the newly provided guest rooms."

Future schemes

The report estimated that Fiji needed 800 additional rooms to cater for the scheduled increase of tourists by 1970, to be built at the rate of 130 additional rooms per year for the six years from 1965 to 1970.

The report said Fiji should reasonably expect to have from 85,000 to 90,000 visitors by 1970—an increase from 18 per cent. to 20 per cent. cumulative per year.

APPREHENSION AT TOURIST CUT-BACK

South Pacific tourist interests, particularly in Fiji, are still not sure what effect there will be on American tourism in the Pacific as a result of President Johnson's recent decision to reduce America's balance of payments.

They became more apprehensive in March following the gold crisis which threatened both sterling and the dollar, and which made President Johnson more determined to tighten up tourist spending overseas.

A cut-back of American tourists in Fiji could further reduce hotel occupancy figures.

The report's projections estimated total visitors in 1966 to be 44,000; in 1967 to be 52,000; for 1968, 61,000; for 1969, 72,000; and for 1970, 85,000.

(In fact, Fiji in 1967 had a record 56,000 visitors, which was 26 per cent. more than in 1966).

The report suggested that the additional 800 hotel rooms needed could be located as follows: Coral Coast 350; City of Suva 200; general vicinity of Nadi airport 50; north coast of Viti Levu 50; three outer-island locations of 50 rooms each, making 150.

In making suggestions for profitable hotel operations in Fiji, the report based all its figures on room occupancy rates of 80, 70 and 60 per



Is Fiji building too many hotels too quickly? There has been a big building boom in the last year or two. The Fijian, opened for business at the end of last year, is shown here when under construction; others continue to be built in other areas of Fiji.

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His name is George. He has hooks and weights and levers. He pulls at the back of chairs, thousands of times, simulating the wrenching they'll get in use. He drops the weight of a twelve-stone man onto the seat, for days at a stretch. Not gently, but with a flourish, as it were.

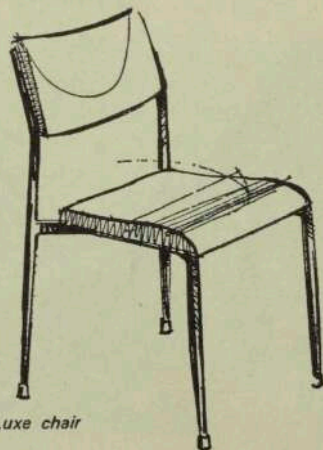
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cent., but never lower than 60 per cent.

The report said there would be a higher percentage of profit in relation to total sales and income in Fiji than the average to be found in hotels overseas, including the US. The higher rate of profit per sales in Fiji was principally due to wages and other financial burdens per room being lower in Fiji.

Queries

The report said its estimate of an 18 to 20 per cent. tourist increase a year "might raise questions" in view of the fact that in some previous years, notably 1963 and 1964, annual increases had been as high as 33 per cent. However, introduction of duty-free shopping had been one of the factors causing these increases, and in any case, in longer range projections "the prospect of general economic conditions, causing some slowing of the tourist flow, must be considered."

This report, say some of today's critics, seems to indicate that Fiji hotels are building too fast and that there could be, as Captain Wilson was possibly indicating, more empty rooms than the industry would like to see, until demand catches up with the supply.

But there is an opposing view in Fiji. There are those who say that the figure of 56 per cent. occupancy for the bigger hotels is not really a true indication of the current hotel business in the colony.

Figures are "higher"

They say several of the new resorts, with full facilities for guests are enjoying 70 to 80 per cent occupancy rates and even higher while other modern hotels, because they were recently completed, only attract 30 per cent. occupancy.

It is these recently-completed hotels which brought down the overall average, they argue. Also big liquor sales in Fiji hotels reduced overall costs, and other costs were less, therefore an occupancy rate of 56 per cent could well be satisfactory.

But how about the occupancy rate of 31 per cent. with hotels of less than 30 beds? There is no opinion.

In fact there appears to be no satisfactory conclusion to the debate at this stage, and perhaps only time—or more information—will tell. Meanwhile, some people in the Fiji hotel business are taking a more cautious look at Fiji's tourist development.

travel

Big jump in Tahiti travel figures for 1967

From a Papeete correspondent

Tahiti's tourist industry took a startling upwards swing last year, with a percentage increase of 5.52 over 1966 figures, reflecting mainly the tremendous increase in the number of US visitors.

Of a total number of 23,574 visitors in 1967, 67.27 per cent., or 15,857, were Americans. US visitors increased 57.12 per cent. in the year, 10,092 having visited in 1966.

All these were air arrivals. In addition, another 43,021 visitors passed through as passengers on 68 cruise ships which made Tahiti a port call.

The 1967 visitor figures were released in Papeete by the manager of the Tahiti Tourist Development Board, Mr. Jean Pigoreau. He said tourism, and in particular American tourism, had become Tahiti's major private industry.

In 1966 Tahiti had 16,200 tourists, which was less than had been expected. In some previous years the "bomb" had affected the figures, and in one year visitors were less than the previous year, but the latest figures seem to indicate that Tahiti is over this hump.

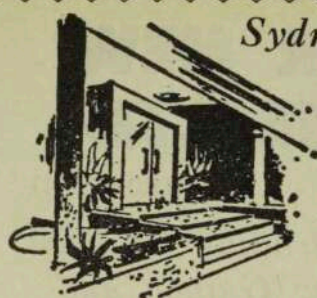
The reasons

The TTDB attributes the 1967 growth to three major factors:

The TTDB "Come to Tahiti" advertising campaign, the first such advertising ever done by Tahiti, with ads appearing in both consumer and travel industry publications.

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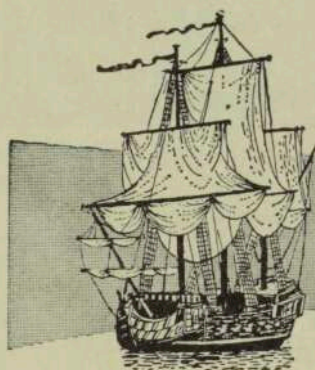
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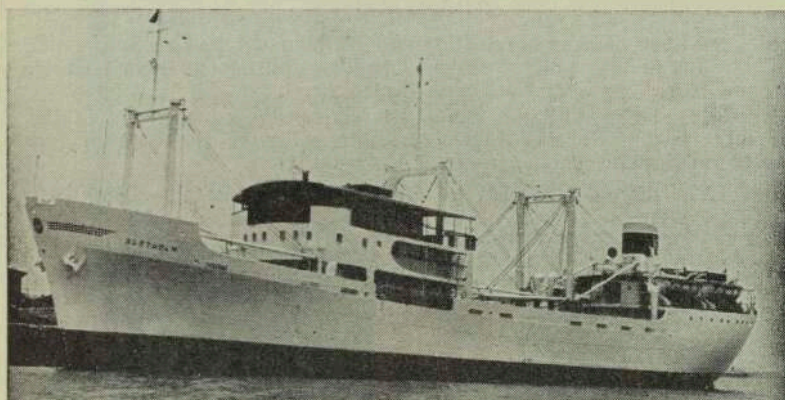
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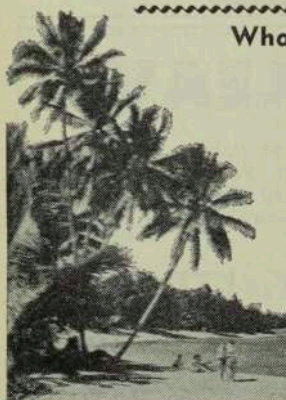
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travel

- Substantial fare cuts on Pacific air routes, put into effect in April, 1967, and amounting to up to 30 per cent. reductions in fares on routes touching Tahiti.

The statistics showed a significant drop in the age range of the average Tahiti visitor as well, attributable to both the youth appeal of Club Mediterranée and air fare cuts, bringing Tahiti within range of a younger age group.

According to estimates based upon hotel rates, tour costs, restaurant prices, etc., the average tourist in Tahiti spends \$40 a day during his stay, and the average length of stay in the islands during 1967 was 6.7 days, again showing an increase over previous years.

The greatest proportion by far of US visitors (55.24 per cent.) are from the West Coast. As do many other areas, Tahiti has winter and summer visitor peaks, but these peaks are only slightly higher than the rest of the year, and Tahiti might well be said to enjoy steady year-round tourism to match its pleasant year-round sub-tropical climate.

The TTDB expects visitor figures to maintain the present high rate of growth, and to increase even faster soon. Two new international-class hotels presently under construction and scheduled for opening within the next year will more than double the number of rooms available on Tahiti. New air routes and increased direct service on established routes this year will make the area more accessible.

REPRESENTATIVES of eight airlines will attend a conference in Rabaul on April 12-13 with the aim of forming a Melanesian airline association which would pool mechanical and operational facilities in the area.

The eight airlines are Papuan Airlines, Territory Airlines, Crowley Airlines, South Pacific Airlines, TAA, Helicopter Utilities, Plantation Charters and Missionary Aviation Fellowship.

The conference has been arranged by the Rabaul Chamber of Commerce, which expects that Fiji Airways Limited will also send a representative.

EXPANSION of regional and domestic air services of British associated territories in the South

Pacific were the subject of government-to-government talks held in Suva in late March.

Three major powers—Britain, Australia and New Zealand—and five Islands governments—Fiji, Tonga, the BSIP, the New Hebrides and the GEIC—were represented at the talks.

Representatives of four airlines—Qantas, BOAC, Air New Zealand and Fiji Airways Ltd.—also took part.

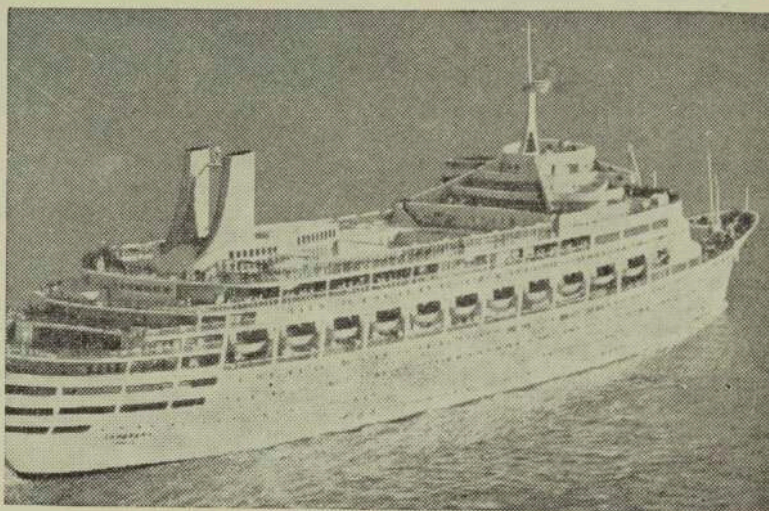
The talks primarily concerned Fiji Airways' domestic and regional air services. The airline's aircraft requirements several years ahead were closely looked at (Fiji Airways is

keen to acquire its second HS 748 prop-jet aircraft, as its first one has been very successful).

The talks also included proposed internal air services for the GEIC and Tonga, and a review of current internal air services in the BSIP.

The talks closely followed a New Guinea report that Megapode Airways, a subsidiary of Crowley Airways, Lae, is being sold to another New Guinea airline, Macair Holdings, of Goroka.

Megapode Airways, with two small planes, at present is the only internal airline operating in the BSIP.



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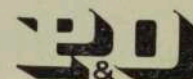
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THE ONE POUND STORY

Adventures in the land of the Big Nambas

By GEORGE BALKANYI

The empty glasses are beginning to clutter up the mini-table in front of Edouard's Snack Bar, the *pastis** with its inoffensive looks, its charming colour and its unpredictable effects has eliminated all barriers of language, race and Condominium policies, and we are all happy and excited.

"We" are two Australians, one Frenchman, one Englishman and one American, called, of course, the Yankee.

I am the Yankee. The fact that I was born in Hungary and that I speak with a thick Hungarian accent does not seem to make any difference. I am still the Yankee.

Anyhow, today I am quite happy. I am in the New Hebrides, in Vila. My boat, the *Nirvana*, is anchored in one of the safest harbours I have ever seen and tomorrow will be the big day.

Tomorrow we shall leave at 6 a.m. and sail to Malekula to pay a visit to the Big Nambas. This has been decided by the chief of the ex-



"Nirvana"

pedition, my good friend Claude Mitride, the Frenchman of the group.

Claude was born in the New Hebrides and is a man of many talents. He can quote the latest price of copra (his plantation is one of the most important in these islands), rope a cow like a professional cowboy from Texas, and is an outstanding photographer. Claude is going to take us to a place on Malekula, from where a native of that island will guide us to the village of the Big Nambas tribe.

* * *

We have been planning this expedition for two weeks now, but something always went wrong or was missing. . . . And then, of course, the moon wasn't right.

"Be patient," Claude told me. "We must wait. You just can't get there and walk in as you do in my home. We must prepare everything."

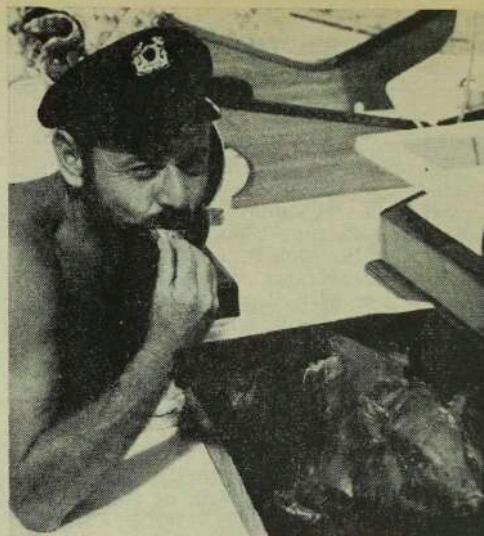
"But why?" I asked.

"Oh la la," was the inevitable answer. "I told you a hundred times. These are not ordinary people. These are the Big Nambas. A few years ago they were still cannibals and most of us here in the New Hebrides believe that even nowadays, on certain occasions, they—how do you say it in English?—they indulge in these practices."

Then looking at my big smile, he added: "Oh, you crazy Yankee. . . . You don't believe me, do you?"

But tomorrow will be the big day. The native guide has sent word that everything is—"go". Contact has been made with the Big Nambas and they know we are coming. This

* Pastis is an aniseed aperitif.



● George Balkanyi, the author of this article, samples a piece of sucking pig on board his yacht "Nirvana".

is more than a lot of expeditions have achieved.

One more round of *pastis* and the details are ironed out. The chart is in front of us but it is not of much use. The western coast of Malekula is virtually uncharted.

Like an elephant

"Do not worry," says Claude in his perfectly grammared English, "the place we are going to is only a few miles south of Elephant Point. This is a big rock that looks exactly as an elephant. From there you can see a village. Our guide will meet us there and will take us inland to the Big Nambas."

"But Claude, how do you know? Have you ever been there?"

"No, but I know."

"OK. We shall leave tomorrow at 6 o'clock. Everybody on board at five-thirty."

"I drink to that," said the Englishman.

That means more *pastis*. Well, tomorrow will be another day.

* * *

We left, indeed, the next day—at 12 o'clock instead of six. A steady south-easterly pushed us towards Elephant Point and the Big Nambas.

On Claude's recommendation we have on board a respectable supply of dark, rolled tobacco sticks. They

You smile, but they don't smile back

are much appreciated by the Big Nambas, who, strangely enough, are pipe-smokers.

Being a pipe-smoker myself, and very proud of the dozen Dunhills neatly lined up on a rack in the main cabin, I was literally thrilled by the idea of adding a Big Namba pipe to my collection and maybe having one of those show off sessions there, with an obvious false modesty, you let the other man examine your best piece and you just say: "Oh, this one? . . . Yes, not a bad pipe".

We also have cameras and tape recorders on board. Plenty of them.

Claude's equipment alone takes one of the two fore-cabin bunks. But it really doesn't matter since we all spent the night in the cockpit, watching the coast of Efate slowly pass by.

Then we approached Malekula. We could see the coastline clearly once it was full moon.

Little by little we all got the feeling that we were engaged in "something".

The absence of lights and the dark all of the bush created eventually a pleasant little fear in one's heart which brought back all the stories and legends that the New Hebrides and timbers like to tell while sipping pastis at Edouard's Snack Bar.

Commandos go ashore

Needless to say, all the stories have some connection with cannibalism.

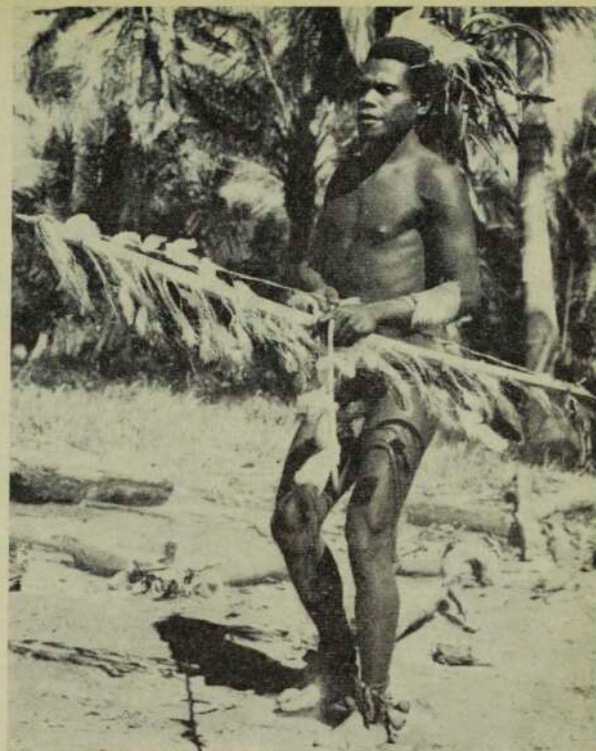
There is no doubt that a few years ago the Big Nambas were cannibals. The question now is: Are they still or are they not?

I have asked this question of many people in Vila. I have talked to the officials and to the missionaries. The answer was always the same: "We don't know. . . ."

At dawn, a pale sun showed us the coast of Malekula. We cooked breakfast, we even talked Claude into eating some delicious ham and eggs, and we made him admit that you are not necessarily a barbarian if you eat in the morning (a shocking thing for a Frenchman to do), and at the time we were arguing about how was to wash the dishes, Elephant Point was in view.

At 10 o'clock we saw some smoke and before noon we were at anchor in front of the village. A canoe

When George Balkanyi went ashore at Malekula, he found himself escorted by two young men, each carrying a bow and arrow. When he gave them a big smile and a "hi there", he says he got "no response whatever".



came towards us and our guide-interpreter jumped on board with a friendly—"morning Masta!"

From then on I just sat and listened. Pidgin English is not my cup of tea.

Presently, the dinghy was put into the water and the first "commando unit" went ashore with a load of photographic and electronic equipment that would make any Japanese feel proud of his country. The second group followed and, finally, after making sure that the anchor was holding, I made for the beach carrying my \$14 Kodak made in the USA.

* * *

They say first impressions are always the right ones.

My first impression of the Big Nambas was that they are rather unfriendly. So was my second impression. Even today I have not changed my mind.

As soon as I jumped ashore, I found myself escorted by two young men, each carrying a bow and arrow and when I gave them a big smile and that good old American "Hi there", I had no response whatever.

I stopped. They stopped. I moved. They moved.

In the village I saw my friends standing in a circle, in the middle of which was Claude, the interpreter,

and a Big Namba, who was obviously the chief.

They were having an animated conversation. The chief was speaking in his language. The interpreter translated this into Pidgin, and Claude translated that into English.

Something wrong?

It soon became clear to me that something was going wrong, since the chief was constantly moving his head from left to right. This means "no" in every language.

Personally, I was fascinated by the nambas.

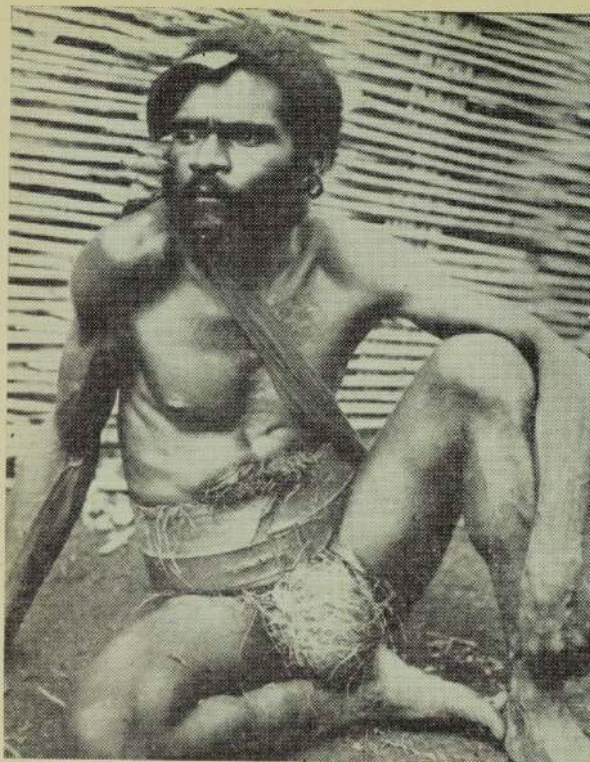
A namba is the only thing a Big Namba will wear.

But what is a namba?

Well, it really isn't easy to describe. It consists of a belt, about 12 inches wide, which is made of vegetable fibre, and which goes round a man's waist.

The man's penis is wrapped in a long tail or loose vegetable fibre of a different kind, made into an elaborate braid, and the whole thing is lifted up as high as it can go and is secured to the belt. That is all. The rest of the body is uncovered.

Some men have shells and beads around the ankles. Others have a bone inserted in the nose. Almost



In the good old days, when the Big Nambas were less money-conscious than they are now, this photograph of one of their number was taken by Irving Johnson of the schooner "Yankee".

everyone has an ornament in his ear lobe—a bone, a fish hook, a safety pin.

The men are thick set and their skin is dark. Their chests are hairy and some are bearded. They all have one thing in common—when you smile to them, they don't smile back.

I looked around to see what the women were like, but I couldn't see any.

I learned later that they live in separate quarters and that they are locked up when visitors arrive. Women are not even allowed to cook. Only men are considered pure enough to prepare the food.

I never found out who washes the dishes. . . .

Meanwhile, the three-way conversation was going on.

"They don't want us to take photographs," said Claude.

"Well, show him the tobacco," I said.

Claude looked embarrassed. "I've already given it to him," he said. "He just took it and keeps saying 'no'."

I looked at the chief. He was a young man, well-built and in many ways different from all the other men. He was wearing, of course, the namba, a bone in his nose and a piece of fur in his earlobe. But in

addition to all this, he had a big comb, carved out of wood, in his hair. Everything in his attitude denoted authority.

He was still shaking his head from left to right but it was obvious he was weakening.

I could see in his eyes that the whole scene was amusing him and that sooner or later he would say "yes".

I proved to be right. When the negotiations seemed to have reached a dead end, something really extraordinary happened. The chief lifted his arm asking for silence and in a very clear English pronounced these words: "One pound!"

We all looked at each other. The negotiations were re-established strictly on a financial basis and finally the "visitor's team" had to surrender. The deal was: One picture one pound!

Yes, the only words that the Big Nambas know of the English language are: "One pound".

Strangely enough they learned it from the Italian movie makers of *Mondo Cane* who had no time to waste. They wanted to film the Big Nambas and their way of life—and they paid for it.

As far as the chief was concerned, there was no reason why we shouldn't do the same. But as far as we were concerned there was an

excellent reason—we did not feel disposed to pay one pound for each picture.

Yet what else could we do? Pick up the anchor and sail back to Vila without a picture? Face the boys at Edouard's Snack Bar and listen to their "I told you so's?"

Never!

We tried really hard. We tried in English, in French and in Pidgin.

The only answer we had was: One pound.

I shall not enter into the details. Neither shall I report the terms of the conversation that the visiting team had before the complete, unconditional surrender. I shall only say that we took some pictures. Not many, but we took some.

I admit that I felt a strange compulsion to go to the chief, shake his hand and say: "Good man! Don't waste your time here in Malekula. You should be in Madison Avenue selling advertising!"

From there on everything went quite well. When the pictures had been taken and the pounds had changed hands, a big spirit of fraternity descended upon all of us. We were invited to share the chief's dinner, which consisted of an excellent stew of . . . well . . . of an excellent stew and rice.

We had hot tea, white and sweet, and we left, late in the evening, happy and penniless, with the same feeling that a child has the day he finds out that Santa Claus does not exist.

It had been an interesting trip, we had met interesting people, we had seen very little, and we had learned a good lesson. The days of tobacco sticks, mirrors and coloured ribbons are over. The new deal is: One picture, one pound. Take it or leave it.

SOON IT WILL BE THE TWO DOLLAR STORY

Although Australia has been using decimal currency for more than two years now, in the backblocks of the New Hebrides Australian pounds, shillings and pence are still going the rounds.

However, the Condominium Government is now making a serious effort to call in the old money and exchange it for new. A government ship was due to visit Ambrym, Pentecost and Malekula for this purpose in March, and a number of other islands in April and May. Presumably, the Big Nambas' stock phrase will soon be "two dollars" instead of "one pound".

OLD FRIENDS IN THE NEW HEBRIDES

Sir,—Enclosed is my cheque for renewal of my subscription to *PIM*. I would like to compliment you on the magazine, its coverage and presentation. I would like to read more about the Southern New Hebrides, particularly Aneityum, Futuna, Tanna and Aniwa.

Although it is over 20 years since I lived on Aneityum, I still cherish many happy memories of the island and its people and would like to know what, if anything, is going on there now.

Is Harry Freeman still alive, Don Wilkinson still on Tanna, big Jimmy from Futuna (what a great big time wrestler he would have made), an enormous man with a heart of gold, I will never forget the evening spent on Futuna, when I recruited Jimmy and his pals. Then there was Olly Jones, whom I last heard of in New Caledonia and many others, too many to name. Then there was the dry Christmas of 1943 and the *Morinda* unexpectedly arriving on New Year's Eve with six cases of beer, three of wine, one of gin and no groceries, and a good time was had by all six of us.

And New Year's Day, when Commie's girls and a lot of children brought me baskets of fruit and bunches of beautiful orchids, just for the love of it.

The Aneityumese were truly splendid people, and I guess they will always be, in my memories anyway. So if you have any news of those islands and their people, you will have at least one interested reader.

JACK THOMPSON

Box 384
Loxton
South Australia

● *Reader Thompson will be interested to know we are preparing a magazine article about those days and some of those names for an early issue.*

NEW GUINEA HOTELS

Sir,—I have just read the article by James Anderson on his views of Papua-New Guinea's hotels (Feb., p. 50). The gentleman does not seem to have a very good impression of territory hotels. Well, he should come up to the Highlands for a visit. We don't mind if he is a journalist, millionaire, or just one of the "mob".

I don't believe anyone could honestly say that the people of the Western Highlands—private, Administration or hotel proprietors—go out of their way to be rude or inconsiderate to visitors. Rather we make it our

business to make them welcome. Possibly the reason is there are no coconut palms to sleep under.

So, if you please, just drop him a line to tell him to come up here and enjoy Territory friendship.

MICHAEL A. EMERY

Minj,
New Guinea

VIWA'S SOLAR STILL

Sir,—In *PIM* February (p. 65), a story on a solar still in Viwa, Fiji, does not give any credit to the University of California and the South Pacific Commission, who sponsored the project first in Lautoka and then in Nadi. Professor E. D. Howe worked on it from 1964 to 1967 and I joined him in 1965.

G. L. CHAN

Public Health Engineer

South Pacific
Commission, Noumea

● *Our apologies to Mr. Chan. Full details of the valuable Pacific-wide solar still experiments of Professor Howe and Mr. Chan are already scheduled for an early issue of PIM's Practical Planter section.*

Sir,—I observe in an article, p. 65 of your February issue, a statement to the effect that the topography of Viwa shows the highest point at six feet above sea level.

Are you sure, or are you just quoting from *The Fiji Islands* (Derrick) page 220? Because I think a walk on the island would show this to be incorrect. It is indeed a lovely little island.

J. HODGEN.

Rockdale, N.S.W.

● *Our report, from our Lautoka correspondent, said the island was "about six feet" above sea level. Volume 3 of the invaluable Geographical Handbook series on the Pacific Islands produced by the British Naval Intelligence Division in World War II says: "Viwa Island (lat. 17 deg. 09 min. S. long. 176 deg. 54 min.*



The Editors' Mailbag

E.) lies about 13 miles north-west of Waya, on the Great Sea reef; it is roughly circular, about two miles across and only 7 ft above sea level. Is has its own fringing reef, which extends in an unbroken area for two or three miles to the south". Perhaps Viwa-ites can solve the reader's problem.

FIJI-INDIANS FOR AUSTRALIA

Sir,—I think Australia could very well assist Fiji with our embarrassing population problems, by taking or admitting on a regular quota, Fiji-born Indians who are generally good citizens, with sound financial background and who have a real desire to settle in Australia as bona fide citizens and not try to drain out its resources, as some have done in parts of the world.

I feel the idea of admitting to Australia, on a regular quota, selected types of good Fiji-born Indians whose parents came to Fiji under the indenture system will serve a two-fold purpose. Firstly, it will serve Fiji in helping her population problem, and secondly it will help Australia in overcoming her problem of labour shortage.

SATYENDRA PRATAP SHARMA,
General President.

Transport Workers' Union of Fiji,
Nadi, Fiji.

PACIFIC AVIATION SOCIETY

Sir,—As you know, Australia has an Aviation Historical Society, as has New Zealand, but neither of these societies is very interested in South Pacific or even Papua-New Guinea aviation history. Several interested people—including myself as the stirrer—are trying to form a South Pacific Aviation Historical Society, to gather and record early aviation history in the South Pacific Commission's area, so that this history is not lost for all time. As this society becomes established I shall keep *PIM* informed. *PIM* will be made an honorary member, for you will never realise the help and information obtained through back issues of *PIM* and the Yearbooks. Though in many cases the information was sparse, the lead was there.

ALLAN BOVELT.

C/- Engineering,
NZ National Airways Corps,
Rongotai Airport,
Wellington, New Zealand.

Despite appearances, there's plenty of self-help in New Guinea

These are days in which it is fashionable to sneer at the welfare state, and in Papua-New Guinea it is not uncommon to hear voices, sometimes the voices of Europeans whose jobs carry entitlement to quite generous "perks", raised against the demoralising practice of giving "hand-outs" to the indigenous population.

It is presumably with the worthy object of avoiding demoralising Papuans and New Guineans in this way that the Administration withholds from its indigenous public servants the rent allowances it gives to its expatriate ones, while at least one department store denies to its indigenous employees the discount on their personal purchases enjoyed by its European staff.

Actually the area of completely free hand-outs is steadily dwindling.

Parents are now called upon to make a contribution towards the cost of their children's education, and Papuans and New Guineans, other than children, are charged for treatment, whether as out-patients or in-patients, in our major hospitals. Admittedly the actual amounts charged are small, but they are not insignificant in relation to wage levels.

Still the demands that the Administration should provide this or that or the other continue to flow in from all sides.

Even the visiting UN Mission has been bombarded with them—more



TO THE POINT

WITH
PERCY
CHATTERTON

roads, more bridges, more airstrips, more schools, more aid-posts and so on.

Amidst this chorus it is always pleasing to hear of groups of people, large and small, who are trying to do things for themselves.

Highlanders at work

The most spectacular of these do-it-yourself efforts have occurred in the Highlands, where they have the numbers required for staging spectacles and the physical vigour often lacking in the more enervating climate of the lowlands.

Up there, men, women, and even children, have achieved remarkable

feats of road building with picks and shovels, and even on occasion with digging sticks and bare hands.

A good deal more of this do-it-yourself road building could be done if the Administration was able to give more help in surveying the routes for such roads to follow.

Within what has been for the past four years my parliamentary constituency there is an upland area where English potatoes and other cool climate vegetables can be grown. It is nearer to the Port Moresby market than any other comparable area.

Although it is sparsely populated as compared with the Highlands, the people who live there have repeatedly expressed their willingness to get cracking on a do-it-yourself road which might ultimately join up with the professionally constructed one which the Administration is steadily pushing out from Port Moresby in that direction. But they need expert advice as to the best route for such a road to follow.

Appeals for this sort of help come from all over the territory; unfortunately the Administration is always chronically short of surveyors. But the Institute of Higher Technical Education is now providing a course in surveying, so in a few years there should be an outflow of indigenous surveyors to catch up with this shortage. It may then be possible to give the do-it-yourself enthusiasts the help they need.

The professional road builder may look down his nose at the result, but it seems clear that many of the less economically promising parts of the



Self-help in Papua takes in a variety of useful tasks—such as selling cheap lunches outside the Port Moresby high school.



● Some people make school uniforms, and even kapok pillows.

territory will never be opened up at all unless they are opened up on do-it-yourself lines.

Projects such as road building call for sustained effort by large groups of people. But there are less ambitious projects which quite small groups of people can undertake.

The word "drop-out" has been much bandied about in the territory of late. It refers to school pupils who, after completing the primary course, fail to qualify for secondary education, as well as to those who fall by the wayside even before they reach the top of the primary school.

Smaller undertakings

It is recognised that these young people represent both an educational and a social problem, and possibly a potential political hazard.

Some years ago, a group of girls who fell into this category approached the Welfare Officer in charge of the Kaugere Community Centre in Port Moresby. This officer, Mrs. Thelma Price, since awarded a well deserved MBE, suggested that they might set themselves up in business to provide cheap lunches for pupils attending the neighbouring schools.

This they did, calling themselves modestly "the School Lunch Group". They prepared sandwiches, meat pies and fruit drinks, and sold them outside the schools at lunch time. Proceeds were banked, and after bills had been paid the profits were shared.

At first they needed a good deal of help from the staff of the centre in ordering supplies, banking proceeds, and working out a fair allocation of profits. But they soon learned to handle these matters themselves.

Now, six years later, they are still in business, and they have branched out into the making of school uniforms and other types of dress-making. Sometimes they undertake laundry work.

Just recently they received a rush order for pillows. They filled the order, but they had to fill the pillows, in a land where the kapok tree thrives, with kapok imported from Java at 60 cents a lb.

New idea

The group normally numbers about 20, but its personnel is continually changing. Most of the girls who join it stay with it for from six to 12 months, after which they use the know-how they have acquired to get a wage-earning job. So junior members graduate to seniors and new

"drop-outs" join as juniors. Sometimes they have "old girls" of the group coming back to visit them.

It is a moot point whether this venture should be regarded as a business enterprise or as a self-supporting vocational school. What is certain is that it has made life meaningful for a number of teenage girls who would otherwise have lapsed into frustration.

And except for minimal guidance by the staff of the centre, and some help in such matters as designing and cutting out dresses from voluntary helpers drawn from Port Moresby's European community, it has been essentially a do-it-yourself exercise.

Recently the centre has been helping a quite different group to solve its problems in the do-it-yourself manner. These are shanty dwellers who want to get better housing, but who are not able either to meet the rent charges for even the most modest Housing Commission house or to qualify for a building loan to enable themselves to build their own.

Possibilities were tossed around, and it was suggested to them that if they made and stock-piled a supply of stabilised earth bricks they would be able to build the houses they wanted.

A hand-operated brick making machine was loaned to them, and they were instructed in its use. From there they went ahead and now have 5,000 bricks stock-piled—more than enough for the first house. Three groups of shanty dwellers are involved, two from the Papuan Gulf and one from the hinterland of the



Some of the self-help group try on newly-made school uniforms. Girls in the group often graduate to wage-earning jobs.

- House building—including the making and stockpiling of bricks—is among the self-help occupations discussed by Mr. Chatterton in this article.

Central District, and they hope eventually to build sufficient houses to re-house all the people of their groups.

In the meantime they have applied for and been granted blocks for the first three houses, one for each group, in the Sabama low-covenant area. Unfortunately these are rough hill-side blocks with rocky outcrop, and a lot of levelling will be involved in their preparation.

Building their own

PWD's Building Research section, which launched them into brick-making, is supplying plans for the houses, and members of Rotary have undertaken to advise and help them in their siting and building problems.

There will certainly be problems to be overcome, and perhaps not the least of them will be that of maintaining enthusiasm for an exercise which will take quite a long time to complete.

When the first three houses are completed, there will come the problem of deciding which members of the groups are to occupy them.

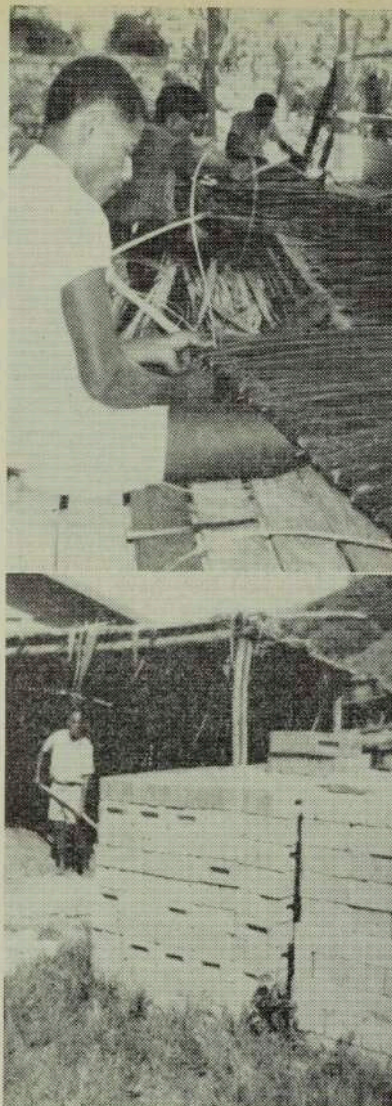
This will no doubt be done by the time-honoured Papuan method of going into a huddle and arguing about it until a decision is reached either by consensus or exhaustion. Oddly enough, these time-honoured Papuan methods often work extremely well.

I am not suggesting, of course, that this sort of thing only happens at Kaugere. I have no doubt that it is happening in many other parts of the territory too. And it is just as well that we should remind ourselves of this when we feel inclined to think of territory life as one long, loud cry for hand-outs.

There is one common feature in most of these exercises in do-it-yourself, and that is that the people concerned are generally not able to go it entirely alone, but need some sort of help in getting off the ground.

One reason for this is that they are frequently either illiterate or only marginally literate. In Australia, the do-it-yourself enthusiast has recourse to books and magazines which tell him how to go about it—or at worst he can follow the instructions on the packet!

In New Guinea this sort of help can only be got by personal contact with people who have the necessary



know-how. Fortunately there are people both inside and outside the Administration who are prepared to go to quite a lot of trouble to provide this help.

At present they are mainly expatriates, but as time goes on we may hope that more and more educated Papuans and New Guineans will be prepared to use their expertise not only to earn a living for themselves but also to lend a helping hand in this sort of way to some of their less privileged compatriots.

If they are not, it will not be for lack of a good example set by many public spirited Europeans.

And this brings me to the question of overseas volunteers. The people I have been talking about so far are

overseas folk who are already here, and who are willing to give up a part of their leisure to voluntary service.

There are also those, mainly young people, who come to New Guinea under the auspices of such bodies as "Australian Volunteers Abroad" and its British counterpart "The Overseas Service Bureau", and work for one, two or more years on a keep-plus-pocket-money basis.

Any scheme of this kind is bound to throw up a few misfits, and there have probably been some cases of the right man being used in the wrong job, but by and large these young people have done a good job here and have been warmly appreciated by the Papuans and New Guineans among whom they have worked.

So far these volunteers have served with missions, local government councils, co-operatives, workers' associations and such-like bodies.

Their direct use by the Administration has been a vexed question. The Public Service has been cagey about it, and the Public Service Association has come out flatly against it.

Difficulties

I think that this is a pity. I recognise the difficulties, and it is obvious that there are some areas of administration in which the use of volunteers would be unsuitable.

But there are other areas, such as education, health, agriculture and trade and industry, in which suitably qualified volunteers could be used to great advantage.

It should not be impossible to work out a set of rules under which their services could be used in these ways without endangering the position of public servants as such.

As I see it, the intransigent attitude of the PSA is likely to produce one or other of two results. It may produce a rift between overseas and local officers within the Public Service.

On the other hand, if the local officers side with their overseas colleagues on this issue, it may well create a rift between them and their compatriots outside the Public Service who appreciate the contribution to the development of their country which is being made by the volunteers.

Either of these outcomes would be deplorable.

- See The Volunteer: Historic New Phase in Pacific Development, p. 67.



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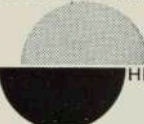
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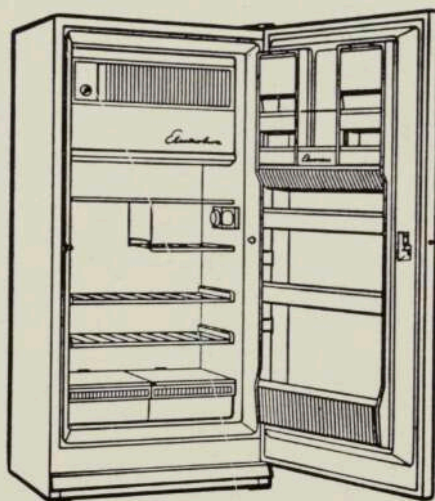
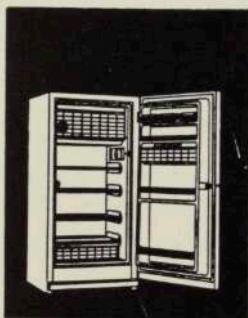
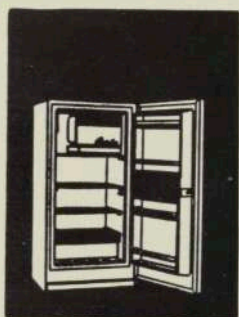
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Disillusionment since self-government

CABINET MINISTER SLATES OWN GOVERNMENT'S PERFORMANCE IN COOK IS.

After 2½ years of internal self-government, the Cook Islands Government has carried out virtually none of the promises in its election platform, and the country is now probably worse off than it was before under New Zealand control.

This is the opinion of the Cook Islands Minister for Education, Mr. Mana Strickland, who delivered a paper on "Colonialism and Self-government, Exemplified by Events in the Cook Islands" at the 40th ANZAAS congress in Christchurch, New Zealand, in January.

Mr. Strickland said that the Cook Islands Government had made no headway towards laying down a concrete development plan for his country, and certainly not a comprehensive economic development plan.

"Our country," he went on, "is bleeding from the constant loss of its life-blood—the young and intelligent youth who still emigrate because of lack of satisfactory opportunities locally and from disillusionment."

Top heavy finances

"Our constitution still does not give us a complete and firm grasp on our internal affairs. Our finances are top heavy against us. Our local government, agriculture, local industries, local shipping, overseas marketing, co-operatives, land laws and social services are either limp or are not effectively directed."

"We have neither internal air services nor a policy set for tourism. Our policy for making our public service our very own is still a dream."

Mr. Strickland quoted to the congress various platforms from the government's policy and then described what, if anything, had been done to implement them.

He said that the Premier, Mr. Albert Henry, had often spoken of the administration's desire to reduce the need for financial assistance from New Zealand. However, these were only words. No practical solution had been applied to achieve this end. Under self-government, Mr. Strickland said, the Cook Islands Govern-

ment had acquired as a going concern an expansive "welfare state." It was continuing to expand its social services "quite beyond local capacity to finance and operate without considerable external assistance."

"So far," Mr. Strickland said, "no facilities have been provided to the people of the Cook Islands to invest money in their government, although schemes have been proposed for it."

"Nowhere in the requests for financial assistance to the New Zealand Government has a mention been made on the need of a marine biologist to examine and report on the potentialities of our marine shelves, and lagoons; nor of the need to get a team of geophysical surveyors to investigate the strata of our volcanic atolls and their approaches."

"We may possess easily accessible valuable natural resources, but we appear not interested to find out about them."

Local councils

Mr. Strickland said that plans to give local communities increased opportunities to take part in government and to run their own affairs had "limped" because of serious errors and omissions in legislation.

The Rarotonga Island Council had not been replaced by new district councils, although these were created. Instead, some of the functions of local governments had been taken over by the central government.

Nothing had been done towards the establishment of local courts, and no district had been brought in to play a role in the solution of land problems.

Referring to agriculture, Mr. Strickland said that no overall improvement in the production of the main crops, citrus and copra, was possible while nothing new was done about marketing.

Nothing, he said, had been achieved



Mana Strickland.

to bring the price paid to Cook Islands copra growers to the same level as that paid to Western Samoan growers by the same buyer in New Zealand. Meanwhile, some growers in the northern atolls could not average an income of five cents a day. Yet there was considerable scope for increasing copra yields in those atolls.

Education

Mr. Strickland said that in education the government's policy was still that of its predecessor—to equip children so that they would leave their family for work in New Zealand.

Yet there was sufficient land for "more than one project to involve a good number of our youth" and there were "over 100,000 acres of mostly excellent lagoons bounded by 250 miles of reef around our islands to sustain more than one fishery project, again capable of satisfactorily occupying many of our youth."

Co-operatives

Mr. Strickland said that despite the new government's promise to "give every encouragement to soundly based projects sponsored by the co-operative movement", it repeated the practice of its predecessor of encouraging competition against the "principal sectors of development of the movement".

"The one help which the government provided for the movement, a legacy from the previous one, was the audit and advisory services of the Department of Co-operatives," Mr. Strickland said.

"However, it is sad to state that despite the fact that about half the

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Audits out of date

total expenditure of the department went to salaries, etc., of two imported officers, audits and reports to committees of societies are even now from about one to two calendar years in arrears of the particular time on which actual transactions took place."

Mr. Strickland said that the co-operative movement in the Cook Islands was not allowed to have its own co-operatives council to act as the connecting link between the now scattered co-operatives, particularly in matters of co-operative education, staff training supervision and democratic representation.

Mr. Strickland said that although it was a plank of the government's policy that the people should have the fullest confidence in the land system and its administration by the Land Court, the court still did not have the people's fullest confidence.

"Apart from the general feeling prevailing in Rarotonga and some other islands, there are islands that do not allow the Land Court to have anything to do with their land matters," he said.

Referring to education, Mr. Strickland said that children were still free to leave school in the Cook Islands at the age of 15 "even if many of them have hardly begun their secondary schooling".

Big increase in prices

He went on: "While there is a great need to increase our primary production . . . compulsory education should continue for your people who cannot prove that they are usefully occupied up to the age of 18.

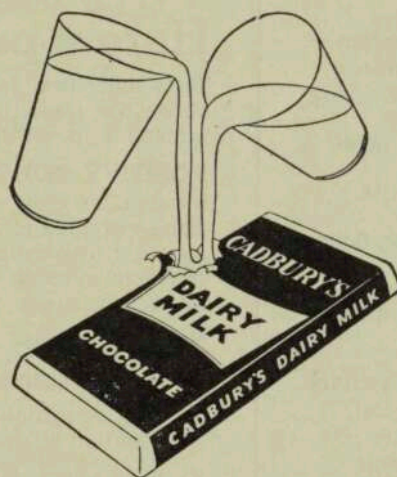
"Land development schemes, marine development schemes, vocational training workshops, etc., all these could materialise under such a suggested scheme."

Mr. Strickland criticised the present system of price control in the Cook Islands, which, he said, was in the hands of a Price Tribunal consisting of a busy public servant, the manager of the most influential firm in the group, and a private elderly local person.

He added: "It is estimated that the cost of living of the basic worker in the Cooks] has risen by about 3-1/3 per cent. from the date of self-government up to and including the change over in currency.

"Devaluation effects are, in the meantime, not visible, but if no

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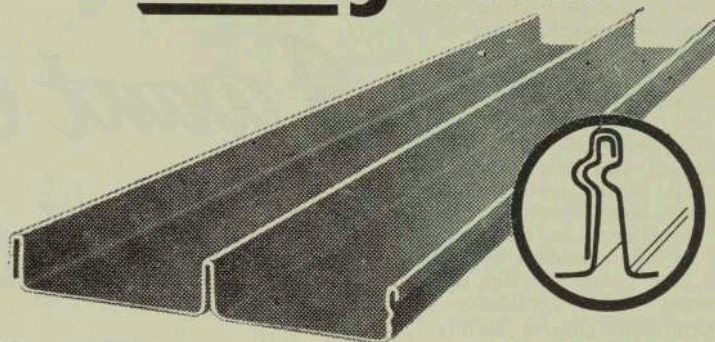
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There's a bright new night life on Niue

THREE hundred cheap Japanese transistor radios imported by the Niue Government went on sale to the island's public in late January. They were imported so that the Niue people can listen to Niue's new broadcasting station ZK2ZN. A batch of 200 cheap radios some months ago sold out immediately, and there was a waiting list for the new shipment.

Cheap radios and ZK2ZN have made a difference to village evening life on Niue. Formerly, in the early evening, small family groups could be seen huddled around gasoline lanterns having their evening meal; then the lights would be extinguished and the villages would be quiet.

ZK2ZN has added two hours to the night and its programme now can be heard in most houses.

better measures are taken, the cost of living will rise to new heights."

Mr. Strickland said that little had been done to implement the present and previous governments' policies of replacing imported public servants with Cook Islands public servants.

Less had been done in government departments to see that imported officers gracefully accepted the fact that it was their moral duty to pass on to their assistants as much of their knowledge and experience as they could within the period of their term.

Internal air services

On the question of the ratio between the average pay of local officers and imported ones, no appreciable move had been made to reduce the gap.

Mr. Strickland said that the government had not lived up to its promise to investigate the possibility of establishing an internal air service.

Although more than one island prepared their airstrip for the purpose, and although more than one offer has been made to government, no action has yet been taken," he said, "though the need for this service, particularly for mercy flights, is great and urgent because of the termination of services by the Laucala Bay base".

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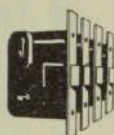
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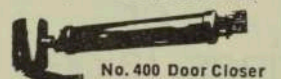
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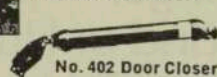
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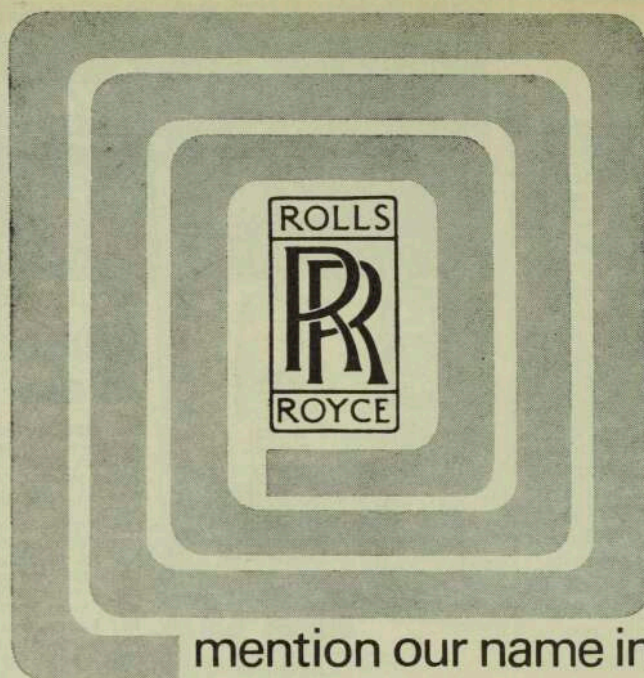


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Banabans may go to the United Nations

The Banaban people of Ocean Island, still annoyed at what they say is an unfair deal over phosphate royalties, may take their problems to the United Nations.

They have been advised to approach the Committee of 24 sometime before May, in an effort to get a greater share of the phosphate money.

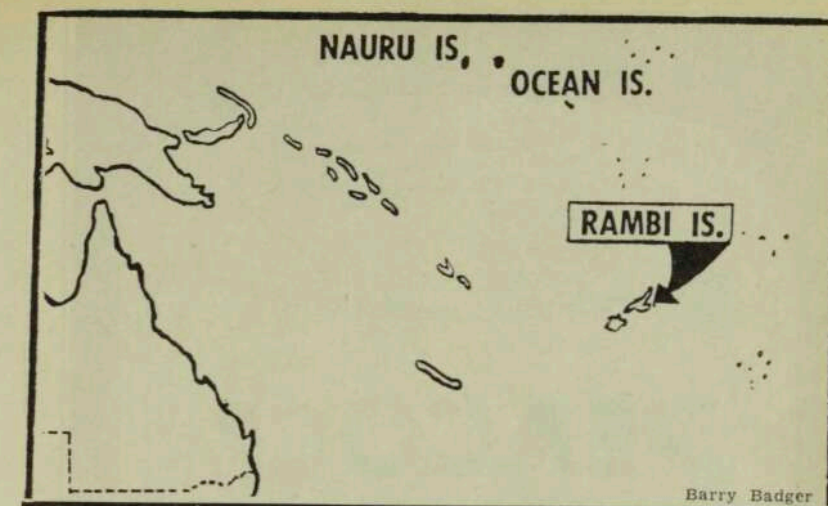
Manager of the Rabi Island Council, Tebuke Rotan, said in February that the advice to go to the UN was given to them by Mr. A. D. Patel, Fiji lawyer, who is also leader of the Fiji Opposition. Mr. Patel has been retained by the Rabi Island Council as its legal adviser. Rabi Island, in the Fiji group, has been the Banabans' home since the end of World War II.

Tebuke said the council felt Mr. Patel's proposal was a good one, and Mr. Patel was now preparing a case for the UN, using information obtained recently when the Rabi Island Council and about 40 land-owners made a special 20-day round voyage to Ocean Island and Nauru.

Very upset

"Mr. Patel accompanied our party and saw things for himself," said Tebuke. "The council paid him £F100 a day to accompany us. We also took with us a surveyor from Rabaul, New Guinea, Mr. John Williams, who checked our old land boundaries. It was all very interesting what we found there. Our people were very glad to go home after all these years and see things for themselves."

Tebuke said that the BPC workers



on Ocean Island had bulldozed an old cemetery and the Banabans were very upset about this. They also found that the BPC had built houses on land which had not been leased to them. The BPC had only recently applied for leases, but the houses had been built "for years".

"When we got there we found the BPC had also been working phosphate on other land which had not been leased," Tebuke said, "and they had been working night and day to fill it all in again before we arrived, but they weren't fast enough—we found them at it!"

Tebuke said that although the main job of the party was to fix the various land boundaries, they were unable to locate a lot of them, and no records were left after the war.

Tebuke said the party decided that about 50 Banabans from Rabi, in family groups, should return permanently to Ocean Island, "to keep an eye on things"—but only on condition that the BPC found jobs for them. As the BPC was the only employer, there was no hope of their

being able to remain on the island without BPC help. They intended to take up this matter with the BPC.

Tebuke said the Banabans did not expect the BPC to pay more for its phosphate, as it had already agreed to pay the world price. Extra money for the Banabans had to come from the share now divided between the Banabans and the Gilbert and Ellice Islands Colony. The Banabans got 7/- a ton and the GEIC 40/1d, of which 35/1d was a special tax. A bigger share for the Banabans would thus have to come from the GEIC share. The position was "very difficult."

"Our fight is not with the BPC," Tebuke added. "It is with Britain. It is about the division of the money. It is unfair that we, as the owners of the land, should be taxed more than five times what we are paid in royalties for the phosphate."

Below, Rabi Island, unlike Ocean, is high and green. Rabi is pronounced Rambai.





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TAX TIME AGAIN ON NORFOLK ISLAND

*From MERVAL HOARE,
on Norfolk Island*

Norfolk Island residents pay no income tax. Their only direct taxation is paid under the Public Works Ordinance, which states that men between 21 and 55 who have lived on the island for six months must pay between \$10 and \$20 a year, depending on the number of dependants—or in lieu of payment to perform public works over a period of from five to 10 days as the Administrator directs.

Calls are made half-yearly, in May and October, so shortly the familiar lists containing the names of those called will appear on the Court House door at Kingston and the door of the Burnt Pine Post Office, as well as in the main stores.

The work allotted is usually road maintenance and the clearing of noxious weeds from the roadsides and reserves. The workers must provide their own transport and bring their own tools.

Nevertheless, very few Norfolk citizens do public work these days. It's business as usual for the shopkeepers and their assistants when the public works calls are posted up.

They pay up

Those in regular employment prefer to pay the \$20 a year rather than absent themselves from lucrative occupations to work on the roads. Retired men are seldom, if ever, seen on the roadsides attacking the lantana and tobacco bush with mattocks and slashers. All in all it seems cheaper and more convenient to pay than work. The Administration got \$3,087 from this source in 1966.

But paying instead of working has not always been the case. In the old days, and in fact until comparatively recently, islanders and "mainlanders" turned out in force to do their allotted tasks.

The custom of public work is based on an old system of community labour which at one time involved nearly every able-bodied man over 18. The system has changed slightly

over the years but the principle is the same—community work on the public facilities.

Law No. 10 of the original Norfolk laws given by Governor Denison in 1857, required the Chief Magistrate to superintend the execution of all public works. This responsibility was later shared by the councillors. Also, fines levied by the Chief Magistrate could sometimes be worked out on the roads and this became a popular way of meeting such obligations.

How it has altered

A wide variety of tasks once came under the heading of public work. Apart from the obvious tasks of repairing roads, bridges and piers the men were occasionally employed in fencing the cemetery, planting marram grass at Kingston to prevent erosion, and clearing the streams.

When an attempt was made to cut a passage into Emily Bay towards the end of last century the project was tackled as "additional public work".

Reports reveal that in 1884 each man over 18 worked 3½ days a month, for six months of the year, at public work. But later the men were allowed to choose between working or paying a small sum for each day not worked; in 1917 this rate was 4/- a day. As wages went up the rate increased until it reached today's figure of \$20 in lieu of 10 days work, which is rather unrealistic.

Everybody in!

Public works lists were once almost completely filled with the names of Norfolk Islanders, but the recent influx of mainlanders has brought changes. Of the total of 295 men called up in the last public works call in October, 1967, only 80 were Norfolk Islanders.

Last year it was proposed in the Norfolk Island Council that women should be included in the public works calls. It was not suggested they should work on the roads but that they should contribute financially to the upkeep of the highways. This proposal was not followed up, but there is always the chance that some future council, desperately seeking new ways to raise revenue, will approve this measure and have it passed in Canberra. The next council elections will be held in July, but it would take considerable courage for any candidate to advocate public works levies for women. He would risk the loss of the women's vote.

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- German colonialism was an important phase of Western Samoa's history. Scenes such as this, taken in Apia's main street on the Kaiser's birthday at the beginning of the century, are gone from Samoa. Today, the volunteer worker is creating an equally historic phase of Pacific history in Samoa and other islands, Dr. Ron Crocombe, of the P-NG Research Unit, points out in this article. It was written for PIM in Honolulu.



Historic new phase in Pacific development: The Volunteer

By RON CROCOMBE

The Peace Corps operates a training camp on the beach at the end of Molokai, one of the smaller Hawaiian Islands. They recently trained a group of about 70 volunteers there for two years service in Western Samoa and they kindly invited me to join them for a couple of days, living with the volunteers and participating in the training programme.

They were near the end of a solid three months course of training, with classes beginning at 7 a.m. and ending at 7 p.m. Mondays to Fridays, plus Saturday mornings. In addition, films, slides and talks on Samoa were given on many evenings.

Great emphasis was placed on language, and Samoan teachers (some brought to Hawaii for the purpose, others already resident in Hawaii) spent several hours every day with the trainees, who were encouraged to talk Samoan at every opportunity, in class and out.

The training programme was comprehensive and included staff from the Government of Western Samoa, the University of Hawaii and from the Peace Corps. Teachers and students impressed me as being of generally good quality.

Students were given a broad introduction to Samoan history, geography, economy and society as well as specific training in the fields in which they were going to work (most were teachers of English or agricultural extension workers).

To give them some familiarity with living conditions in Samoan villages, they lived in households, each of which was controlled by one of the Samoan teachers acting as household head in the Samoan manner. Some Samoan foods were served, dress was Samoan style, and many practices common in Samoan villages (including obligatory church attendance on Sundays) were observed.

Just like Samoa

There are certainly limits to how much can be taught in such a programme, but it nevertheless had a number of advantages. It weeded out many who decided (or for whom the training staff decided) that this was not the life for them—and it is much better to weed them out before arrival than have them fail in the field.

Secondly, it gave a very comprehensive introduction to the kinds of life and the kinds of problems they would meet in the field, and gave them some idea of how such problems might best be handled.

With all its shortcomings, it struck

me as perhaps the best training given by any government, mission, company or other organisation for work in the Pacific Islands.

The Samoan and Tongan governments do not now normally hire many expatriates at overseas rates of pay. As their contracts expire, the present ones are being replaced by volunteers from the US, Australia, New Zealand, and the United Kingdom. Cost is one factor, but increasingly the independent governments in the Pacific are looking for expatriate staff who will live among the village people and at standards similar to those of islanders doing similar work (such as senior school teachers, agricultural officers and public health officers).

A new phase

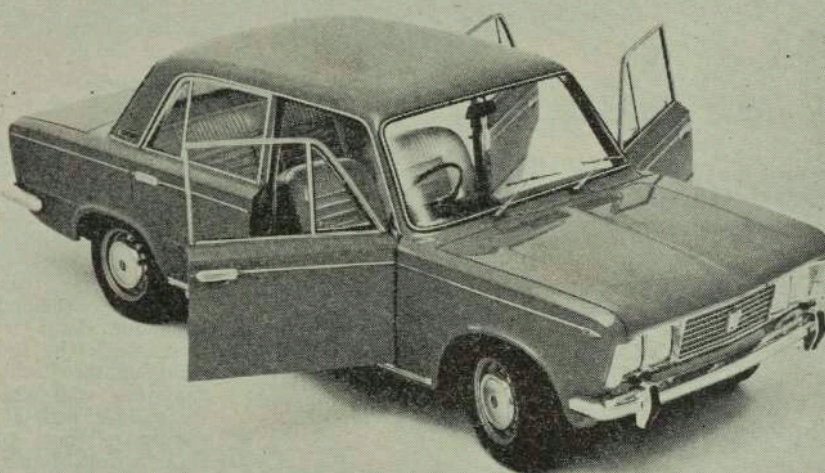
These volunteers are part of an historically important new phase in the development of the Pacific area (and indeed of the developing countries of the world as a whole).

Generally the first agents of change were commercial—ship-owners and traders who imported manufactured goods, exported raw materials from the islands, and introduced a cash economy. Then came the missions, working at a more personal level, and spreading secular as well as religious teachings. They soon outnumbered the expatriate businessmen.

Somewhat later came the colonial governments, working at first on a fairly narrow front concerned mainly with law and order, but after World War II expanding to a wide front of economic, social and political development. At that stage they outnumbered both mission and business people.

After 1947 the international organisations entered the field—South

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MORE ABOUT SEPTCEPHALIC SNAKES

From DIANA NIZETTE in Lae

"PIM" of January tells of a reported seven-headed snake seen in Fiji. Here is a story about another.

In early 1954 my husband and I took our three children for a short holiday in a village up the Sigotoka Valley. Our house-girl, Valetina, took us home with her, and no one, anywhere, ever had a warmer welcome.

On our first night in the "koro", after the "yagona" ceremony, an old man reputed to be the son of a cannibal and called "Rogou nive megi megi" (the coconut fibre who tells a story) kept us enthralled with tales of the old days and some fascinating legends. One such story concerned a seven-headed snake.

We were told that some 15 years previously, it had been reported that a priest, looking through a telescope, had seen the seven heads of the serpent writhing and rearing in the early morning sun. The snake was supposed to live in one of the many caves in the nearby mountains.

Legend has it that the body of the snake has never been seen—only the heads, and that in each of the heads there is a diamond; also that wherever the snake has passed, gold will be found. Should a concerted effort be made to find the snake, the gold will disappear.

We were also told that, on occasions, an old Fijian had been seen feeding the snake.

The night wore on with tales of talking bones, cave entrances passable only to virgins, and other equally fascinating subjects. . . .

Over the years these tales had slipped my mind, but now I'm wondering if any other seven-headed snakes have been sighted in Fiji besides the one in Sigatoka in 1939 that we heard about and that in Ba in 1967 described in January "PIM".

Pacific Commission, World Health, United Nations Development Fund, etc. Their staffs continue to increase.

But the latest group, which only began in the last few years, are the volunteers. They already outnumber the expatriates from business, missions, overseas governments and international agencies put together in Micronesia, Western Samoa and Tonga. Present trends indicate that this will also be the case in several other Pacific territories within the next year or two.

Five years ago there were less than a dozen volunteers working in the Pacific islands. By 1967 there were over 1,000. By the end of 1968 there will be nearly 2,000 from five different nations.

Change has been quick

All the sending organisations plan continuing increases in the numbers they are sending and other organisations from at least five other nations are planning to offer volunteers for service in the Pacific area.

This change has come about so quickly that many people have not caught up with it, or with its many implications. In the early 1960's no one would have dreamed of this taking place, and even today it is difficult to keep up with the spread of the movement, and with the socio-political changes both in the islands and abroad that are accelerating it all the time.

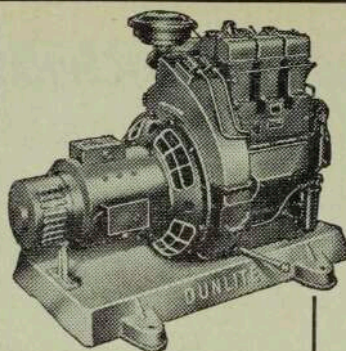
There is little doubt that the most pervasive outside influence in the Pacific islands in the 1970's will be that of the voluntary worker.

Like the businessmen, missionaries and civil servants who preceded them (and who will continue working at the same time) the volunteers will make some mistakes and some enemies, along with doing much productive work and making many friends.

And like their predecessors, being for them or against them is of little relevance: the historical fact is that they are here and increasing all the time. The important issue is how to get the most value from their presence.

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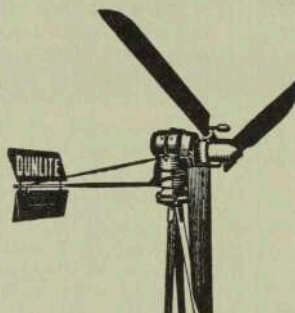
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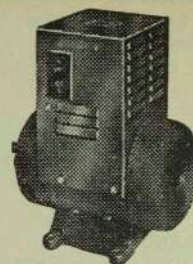
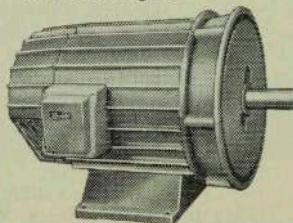
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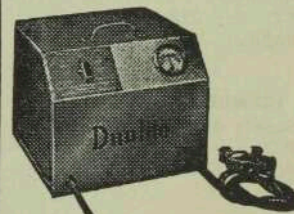
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P-NG investors need guarantees, says BP's head

By staff reporter KEN MCGREGOR

What does the new, young chairman of the venerable island trader, Burns Philp and Company Ltd., think of the future of the South Seas? To find out, I recently spent an hour talking with Mr. David Burns in his refurbished, but modest, wood-panelled first-floor office in company headquarters in Bridge Street, Sydney.

With only a dozen weeks behind him in the "chair" of the big firm, Mr. Burns said he fully intended to take more interest in his company's Pacific Islands interests in his new capacity.

He admitted he didn't have as wide or as extensive a knowledge of the Islands "as I perhaps should", and emphasised that he would make up for this as soon as possible, partly through more islands trips.

His office adjoins the BP board room, which has austere portraits of former directors covering much of its wall space, and is only two doors away from the roomier office of Mr. P. T. W. Black, BP general manager and a current top decision-maker of the company.

At 39, Mr. Burns is about three years younger than when his father, Mr. James Burns, began his long reign as chairman. Mr. Burns, Jr., is married with five children—two sons and three daughters—and lives with his family in the Sydney suburb of Rose Bay.

Many visits

Mr. Burns said that for the past 11 years he had spent his time inspecting company interests in Australia and New Zealand.

Last year he had made two month-long fact-finding trips to Fiji, both Samoas, Tonga and all the major centres in NG.

He also represented his company at the coronation of King Taufa'ahau in Nukualofa.

"We are interested in re-investing more money in both the Pacific Islands and Australia," he said. "But we must take into account the fact

that Australia is one of the world's most stable countries politically while no one knows what will be happening in the Islands, particularly New Guinea and Fiji, in 10 or 20 years time.

"Events could blow up politically in the Islands in the next few years, while—why, if this happened in Australia, it would be almost the end of the world, wouldn't it?"

"While our company's basic industries in the Islands will always remain shipping, trading and planting, we have in recent years diversified considerably in setting up new ventures.

Tourist interests

"For example, we are interested in tourism in the Pacific Islands and our interest in this activity, which we think will grow more, could possibly rival the extent of our shipping interests in years to come.

"Burns Philp is interested in any aspect of tourism which could be profitable. We own two Fiji hotels—the Hot Springs at Savusavu and the Garden Island, Taveuni.

"In Australia we are currently building a modern motel at Cairns and are completely rebuilding our Lowths Hotel, Townsville, on very modern standards."

(Mr. C. H. Carpenter, new chairman of the W. R. Carpenter Group, BP's big rival in most Pacific Islands, indicated late last year his company

would step up investment in tourism—particularly Fiji.)

Mr. Burns felt that Tonga's recent decision to alter its Treaty of Friendship with Britain would not bring about any change in BP trading investments in Tonga.

New Guinea situation

"As Tonga has been a self-governing kingdom for very many years, I can't see any change in its traditionally friendly attitude towards overseas companies taking place now," he said.

One of the chief things Mr. Burns is concerned about is the problem of what will happen to the investments of planters and businessmen should P-NG become independent suddenly.

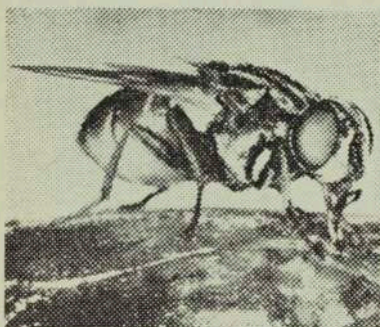
BP, through their many New Guinea subsidiaries, control the biggest group of copra and cocoa plantations in the territory, handle a very big percentage of the territory's retail and export-import trade and provide the biggest and most regular shipping service to New Guinea from Australia—NG's biggest trade partner.

Mr. Burns' company has more at stake than any.

He concurs with many others from the territory in thinking that the NG Administration or the Australian Government could let investors have some way of insuring their investments. (Some others argue that lack



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It is probably all too easy to regard as harmless those two houseflies buzzing around your living-room — but stop and consider that if their progeny manage to survive every hazard you will have 382,020,000 billion descendants to deal with before the summer's end, and it becomes imperative that you kill those flies forthwith!

Mosquitoes also multiply at an alarming rate, and even in our enlightened era this dread insect still kills a million people a year. Since it needs water in

order to begin breeding, initial preventive measures point to the elimination of all places where small reservoirs of water might collect, such as old tins or bottles, fire buckets, roof gutters or drains.

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of government assurance is severely holding back overseas investment in NG).

Last year, the influential Planters' Association of New Guinea—of which BP is a member, but with only one vote like all members—called for some sort of guaranteed protection for European investments.

Mr. Burns said another of the main problems facing his firm and other firms operating in the Islands was finding houses for staff and finding staff, particularly tradesmen.

"Our housing problem is a particular bugbear in NG where it has been necessary to employ more Europeans than in Fiji. In Fiji it is possible to secure Fijians and Indians who are suitable to our requirements and who already have homes."

He likes the Gilberts

Mr. Burns said his favourite islands were the low atolls of the Gilberts and the Line Islands.

"Fifteen years ago I joined our ship, *MV Muliama*, on a recruiting trip to Fanning and Washington Islands. We took labour over from the Gilberts and brought back labourers who had completed their contracts," he said.

"I don't know if it was the islanders or the actual islands but I have ever since had a great affection for the Gilberts and always take an interest in happenings up there."

Mr. Burns joined Burns Philp in March, 1947, when 18, and he qualified as an Associate of the Society of Accountants in 1953.

In those early years, the whole BP empire was guided by the firm hand of the legendary, late Mr. J. Mitchell.

From 1947 to 1952 Mr. Burns worked for the then Burns Philp Trust Co. Ltd., except for six-months aboard the *MV Bulolo* as an assistant to the purser, the well-known, late Mr. Ben Allen.

During most of 1952 and 1953 Mr. Burns was in the island department at the Sydney office handling freight and forwarding, including checking copra from New Guinea.

The next three years included a brief period in the BP London office, inspection trips to the New Hebrides and New Zealand and about a year divided between the claims and accounts departments of head office.

And which branches hasn't the new BP chairman visited in his company's South Seas domain? Daru in the Gulf of Papua, Levuka in Fiji, Niue, Norfolk Island and Haapai and Vavau in Tonga. Not many, but he intends to see them.

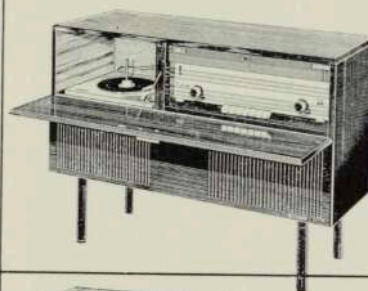


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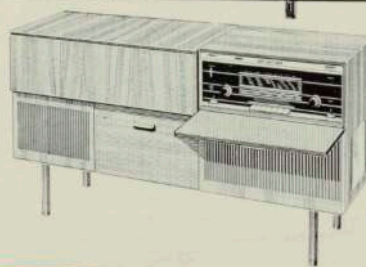
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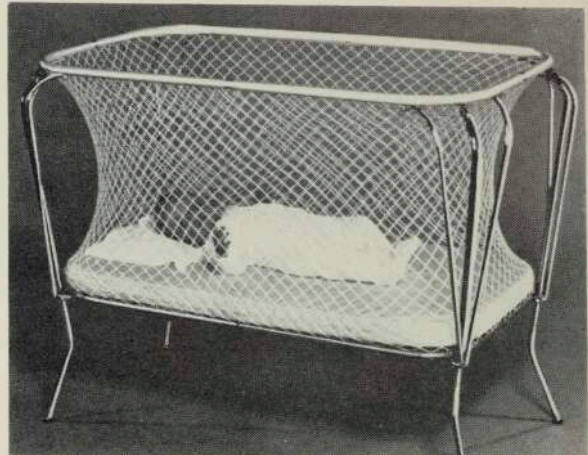


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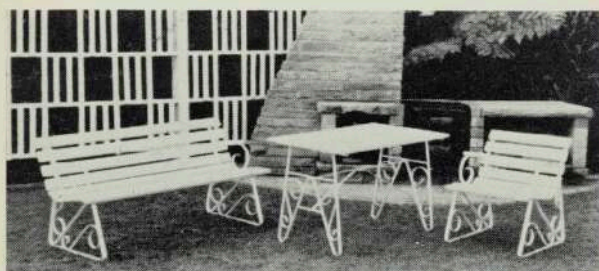
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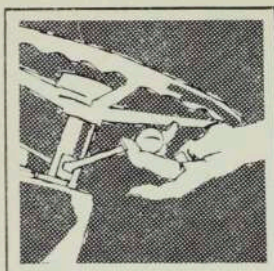
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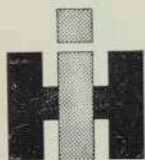


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Pitcairn Island feels the tread of V.I.P. feet

By PASTOR W. G. FERRIS, Seventh-day Adventist missionary on Pitcairn

The first week of December last year was a rather exciting one for Pitcairn Island. It could have been termed "Armistice Week".

December 7 was the 150th anniversary of the death of Captain Bligh, and the island commemorated the event by issuing three beautiful new postage stamps depicting events in his life.

A 20-cent stamp shows his tomb in London. An eight-cent stamp shows him being cast adrift by Fletcher Christian. And a one-cent stamp depicts Bligh and his little launch.

Christian and his folk mutinied against Bligh nearly 180 years ago. Now their descendants on Pitcairn hold him in honoured memory.

Governor's visit

It happened in the same week as the Bligh anniversary that a representative of Her Majesty the Queen, the Governor of Fiji, Sir Derek Jakeway, arrived on Pitcairn on an official visit.

He flew from Fiji to Tahiti and came the rest of the way in a small American ship. He arrived in beautiful weather and came ashore in style.

I had the honour of driving him to the Square where all the

people had gathered for the official reception.

Our vehicle was a Morris Mini-Moke, given to the Seventh-day Adventist missionary on Pitcairn by the Central Pacific Union Mission, which had reached the island in the passenger-freighter *Amaleric* on November 25. The Mini is Pitcairn's first motor car.

The Governor looked good in his official uniform, and the speeches of welcome were good.

When they were finished, the Governor called John Christian up and presented him with the documents and papers that made him an MBE.

Fletcher's descendant has thus now been honoured by a forgiving Queen, and a forgiving Pitcairn gave feasts and presents to the Governor.

When Sabbath dawned, His Excellency expressed a desire to attend church for the 11 a.m. service.

We were thrilled over this and invited him to read the lesson scripture from the *Bounty* Bible. He did so very nicely, and it was an historic moment when the Bible that had meant so much to the families of



The Governor of Fiji, Sir Derek Jakeway, "looked good" to the Pitcairners in his official uniform. The picture was taken when Sir Derek was sworn in as Governor in Suva in 1964.

the *Bounty* sailors in bringing about this forgiving spirit, could be read once more by the representative of the Queen.

In the evening, my wife invited the members of the Island Council and their wives to dine with the Governor at our home.

This meant catering for 25 all told, but with five tables in our large lounge room there was plenty of room for all. We prepared everything on Friday, and borrowed the best of everything to make the tables look like a banquet fit for a governor.

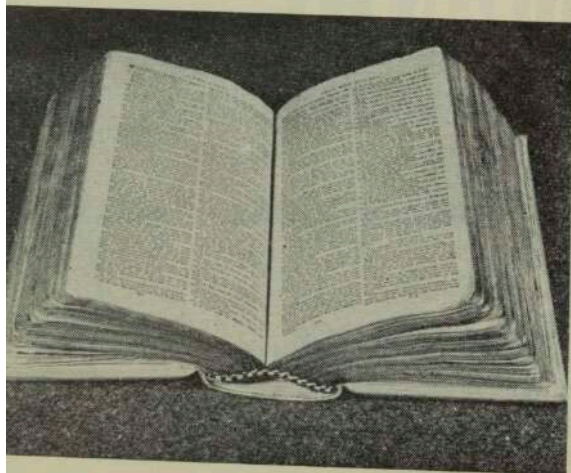
The ladies all brought prepared food and there was plenty to spare. It was a happy gathering, and everyone dressed up.

The folk said it was the nicest gathering that Pitcairn had had for a long while. A grand concert was held in the hall that night and all enjoyed it.

Next day, we went for a tour of the island. His Excellency, Pervis Young, (the magistrate), Mr. Warner (the Government adviser) and I as driver climbed the hills.

We went to spots I had not seen before, and it meant some walking down and up steep trails to see all the plantations of trees that are growing very nicely.

The ladies had provided cool drinks



The "Bounty" Bible, now a revered relic on Pitcairn, was given to an American visitor to the island in 1837 and for the next century or so it remained in the United States. It was returned to Pitcairn in 1951.

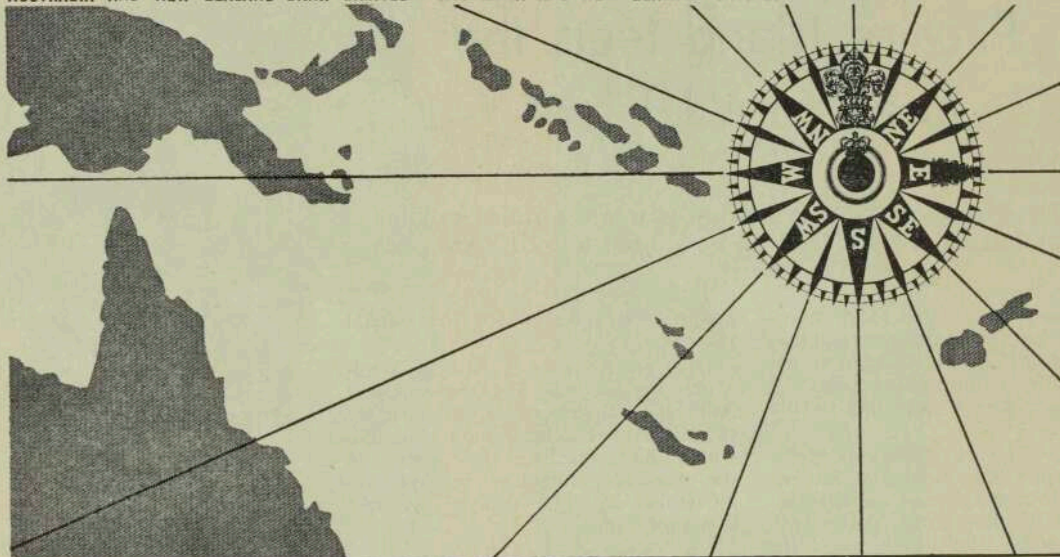


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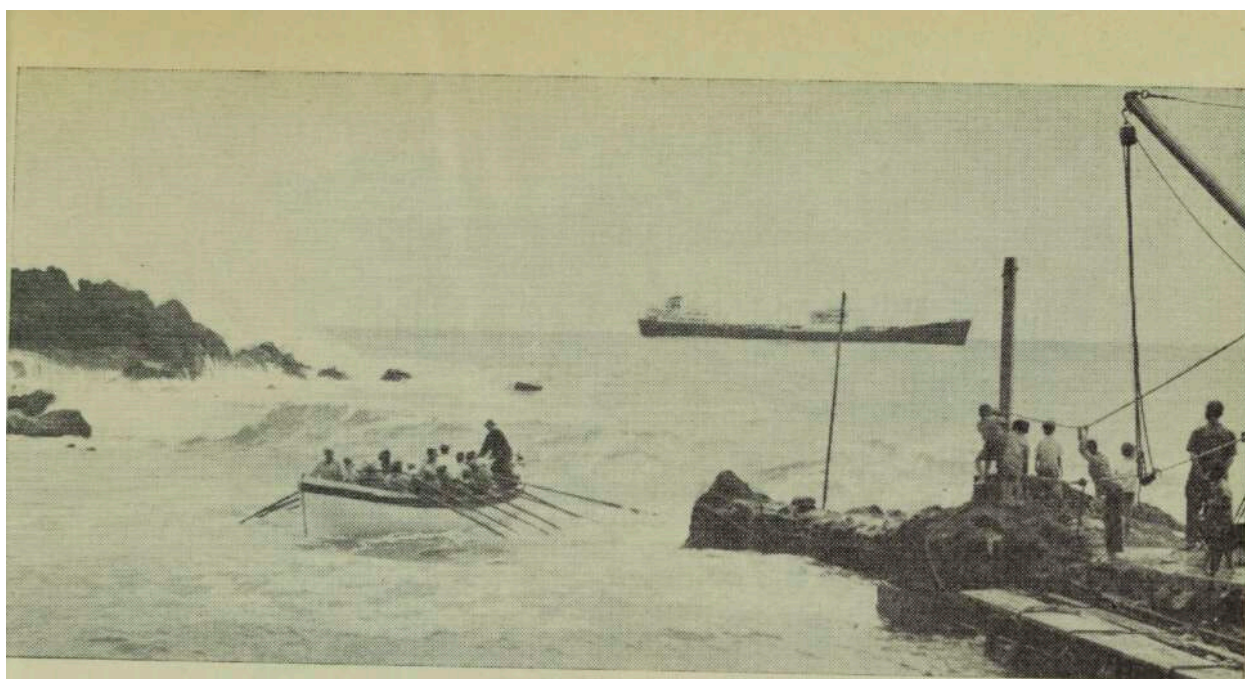


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Whether you go into Pitcairn's Bounty Bay by longboat or by motor-boat, as is more usual these days, the experience is always an exciting one. Two vice-regal representatives of the Queen can now claim experience.

various points to keep us going. We visited the radio station, then went to the satellite tracking station and met the American boys.

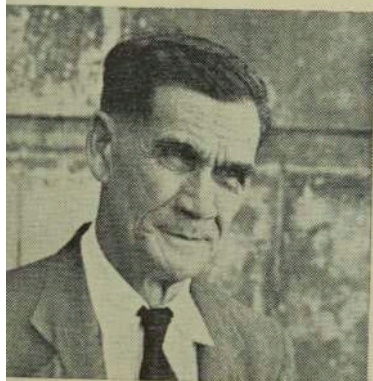
We had our pictures taken with a big satellite camera worth thousands of dollars. His Excellency took the negative to Fiji, so we may see a copy some day.

We then followed new roads.

New world

The little Mini was a real blessing and the Governor never stopped saying how delighted he was with her performance.

We crossed the mountain through a large cutting and went down into d's Side. This was a new world



Blenda Christian, a descendant of mutineer John Christian, who received the insignia of Member of the Order of the British Empire from Sir Derek Jakeway during the Governor's visit to Pitcairn.

to me, and His Excellency was amused that he had to come to Pitcairn Island to show me some of the interesting places. We returned to Adamstown and had lunch with the school teacher at the school.

His Excellency then met the Island Council and answered many questions.

That night, His Excellency provided a real banquet feast for everyone on the island. The food was brought ashore from the ship, and this was his farewell gathering. He had come as Governor of Pitcairn Island and all fell in love with him for the kindly man he was.

Rain began to fall on the Monday morning of the Governor's departure as I drove him to the Edge to board his ship.

It seemed a tearful farewell. He invited nine Pitcairn boys to go with him to Tahiti to see the land of their mothers. They went, and have since returned home again.

NZ Governor-General's visit

Sir Derek Jakeway was Pitcairn's first official vice-regal visitor. But only a week earlier, the island had had an unofficial call from Sir Arthur Porrett, who has since been sworn in as Governor-General of New Zealand.

It happened that when the *Ceramic* arrived from London, my wife was dreadfully worried about the illness of the teacher's wife, Mrs. Reeves.

She appeared to have pneumonia

and was very sick. So a message was sent to the ship's doctor to come ashore to see her and some other patients.

It turned out that the doctor could not come, but there was a passenger who could, he was none other than Sir Arthur Porrett, who, with his lady and party, was on his way to New Zealand to take up his appointment.

Sir Arthur is a retired surgeon to Her Majesty the Queen.

Sir Arthur Porrett sought permission from "high up" to be landed on Pitcairn to take a look. But the powers that be said, "No, it is too dangerous."

However, when he heard that Pitcairn needed a doctor, he said, "They won't let me go ashore as Governor-General, but they can't stop me from going ashore as a surgeon!"

We went aboard the *Ceramic* and were officially introduced to the vice-regal party. Blenda Christian and Merian presented flowers to Lady Porrett, and we gave gifts to His Excellency.

Ours from the church was an illuminated address of welcome, beautifully painted and printed on a Pitcairn skeleton leaf. It looked good framed.

When the doctor and his party came ashore, ropes were tied around the ladies as they climbed down Jacob's ladder. I heard an officer say to one of the Pitcairn Island boys, "I knew you were a good fisherman, but



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never heard tell of you having a Governor-General's daughter on the end of a line before." The captain's life came along, too.

We quickly made Bounty Bay and climbed the hill. Motor bikes took the medical folk to see the sick, and tractor and trailer with boards or seats took the party around. They had lots of fun.

I rushed around and with the help of two ladies prepared morning tea for our house for the vice-regal party. They all came down on the trailer and seemed to enjoy the fruits and drinks provided. They were delightful folk, and appreciated everything we did. My wife appreciated the medical help and advice.

The visit afterwards to the Square, clinic, and to the church proved interesting, and His Excellency stood reverently before the *Bounty* Bible and thought of what it had done for Pitcairn.

We returned to the bay and out the ship where the 70 passengers and crew cheered as the VIP's climbed the ladder.

We said farewell to real friends as the ship sailed away for New Zealand. They all loved the Pitcairn farewell songs.

I was sorry that the mini-moke did not arrive when they called, but it came two days later and was wonderful help to the Governor of Fiji.

Radio station plan

Another recent event of interest is the return to Pitcairn of Tom Christian and his wife Betty from their trip to America.

Tom is the wireless station manager here. He has been working at the Voice of Prophecy centre in Los Angeles.

He took a special course in the art of running a broadcasting station, with the thought in mind that some day he might run one here on Pitcairn.

This is really going to function, and plans are already drawn for the buildings. I have a real vision of the possibilities of the station.

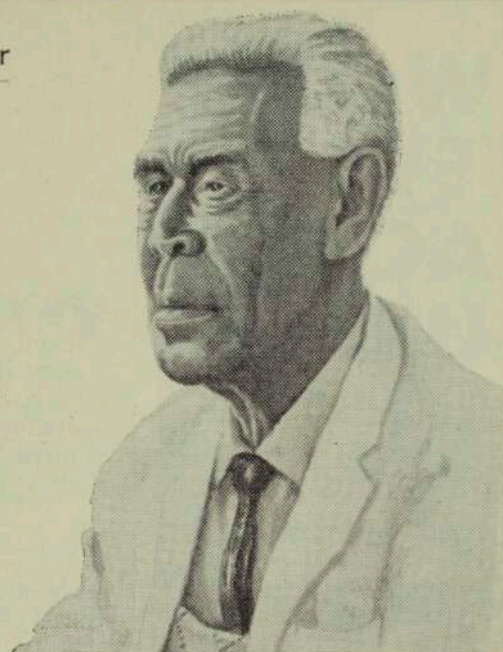
By ham radio we have been talking to the world. I spoke to a man in Nazareth in Palestine the other night, and surely we could preach the message unmolested from this Seventh-day Adventist isle. I hope that we can make capital of this and not let the chance slip out of our hands. I spoke with Tom Christian and Sir Derek Jakeway about it while the Governor was here. The Governor was not object.

This could mean the best income that Pitcairn could provide for the future. What a mission programme!

A Brett Hilder

Profile

Poet Laureate of Tonga



Tu'ivakano is an elderly Tongan courtier full of old-world courtesy and charm. He has been Tonga's chief songster for most of his long life.

He was born in 1893, and was called Kiu, and did not succeed to the noble title of Tu'ivakano until 1963. This title dates back to about 1800, during the hectic period of contact between Tonga and Fiji.

A Fijian chief named Tui Soso, of Lakemba, went to northern Tonga to deliver a large canoe, and the Tui Kanokupolu granted him some land at Nukunuka and also gave him his baby son to adopt.

This baby became the first Tu'ivakano, the "Vakano" part of the title being of Fijian origin. The present Tu'ivakano still possesses the original grant of land among his estates.

His grandfather was Prime Minister of Tonga from 1912 to 1922.

The Fijian Tui Soso acted as *matapule* to the king in the ancient kava ceremony, in which the kava bowl is made from the hull of an old canoe, and the drinking cups are made from a banana leaf, shaped by heat into a cup, instead of the more modern *belo* made of a half coconut shell. This ceremony, called *taumafakava*, was used at the installation of Tonga's present king in 1967.

The present Tu'ivakano first made his name in song in 1915, when his *Hiva Kakala*, or love song, won the laurel and was used by Prince Tungi (the present king's father) to woo Princess Salote.

This song was successful, for Tungi married Salote in 1917, a year before she became queen.

Tu'ivakano used to accompany the Queen on her travels, and in 1967 he went with the present king and queen on their first visit to Haapai and Vavau after their coronation.

Tu'ivakano's wife died in 1966, and he may be seen every day walking to visit her grave, which lies between his town house and the British Consulate on the waterfront at Nukualofa.

He has six children, one daughter and five sons, of whom the eldest is Siale Kaho (Charlie) aged 15 and at present at school in New Zealand. The daughter's name is Fulipua'a Tonga. The four younger sons are Toloafe, Siutuu Hetonga, Sione Fonua and Fuatau.

At Queen Salote's request Tu'ivakano wrote the closing theme for the Tongan Broadcasting Station. This is called *Hiva Faka Mavae* or the Farewell Song.—BRETT HILDER.

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A particular staff member—let's refer to him as Mr. "A" (for Antagonist)—had a running, good-natured feud with the Pastry Chef. This feud was the main source of amusement in the Special Dining Room.

Mr. A, in a booming voice of mock anger, insulted the selection of lavish desserts each day for months, insisting that they were prepared mixes. The entire crew knew that the dedicated chef, a European whose English was poor, spent long, careful hours with each delicious, delicate offering; but the chef was a proud man and always defended his excellent creations with a mixture of fractured English and furious fist-shaking at Mr. A.

Poetic justice

Came All Fools' Day, and the Pastry Chef held a whispered conference with Mr. A's waitress, a girl who believed in poetic justice.

Mr. A's favourite dessert, chocolate *petits fours*, was on the menu. He ordered a serving and ate contentedly while the waitress and the Pastry Chef watched quietly, but with growing alarm. After Mr. A swallowed a bite or two, the suddenly worried Pastry Chef grabbed what was left, took a bite, chewed furiously, turned pale, then rushed into the galley, followed by the protesting waitress and by bewildered Mr. A.

The Pastry Chef yelled to his assistant, "Vere is dot special chocolate I maked for dis bum? Dere was a cherry on the side".

"What was so special about it? It was just sent out."

"Oh, no! Dot was Lux soap inside! Vich waitress?" There was now agony in his voice.



"I don't know. They all look alike from back here!"

The Executive Chef and the *Maitre d'* were summoned and learned of the crisis. Which unsuspecting passenger was about to get chocolate-dipped Lux soap for dessert? Both chefs cursed and the waitress began to cry.

To the rescue

The *Maitre d'* quickly took a real serving of *petit fours* into the dining room and with a practised glance he scanned the dignified diners. There near the centre of the room he saw a tray of desserts about to be served one of them was *petit fours* with the telltale cherry. He unobtrusively exchanged plates and walked calmly towards the galley, followed by the silent, questioning gaze of the waitress who was about to serve it.

As the *Maitre d'* entered the galley the anxious Pastry Chef, weeping and wringing his hands like Aida in Act III, took an eager bite of the offending "thing", then spat viciously into the garbage can while half of the galley staff looked on in wonder.

Washing out his mouth he exclaimed, "Nefer I thought dat soap would taste so goot!"

Nefer again did Mr. A insult the desserts.

When the worst cyclone in 15 years hit Noumea on March 14, 1948, a woman carrying her baby to safety was thrown against a truck and killed and damage on land and sea ran into millions of francs. More than 30 inter-island ships were sunk or destroyed, three French Naval patrol boats were sunk, two Catalina-type planes were seriously damaged, installations at nearby Tontouta international airport were wrecked and hundreds of buildings in Noumea were damaged or destroyed.

THE Noumea cyclone was one of the main news items in *PIM* for 20 years ago this month. Other items in that April, 1948, issue were:—

REPORTS of a rich new gold-field near Wabag, in New Guinea's Western Highlands, had sent miners rushing to the scene from most of the main towns in the territory. The Leahy brothers—Jim, Mick and Dan—were at the forefront of the rush.

MR. ISLAY MCOWAN, a former top public servant in Fiji for many years and also former British Agent and Consul in Tonga from 1917 to 1926, died in Sydney in April, aged 77. He started as a clerk in the office of the Colonial Secretary, Fiji, in 1892.

TRANS-PACIFIC shipping services were to cease for the first time for many years when the chartered vessel *Marine Phoenix* completed her voyage at San Francisco in May, 1948. Matson Line had decided to sell its two liners, *Mariposa* and *Monterey*, and the Union Steam Ship liner *Aorangi* was not expected to resume her New Zealand-United States run until late 1948.

ADMIRAL Tamura Ryukichi, who ordered 23 captured Australians to be executed by strangulation in March, 1944, at New Ireland, was hanged in March, 1948, after an Australian War Crimes Court in Hong Kong found him responsible for the murders.

THE British Phosphate Commissioners, who lost five of their big freighters in World War II, had bought the new freighter *MV Levuka* from W. R. Carpenter and Co. Ltd. for service to and from the phosphate deposits on Nauru and Ocean Islands.

Yesterday

In March, 1937, *PIM* reported that an Apia town planning committee, headed by Mr. A. G. Smyth, was planning to open up the numerous waterfalls on Upolu for the pleasure of citizens and tourists. Among the waterfalls they had in mind was this one at Seseu, in Luatuanu'u village, eight miles from Apia on the Falefa road. Before World War I, the waterfall had been known as "Schultz's Shower" because the German Governor, Dr. E. Schultz-Ewerth, used frequently to bathe there—sometimes at six o'clock in the morning.



MR. A. J. VOGAN, well-known throughout the South Seas for his work on archaeology and his interest in native races, had died in Sydney after an accidental fall. He was 89. He visited the Fly River, Papua, as a member of an exploring expedition in the 1880's and from then on travelled widely, claiming credit for discovering ancient Chinese inscriptions on the wall of a cave in the Yasawa Islands, Fiji.

A GROUP of 36 young men and women from Vancouver had decided to set up a "model community" in 1949 on an island in Tonga or Fiji. *PIM* claimed it was the 104th enterprise of its kind that it had reported.

"No consideration appears yet to have been given to such mundane things as how they are going to eat, or what Sir Brian Freeston (Fiji's Governor) or Queen Salote (Tonga) will say when they learn that one of their islands is being pinched," a *PIM* writer said. "The idea is that one just sits in the sun, and makes love, and eats bananas. The other 103 groups had the same idea."

REPORTS that 300 Chinese had dug themselves in a defensive perimeter, with machine-gun posts, and were defying the Australian Administration on Manus Island, New Guinea, were investigated by a 50-man police detachment flown in from Port Moresby. The detachment found no signs of a general disturbance, only ill-feeling between Chinese and natives concerning assaults on native women.

CUTHBERT'S Goldmine Ltd., whose activities had been interrupted by the war, had resumed goldmining on Misima Island, Papua, while another firm, Gold Mines of Papua, had started exploration. (Today, after a 10-year search, Pacific Islands Mines Ltd. is still continuing the work).

MR. A. W. MOVERLEY, a New Zealander, had been appointed the first official school teacher on Pitcairn Island. A pre-fabricated schoolhouse was being shipped to Pitcairn from England for him.

From the Islands Press

ONE afternoon I was listening to one of the professors of American history.

He gave such an interesting talk about the battle between the Japanese and the Americans on Betio. We were so surprised when he told us he was one of the Americans who fought in the battle.

Then, he said that before he left for America, he thought that he would see a monument to honour those who lost their lives during the battle.

But when he arrived he could not find any such memorial.

I sat on my chair feeling very ashamed because I think that it is 25 years now since the war and nothing has been done in memory of those who lost their lives in order to save us from the Japanese.

I wonder if the people of Tarawa could not build and equip a building which would honour those brave young men and at the same time benefit the community, thus promoting the ideal of service to others for which they gave their lives.—*Letter from Lise Moeafu in the GEIC newsletter, "Colony Information Notes", Tarawa.*

THE crew and officers of the two US destroyers, USS *Edwards* and *Chevalier*, seemed to enjoy their brief stopover in Pago Pago. In fact, so much so that the ships had difficulty reassembling their crews for departure.

Both the Island Moon and Pago Bar enjoyed a booming business, complete with prone sailors and a few brawls. A local resident was heard to remark that the Navy was certainly upholding tradition of long standing.

One of the destroyers issued a brief warning blast and departed about 6 p.m. As it turned around and headed for the open sea, two sailors were seen anxiously flagging the local launch, *Faafetai*, to "follow that ship".

The destroyer slowed and the sailors were hoisted aboard.

Last seen, they were "double-timing it" towards a group of officers on the bridge, anxiously checking uniform creases and the shine of their belt buckles on the

way. — *Item in the "News Bulletin", Pago Pago.*

FREEDOM of the press has arrived in Yap District (Caroline Islands).

The first independent Yapese Newspaper, the *Mogethin*, rolled off the presses on January 26, 1968.

The idea for establishing *Mogethin* has been in the minds of several of the Yapese people for some time and the necessary decisions and preparations for the new paper were made towards the end of 1967.

The *Mogethin*, which means "what's new?" has an all-Micronesian staff which is being assisted by Peace Corps Volunteer advisers. The paper is being printed at the Good News Press, which is located at the Protestant Mission.

Financial support and material support for the paper is coming from private and government advertising, subscription fees, and funds supplied by the Community Action Program. — *Item in the "Marianas Bulletin", Saipan.*

THERE is every indication that this month could be the driest February for Lord Howe Island on record. Only 11 points of rain have been recorded . . . and these few points were recorded over three separate days.

The dry weather is having a disastrous effect on pastures on the island. Many old-time residents state that it is hard to remember the grass having suffered to the present extent.

The hot, sunny days and clear skies have provided wonderful tourist weather . . . but even tourists are looking for rain now to lay the dust on the roads and freshen up the many lawn areas around the island.

Several homes and some guest houses are short of tank water and are obtaining supplies from other sources. — *Item in the "Signal", Lord Howe Island.*

I WISH the [Western Samoan] Government would make clear its policy with regard to road maintenance. It has all the appearance of being like the Potlatch deal.

If the road to the airport

deteriorates at the present rate, it will not be long before I cannot use my car, and if the government does not intend to do repairs then it would be better for me to order one of the small hovercraft for use on the road.

Seeing that there is not even patching going on it appears that the trouble must be lack of money, and if this is the case, then I can well imagine the Cabinet deciding to make the usual poor group of taxpayers bail them out again.

When are we going to hear of a member of parliament with enough courage arising from unselfish thought, proposing a poll tax?

I have spoken to many a Samoan who thinks this should be done.

Of course, anything under the name of tax is unpopular, but there is a painless way of collecting and that is through the church.

No matter what amount of money the church asks the Samoans for, they always seem to get it. I suggest that a special tax be put on the churches until our financial state improves, and I am sure the money will be forthcoming. — *Letter from "Tax-ridden", in "The Samoa Times", Apia.*

THE response of the Transport Control Board to remarks on the transport system in these islands [Western Samoa] is enough to take a reader's breath away. Government is evidently prepared to tolerate the fact that safety for the public must be sacrificed for the sake of convenience.

Part of the overhead which must be borne by bus operators and boat owners, apart from items like dishonest accounting of fares by some employees, is the tax on fuels.

Twelve sene a gallon on motor spirits, four sene on diesel. For this tax payment they receive absolutely nothing to help them in providing an essential service. The whole amount, some \$175,000 in 1966, disappears in the limbo of General Revenue.

—*Editorial in "The Samoa Times", Apia.*

IF the eternal "tourism" of Suva were kept in its right place in relation to the affairs of Fiji, perhaps we could learn more of the real problems of the country and our government devote more

of its time to solving the problems of remote districts.

My wife received a letter a few days ago from a sister in southern Lau describing the hardship suffered by the people in that area resulting from hurricane and drought.

With sometimes only one meal a day of finger-thick tapioca or *tumala*, life in Southern Lau is rather a contrast to that of the well-fed citizens of Suva.

In normal times copra proceeds could provide what root crops lacked but the hurricane damage of the last few years still has its aftermath in greatly reduced or non-existent coconut yield.

Government assistance has merely become a gesture with bags of rice.

Government vessels, usually meandering around Fiji with relaxing officials enjoying the sea air, could be diverted to the useful task of transporting Lauans to their destinations for three-month periods of work.

If necessary, part of, or all, the costs of transport could be borne by interested planters who could also advance on wages for immediate use by the relatives of the men in their food problems.—

Letter from W. Smith, Navodro, Rakaudrove, in "The Fiji Times".

TWO unexplained lights in the sky over Rabaul puzzled Rabaul residents late last year.

First reports came from a DCA employee who could be confidently expected not to confuse what he saw with (a) a balloon, (b) an aircraft, or (c) a satellite.

On a clear night recently this observer reported having seen a bright light travelling east-west above the town.

At a point above the town the light changed course and travelled directly upwards, diminishing in size. Its colour was orange-white.

The second sighting, a few nights afterwards, was made by a young European corporal of the NGVR, who was on training exercises in a near-Rabaul area.

His UFO travelled north-south, showed a distinct tail, as that of a small comet, and soon after observation, veered upward and vanished to a pinpoint.

Both lights were visible for about 30 minutes.

Question: Who is looking at us?—Item in "Rabaul Reporter".



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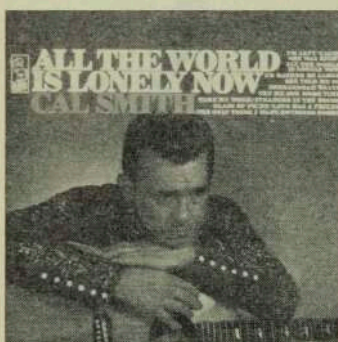
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Phenomenal value
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If there is anyone anywhere who still has any doubts that, for its size, Tahiti is the most written about island in the world, then he should take a look at, and physically feel the weight of, a monumental bibliography on the subject that has just been published in Paris.

The bibliography is the work of Father Patrick O'Reilly (a Frenchman, despite his name) and Edouard Teitman, who have been engaged on it off and on for the past 28 years. Entitled *Bibliographie de Tahiti et de la Polynésie française*, the book runs to 1,046 pages and weighs 4 lb 10 oz. It contains 10,501 entries. Its publishers are the Société des Oceanistes, Musée de l'Homme, Paris. Unlike previous publications of this organisation, the *Bibliographie de Tahiti* is in hard covers.

The new bibliography completes a notable quartet of bibliographies on the French Pacific islands, which have been published by the Société des Oceanistes.

13 sections

Like its predecessors, the new bibliography is divided into 13 sections—bibliographies and works of reference; voyages; geology; botany; zoology; geography, ethnology; history; economy; medicine; literature; beaux arts; and periodicals. Most sections are further divided into sub-sections.

Where appropriate, the entries in each section are arranged chronologically, so that in the Voyages section, for example, one progresses from books and accounts by the early Spanish and Dutch explorers, down through Wallis, Bougainville, Cook, Ligh, etc., to such modern travellers as Alain Gerbault and Thor Heyerdahl.

Each item in the bibliography—whether a book, pamphlet, or article in a periodical—is briefly described and/or evaluated, so that a researcher is likely to have a pretty fair idea of what to expect before consulting any item.

The amount of information in the bibliography is positively phenomenal, and one can only wonder at and admire the dedication, energy and enthusiasm of the men who have provided others with such a valuable tool.—RL. (PRICE: Not available.)

BOOK REVIEWS



Out among the Sepik's mothers and babies

As an author, Sister Elizabeth Burchill is a deceiver. She gives you the impression she is no writer and has nothing of interest to impart, but by the time you've finished reading what she's had to say you're glad you didn't miss her.

She did it once before in *Innaminka*, and she's done it again in *New Guinea Nurse*. She proves that the simple narrative style can be deceptively fascinating if the narrator herself is interested in what she has to tell you.

New Guinea Nurse is based on Sister Burchill's experiences as an infant welfare sister at Maprik, in New Guinea's Sepik. She had never heard of Maprik until she went there from Thursday Island in 1961, and in the first two chapters of her slim book she really does have nothing much to say as she sets the scene.

But when Sister Burchill gets on to the job of nursing, out among the Sepik mothers and babies, you find yourself following her narrative without pause although she had no special adventures.

Many another New Guinea welfare nurse with longer experience in the territory than Sister Burchill would have more incidents to relate, but the difference is that they haven't related them, and should they ever do so perhaps they won't be as straightforward about it as Sister Burchill.

Little things

The little things, the little thoughts, give this story its character. These are the things that the sister likes to record. She writes:

"In retrospect one remembers the simplest clinic happenings with nostalgia. The human emotion expressed in little incidents of pathos, trust and helpfulness that occurred every day. Who could forget the abrupt interruption of an unabashed small boy suddenly breaking away from his mother's side in the long queue, and rushing towards me at the table as if hypnotised, mouth wide open for inspection.



"Or the appeal of the tiny, pixie-faced girl standing mute before the table, solemnly lifting one grubby garment above the knees to draw attention to a little skin sore I had previously missed, complete trust in her large, brown eyes?

"The sharp perception, quick understanding, and swift reaction of native women in unforeseen situations evoked my surprise and admiration."

And again:

"I remember seeing one day a tiny girl, barely out of the toddler stage, who seemed to symbolise the unchanged pattern of village life. She stood aloof from a clinic crowd, naked and pot-bellied, with the most utterly solemn expression I have seen on the face of a child of such tender years. Already she wore the badge of womanhood. A miniature *bilum* filled with goods completely covered her tiny back. She looked so forlorn in that unguarded moment. What might the future hold for her in this backward area?"

Death

Sister Burchill manages to share her new experiences with the reader. Here she talks of death.

"Death came in ways previously unknown to me. Perhaps saddest of all were the unheralded deaths of children through accidents or suicidal violence. One day the Australian in charge of Wingei Mission Station came to the hospital to report

New authoritative handbook on Pacific shells

Walter O. Cernohorsky has had a shell-collecting field-trip lasting virtually 15 years—ever since he first went to Fiji to live. His new book, *Marine Shells of the Pacific* condenses that experience into a handbook of 248 pages designed for the amateur who has passed beyond the stage of picking dead shells up from the beach and who now wishes to take his hobby seriously. It is also of great interest to professionals who, except for occasional field trips, work far away from the areas where Pacific shells are found.

Cernohorsky's interest in shells was first aroused when exploring Queensland's Great Barrier Reef in 1951 and his scientific interest was fostered by Dr. F. A. Schilder, professor of zoology at Halle University. Dr. Alison Kay of the University of Hawaii and other zoologists and curators of museums subsequently encouraged him to work on the little-known molluscan fauna of Fiji and the Pacific. He has recently been appointed conchologist to the Auckland War Memorial Museum.

The author has contributed articles to the learned journals of malacological and conchological societies all over the world and is honorary conchologist of the Fiji Museum. His contacts with other collectors in the Pacific have provided him with an unrivalled knowledge of his subject.

440 SHELLS DESCRIBED

Although the greater part of *Marine Shells of the Pacific* is devoted to descriptions and plates of 440 shells there are chapters on the evolution of gastropods, the classification of mollusca, notes on the animal within the shell, including its feeding mechanism, and for advanced students of conchology there are instructions for the removal of the radulae or lingual ribbon.

SHELL PHOTOGRAPHY

Notes on collecting techniques and the arrangement and preservation of a shell collection are followed by a chapter on shell photography, a subject usually neglected in a book of this sort.

A glossary of scientific and unusual terms will help the new collector over this particular hurdle and there is a detailed index.

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the death of a three-year-old native girl who had fallen into a wild pig trap. This is a deep pit lined with upright native spears and camouflaged with grass and twigs. The unfortunate child fell into the pit, was impaled on the spears, and was almost bloodless when found.

"I had never previously heard of death by sago poisoning nor of the great danger hidden in a block of wild sago prepared for cooking. Eating bad sago was a deliberate way of ending life and the suicide of a little girl as the result of this ancient method was particularly poignant. The six-year-old was an emotionally unstable child, and thwarted by parental reprimand one day, deliberately ate a portion of sago that had become bad, suffered the distressing effects of bacterial poison, and died in hospital."

This is a strangely illuminating little volume.—SI.

(NEW GUINEA NURSE. Rigby Ltd.
\$3.25.)

IN SEARCH OF OPAL

Rockhounds who delight in the thrill of the chase will be captivated by Archie Kalkerinos' "In Search of Opal"—the author's personal story of how he won riches at Coober Pedy, in South Australia.

He was a doctor at Collarenebri, NSW, when he caught opal fever and began his treasure hunt. This beautiful book takes us into the fields and among the outback characters, of whom the author himself is undoubtedly among the more colourful.

His enthusiasm is catching. The 85 photographs—every one of them in full colour—splendidly illustrate his real life story. He has added, for the benefit of rockhounds, a detailed, illustrated classification and description of Australian opal.

This is a book for the specialist, certainly, but also for all gemstone lovers and for those everywhere who enjoy a true adventure story.—EW.

(IN SEARCH OF OPAL. Ure Smith Pty.
Ltd. \$6.95.)

Picture books: good and not so good

ONE of the most interesting picture books to come into our office is *Wild Life of the South Seas*, one of Constable and Co.'s Wild Life series. In 216 pages, 24 of them in colour, we get a well-selected series of pictures—many of them spectacular, most of them absorbing—showing the animal life of Oceania, Galapagos, Australia, the Indo-Pacific and Indonesia. The definition of the South Seas of the title is thus a wide one, but the areas are of course related.

The impact of the book is enhanced by the use of pictures from a great number of photographers—Fiji's Rob Wright is among those represented. There are some excellent aerial pictures of the South Seas, particularly a wartime one of Nauru, which helps place the animal life in its setting. The book sells for \$6.40 and is distributed in Australia by Hutchinson.

New Guinea book

In for review at the same time, but not of the same quality, is John Cockcroft's *Isles of the South Pacific: Papua and New Guinea, New Britain, New Ireland, Bougainville*, which is a large size book of pictures and text on the territory. Mr. Cockcroft wrote the text and took most of the pictures. The book sells for \$5.00, and presumably the publishers, Angus and Robertson, have one eye on New Guinea sales because the picture lines are also in Pidgin.

Why New Britain, New Ireland and Bougainville are tacked on to the title as if they were not part of Papua-New Guinea is not clear, but apparently we are to get more of the same thing because the jacket tells us that A&R also has in preparation *Isles of the South Pacific: New Zealand, Samoa, Fiji, Tonga, Rarotonga, Lord Howe, Norfolk, and Isles of the South Pacific: Honiara, Santos, New Hebrides, New Caledonia, Tarawa (Gilbert), Funafuto (Ellice), Tahiti (Marquesas, Society)*. (The authors of these later volumes, I hope, will correct some of the publisher's spelling, and also reveal that Honiara is not really an island, that Santos is in fact part of the New Hebrides, that Tahiti is not in the Marquesas, and possibly indicate



Damage caused by the shelling of Papeete by the "Scharnhorst" and "Gneisenau" in September, 1914.

SOUTH SEAS PAPERBACKS

Among the new Pan paperbacks to come our way are two that deal largely with the South Seas.

One is J. B. Priestley's novel *Faraway* (first published in 1932). This is basically about an uncharted island somewhere between Tahiti and Easter Island, which is full of pitchblende, or uranium ore.

The novel sounds rather far-fetched these days, but Priestley's descriptions of Tahiti, which he expressly visited to obtain local colour for the novel, will make interesting reading for those who know Tahiti today. *Faraway* sells in Australia for \$1.15.

The other new Pan book concerning the South Seas is Geoffrey Bennett's *Coronel and the Falklands* (90c) an account of the battles between British warships and Germany's Pacific squadron in World War I.

The German squadron included three ships whose names are particularly familiar to students of Pacific history.

One, the *Nurnberg*, raided Fanning Island on September 7, 1914, and dislocated communications over the trans-Pacific cable by destroying equipment at the cable station.

Two others, the *Scharnhorst* and *Gneisenau*, are celebrated for their

bombardment of Papeete on September 22, 1914, when several people were killed and extensive damage was done to the town.

None of the three ships, however, lasted long after these spectacular exploits for all were sunk by Admiral Sturdee's fleet in the Battle of the Falklands early in the following December.

After having lost one *Scharnhorst* in battle, one might have expected the German admiralty to have been chary about giving another battleship the same name.

But, no. In 1939, *Scharnhorst* became the name of a new 32,000-ton German battleship.

This vessel sank the British aircraft carrier *Glorious* in 1940, menaced Allied ships in the Atlantic in 1941, and harassed the Murmansk convoys in 1942, until she was finally sunk by British forces off the North Cape of Scandinavia on December 26, 1943.

The story of the second *Scharnhorst's* career is also the subject of a new paperback.—*The Drama of the "Scharnhorst"* by Fritz-Otto Busch (Horwitz, Sydney, 70c).—RL.

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which of the two Samoas the book will be talking about.

None of this, of course, has anything to do with the present volume on New Guinea by John Cockcroft. Mr. Cockcroft is described as having led an adventurous life as horsebreaker, drover, rough rider in the Northern Territory and Western Queensland, as a soldier for six years, as a cattle station manager in New Caledonia, an officer of the P-NG Administration in Port Moresby, Lae, Rabaul and Samarai, a national broadcaster, TV producer, documentary award winner, script writer, film director and editor of an international radio and TV magazine.

Nevertheless, he hasn't produced a satisfying book on P-NG. Many of his black and white pictures give the appearance of having lost definition by having been taken off transparencies, and some others simply lack impact, so that one wonders why they were included—as for instance the murky cloud shot on page 57 mostly filled with a wing of an aeroplane. One large aerial photograph of the Port Moresby wharf area (not taken by Mr. Cockcroft) has been reversed, with confusing geographical results. The picture layout is generally poor.

Perhaps these deficiencies may have been balanced with good text, but the text is dull and uninspiring.—SI.



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OCEANIC ARTISTS

OCEANIC Mythology—covering in text and pictures Polynesia, Micronesia, Melanesia, and Australia—is the latest in the mythology series by the big British publishers, Paul Hamlyn Pty. Ltd., who have recently begun operations in Australia. High print figures are apparently one of the reasons the group is able to sell an expensive-looking volume like this at a low price. *Oceanic Mythology* has 140 pages, beautifully bound and produced, with 24 colour plates, and the price is only \$2.50. It is edited by Roslyn Poignant, and the text gives a clear straightforward background to the areas covered. The illustrations are well selected to show a variety of art forms. There is a good index and a further reading list.

A more specialised work is Carl A. Schmitz's *Wantoot — Art and Religion of the North-east New Guinea Papuans*. This book, published by Paul Flesch and Co., sells for \$5.95 and carries more text than pictures. It discusses the art and culture of the people living in the Finisterre and Saruwaged areas of the Huon Peninsula and is founded on field work carried out in 1955 and 1956 by Professor Schmitz, of the University of Basel. This is one of Paul Flesch's Art in its Context series, and Professor Schmitz goes to some pains to show, successfully, that the apparent poverty of art in the area covered becomes a merit if the student closely studies its affiliations and intentions. This book, although attractively produced, is for reading and absorbing; it is not intended for coffee table perusal.—EW.

Norfolk Island s home and nspiration

Norfolk Island is both home and inspiration for Mrs. Merval Hoare. While there she has written books of poems and two histories of the historic island.

The first history, the popular *Rambler's Guide to Norfolk Island*, has just gone into a second edition, revised and enlarged. A full history is to be published later this year by the Queensland University Press.

Merval and Raymond Hoare, both New Zealanders, went to Norfolk Island 19 years ago following their marriage in Wellington. In the home at Raymond Hoare built, Merval started to keep a journal which became the basis of her histories. They did not have a car when



Merval Hoare.

they arrived so Merval explored the island on foot, and recorded these excursions together with the history and the legends of this small Australian-administered island in the South Pacific.

As she delved deeper into the island's history, starting with its discovery by Captain Cook on October 10, 1774, the British occupation in 1788, followed by the first and second penal settlements and then the Pitcairn period from 1856, Mrs. Hoare became fired with enthusiasm to write more.

"I went to libraries in New Zealand, to Sydney's Mitchell Library and got photostats from the British Museum and from the Tasmanian archives," Mrs. Hoare told me recently, as we sat in her homely, comfortable living room overlooking Cascade Bay—one of the loveliest spots on the island.

Her typewriter was on the dining table and she could look across the hills as she worked.

"It was pretty primitive in some ways when we first arrived," she said. "There were less than 100 cars on the island then, but now there are about 700 vehicles plus the motor-scooters."

Today most visitors hire scooters or cars for their sight-seeing or shopping (Norfolk Island's goods are duty-free) and there is not a great deal of exploration on foot. Today's visitors are fortunate that Mrs. Hoare did her exploring the casual way, and has passed on her discoveries.

Yet at heart Merval Hoare is a poet—a fact which is clear when you read some of her descriptions of the island in *Rambler's Guide*. Although she has had three books of poetry published, she told me wistfully, "Nobody reads poetry". And she added, "Do you?"—Lois Miles.

"Cynical abandonment" in W. New Guinea

Comments on the world political situation, mostly seen through the eyes of her husband, are an interesting facet of "Ambassador's Wife", by Jean Spender, wife of former Australian diplomat and president of the International Court of Justice, Sir Percy Spender, which has just been published by Angus and Robertson (\$4.25).

Talking of Sir Percy's view on Indonesia's claim to West New Guinea, in the debate which arose during Sir Percy's term as Australian Ambassador to the US, Lady Spender says her husband held the firm opinion that Indonesia's claim had no basis, and that all the peoples of the island of New Guinea should be left to work out a common destiny. The UN resolution to hand over the people of West New Guinea without their consent, to Indonesia, was in Sir Percy's view "the most cynical abandonment by that organisation of the basic principle of self-determination of peoples".

Lady Spender adds: "Fine words were used to smother up the deal. I am unhappy to say my husband's beliefs seem to be borne out by what has taken place since".

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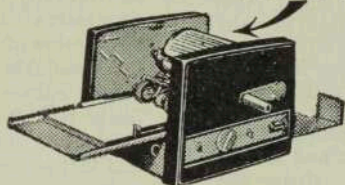
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tralia by the Shiplovers' Society
of Victoria, Box 1169K, GPO,
Melbourne, Victoria. The latest
issue (No. 24) contains the
usual quota of interesting sea
yarns, but none, this time, that
particularly concern the Pacific.

BETTER THAN BRIDE PRICE

ONE or other women's organisa-
tions in the South Pacific Islands
is always producing a recipe book.
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with your coffee, and six life-saving
pages on emergency meals (tuna and
spaghetti bake, beef hotpot, curry
from tinned meat or fish, quick
spanish rice, pork fritters).

There are some local dishes (such
as anisu—cooking banana and meat)
but wisely these have been kept to
a minimum, for this book is not for
those seeking exotic new taste thrills.
On the other hand, local foods are
woven into the general recipes—such
things as kaukau patties and baked
papaw. Under the drinks section
there is chilled mango delite (take
one dozen mangoes and peel) and
verandah punch (oranges, lemons,
freshly-made tea, soda water, ginger
ale), plus others with an alcoholic
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standard issue for all young New
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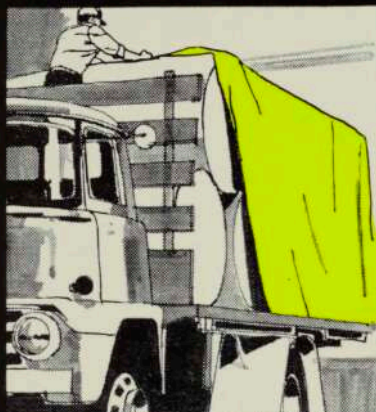
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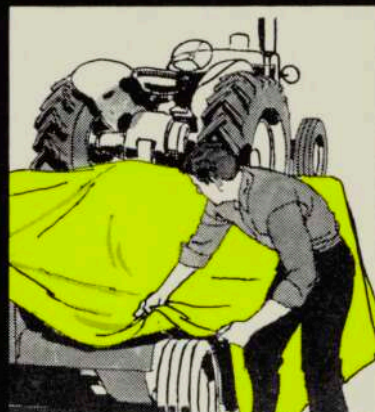
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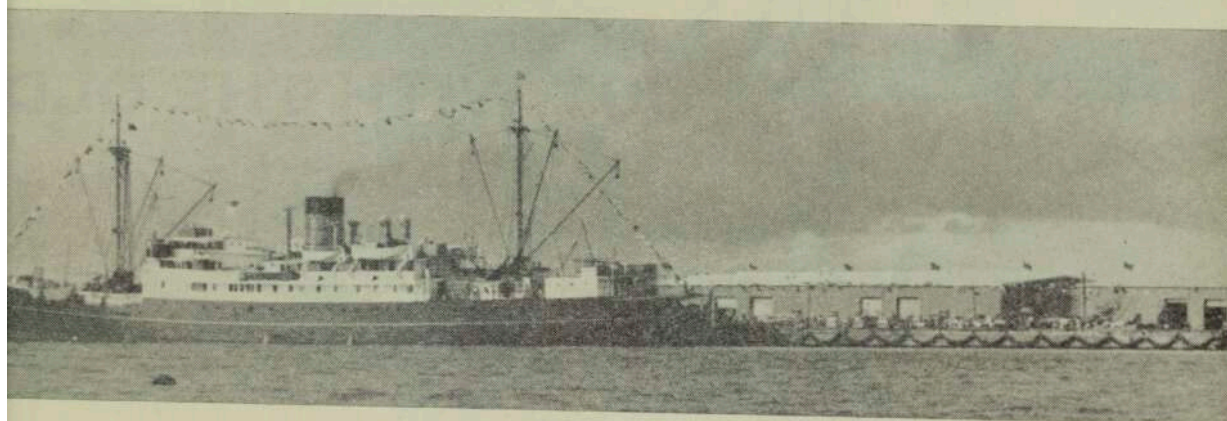
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Danish-built ship to replace "Matua" on Islands run

The Union Steam Ship Co. has bought a Danish ship, the 23-year-old *Argentinean Reefer*, to replace the ageing *Matua*, which will go out of service in three or four months. She operates out of Auckland to Fiji, Tonga and Western Samoa.

The new ship formerly belonged to J. Lauritzen Lines, of Denmark. She is only half as big as the *Matua*, 1,808 tons—and is not at present fitted to carry passengers.

She was launched in Denmark in 1940, but was not completed until 1945 as Denmark was under Nazi occupation for most of that period.

The *Argentinean Reefer* is 374 ft long, with a beam of 51 ft, and has a draft of 19 ft.

The *Matua* is 370 ft long, has a beam of 50 ft and a draft of 21 ft.

The *Argentinean Reefer* will have more refrigerated space than the *Matua*, which is apparently a concession to big NZ fruit-importing firms which have complained about the shortcomings of the *Matua* for fruit shipments from the Islands.

The additional refrigeration space will also be useful for the carriage of frozen meat and vegetables to the Islands.

The *Argentinean Reefer* will undergo modifications for her new work before leaving for New Zealand, where she is expected in June or July.

She is expected to go into service about August.

In the meantime, the *Matua*, which is due for survey later this year,

The "Matua", pictured alongside Apia's deepwater wharf in 1966.

will continue her Auckland-Lautoka-Suva - Nukualofa - Apia - Suva - Auckland run.

When she is withdrawn from service she will be sold.

The *Matua* was built at Newcastle-on-Tyne, England, and was launched in March, 1936. She sailed for the Pacific via the Panama Canal a few months later and ran aground at the first island she called at—Aitutaki, Cook Islands.

High reputation

She limped to Auckland with both propellers damaged and most of her rudder broken off, and was unable to begin her scheduled service to the Central Pacific for two months.

Originally, the *Matua* made two round trips to the Islands each month. Her first run was from Auckland to Tonga, Apia, Suva and return. Then she would sail from Auckland to Rarotonga and the Northern Cooks and back.

The Cook Islands calls were reduced in 1940 and eventually eliminated.

In her long service to the Islands, the *Matua* built up a high reputation and won an affection something akin to that of New Guinea people for the *Bulolo*.

For several years during World War II she was the only regular shipping link that Fiji, Tonga and Samoa had with the outside world.

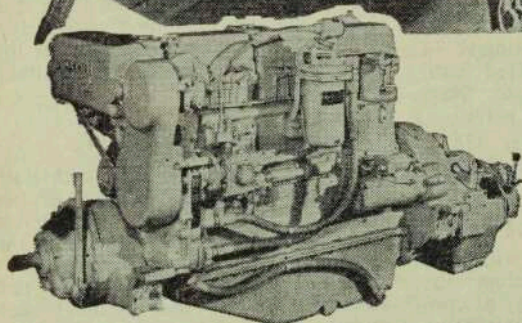
In The News This Month

roa	Matua
tolonoma	Moana Raoi
k Dolphin	Monsunen
pso	Nexus
ira	Ninikoria
estar	Northern Star
raun	Rehu Moana
our	Renee Tigh
ra	Seafari
ace	Seine Lloyd
dom	Southern Cross
Flight	Ta'aroa
na	Taurua
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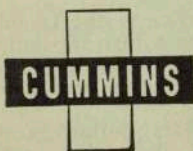


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PROSPECTING JOB FOR FIJI SHIP

The Fiji-registered vessel *Taranui* will prospect for phosphorites on the Mathams Rise, near the Chatham Islands, off New Zealand's South Island, in April.

Taranui arrived in Suva last year and had a special instrument for deep-echo sounding installed for her oceanographic work, which she does on charter for three months of the year for the NZ Government.

Previously, the *Taranui*, which is crewed by three NZ mariners, took part in a scientific expedition in the Solomons. She has a Fiji crew.

20,000 SHIP FOR G.E.I.C.

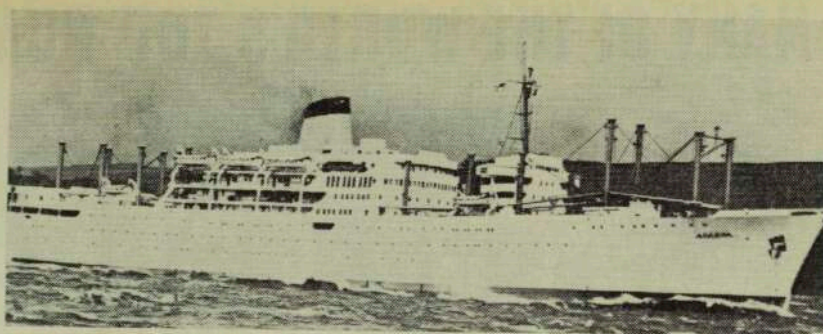
At a cost of more than \$A500,000 the GEIC Government has bought a 1,200-ton passenger vessel to recruit workers for the phosphate deposits on Ocean Island and Nauru. It is for general passenger work.

The ship will be called *Ninikoria*, meaning "brave" after a previous GEIC vessel.

Captain E. V. Ward, well-known captain of the colony's two *Moana* ships was in Newcastle, England, in March, supervising the conversion of the vessel, which was formerly a Yugoslavian coastal trader. She is 40 years old and 220 ft long. When work is completed, Captain Ward will command the *Ninikoria* on her delivery voyage to Tarawa, probably about June.

The *Ninikoria* will cruise at 12 knots, with a maximum speed of 15 knots.

Ninikoria will have the following approximate accommodation: First



NEW LINER FOR PACIFIC RUN

Rarotonga and Papeete are to be regular calls for the 20,000-ton liner "Akaroa", which the Shaw Savill Line will introduce on its Australasia-UK run in July.

"Akaroa" will supplement two other Shaw Savill liners, "Northern Star" and "Southern Cross" on the run, which call at Suva, Rarotonga and Papeete.

Before Shaw Savill bought her early this year, "Akaroa" operated on a South America-UK run. She can carry 476 one-class tourist passengers.

The ship will leave Sydney on her first trip across the Pacific on July 3.

After calls at Melbourne, Auckland and Wellington, "Akaroa" is scheduled to reach Rarotonga on August 3 and Papeete on August 5.

class air-conditioned berths, with toilet and baths for 12; second class air-conditioned berths for 25, and a fourth class passenger room for 120.

Captain Ward, the GEIC's senior master with 20 years' service, sailed the first *Moana Raoi* from Hong Kong to Tarawa in 1958. Last year he delivered the second *Moana Raoi* from Hamburg for the Wholesale Society.

To help him with arrangements

for the *Ninikoria* in England is Mr. R. W. "Torchy" Sellars, the vessel's second engineer.

ILL-FATED "WALLISIEN" UP FOR SALE

The 530-ton motor vessel *Wallisien*, which was wrecked on Nukutolo Reef, about 30 miles south-east of Taveuni, Fiji, last May (PIM, June, 1967, p. 101) was sold in mid-March to McNicholl Industries (Fiji) Ltd.

Fiji's Receiver of Wreck said some fixtures and fittings remained on the *Wallisien*, and that Customs duty would be considered as included in the price tendered, but the highest tender would not necessarily be accepted.

Wallisien's former skipper, Captain Ernse Wilhelm Lamberty, is now in charge of the Burns Philp trader, *Konanda*, which is working out of Santo, New Hebrides.

FROM ISLANDS SKIPPER TO QLD. LAND AGENT

Selling land and letting flats on Queensland's famous Gold Coast is quite a change from commanding Island traders and other ships in the backwaters of the Solomons or the New Guinea Islands, but Captain A. J. D. McArthur is willing to give it a go.

He retired in January after two

TONGA'S NEW ISLAND IS JUST A FEW JAGGED ROCKS NOW

That new island on Tonga's Metis Shoal, which belched into existence in December in a flurry of fire, steam and molten rock, is now nothing but a few jagged rocks showing through the water.

The latest report on the island was made by a volcanologist from the Smithsonian Institution, Dr. Charles Lundquist, who visited the "island" in February 19.

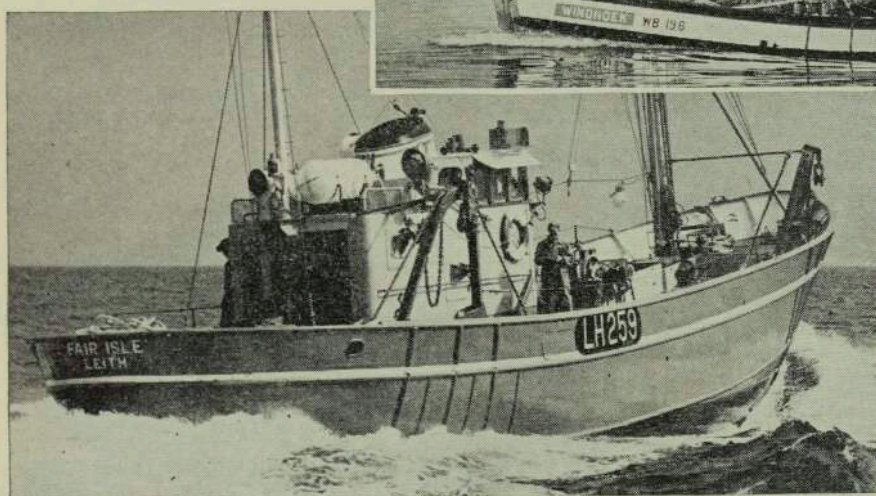
Dr. Lundquist found that all volcanic activity had ceased and that no sulphur fumes were being emitted, as was the case during the sighting in late January.

Dr. Lundquist went to Metis Shoal in the Tongan vessel "Alaimoana", accompanied by a diver.

The diver was able to stand in five feet of water, with a heavy surf breaking over him. He found the surface continuously moving under him.

Rocks a foot in diameter were washing back and forth as he picked up samples for Dr. Lundquist to study.

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Captain A. J. D. McArthur and his wife.

and a half years as skipper of the well-known Conzinc Riotinto exploration ship, *Craestar*, to take up an interest in a Broadbeach real estate and letting agency, Surfers Accommodation Centre.

During his work for CRA, Captain McArthur, a New Zealander, took the *Craestar* to almost every island group in Melanesia in a broad arc from Wewak in the north to Santa Ana in the Solomon Islands.

When a landing pad was constructed aboard the *Craestar* for a helicopter, G territorians quickly dubbed the 10 ft vessel the "world's smallest aircraft carrier".

Captain McArthur's Islands sea experiences go back 36 years to when he skippered the small Auckland yacht *Heartsease* on a six-month cruise of the Pacific Islands.

Captain McArthur took a liking to the Islands and in 1932 got a job as skipper of the vessel *France*, trading for W. R. Carpenter and Co., who were then operating in the Solomons.

The *France* was one of the best-toned schooners in the South Seas—she had previously spent several years collecting flora and fauna in all the Pacific Islands for the Whitney Syndicate of New York.

Captain McArthur skippered the *France* for about two years, plying between Rabaul, New Britain, and Carpenter trading posts in the Solomons.

In 1934 Carpenters gave him com-

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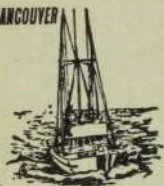
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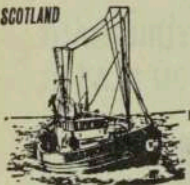
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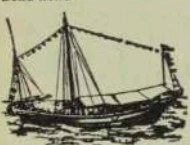
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mand of another well-known vessel—the 820-ton steamer *Durour*—bought by the group in 1926.

The *Durour* carried timber on contract for the Kauri Timber Co. Pty. Ltd., which had valuable timber leases on Vanikoro, in the Santa Cruz Group of the Solomons.

For two years *Durour* plied between Vanikoro and Melbourne. She had a mixed crew—a New Zealand skipper, a British chief engineer, a Danish mate, three Chinese engineers, a Malayan cook, and several Solomon Islanders as crew.

Everything was said in Pidgin English.

In late 1934, Captain McArthur took the small island trader *Dawaun* from Tulagi, then the administrative centre of the Solomons, to Vanikoro to pick up several stranded Danes, whose vessel, *Monsunen*, had been wrecked on the island a month before.

One of the Danes, Hakon Mielche, later wrote a successful book, *Let's see if the World is Round*, which recounted the *Monsunen's* voyages through the Atlantic and Pacific Oceans.

Captain McArthur was depicted as devil-may-care, cursing Scottish sea-captain in the book, which is still one of the most readable and amusing traveller's descriptions of the South Seas in the 1930's.

Captain McArthur left the *Durour* and the Solomons in 1936 for Queensland, where he spent the next 5 years as harbourmaster and pilot at Port Alma, Townsville, and Brisbane.

He "retired" about four years ago, only to take command of the *raestar* in mid-1965. He "retired" again in January to set up in business in Queensland.

"More and more territorians from New Guinea and public servants in the Solomons are looking for an investment in Queensland," he told PIM in March. "I hope to give a special service to these people because I have an idea of how they think and what they are looking for."

"There is a lot of New Guinea money from Australians and Chinese going into land in south Queensland at the moment."

FIJI PLAN FOR BETTER NAVIGATIONAL FACILITIES

The Fiji Marine Department has launched a scheme to improve marine facilities in the Colony with a grant of £25,000 from the Government.

Half of the grant will be used for fairly extensive reef blasting, to give better access to harbours and anchorages.

The remainder will be spent on

new lighthouses and improving existing lighthouses.

According to the Marine Department there are not enough lighthouses in Fiji.

The department hopes to rectify the deficiency. As part of its plan, it has imported five new lighthouses from the UK.

The lighthouses are revolutionary in design and operate off batteries.

They use only small light bulbs, and the outer glass is ground to magnify the light.

The lighthouses cost about \$1,300 each, installed.

The department expects three of them to be in service late in April or early in May at Makogai, Vatu-i-Ra passage and Yadua.

The department some time ago carried out a pilot scheme in reef blasting at Fulaga and Kabara in the Lau Group.

They improved access to those islands to such an extent that copra loading is now comparatively simple, with the cutters much closer inshore than previously.

Soon after the department launched its scheme, the director of a UK lighthouse firm, Mr. K. Sutton-Jones, arrived in Fiji to discuss the

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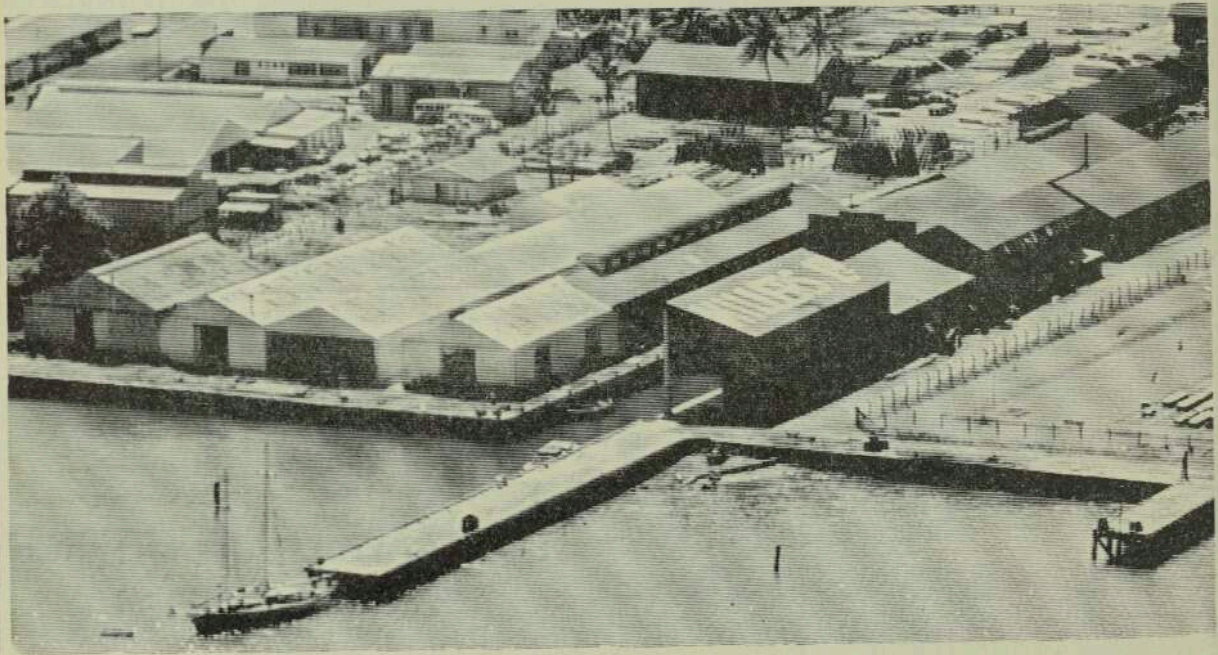
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possibility of Fiji buying more light-houses and navigational aids.

He said that flashing beacons powered by solar energy would be practicable for the Western Pacific.

The beacons are a British invention.

Fiji at present uses gas cylinders for its navigation beacons. These have to be refilled when the gas is used.

Captain A. Newport, the Fiji Director of Marine, said recently that one of the major problems with marine lighting in Fiji is the supply of power to isolated stations, of which there are many in Fiji waters.

That was why his department was interested in solar energy and also wind-driven generators, he said.

The beacons under consideration have a solar energy panel which transforms the sun's rays into electrical energy for keeping a battery charged.

NEW MASTER FOR MOANA RAOI

Captain Peter King, 28, has taken over as master of the GEIC Wholesale Society ship, *Moana Raoi*. He succeeds Captain Robin Bibby, who has gone to the UK for leave.

Captain King served his apprenticeship in tankers and for the last eight years has been with the NZ Shipping Co.

END OF THE LINE FOR THE "MANGARA"

After nearly 25 years of trading and transporting among the New Guinea Islands, the well-known 85 motor vessel *Mangara* was being ripped for scrap in Rabaul in March.

The vessel first appeared in the New Guinea Islands during World War II, carrying up stores and supplies for the Australian Army.

In 1946 the vessel was acquired by the Production Control Board, now the Copra Marketing Board, and used for plantation inspections. Two passenger cabins were installed.

The *Mangara* was sold to the NG Administration in the early 1950's and since then she has been used for transporting government officials to outposts which cannot be reached by plane.

NEDLLOYD SUSPENDS LANDS SERVICE

Nedlloyd Line's six-weekly cargo service from Europe to New Guinea, the Solomons and the GEIC has been temporarily suspended because of the continued closure of the Suez Canal.

Last year, all shipping lines which normally serviced the South Pacific

via Suez diverted their ships through the Panama Canal, or around South Africa.

Nedlloyd diverted its ships around South Africa and continued calls at major NG ports, Honiara, West Irian ports and Tarawa.

Early this year this service stopped, but a three-weekly Nedlloyd cargo service from Europe, via Panama, to all major ports in Polynesia and Fiji has continued.

In early March, the line's Sydney agents, Royal InterOcean Lines, issued a circular to all shippers and export-import agents concerned with Nedlloyd's Melanesian calls.

The circular said Nedlloyd Line had made "great financial sacrifices"

because of the comparatively low level of cargo offerings to West Irian and New Guinea.

The line was not yet able to nominate its next sailing, although it hoped the *MV Seine Lloyd*, sailing from Rotterdam on June 21, might be available to call at a number of NG and West Irian ports.

TONGAN SEAFARERS IN THE NEWS

In separate incidents in March, travelling Tongans made the news—in Fiji, New Zealand and Tonga.

Three Tongan stowaways tried unsuccessfully to land unnoticed in Auckland in mid-March. The trio

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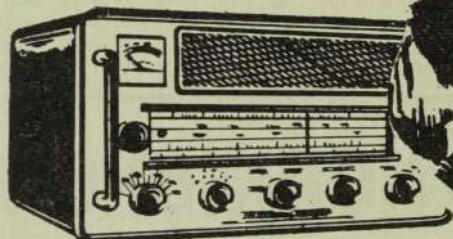
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Tel.: 61-7110.



Captain Fifita.

ived off the Union Steam Ship freighter *Tofua* in Auckland Harbour and swam three miles to the nearest beach—and into the waiting arms of the police.

The three were expected to be charged under the Immigration Restriction Act of landing unlawfully in NZ.

Meanwhile, the New Zealand Labour Department refused work permits for 13 Tongans at Gisborne, NZ's North Island.

These Tongans arrived in Auckland recently on the 33 ft Tongan yacht *Aositolonoma*, under Captain David Fifita, of Minerva Reef fame (PIM, March, p. 103).

NZ Gisborne fruitgrowers opposed the labour department's decision not to allow the Tongans to work. There was, said the fruitgrowers, a labour shortage.

Four other Tongans were in the news in March, when they reached Akeba, in Fiji's Lau Group, in a double-ended 30 ft whaler.

Tonga's Criminal Investigation Department asked Fiji police to seize the whaler and arrest the youths. The department alleged the whaler had been stolen on February 22.

The youths are Vanila Fotofili, of Matuku, Lopeti Palu and Fono Aingaa, both of Tungua, and Tevita Iosio, of Eua.

AKATERE" IN NZ FOR REPAIRS

The well-known, 200-ton Cook Islands trader *Akatere*, which was damaged in the December hurricane at the Cooks, was in Auckland in March for repairs.

When the hurricane struck, *Akatere* was in Avatiu Harbour, Arorotonga. Her master, Captain A. Pickering, immediately put to sea—with no cargo and only her oil drums as ballast—into winds estimated at 40 knots.

Huge waves threatened to capsize the *Akatere*, but the little trader managed to run before the southerly winds, blowing her out of the hurricane area (PIM, Feb., p. 109).

PAPUANS CASH IN ON CRAYFISH

Papuans at Kairuku, 75 miles north of Port Moresby, have taken full advantage of a recent "flush" of crayfish in Kairuku waters.

In early March 13,000 lb of green crayfish tails from Kairuku left Port Moresby by ship for the United States.

The big shipment was the result of co-operation between the Kairuku Fishing Co-operative Society and a local European businessman.

Papuans near Kairuku used outriggers to trap and hold the crays in large netting catchments set offshore. Pick-up boats then systemically collected the catches and they were processed at a modern factory at Kairuku.

Uncooked tails were quick frozen and packed in cartons for shipment.

The 600-member society then shared its facilities with the European to ship the crays to the United States.



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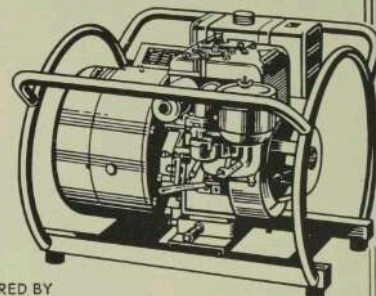
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Cruising Yachts

● **FREEDOM**, 42 ft yawl, with Peter and Joan Smith, of Britain, left Papeete in early February for Honolulu where the Smiths hope to visit her and fly back to England. *Freedom* arrived at Papeete from Auckland last December (*PIM*, Feb., 115).

● **ISBJORN**, 39 ft ketch, with Dr. David Lewis, his wife, Fiona, and their children, Suzie, six, Vicky, four, and Barry, 19, left Plymouth, England, on March 7 for Suva, via Samoa.

After his arrival in Suva—about May—Dr. Lewis will start a two-year research fellowship with the Department of Pacific History at the Australian National University, Canberra, to study sailing techniques used by South Sea Islanders.



David Lewis, who will be back in the Pacific soon in the 39 ft ketch "Isbjorn", is here seen in South Africa in 1966 with his two daughters, Vicky and Suzie, and Miss Priscilla Cairns, who acted as navigator on his voyage in the catamaran "Rehu Moana".

He is particularly interested in the Caroline, Marshall and Solomon Islands.

Mrs. Lewis and her daughters will fly to Canberra from Suva. The children will continue their education in Canberra while Dr. Lewis and Barry do their sailing research.

Last year the Lewises completed a three-year, 40,000-mile circumnavigation, which finished in Plymouth. Their vessel on that trip, the catamaran *Rehu Moana*, was mentioned in these columns many times.

● **VALLANT**, 40 ft ketch, with Trixie and Bill Hoving, was in Honolulu in early January with plans for short cruises among the Hawaii Islands.

Valiant picked up Jack Ferguson at Matahiva Atoll in the Tuamotus last year (*PIM*, May, 1967, p. 111) after he spent five months stranded on the atoll following the loss of his ketch *Te Matangi* there in July, 1966.

● **FREE FLIGHT**, American yacht, with Willie and Shirley Barnes, was at Balboa, Panama, in January after an extensive stay in the Galapagos Islands late last year.

The yacht had a pleasant return trip from the Galapagos—making the first 600 miles in four and a half days and the last 200 miles under power.

● **CALYPSO**, 30 ft Tahiti ketch, with Mr. and Mrs. Ron Mitchell, and their son, Ron, 17, all of

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Queensland, left Papeete on February 27 for Hilo, Hawaii.

Calypso reached Papeete late last year from Brisbane, via Whangarei (NZ) and Raivavae, Austral Islands (PIM, Dec., 1967, p. 119). After cruising around the Hawaii Islands, the Mitchells plan to sail to Sitka, Alaska.

● **TA'AROA**, 50 ft American yacht on her way from Australia to Indonesia, was forced to put back into Darwin in February because of engine trouble and crew problems.

It was the second setback for the *Ta'aroa* since she left Sydney in mid-1967 after a Pacific crossing.

She was severely buffeted for about 100 miles off the Queensland coast during heavy weather in June, 1967, and had to be towed ashore for repairs (PIM, Aug., 1967, p. 111).

Ta'aroa is owned and skippered by Californian, Mr. Jack Sederlund. In 1966 and 1967 she made stops at the Marquesas, the Tuamotus, the Societies, Rarotonga, both Samoas, Vavau (Tonga) and Fiji.

● **NEXUS**, 30 ft fibreglass sloop, with Californian Chuck Harris, was to leave Papeete on March 19 for NZ. The sloop arrived at Papeete late last year (PIM, Dec., 1967, p. 117) with two other Americans, Dick Burns and John Wyness of Long

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Where Are You?

Where are you, yachtsman? Where have you been? Where are you going next? For years, PIM's yachting column have served as a post office to keep everyone interested in cruising yachts in touch. Why not drop us a line from your next port of call?

Beach, California, who have since gone their separate ways.

● **SOLO**, 57 ft Sydney yawl, with Swiss-born skipper Vic Meyer and crew Mary Peitsch, 30, of Los Angeles, and Alison Holster, 33, of Sydney, left Sydney on March 2, on *Solo's* second cruise round the world. She will make a east-about passage.

Pacific Islands' stops will be made at Suva, Apia, Tonga, possibly NZ, Tahiti and the Galapagos Islands.

Later calls will be made at Hawaii, San Francisco and Acapulco.

Miss Peitsch previously appeared in these columns in 1963-64 as crew member of the 65 ft schooner *Flying Cloud*, which called at Thursday Island and Queensland's Great Barrier Reef. *Flying Cloud* met *Solo* at the Barrier Reef on that voyage.

Solo and her skipper are well known to many Islands people. They were in PIM about two years ago when she reached Sydney after her first circumnavigation.

● **QUEST**, 30 ft cement-built and steel-framed New Zealand yacht, was at Lord Howe Island in mid-March from New Zealand. After a short stopover, anchored at Sylph's Hole at the northern end of the island's lagoon, *Quest* was to sail for Sydney and then Queensland's Great Barrier Reef.

With *Quest* were Keith Bellingham, Milson Hutchinson and Tania Barford.

● **BLACK DOLPHIN**, 40 ft ketch, with owner-skipper Olive Peak, 66, and crew Geoffrey Taylor, 40, and Bob Griffes, 35, will leave Sydney in late April for Bali, Indonesia, via Queensland's Great Barrier Reef and Torres Strait.

The ketch reached Sydney from Queensland and New Zealand on February 1.

Black Dolphin had remained in NZ for a year while repairs worth \$22,000 had to be made after she was dismantled off Auckland early last year.



"Black Dolphin".

he originally left San Diego, California, on April 15, 1966, and he stays at Nukuhiva, Papeete, Moorea, Raiatea, Bora Bora, Rarotonga, Niue, Vavau (Tonga) and before reaching NZ.

Mr. Peak, an affable, retired Californian oilman and fruit farmer, in PIM he bought *Black Dolphin* in the early 1960's after his wife died and he sold his properties.

He set out to see the world in *Black Dolphin* after five years of travel by other means in Canada and Central America.

Mr. Griffes, from Newport Beach, California, was a real estate salesman before he took to cruising. Mr. Griffes, an electronics expert, joined *Black Dolphin* when she stopped in Pasa Heads, Queensland, early this year.

Mr. Peak said that in Vavau, Tongans came out to the *Black Dolphin* in outriggers every morning begging for clothing or anything on board.

They tried to steal anything they could lay their hands on—blankets, socks, pillows, ashtrays," he said. This was the only instance of begging encountered in the South Pacific.

The Tongans insisted on staying

on board all day and were a nuisance. So we cut short our stay and sailed for Suva."

● *VAQUERO*, Chuck Kenahan's 32 ft New Zealand cutter, was in Broken Bay, north of Sydney, early this year awaiting a new mast and a new mainsail before continuing a cruise of the Pacific Islands.

Vaquero spent several months in Port Moresby last year (PIM, Apr., 1967, p. 113), before leaving on November 15 for a slow 29-day trip to Sydney. On the trip Chuck lost a new \$300 mainsail overboard and had two jib halyards damaged.

● *YOUTH*, 35 ft South Australian steel-hulled sloop skippered by Allan Quigley, of Adelaide, was to leave Rabaul in March for further cruising of the New Guinea Islands.

The sloop underwent a general refit in Rabaul in late February.

Youth appeared in these columns late last year after she arrived at Port Sandwich, Malekula, New Hebrides, on September 29 (PIM, Nov., 1967, p. 107).

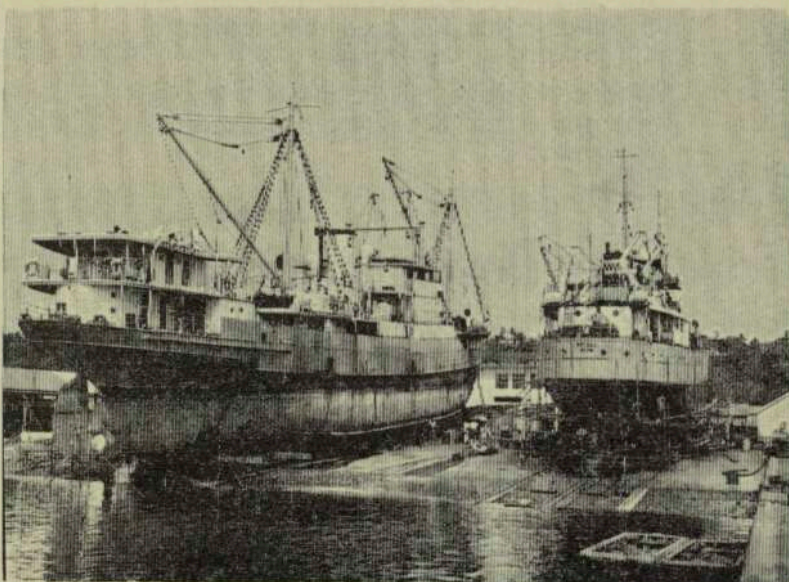
● *HELLY*, 38 ft American sloop, reached Sydney in mid-March from Auckland, NZ.

The sloop left Panama last July

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Cruising in the Society Islands

Seafari, 40 ft trimaran with Roy and Betty Milford; *Gitana*, 30 ft ketch, with Frank and Marlene Bennett and Hugh Bennett; *Renee Tigh*, 30 ft ketch, with Earl Koepe and Kevin Hann; and *Erava*, 30 ft cutter, with Fred and Mike Sibthorpe, were all cruising the Society Islands out of Papeete in February before leaving the group.

Seafari is due to head for NZ in April and *Renee Tigh* is to head for Australia. *Erava* and *Gitana* will also sail west.

Gitana is on a circumnavigation, out of Tacoma, Washington.

and made stops in the Galapago Islands, French Polynesia and the Cook Islands before reaching NZ late last year (*PIM*, March, p. 111)

Helly was bought in Panama by three former US Air Force men—Ken Grant, Winslow Brabson and Ben Kajer.

• *CAMIRA*, 41 ft yawl, with four Italian migrants to Australia—Bruno Vatta, Nino Yugovaz, Luciano de Gastani and Luigi Romolo—was to leave Sydney on March 31 for Trieste, Italy, via the Pacific Islands and Panama.

Calls in the Pacific Islands will be made at Noumea, Fiji, Tonga, the Cook Islands and French Polynesia.

The four men, all naturalised Australians, migrated from Italy 12 years ago and began building their yawl in a Sydney backyard three years ago.

Lloyd Triestino supplied all their initial supplies for the trip free.

• *TRITON*, 35 ft Sydney registered trimaran, with three gay bachelors, Ian Eeles, Don Morni and Tony Spooner, left Papeete in February to cruise in the Tuamotu and Marquesas Islands before heading for Honolulu.

The trimaran reached Papeete from Rarotonga on December 17 (*PIM*, Feb., p. 114).

• *TAURUA*, yacht which had been in Papeete for several weeks left on February 13 for Honolulu with skipper Chris Christopher, and crew Scott Daniels and Jim Franken.

Mr. Christopher is delivering the yacht for her owner, Stanley Miller who was in France on business in February.



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D APRIL, 1968—PACIFIC ISLANDS MONTHLY



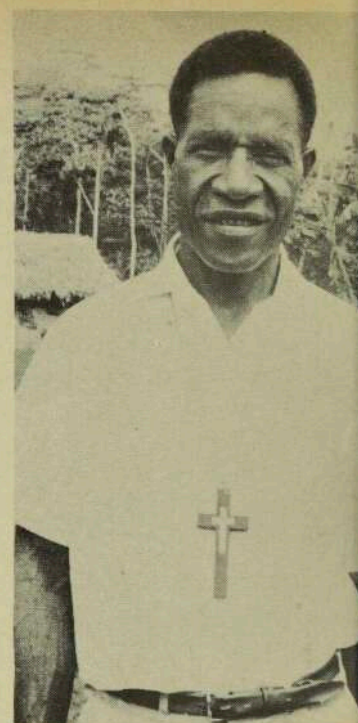
APIA'S BIG BLOW



Western Samoa's development plans have been set back again following the February hurricane—the second big one in two years. There had been no warning this time—people woke on a Saturday morning to a howling wind and saw roofing iron flying through the air. These photographs, by Andy Forsgren, show some of the scenes in Apia. At top, Samoans search the tangle of debris and wreckage on the Apia waterfront for suitable pieces of firewood. There was enough for everyone. Above, R. L. Stevenson's historic old home, Vailima, lost its roof for the second time in two years, but damage was not as bad as last time. At left, Prime Minister, Fiaame Mataafa (centre), stands in front of what was once his office verandah, inspecting the damage to the main government administration building.



ABOVE, relaxing on a site canteen at Kieta, Bougainville, are mining workers with Conzinc Rio Tinto's big copper exploration—which is expected to give New Guinea a great new mineral industry. RIGHT, the Anglican Assistant Bishop of New Guinea, the Rt. Rev. George Ambo, who in April sets off from Port Moresby on the first stage of a six months' world tour. He will preach in Jerusalem over Easter and will attend the Lambeth Conference in Britain in July and August with the Bishop of New Guinea, David Hand.



Below, well-known Apia personalities Alan Grey (manager of Aggie's Hotel) and David Ashby (manager of the Government's produce division) are also successful Apia yachtsmen. Mr. Grey holds an inscribed tankard as first winner of the Steinlager Trophy, the senior championship trophy, and Mr. Ashby holds the new permanent trophy as 1967 winner.



The Governor of Fiji, Sir Derek Jakeway (background, left) watched a geography lecture in progress when he made a recent informal visit to the South Pacific University in Suva. He was shown around the campus by the acting Vice-Chancellor, Sir Norman Alexander, seen with him.—Photo: Nitin Lal.

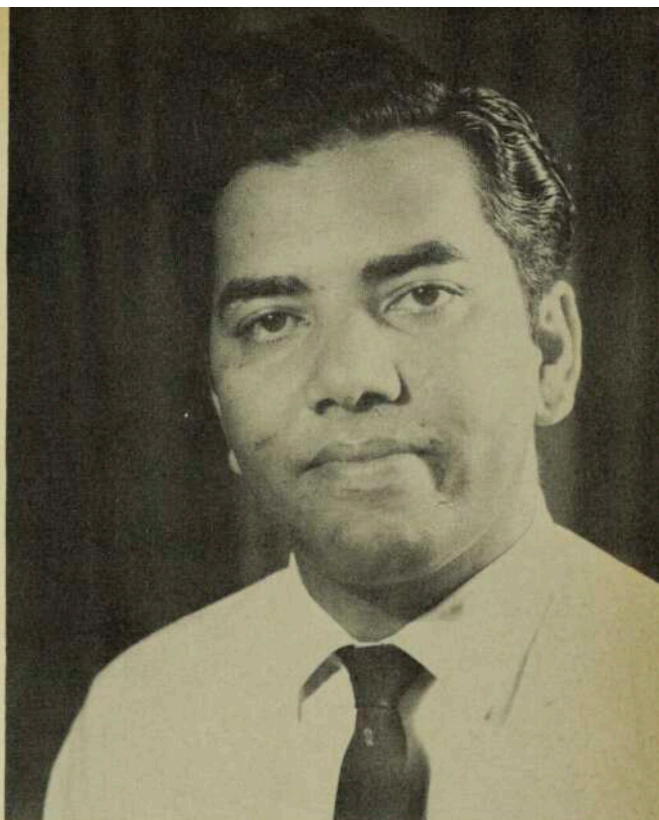
Pacific People in Pictures



Visiting Apia recently were Australian businessmen Trevor Kyle and Douglas Stewart. Mr. Stewart was investigating a proposal that Travelodge Australia develop, with the Samoan Government, a big hotel on the site of the old Casino. No decision has yet been made.—Photo: Andy Forsgren.



Mr. John Ayers, 39, of Victoria, who has taken up his new post as Secretary of Health and Education in the Republic of Nauru. He is married, with five young children, all of whom have accompanied him to Nauru.



ABOVE, Radio Fiji's roving reporter Mr. Devakar Prasad in March began a month's tour of the United States as a guest of the US Government. He is one of 21 journalists from Asia and the Pacific who are making the tour. BELOW, photographed in Sydney are West Samoans Hana Talimalo, Watson Afa'ese, Sister Vaoese Potoi and Ualesi Ierome. Sister Potoi recently graduated from the Sydney Sanitarium and is now training for her obstetrics certificate at the Queen Victoria Hospital, Launceston. The others are all pursuing various studies in Australia.





- Miss Fay Sapsford has come a long way from Vaimoso, near Apia, Western Samoa, where as a 12-year-old she so impressed Father Aston of the Anglican Church School at Mato'otua that he arranged for her to attend Dannervike High School at Hawkes Bay, NZ. She then took an office job in Dunedin, earning enough to pay for a night technical course on bookkeeping machines and business management. Able to choose positions to suit herself, she came to Sydney last October and is now ready to move on. Her ambition is to work her way "right through and round Australia. Telephotos took the picture in Sydney.

People

● The Very Reverend Father Michael Coppenrath has been appointed Coadjutor Archbishop of Papeete, Tahiti, with the right of succession, and Apostolic Administrator of the same archdiocese. Archbishop Paul Maze will retain the title of the archdiocese.

Archbishop Coppenrath is the first locally-born Archbishop in the South Pacific Islands. He was born in Tahiti in 1924 and ordained to the priesthood in 1954. His paternal grandfather was Dutch and his mother French. As a young man he was sent to France for studies, where he went to the Paris Seminary of Les-Moulineaux and later the University of Poitiers. Here he obtained a licentiate in Letters and Civil Law.

In 1954 the Archbishop of Tahiti sent him to Rome, where he obtained the Doctorate in Canon Law from the Gregorian University. Back in Tahiti in 1959, he worked in parishes, taught in the Catholic Schools and was in charge of the Youth Movement and of the Catholic Press. In 1966 he became Vicar General of the Archdiocese of Tahiti.

● Mr. Michael J. Challons will leave his post as Secretary-to-Government, Tonga, in April to become Programme Administration Officer with the South Pacific Commission. This is a new senior post following the reorganisation of the secretariat. He will work directly under the Secretary-General.

Assistant Secretary-to-Government, Mr. Inoke Fotu Faletau, will become Acting Secretary until another executive officer assumes the post. So far, no candidates have been proposed.

Mr. Challons arrived in Tonga in October, 1963. Previously he had worked with the Western Pacific High Commission office in the Solomon Islands.

Mr. Faletau, who began his government service in 1958 as a junior clerk in the Treasury Department, has been Assistant Secretary since 1965.

Mr. Jack Riechelmann, public information officer, will serve as Acting Assistant Secretary.

● While on leave in Australia last year, Mr. Ronald Harry Gibbs, an Assistant District Officer at Esa'alala in the Milne Bay District of P-NG,

went to the aid of a policeman who was being attacked by a gang of youths in Penrith, NSW.

Last month Mr. Gibbs was presented by the P-NG Commissioner of Police, Mr. R. R. Cole, with a certificate of appreciation commending his action.

He is the first field officer to receive this award.

● Mr. Donald R. Tindal has been appointed Attorney-General of the US Trust Territory.

He succeeds Dr. Robert K. Shoecraft, who became the Chief Justice of the territory on February 1.

● District Commissioner Mr. L. J. O'Malley, will retire from P-NG's Public Service in April after 34 years in the territory.

Mr. O'Malley went to the territory in 1934 as a Patrol Officer with the Papuan Administration. He is at present District Commissioner for the Manus District.

As a junior officer he took part in the historic Strickland-Purari patrol, led by Mr. Ivan Champion.

Mr. O'Malley served in Kerema, in the Gulf District; Rigo, and Gailala in the Central District; Misima, Samarai and Baniara, in the Milne Bay District; and at Kairuku and Abau in the Central District.

He was appointed District Commissioner in 1957 while stationed at Kikori, in the Gulf District.

He served with ANGASU during the Pacific war and on discharge had reached the rank of major.

Mr. O'Malley was stationed in Kikori from 1951 to 1958 prior to his posting to Lorengau, Manus.

● Three young geologists from the British Solomon Islands toured P-NG and Australia during March under United Nations Fellowships. They are Mr. William Saemanea, Government assistant geologist; Mr. Nelson Legua, Government geological assistant; Mr. Samuel Iko, Government geological assistant.

● A former medical assistant with P-NG's Department of Public Health has now rejoined the Department—but this time as a fully qualified doctor. He is Dr. A. D. Parkinson, who served as a medical assistant at Maprik in the East Sepik District about 10 years ago.

In 1962 he was granted a scholarship by the Administration to study medicine at a university in Australia.

In 1965 he qualified as a doctor and took his MB and BS from the University of Adelaide. He spent the last two years at the Royal Hobart Hospital.

● Venerable mariner Captain Andy Thomson took a round trip on the Islands trader *Akatere* recently from Rarotonga to Auckland, NZ, to, in his own words, "get a bit of a break". Captain Thomson, who turned 81 early this year, is very active although he is supposed to be living quietly in retirement in Rarotonga. Daily routine includes feeding several pigs, 100 chickens and ducks, minding a large vegetable garden and doing physical exercises—including press-ups.

He is one of the last of the "old-time" skippers of the South Seas and is perhaps best-known as former master of the traders *Tagua* and *Tiare Taporo*, which plied between the Cook and Society Islands before World War II.

● Mr. H. L. Williams, at present District Commissioner of the Northern District of P-NG, is to become District Commissioner of the New Ireland District. He will replace Mr. H. P. Seale.

Mr. Williams, who has served in the Eastern Highlands, Morobe and Madang Districts, will be replaced in the Northern District by Mr. D. R. Marsh, who returns from leave in mid-April.

Mr. Marsh, previously stationed at Mendi in the Southern Highlands, has served in the Western and Central Highlands.

● The District Commissioner for the Southern Highlands of P-NG, Mr. D. J. Clancy, represented the Territory at a conference for District Commissioners in the British Solomon Islands in March.

● The Rt. Rev. A. T. Hill, who retired as Bishop of Melanesia last June (*PIM*, June, 1967, p. 75), left Sydney on March 25 for Rabaul. He plans to do honorary work for the Anglican Mission, near Kandrian, in West New Britain. Much of it will be with the Melanesian Brotherhood. In Sydney he told *PIM* that since leaving Honiara last July he had visited Suva and Auckland, sailed to Vancouver from Sydney on the now-defunct *Lakemba*, travelled across Canada and spent several weeks in England and Scotland before returning to Sydney in early March on the P and O liner *Oriana*.

● Mr. S. J. Taylor, Suva city engineer for five years, will return to Sydney in May to take up a new post with the NSW National Parks and Wildlife service. Mr. Taylor and his wife, Wendy, have been prominent tennis players in the colony, Mr. Taylor having represented Fiji at the Noumea games.

Business and Development

Fiji is hopeful of oil palm development

By a staff writer

"Import substitution" is Fiji's current policy for the development of its natural resources. Fiji's Minister for Natural Resources, Mr. D. W. Brown, says the colony will go all out to concentrate on the production of rice, beef, dairy products and fish so as to cut down on the import bills for these requirements.

But he also has some hopes for some new export industries, particularly oil palm.

In March Mr. Brown concluded a 3,000 mile tour of Malaysia, and a visit to Australia, to gather development information, and he passed through Sydney "very pleased" with what he had found.

Mr. Brown, 46, is a former farmer and agricultural school principal in Fiji.

Rice, beef

He said Fiji imported £800,000 of rice a year, and consumption continued to grow. The colony had applied for a UN grant for a pre-investment survey of irrigated rice possibilities on the Rewa, and he was hopeful the experts would arrive by July. The plan was to irrigate and drain 8,000 acres of the left bank of the Rewa, to be followed by 5,000 acres on the right bank.

Information from this survey might help in plans to bring 12,000 acres of rice under irrigation at Navua.

He said he saw much irrigated rice in Malaysia, including varieties under double cropping, and he had been assured that double cropping was viable in Fiji.

Speaking of beef, Mr. Brown said that the colony was just reaching self-sufficiency and would soon export beef to other territories. Wallis Island and the Gilberts had had small trial shipments. There was promise of a good industry. In Queensland and NSW he had got the promise of help in establishing a structure for the meat industry.

He hoped that the Japanese fish freezing factory at Levuka would move into canning of fish after it had completed a pilot project on tuna. Fiji imported £350,000 worth of canned fish last year.

Imports of oregon had already dropped considerably, and local timbers were taking more of the market following last year's re-organisation of the Fiji timber industry. Merchants were pushing local timbers.

West Australian Plywoods Ltd. whom he had visited on his trip, were seriously considering setting up a veneer project on Vanua Levu, and were also looking at the possibility of a plywood factory in conjunction with their sawmill operations.

"We have got to chase these import substitutions if we are to progress," Mr. Brown said.

Oil palm

Mr. Brown had an extensive tour of oil palm projects in Malaysia. He saw one area of 23 acres of oil palm, some of it planted on steep slopes ("this surprised me", he said). The general manager was a Malay aged about 30. This was run in conjunction with a land settlement scheme.

In Malaysia the system was to build complete towns, with the settlers buying their own houses and being shareholders in the agricultural development. The land was government-owned. The settlers went off from the town each morning to work at any kind of job on the oil palm project that needed to be done.

He was impressed with the vitality of this method over the usual scheme of individual settlement on separate blocks. This way, an inexperienced man was not faced with failure.

Mr. Brown was very hopeful of Fiji's oil palm prospects. He said Morris Hedstrom's Rewa lease had lapsed (the firm was now working at Taveuni and Vanua Levu) but a trial plot of oil palm planted by the



Mr. Doug Brown.

Commonwealth Development Company about four or five years ago on 40 acres at Navono, Vanua Levu, had produced results well up to expectations.

He expected a decision soon on whether the CDC would extend the scheme to about 3,000 or 4,000 acres, thus launching Fiji into an oil palm industry such as New Guinea was developing.

While in Malaysia Mr. Brown also took a look at rubber, which once grew in Fiji. Although world rubber prices were depressed, he felt that new wind-resistant, high yielding type might be economic in Fiji today and the colony would carry out trials.

Ford plan for New Guinea

The Ford Motor Company of Australia is planning to build a vehicle assembly plant in Papua-New Guinea. It is a long-term project.

The director of Ford's operation in Australia, Mr. W. D. Bourke recently inspected likely sites for a plant at Port Moresby and at Lae.

He said that design planning was being carried out to produce vehicle specially suited for Papua-New Guinea. New suspension systems, special tyres, and air conditioning were being considered.

Flour war win for Australia (and loss for Fiji?)

Fiji suffered her worst shortage of flour and sharps for many years in February. The shortage was caused by the Fiji Government's banning in January of all imports of French flour and sharps, coinciding with the three-week breakdown of the CSR freighter *Rona*—the only regular shipper of Australian flour and sharps to the colony.

Rona suffered rudder damage on her way to Suva from Sydney in late January and had to return to Sydney for repairs. She sailed for Fiji with big quantities of flour and sharps on February 17 and returned to Sydney on March 12.

Normally stocks of flour and sharps are held in Fiji for short term needs only because of the risk of weevil infestation. Big Suva sellers quickly became very short of both foods in early February.

Their position was partly relieved when the P and O liner *Arcadia* arrived with a special consignment of flour.

"Foot and mouth"

The Fiji Government announced that it had banned the French flour and imports because of the risk of foot and mouth disease, and the need to protect the developing beef industry.

But it was a ban which delighted Australian flour millers, who have long complained of France's "unfair" policy of exporting cheap, subsidised flour and sharps to the Pacific Islands, particularly Fiji.

In 1967 France exported more than 1,000 tons of sharps to Fiji and nearly 1,000 tons of flour.

The French prices for flour and sharps lowered ex-wharf prices in Fiji, cutting down imports from the colony's biggest supplier, Australia.

French flour and sharps benefited the colony's two biggest traders—Turns Philp (SS) Co. Ltd. and Morris Hedstrom Ltd., who previously made only a small margin of profit—about 5 cents Aust. a bag.

Australian flour millers were selling flour to Fiji at "cut-throat" prices in an attempt to compete with French flour.

Both traders imported the French

produce and made much higher profits than on Australian flour and sharps.

Now, with the ban applied, and Australian flour set to dominate the Fiji market again, prices seem certain to go up to the public in Fiji. Australian millers, not worried by French competition, may sell at higher prices.

No official French protest against the ban had been heard up till late March, but French flour millers objected strongly to losing a fast-growing market they had developed only over the last couple of years.

Australian millers believe the ban on French flour could spread to Papua-New Guinea, the BSIP and

Western Samoa—a development they would relish because with French produce heavily subsidised by the French Government they cannot compete with France's prices.

Is worst over for rubber?

Sharply reflecting the current very low prices on world markets for natural rubber, three Papuan rubber planters—Rubberlands Ltd., Kerema Rubber Ltd. and Koitaki Para Rubber Estates Ltd.—all announced falls in profits and omission of dividends in March.

Rubberlands Ltd.'s net profit for

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the year to December 31 last fell nearly \$7,000 to \$13,170.

Worst hit was Kerema, whose profit fell from \$21,000 in 1966 to \$3,807 in 1967. Koitaki, whose financial year ends on June 30, did not announce any figures, but directors said earnings were lower and interim dividend was being omitted.

Despite the current doghouse position of rubber producers, Papuan growers are "cautiously optimistic"—they believe prices have already hit their lowest and must now recover.

Higher profits for W.R.C.

Despite significant losses arising from devaluation of Fijian and UK currencies, Island trader, planter and investor W. R. Carpenter Holdings Ltd. has reported higher half-yearly profits and declared an increased interim dividend.

The devaluation losses are a reminder that fellow Islands traders, Burns Philp and Co. Ltd. and Burns Philp (South Sea) Ltd., will sustain similar—and likely bigger—losses in the current year.

In mid-March the directors of W. R. Carpenter declared an interim ordinary dividend of eight per cent., or four cents per 50 cent share, payable on April 30—for shares registered at March 27.

Last year the company paid an interim dividend of 7½ per cent., followed by a final dividend of 8½ per cent., making a total of 16 per cent for the year.

The directors report that interim accounts presented by subsidiaries indicate an increase in turnover and earnings of the group when compared with the corresponding period of the previous year.

Aggregate profits of the group for the half-year showed an increase of 13 per cent., after taking into account certain losses on currency devaluation in respect of companies whose six months' period ended in December, 1967.

Further devaluation losses of approximately \$200,000 will be absorbed in the current half-year and profits for the full year to June 30 will be "at least maintained," directors say.

Sir Donald Cleland, who recently retired as Administrator of Papua and New Guinea, has joined the board of W. R. Carpenter (TPNG) Ltd. Mr. Walter Randolph Carpenter has been appointed chairman of W. R. Carpenter (TPNG) Ltd. in succession to Mr. C. H. V. Carpenter, who retires from the board. The other directors are:

Messrs. S. S. Proud, of Sydney.
C. B. Bailey, of Port Moresby.
L. E. Clayphan, of Rabaul, and
C. W. Batten, of Mount Hagen.

Mr. Clayphan has been appointed managing director of Coconut Products Ltd. and chairman of its subsidiaries—Island Estates Limited, Tovarur Plantations Ltd., and Garua Plantations Limited.

In a newly-reorganised management structure, divisional general managers of the group are: Tea estates, Mr. C. W. Batten; desiccated coconut, Mr. H. J. Rothkirch; automotive, Mr. J. L. Graham, assisted by Mr. James Whaley; general merchandise, Mr. G. Mothershead.

Plastics plant opens in Fiji

Cups, saucers, salt and pepper shakers and a variety of other plastic household articles started popping out of a machine at Lautoka, Fiji, in February as another secondary industry got under way in the colony.

With machinery imported from Hong Kong, Mini Moulders (Fiji) Ltd., a newly registered company with a majority of shares held by New Zealand interests, has established a factory in the western district capital and hopes to capture a substantial share of the household plastics markets both in the colony and in other Pacific territories.

An earlier attempt to set up production at Nadi, 20 miles from Lautoka, failed as the local power supply was not sufficient to keep the factory in production for 24 hours a day.

The process used by Mini Moulders is injection moulding. Dies for the machinery are supplied by New Zealand subsidiaries, and raw material comes from NZ and Australia.

The company plans to extend its activities into the extrusion system of manufacture for rigid and flexible piping up to six inches in diameter.

Machinery installed at Lautoka already is fully automatic and operated by local staff trained on-the-spot.

When in full swing the factory expects to employ up to 200 local staff and become a substantial factor in export earnings.

Rise in the copra market

Chairman of the P-NG Copra Marketing Board, Mr. Ian McDonald, made the following comment on the world copra market in Port Moresby on March 23:

Although there has been little

activity in the copra market for some weeks, prices have remained firm. There has, in fact, been some increases because of the restricted supply situation which has been insufficient to fulfil demand except at increasing prices.

Prices for Philippines copra fixed by the London Copra Association rose from \$US267 per ton on March 1 to \$US277 by mid-month, with every indication of remaining around that level.

Copra exports have continued to decline, particularly from the Philippines, and there does not appear to be much hope of any increase in supplies to Europe for some time. This situation has been caused by typhoon damage. However, with reasonable rains and new trees coming into bearing, the supply position could improve by June/July this year.

Other than in Laurics, the market in edible oils has remained dull, with little inclination on the part of sellers to put supplies on the market at present prices.

It seems fairly certain that the present-day shortage of supply can only lead to an increasing demand for edible oils, and consequently increased prices. This situation could eventually react against copra when, as can be expected later this year, production in the Philippines recovers to normal levels.

Cheaper fuel, no wharf, for Norfolk

Plans by Mobil Oil Australia to build a bulk fuel depot at Ball Bay, Norfolk Island, raised local hopes in March that the island was at last to get an overseas wharf which would allow small ships to discharge cargo directly, instead of into lighters. But it won't happen.

Mobil is certainly building a depot at Ball Bay, at a cost of \$150,000, which will mean cheaper fuels for Norfolk.

Mr. N. D. Hack, manager of Mobil's Islands division, said in Melbourne in March that the company had called for tenders and one should be accepted towards the end of March to start work immediately. The company hoped to have the bulk plant completed by July-August.

Mobil Oil is not building a deep-water wharf. Instead the plant will be serviced by two small ships of the company's fleet, which will anchor off-shore and pump through a floating pipe-line.

Mobil has contributed towards the cost of a sealed road to the plant site which is being built by the Administration.

Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Australian dollar equals \$1.00 New Zealand; 9/7 Fiji; 98 French Pacific francs; \$1.23 Western Samoa; \$1.00 Tonga; 9/3 sterling and \$1.12 USA.)

COPRA

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by six members, including three planters' representatives. The board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (surplus is available). Prices generally tally with ruling rate in Philippines with premiums for hot-air dried.

P-NG purchase prices for copra delivered main ports in March were hot-air dried, \$156 per ton; FMS \$153 per ton; smoke-dried, \$151 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 Tavuni. Prices in Suva to April 21 were: 1st grade, £F92/12/6; 2nd grade, £F87/15/-; CAS, £F77/17/6. 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. Prices in March were \$WS122 or grade one, \$WS117 for grade one sun dried, and \$WS109 for grade two.

TONGA: All copra is sold to the Tonga Copra Board which sends it to Europe and the open market. March prices to rowers were \$T153 first grade and \$T121 second grade.

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 Mar. 26 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 market. Price on Mar. 16 was \$108 (10,800 Pac. Francs). French price was 1,292 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 April, May and June, have been fixed, subject to freight adjustment, at \$NZ218.28 first grade, hot air dried; \$NZ216.19 first grade, sun dried, and \$NZ214.63 standard grade, all per ton packed f.o.b.

OTHER PRODUCE

BECHE-DE-MER: Chang Sing Loong Co., Suva, quoted F2/- (4 in. to 7 in.) to F3/- (9 in. to 11 in.) lb for well processed commercial varieties.

Honiara:—Live slugs, over six inches, black—six for 10c, other colours—12 for 10c.

COCOA:—Islands prices are usually based on the rates for Ghana cocoa. On Mar. 21 they were £Stg.280 per ton, c.i.f., UK (June-Aug.).

On Mar. 26, Quote No. 1: In store Rabaul, export quality \$490 per ton, ex-wharf Sydney, \$555, and declining. Quote No. 2: Best quality, ex-wharf Sydney, \$550, in store NG ports \$478 (for UK, Continent and USA shipments).

W. Samoa.—Latest prices quoted in Sydney, on Mar. 13, were: Grade 1, £Stg.290; grade 2, £Stg.260 per ton, f.o.b., Apia (Feb.-Mar. shipments).

COFFEE.—P-NG: Mar. 26, Quote No. 1, good quality A grade 37c to 40c per lb; B grade 37c to 38½c; C grade 35c to 36c; X grade 36c to 39c and native X grade 33.5c to 34c (ex-store Sydney).

CROCODILE SKINS.—On Mar. 26 Sydney buyers quoted for 12 in. and over, first grade quality as follows: P-N.G.—\$3.00 per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) \$2.00 per in. B.S.I., Honiara: \$1.89 per in. Gizo: \$2.10 per in.

GREEN SNAIL SHELL.—A Sydney buyer quoted: Mar. 26, No. 1, 1st grade, \$500, f.o.b. Islands ports, 2nd grade, nom., \$240 on wharf, Sydney. Honiara: 16c lb.

PAPUAN GUM: New Guinea graded gum \$185 per ton, f.o.b., Samarai, ungraded gum \$174, f.o.b., NG.

PEANUTS.—P-N.G.: Sydney agents reported Mar. 26, f.o.b., Lae; Kernels—white Spanish 15c lb.

PEARL SHELL.—Torres Strait Pearl-shell's Assn. recently quoted these prices for MOP: AA grade, \$1,250 per ton; A \$1,450; B, \$1,800; C, \$1,900; D, \$1,220; E, \$800 and EE, \$600.

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, 1969, are—P-N.G.: Dried brown rice, 112 lb bags, \$136 per ton, f.o.w. Sydney or Melbourne. Vitamin enriched white rice, 56 lb bags, \$153 per ton, f.o.w. Brown,

Stock Market

LAST SALES SYDNEY

	Feb. 26	Mar. 25
A. Lemon .50	.76	.73
ANG Hold. 1.00	.90	.90
Bali Plantations .50	.54	.52
Burns Philp 1.00	3.45	3.30
Burns Philp (SS) 2.05	3.40	3.20
Camelec .50	.55	.54
Carpenter .50	2.00	1.96
Choiseul Plntn. 1.00	2.90	2.70
C.S.R. 1.00	4.65	4.43
Dylup Plntn. .50	.63	.68
Fiji Industries 1.02	2.30	2.32
Hackshalls .50	1.87	1.75
Kerema Rubber .50	.20	.15
Koitaki Rubber .50	.54	.52
Lolorua Rubber .50	.35	.33
Makurapau Plntn. .50	.50	.50
Mariboi Rubber .50	.30	.27
Plantation Hldgs. .50	.36	.35
Queensland Ins. 1.00	5.25	5.25
Rubberlands .50	.25	.20
Sogeri Rubber .50	.58	.56
Sth. Pac. Ins. .50	1.98	1.98
Steamships Tdg. .50	.53	.58
Watkins Cons. .50	.78	.72

OIL AND MINING SHARES

C.R.A. .50	10.50	12.00
Emperor .10	1.00	1.90
NG Gold Ltd. .35	.72	.80
Oil Search .50	.87	.73
Pacific I. Mines .25	.58	.55
Papuan Apin. .50	.39	.40
Placer Dev.	27.00	29.50

* No par value

Sydney stock exchange share price index for ordinaries on Mar. 25 was 464.10. On Feb. 26 it was 460.89.

40 lb bags \$146 per ton. **Other Pacific Islands:** Polished white (56 lb bags) or dried brown rice (112 lb bags), \$161 per ton, f.o.w.

RUBBER.—P-NG price is based on Singapore rates, which on March 22 were: Prompt nominal shipment 49½ Malayan cents per lb; April, M49½ cents per lb and May 49½ cents, per lb (all about 14½ Aust. cents per lb).

SHARK FINS: Chang Sing Loong Co., Suva, offers F4/6 per lb for well-dried fins of commercial quality. ICEP Pty. Ltd., 22 Taylor St., North Curl Curl, Sydney, quote 65c to 85c lb., ex-store Sydney, according to quality.

TROCHUS.—A Sydney buyer indicated the following quotations to Islands producers: Mar. 26 — Papua — \$175-\$185 per ton; N.G., B.S.I.—\$150-\$160 per ton, f.o.b. Islands ports—direct shipment to overseas markets.

TURTLE SHELL.—BSI: first grade unmarked 60c to \$1.50 a lb at Gizo.

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, buy mainly from Tahiti for Sydney and Melbourne essence makers. Prices on Mar. 26 were: white and yellow label processed, standard packs, \$5.30, green label, \$5.20, c.i.f., Sydney.

UK, US QUOTES

COPRA: LONDON, Mar. 22, Philippines, in bulk, \$US280 per long ton, c.i.f. UK/Nth. European ports. US Pacific Coast, Philippines, \$US240 per short ton.

COCONUT OIL: LONDON, Mar. 22, Ceylon, 1% in bulk, £Stg.181 per ton, c.i.f. UK/Nth. European ports.

RUBBER: LONDON, Mar. 22, Spot 17¼d Stg. lb; Apr. 17¾d Stg. lb; June 17¾d Stg. lb.

EXCHANGE RATES

FIJI.—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda. Australian dollar on Fiji pound, buyer 0235, seller 2.0576. Fiji-London, £F104.5 to £Stg.100.

WESTERN SAMOA.—Through Bank of Western Samoa, controlled from NZ, seller A1 to \$WS Tala 1.2470.

NORFOLK IS. AND PAPUA-NEW GUINEA.—Australian currency used; no change payable in transactions with Australia.

FRENCH PACIFIC COLONIES.—Pacific francs (CFP) are used in New Caledonia, New Hebrides (jointly with Australian dollars), Wallis and Futuna Islands and Fr. Polynesia. French Bank, Sydney, on Mar. 26, quoted: Selling, oumea and Papeete, 98 Pac. francs to Aust.; approx. 90 Pac. francs to US \$; oumea 18 Pac. francs to 1 French franc conversion rate: 1 Pac. franc equals 055 French franc. Paris-London: Buying 11.82 francs to £Stg. Also, £Stg. equals 214.53 Pac. francs.



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W. R. Carpenter & Co., Suva.	Wm. Breckwoldt & Co. (B.S.I.P.) Pty. Limited.	Burns Philp (New Guinea) Ltd., Port Moresby & Lae.	New Guinea Company Ltd., Rabaul & Madang.

THE BANK LINE

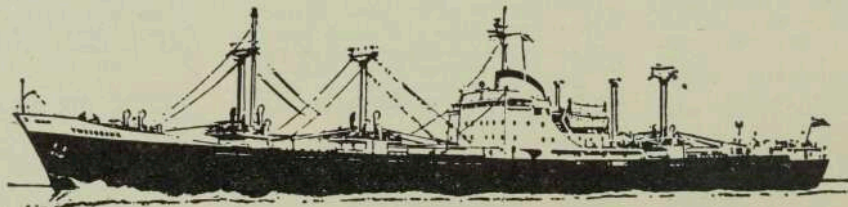
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Shipping, Airways Information

● 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

AUSTRALIA - FIJI - USA - CANADA

Pacific-Australia Direct Line, owned by the Transatlantic Steamship Co. Ltd., of Sweden, operates a fast cargo service, departing Adelaide, Melbourne, Sydney and Brisbane every three to four weeks for Lautoka and Suva en route to West Coast, USA, and Canada.

Details from Trans-Austral Shipping Pty. Ltd., 275 George Street, Sydney (29-2551).

BRISBANE - SYDNEY - WEST IRIAN - INDONESIA

The P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service from Indonesia to Sukarnapura, Brisbane, Sydney and Melbourne with three 12,000-ton freighters.

Details from John Manners and Co. (Aust.) Pty. Ltd., general agents, 4 Bridge St., Sydney (27-9164).

SYDNEY - FIJI

CSR operates a passenger/cargo run with the MV Rona, departing Sydney every three to four weeks for Suva and Lautoka and return.

Details from Colonial Sugar Refining Co. Ltd., 1 O'Connell St., Sydney (2-0515).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains a six-weekly cargo service with the Maimate from Sydney to Lautoka, Suva including transshipments for Vavau and Nukualofa and Apia with return to Sydney via Auckland. The return trip occasionally takes in Malua (Fiji) and Auranga (NZ) for timber.

Details from Union Steam Ship Co. of N.Z., 247 George St., Sydney (2-0528).

SYDNEY - FIJI/TAHITI - UK

Chandris Liners Australis and Ellinis maintain a two-monthly passenger service from Sydney via NZ, Suva (Australis only), Papeete (Ellinis only) to Southampton, returning via South Africa.

Details from Chandris Line, 135 King St., Sydney (28-2451).

SYDNEY - GEIC - HONOLULU

Columbus Lines of New York, operate approximately monthly passenger-cargo sailings from West Coast, USA (with occasional calls at Papeete or Pago Pago) to Australia and New Zealand, returning via Tarawa, GEIC (with transshipments to Ajoro in the Marshall Islands) and Honolulu to Los Angeles or Vancouver.

Details from American Trading and Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4149).

SYDNEY - LORD HOWE - NORFOLK IS. - NEW CALEDONIA

Jacques del Mar II (owned by Societe Maritime Caledonienne, Noumea), makes a regular three weekly passenger-cargo voyage from Sydney or Melbourne to Lord Howe, Norfolk and Noumea.

Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Messageries Maritimes Line passenger-cargo vessels, Tahiti and Caledonien from Marseilles, via West Indies and Panama, call regularly at Papeete, 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 Aust. Pty. Ltd., 55 Hunter St., Sydney (2-0317).

SYDNEY - NZ - FIJI - TAHITI - PANAMA - UK

Southern Cross and Northern Star passenger vessels each make four round-the-world voyages per year, from Southampton, UK, alternatively via South Africa and Panama, calling at Sydney, Wellington, Auckland, Rarotonga, Suva, and Papeete.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (28-1828).

SYDNEY - NZ - TAHITI - PANAMA - USA

Holland-America Line passenger vessel Maasdam leaves Sydney twice a year for Panama and USA, calling at Wellington and Papeete.

Details from Holland-America Line, cnr. Bridge and Pitt Sts., Sydney (27-6432).

SYDNEY - NORFOLK IS. - NEW HEBRIDES - BSI

MV Tulagi (passenger-cargo) leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

SYDNEY - PAPUA - NEW GUINEA

Australia-West Pacific Line operates a regular cargo/passenger service from Melbourne, Sydney and Brisbane to Port Moresby, Lae, Madang and Rabaul.

Details from Wilh. Wilhelmsen Agency Pty. Ltd., 13 Bridge St., Sydney (27-6301).

Burns Philp passenger/cargo vessels maintain regular services from the Australian East coast to New Guinea ports. Braeside sails every eight weeks from Melbourne and Sydney to Pt. Moresby, Samarai, Rabaul, Wewak, Madang, Lae, Port Moresby, Sydney, Melbourne.

Malekula maintains a seven-weekly service from Sydney and Brisbane to Lae, Manus, Kavieng, Rabaul, Bougainville ports and return.

Moresby maintains a service from Sydney and Brisbane to Lae, Madang, Rabaul and return to Brisbane and Sydney.

Montoro sails every four weeks from Sydney to Brisbane, Port Moresby, Samarai and return.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

China Navigation vessel Papuan Chief leaves Sydney every two weeks for Brisbane and Port Moresby.

Details from Swire and Yuill Pty. Ltd., 2 Spring St., Sydney (27-4701).

Karlander New Guinea Line cargo vessels Sletfjord, Saldor, Sarang and Sletholm leave Sydney approx. weekly for P-NG ports, calling at Brisbane, Pt. Moresby, Samarai, Rabaul, Lae, Madang, Wewak, Kieta, Fulleborn, Gizo, Honiara, Buka and Vanimo.

Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

Amplex NG Lines, with the freighter Jette Bue, operates a three-weekly service from Sydney to Lae, Rabaul and Fulleborn, and return.

Details from Auscan Shipping Pty. Ltd., 68 Pitt St., Sydney (28-0721).

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 passenger/cargo service from Adelaide, Melbourne, Sydney, Brisbane to Lae thence Taiwan, Hong Kong and Manila, with return to Australia occasionally via Island ports.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (27-6301).

China Navigation Co. Ltd. cargo vessels Woosung, Wenchow and Wanliu call monthly at Rabaul, Lae and Madang on their way north from Melbourne, Sydney and Brisbane to Hong Kong, Okinawa and Japan.

China Navigation Co. Ltd. vessels Changsha and Taiyuan provide a monthly passenger-cargo service calling at Pt. Moresby when northbound between Australia, Manila, Keelung and Hong Kong.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

Dominion Far East Line vessels Francis Drake and George Anson maintain monthly passenger-cargo services between Sydney and Japan (via Manila, Hong Kong and Formosa), return via Guam.

Details from H. C. Sleight Ltd., 115 York Street, Sydney (2-0253).

EUROPE - TAHITI - NEW CALEDONIA - AUSTRALIA

Messageries Maritimes vessels Marquisien, Malais, Mauricien and Maori, run monthly between France and New Zealand or Australia 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 South Africa 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

Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd operate a regular passenger/cargo service from the Continent and UK every three weeks via Panama to Tahiti, Western Samoa, Fiji and New Caledonia, and every alternate month from Panama to Tahiti, New Caledonia and New Zealand. Transshipments for Tonga, Am. Samoa, Niue and Fiji ports are off-loaded at Suva (Fiji) and Apia (Western Samoa).

Details from Royal Inter-ocean Lines, 261 George St., Sydney (2-0573).

FAR EAST - FIJI

China Navigation Co. Ltd. vessels Kwangsi, Norman, Nanchang and Kwangtung operate a monthly passenger-cargo service from Japan and Hong Kong southwards to Fiji direct, returning to Japan via NZ and the Far East.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

FAR EAST - FIJI - NZ

Royal Inter-ocean Lines operate a monthly return service with the Straat Torres, Straat Madura and Hoetmon from Hong Kong, Bangkok (opt.), Pt. Swettenham and Singapore to Fiji and NZ, calling at Suva and Lautoka, and returning via the Philippines.

Details from Royal Inter-ocean Lines, 261 George St., Sydney (2-0573).

FAR EAST - P-NG

China Navigation vessel Ninghai maintains a regular 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, Labasa, 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 and Co. Ltd., Customs Street East, Auckland (49930).

NZ - TAHITI - COOK ISLANDS

Holm and Co. Ltd. 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).

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.

NTH AMERICA - TAHITI - AM. SAMOA

Polynesia Line vessel Graziella Zeta maintains a regular seven-week cargo route (with limited passenger space) from Los Angeles, San Francisco, Coos Bay

(British Columbia) to Papeete and Pago Pago and return the same way.

Details from Marine Chartering (Aust.) Pty. Ltd., Box 1631, GPO, Sydney (27-8505).

TONGA - FIJI - AUSTRALIA

The Tonga Copra Board vessel Niuvakai operates a seven-weekly passenger-cargo service from Melbourne and Sydney to Lautoka, Suva, Apia, Pago Pago and Nukualofa.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo-passenger run from Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoni. Calls are also made as required at Apia and Pago Pago.

Details from Burns Philp (SS), Suva.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co. Ltd., act as Loading Brokers in London.

Details from Burns Philp (SS), Suva.

UK - PAPUA - NG - BSI

Bank Line operates a monthly direct service from Europe via South Africa to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara occasionally extending to Tarawa, GEIC or Vila and Santo, New Hebrides.

Details from Bank Line (A/asia) Pty Ltd., 269 George St., Sydney (27-2041).

UK - TAHITI - NZ - AUSTRALIA

Cogedar Line vessel Flavia, operates a passenger service four times a year from Southampton, via Panama, Papeete and Auckland, to Sydney.

Details from agents: H. C. Sleight, 111 York St., Sydney. (2-0253).

USA - AM. SAMOA - HAWAII AUSTRALIA

Matson-Oceanic Line operates a monthly passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Regular calls include Sydney, Brisbane, Melbourne, Adelaide, Burnie, Pago Pago and Honolulu.

Details from Matson Lines, 50 Young St., Sydney (27-4272).

USA - PACIFIC PORTS - NZ - AUSTRALIA - USA

Bank Line Ltd., operates regular services from US Gulf ports to Australia and NZ. Frequency of sailings offering fortnightly availability for calls at Suva and Lautoka on demand.

Details from Bank Line (A/asia) Pty Ltd., 269 George St., Sydney (27-2041).

Matson Line liners Mariposa and Monterey maintain a regular passenger, cargo service every three weeks from San Francisco and Los Angeles to Bora Bora, Papeete, Rarotonga, Auckland, Sydney and return via Noumea, Suva, Niuafoou, Pago Pago and Honolulu to San Francisco.

Details from Matson Lines, 50 Young Street, Sydney (27-4272).

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships on S Atlantic Coast-Panama-Sydney service make three-weekly calls at Tahiti on southbound voyages.

Details from Wilh. Wilhelmsen Agency, 3 Bridge St., Sydney (27-6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vessels Horsaard and Thor I maintain approximately monthly services from West Coast th. American ports to Papeete, Pago Pago, Apia, Suva, Noumea, occasionally Lautoka, Vila and return.

Details from Trans-Austral Shipping Pty. Ltd., 275 George St., Sydney (29-2551).

SYDNEY - HAWAII (via N. CAL., FIJI, NZ OR AM. SAMOA) - USA

PANAM (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.

Mon.: Dep. Syd. 1600 for Noumea (arr. 1930, dep. 2030), Pago Pago (arr. Mon. 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. 2140), Pago Pago (arr. Sat.

0205, dep. 0245), Honolulu (arr. Sat. 0850, dep. 1000), Los Angeles, arr. 1655.

Sun., Mon., Wed., Fri.: Dep. Los Angeles 2030 for Honolulu, Nadi, arr. Tues., Wed., Fri., Sun. 0515, dep. 0615, and Sydney, arr. 0825.

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 2030 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.

NOTE: PanAm times will alter from April 28.

AIRWAYS TIMETABLES

(International Dateline is crossed between Nadi and Honolulu.)

TRANS-PACIFIC SERVICES

SYDNEY - BRISBANE - HAWAII - US

QANTAS (with 707's)

Tues.: Dep. Syd. 1700, arr. Bris. 1815, dep. 1900, arr. Honolulu 0740, dep. 0900, arr. San Francisco 1545.

Thurs.: Dep. San Francisco 1745, arr. Honolulu 2055, dep. 2230, arr. Bris. 0400, dep. 0450, arr. Syd. 0605.

SYDNEY - FIJI - HAWAII - USA

QANTAS (with 707's)

Tues.: Dep. Syd. 1500, arr. Nadi 2050, dep. 2135, arr. Honolulu 0540, dep. 0900, arr. San Francisco 1545.

Thurs., Sat., Sun.: Dep. 1700, arr. Nadi 2250, dep. 2335, arr. Honolulu 0740, dep. 0900, arr. San Francisco 1545.

Mon., Wed., Fri., Sat.: Dep. Syd. 1900, arr. Nadi 0050, dep. 0135, arr. Honolulu 0940, dep. 1100, arr. San Francisco 1745.

Thurs., Wed., Fri., Sun.: Dep. San Francisco 2000, arr. Honolulu 2310, dep. 2359, arr. Nadi 0415, dep. 0500, arr. Syd. 0710.

Thurs., Tues., Fri., Sat.: Dep. San Francisco 1745, arr. Honolulu 2055, dep. 2230, arr. Nadi 0245, dep. 0400, arr. Syd. 0610.

BOAC (with 707's)

Tues., Thurs., Sun.: Dep. Sydney 1900, arr. Nadi 0050, dep. 0135 Wed., Fri., Mon. (cross Dateline) arr. Honolulu arr. San Francisco 1745.

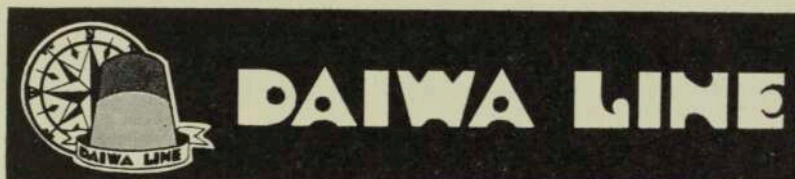
Thurs., Sat.: From London, New York, dep. San Francisco 2000, arr. Honolulu 2310, dep. 2359 (cross Dateline) arr. Nadi Thurs., Sat., Mon. 0415, dep. 0500, arr. Sydney 0710.

SYDNEY - FIJI - TAHITI - MEXICO

QANTAS (with 707's)

Tues.: Dep. Syd. 2000, arr. Nadi 0145 Thurs., dep. 0230, arr. Papeete 0845 Wed., dep. 2230, arr. Acapulco 1230 Thurs., dep. 1130, arr. Mexico City 1220 (to London).

Tues.: Dep. Mexico City 2200, arr. Acapulco 2255, dep. 2355, arr. Papeete 0400 Sun., dep. 0500, arr. Nadi 0745 Mon., dep. 0830, arr. Syd. 1045.



DIRECT MONTHLY SERVICE

JAPAN/GUAM & SOUTH PACIFIC

M.V. "SAMOA MARU" V-6

Dep. JAPAN June 3.

GUAM June 8.

PAGO PAGO June 18.

APIA June 18-19.

SUVA June 21-22.

LABASA June 22-23.

LAUTOKA June 24-25.

NOUMEA June 27-29.

VILA July 9.

SANTO July 10-11.

Heavy lift, reefer space available.

Subject to alteration with or without notice.

Next Sailing—M.V. "Tokai Maru", V-6.

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 timetables are correct to time of publication.

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.

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. 1525.

NOTE: Some UTA times will change in April—see your travel agent or UTA.

SYDNEY - NEW ZEALAND - FIJI - HAWAII - CANADA

CANADIAN PACIFIC (with DC8's)

Alt. Sun. (Apr. 14, 28): Dep. Syd. 1800, arr. Nadi 2355, dep. 0040 Mon. (cross Dateline), arr. Honolulu 0850 Sun., dep. 1010, arr. Vancouver 1735 Sun.

Alt. Fri.: Dep. Vancouver 1800, arr. Honolulu 2145, dep. 2245 (cross Dateline), arr. Nadi 0305 Sun., dep. 0345, arr. Syd. 0600.

Alt. Sun. (Apr. 21, May 5): 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., Sun.) and a Vancouver-Honolulu run nine times per week. The airline's trans-Pacific times will change from April 26.

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.

NZ - AM. SAMOA, TAHITI or HAWAII - USA

PANAM (with 707's)

Mon.: Dep. Auckland. 2355, arr. Papeete 0640 Mon., dep. 0750, arr. Los Angeles 1735. Thurs.: Dep. Auckland. 2145, arr. Honolulu 0815 Thurs., dep. 1000, arr. Los Angeles 1655.

Sat.: Dep. Los Angeles 2359, arr. Papeete 0615 Sun., dep. 0700, arr. Auckland. 1015. Sat.: Dep. Auckland. 2140, arr. Pago Pago 0205, dep. 0245, arr. Honolulu 0850, dep. 1000, arr. Los Angeles 1655.

Tues.: Dep. Los Angeles 2030, arr. Honolulu 2350, dep. 0100 Wed., arr. Auckland 0745 Thurs.

Thurs.: Dep. Los Angeles 1400, arr. Honolulu 2350, dep. Fri. 0100, arr. Pago Pago 0510, dep. 0610, arr. Auckland Sat. 0845.

INDONESIA - DARWIN - NOUMEA - NZ - TAHITI - USA

UTA AIRLINES (with DC8's)

Wed.: Dep. Djakarta 2020, arr. Darwin 0225 Thurs., dep. 0305, arr. Noumea 0905, dep. 1020, arr. Auckland 1340, dep. 2345, arr. Papeete 0630, dep. 0900, arr. Los Angeles 1955.

Mon.: Dep. Los Angeles 2345, arr. Papeete 0500 Tues., dep. 0645, arr. Auckland 1030, dep. 1230, arr. Noumea 1415, dep. 0820 Thurs., arr. Djakarta 1240.

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 DC8's)

Three times weekly, both ways.

BRISBANE - WELLINGTON

AIR-NZ (with Electras)

One service weekly, both ways.

MELBOURNE - AUCKLAND

QANTAS/AIR-NZ (with Electras)

Four times weekly, both ways.

MELBOURNE - CHRISTCHURCH

QANTAS/AIR-NZ (with Electras)

Five times weekly, both ways.

MELBOURNE - WELLINGTON

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 1630. Wed.: Dep. Nadi 0800, arr. Sydney 1025.

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)

Mon., Fri.: Dep. Sydney 1100, arr. Noumea 1440, dep. 1600 for Sydney, arr. 1755. Tues., Sun.: Dep. Noumea 0930, arr. Syd. 1150, dep. 1310, arr. Noumea 1715.

SYDNEY - N. CALEDONIA - FIJI - NZ

UTA AIRLINES (with Caravelle)

Tues., Sun.: Dep. Noumea 0930 for Sydney, arr. 1150, dep. 1310 for Noumea arr. 1720.

Sat.: Dep. Noumea 0930 for Auckland arr. 1320, dep. 1500 for Noumea, arr. 1705.

SYDNEY - NEW ZEALAND - FIJI

BOAC (with 707's)

Mon., Sat.: Dep. Sydney 0900, arr. Auckland 1345, dep. 2130, arr. Nadi 0020 (Tues., Sun.).

Tues., Sun.: Dep. Nadi 0505, arr. Auckland 0755, dep. 0930, arr. Syd. 1035 thence London via Singapore.

SYDNEY - NORFOLK IS.

QANTAS (with DC4's)

Wed., Sat.: Dep. Sydney 0800, arr. N. 1445. Flight extends NI-Auckland-N. Wed., Sat. only (See "NZ-Pacific Islands").

Thurs., Sun.: Dep. NI 1445, Sydney, arr. 1845.

AUSTRALIA - P-NG

Trans Australian Airlines and Ansett ANA each operate from Sydney or Melbourne to Pt. Moresby and return five times a week, with Boeing 727's.

NORTHBOUND

Ansett-ANA: Mon.: Dep. Melb. 0700, arr. Syd. 0805, dep. 0835, arr. Bris. 0940, dep. 1035, arr. Pt. Moresby 1325.

Wed.: Dep. Syd. 0630, arr. Bris. 0740, dep. 0820, arr. Pt. Moresby 1110. Fri.: Dep. Syd. 0700, arr. Bris. 0810, dep. 0850, arr. Pt. Moresby 1140.

Sat.: Dep. Melb. 0715, arr. Syd. 0820, dep. 0910, arr. Pt. Moresby 1250.

Sun.: Dep. Syd. 0700, arr. Pt. Moresby 1040.

TAA: Tues., Thurs., Sat., Sun.: Dep. Syd. 0700, arr. Bris. 0810, dep. 0850, arr. Pt. Moresby 1140. (Sun. 10 min later).

Fri.: Dep. Melb. 0700, arr. Syd. 0820, dep. Syd. 0910, arr. Pt. Moresby 1250.

SOUTHBOUND

Ansett-ANA: Mon.: Dep. Pt. Moresby 1410, arr. Bris. 1655, dep. 1800, arr. Syd. 1910, dep. 2000, arr. Melb. 2110.

Wed.: Dep. Pt. Moresby 1200, arr. Bris. 1440, dep. 1545, arr. Syd. 1655, dep. 1800, arr. Melb. 1910.

Fri.: Dep. Pt. Moresby 1230, arr. Bris. 1510, dep. 1615, arr. Syd. 1725, dep. 1800, arr. Melb. 1910.

Sat.: Dep. Pt. Moresby 1340, arr. Syd. 1710, dep. 1800, arr. Melb. 1915.

Sun.: Dep. Pt. Moresby 1130, arr. Bris. 1410, dep. Bris. 1500, arr. Syd. 1610, dep. Syd. 1800, arr. Melb. 1910.

TAA: Tues., Thurs., Sat.: Dep. F. Moresby 1230, arr. Bris. 1510, dep. 1545, arr. Syd. 1655, dep. 1800, arr. Melb. 1910.

Fri.: Dep. Moresby 1340, arr. Syd. 1705, dep. 1800, arr. Melb. 1910.
 Sun.: Dep. Pt. Moresby 1240, arr. Syd. 1605, dep. 1800, arr. Melb. 1910.
 TAA and ANA each operate a weekly C4 from Sydney to P-NG with cargo only. These are:
 NA: Thurs., Dep. Syd. 1930, arr. Bris. 2205, dep. 2320, arr. Pt. Moresby 0610.
 at.: Dep. Pt. Moresby 0800, arr. Bris. 1440, dep. 1735, arr. Syd. 2015.
 AA: Sat., Dep. Syd. 2000, arr. Bris. 2245, dep. 2310, arr. Pt. Moresby 1610 Sun., dep. 0735, arr. Lae 0900.
 on.: Dep. Lae 0630, arr. Pt. Moresby 0755, dep. 0845, arr. Bris. 1545, dep. 2015, arr. Syd. 2305, dep. 0005, arr. Melb. 0250 Tues.

QUEENSLAND - PAPUA

TAA (with Friendships)

on.: Dep. Townsville 1230, arr. Cairns 1325, dep. 1430, arr. Pt. Moresby 1650.
 ed.: Dep. Pt. Moresby 1445, arr. Cairns 1705, dep. 1800, arr. Townsville 1855.

ANSETT-ANA (with Viscounts)

urs.: Dep. Cairns 1340, arr. Pt. Moresby 1600.
 i.: Dep. Pt. Moresby 0745, arr. Cairns 1005.

NEW ZEALAND-PACIFIC IS.

NZ - AM. SAMOA

PANAM (with 707's)

i.: Dep. Pago Pago 0610, arr. Auckland Sat. 0855.
 t.: Dep. Auckland 2140, arr. Pago Pago Sat. 0210.

NZ - FIJI

AIR-NZ (with DC8's and Electras)

ily: DC8 dep. Auckland 2130, arr. Nadi 0020, dep. Nadi 0505, arr. Auckland 0755.

t.: DC8 dep. Auckland 0100, arr. Nadi 0350.

NOTE: Mon., Sat. flights ex-Auckland and Tues., Sun. flights ex-Nadi are operated by BOAC.

NZ - FIJI - AM. SAMOA

AIR-NZ (with DC8)

i.: Dep. Auckland 0800, arr. Nadi 1050, dep. Nadi 1145 (cross Dateline), arr. Pago Pago 1445 Fri.

i.: Dep. Pago Pago 1600 (cross Dateline), arr. Nadi Sun. 1700, dep. Nadi 1800, arr. Auckland 2050.

PIM's airways schedules are arranged alphabetically from point of departure under five main headings: Trans-Pacific Services, Australia-New Zealand, Australia-Pacific Islands, Inter-Territory Services and Internal Services.

NZ - NEW CALEDONIA

AIR-NZ (DC8's)

Sun.: Dep. Auckland 1300 for Noumea, arr. 1445.
 Sun.: Dep. Noumea 1600 for Auckland, arr. 1930.

NZ - NORFOLK IS.

AIR-NZ (with Qantas DC4's on Charter)

Mon., Wed., Sat.: Dep. NI 1600, Auckland, arr. 1945.
 Tues., Thurs., Sun.: Dep. Auckland 1030, arr. NI 1330.

NZ - TAHITI

UTA-French Airlines (with DC8's)

Fri.: Dep. Auckland 2345 for Papeete (cross Dateline), arr. Fri. 0635.

Thurs.: Dep. Papeete 0725 for Auckland (cross Dateline), arr. Fri. 1055.

INTER - TERRITORY SERVICES

CHILE - EASTER IS. - TAHITI

LAN-Chile (with DC6-B's)

Monthly services operate from Santiago to Papeete, via Easter Island. Aircraft spend a four-day stopover in Tahiti before returning to Chile.

Details from LAN-Chile, Santiago.

FIJI - GILBERT & ELLICE ISLANDS

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Alt. Sun. (Apr. 21, May 5): Dep. Suva 0700, arr. Nadi 0735, dep. 0830, arr.

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Funafuti 1130, dep. 1215, arr. Tarawa 1545.
Alt. Mon. (Apr. 22, May 6): Dep. Tarawa 0800, arr. Funafuti 1130, dep. 1215, arr. Nadi 1515, dep. 1600, arr. Suva 1645.

FIJI - NEW HEBRIDES - BSI

FIJI AIRWAYS LTD. (with HS748)

Thurs.: Dep. Suva 0700, arr. Nadi 0735, dep. 0830, arr. Vila 1000, dep. 1045, arr. Santo 1145, dep. 1230, arr. Honiara 1535.

Fri.: Dep. Honiara 0730, arr. Santo 1030, dep. 1115, arr. Vila 1215, dep. 1300, arr. Nadi 1630, dep. 1715, arr. Suva 1750.

FIJI - TONGA

FIJI AIRWAYS LTD. (with HS748)

Wed., Sat.: Dep. Suva 1000, arr. Tonga 1300, dep. 1345, arr. Suva 1445.

FIJI - WESTERN SAMOA

FIJI AIRWAYS LTD. (with HS748)

Tues.: Dep. Suva 0745 (cross Dateline), arr. Apia Mon. 1145.

Mon.: Dep. Apia 1230 (cross Dateline), arr. Suva Tues. 1430.

HAWAII - AM. SAMOA - TAHITI

PANAM (with 707's)

Tues.: Dep. Honolulu 1300, arr. Pago Pago 1710, dep. 1755, arr. Papeete 2145.

Tues.: Dep. Papeete 2255, arr. Pago Pago 0105, dep. 0145, arr. Honolulu 0750, dep. 0900 for Los Angeles, arr. 1555.

NEW CALEDONIA - NEW HEBRIDES

UTA (with DC4)

Tues.: Dep. Noumea 0800, arr. Santo 1040, dep. 1110, arr. Vila 1215, dep. 1530, arr. Noumea 1725.

Fri.: Dep. Noumea 0800, arr. Vila 0955, dep. 1315, arr. Santo 1420, dep. 1450, arr. Noumea 1730.

NEW CAL. - WALLIS IS. - NEW CAL

UTA (with DC4)

Second Wed. each month.

Wed. (Apr. 10, 24): Dep. Noumea 0800, arr. Wallis 1530.

Thurs. (Apr. 11, 25): Dep. Wallis 1100, arr. Noumea 1630.

NEW GUINEA - WEST IRIAN

TAA (with DC3's)

Fortnightly flights leave Lae, via Wewak, to Sukarnapura and return the next day (Apr. 9, 23).

P-NG - SOLOMONS

TAA (with Fokker Friendships)

Tues.: Dep. Pt. Moresby 0700, arr. Lae 0800, dep. 0840 for Buka, Munda, Yandina, Honiara, arr. 1630.

Wed.: Dep. Honiara 0730 for Yandina, Munda, Buka, Rabaul, Lae, Pt. Moresby, arr. 1415.

The Fokker calls at Yandina on alternate Tuesdays (Apr. 16, 30), and Wednesdays (Apr. 17, May 1).

TAHITI - USA

UTA-French Airlines (with DC8's)

Wed.: Dep. Papeete 1000, arr. Los Angeles 1955, dep. Wed. 2345, arr. Papeete 0610.

Fri.: Dep. Papeete 1000, arr. Los Angeles 1955, dep. Fri. 2345, arr. Papeete 0610.

Sat.: Dep. Papeete 0810, arr. Honolulu 1340, dep. 1505, arr. Los Angeles 2200.

PANAM (with 707's)

Thurs.: Dep. Los Angeles 1300, dep. Honolulu 1730, arr. Papeete 2255.

Fri.: Dep. Papeete 0130, arr. Honolulu 0650, dep. 0900, arr. Los Angeles 1555 Fri.

Sat.: Dep. San Francisco 2200, dep. Los Angeles 2359, arr. Papeete 0615 Sun.

Mon.: Dep. Papeete 0750, arr. Los Angeles 1735, arr. San Francisco Mon. 1950.

Tues.: Dep. Papeete 2255, arr. Pago Pago 0105, dep. 0145, arr. Honolulu 0750, dep. 0900, arr. Los Angeles 1555.

Tues.: Dep. Los Angeles 0830, arr. Honolulu 1150, dep. 1300, arr. Pago Pago 1710, dep. 1755, arr. Papeete 2145.

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Daily: Dep. Apia 1600, arr. Pago Pago 1705, arr. Apia 1745.

Mon., Wed., Thurs., Fri.: Dep. Apia 0800, arr. Pago 0840, dep. Pago 0905, arr. Apia 0945.

Sun.: Dep. Apia 0445, 0545, arr. Pago 0525, 0625, dep. 0630, 0730, arr. Apia 0710, 0810.

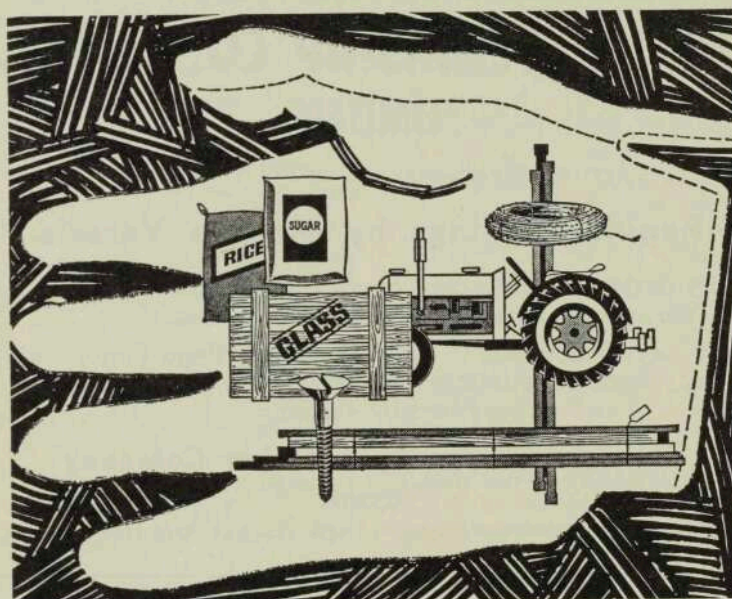
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arr. Wallis Is. 0630, dep. 0700 (cross
dateline), arr. Apia 0940 Wed.
Fri.: Dep. Apia 0645 (cross dateline), arr.
Wallis Is. 0725 Sat., dep. 0745, arr.
Nadi 1045, dep. 1145 (cross dateline),
arr. Apia 1700 Fri.

INTERNAL SERVICES

FIJI

Fiji Airways, with Herons, DC3's and
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Labasa, Matel, Nadi, Suva and Savusavu.
Details from Fiji Airways, Victoria
Parade, Suva.

FRENCH POLYNESIA

RAI, with DC4's and a Bermuda flying-
boat, operates regular services to Bora
Bora, Huahine, Papeete, Raiatea and
Tangaroa.
Details from RAI, Quai Bir Hakeim,
Papeete, or any UTA office.

GUAM - US TRUST TERRITORY

Pan American Airways, under contract,
with SA16's and DC4's, operates regular
services to Guam, Koror, Kwajalein,
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Truk and Yap.
Details from any Pan-Am office.

PAPUA - NEW GUINEA

TAA, with Fokker Friendships, DC3's,
Twin Otters and Aztecs, operates regular
services to Baimuru, Baiyer R., Balimo,
Banz, Buin, Bulolo, Buka, Cape Gloucester,
Cape Hoskins, Chimbu, Daru, Finschhafen,
Haramba, Goroka, Gurney (Samarai),
Jacquinot Bay, Kandrian, Kavieng,
Kerema, Kletia, Lae, Madang, Malalaua,
Manus, Minj, Misima, Mt. Hagen, Munda,
Nissan Is., Popondetta, Pt. Moresby,
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Ansett-MAL, with Fokker Friendships,
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services to Aitape, Ambunti, Angoram,
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Wangoru.

Papuan Airlines Pty. Ltd., with DC3's
and Piaggios, operates regular services to
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Torona, Tapini, Vivigani, Wanigela and
Voitape.

NEW CALEDONIA

Air Caledonie, with Herons and Aztecs
operates regular services to Hienghene,
Houailou, Isle of Pines, Kone, Kouaoua,
Lifou, Mare, Noumea, Ouvéa,
Poindimie, Thio, Tiga and Voh.
Details from Air Caledonie, Noumea.

NEW HEBRIDES

Air Melanesia, with Drovers, operates
regular services to Anietyum, Epi,
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Panto, Tanna, Tongoa and Vila.
Details from Air Melanesia, Vila.

SOLOMON ISLANDS

Megapode Airways, with Apache and
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Kira Kira, Marau, Munda, Sege and
Tandina.

Details from Megapode Airways, PO Box
103, Honiara. BSIP.

Death of Eric Feldt

(from p. 22)

finally in 1932 District Officer. One
of his patrol jobs was to arrest, in
1931, the Kukukuku killers of
German prospector Helmuth Baum.
He later became Morobe mining
warden.

In 1939, with the Pacific War on
the horizon, Eric Feldt was mobilised
by the Navy and appointed Staff
Officer (Intelligence) Port Moresby
with the operational control of what
became the famous coastwatcher net-
work of reporting stations, using
civilians experienced in the area for
surveillance. The detailed establish-
ment of the service had been done
by Walter Brooksbank. Eric Feldt's
task was to extend the system from
the Australian coast into P-NG and
the Solomons, by selecting men and
placing teleradios.

As Lt.-Commander G. H. Hill said
in the foreword to Eric Feldt's cele-
brated history, *The Coast Watchers*
(which has appeared in three separate
editions since the first one in 1946),
the Islands service was "a monument
to the efficiency with which Eric
Feldt carried out his task. He was
the man for the job and he did it
in a way that none could have
bettered. Himself an islander . . . he
knew the islanders — Government
official and planter alike — and was
well-known and trusted by them. . . .

"He was, among other things, the
link between the Director of Naval
Intelligence on the one hand and
the Island coastwatching personnel on
the other. They, knowing him, took
the DNI and the Navy on trust be-

cause of him. It was his personality,
plus the Navy as represented by him,
that caused Island coastwatching
personnel who later rendered inval-
uable service as naval officers from
behind the enemy lines, voluntarily to
remain in Japanese-occupied territory
when they could have been evacua-
ted, risking capture and death as
civilian 'spies' at a time when they
had no service status."

The coastwatchers, among other
things, allowed the Americans to
retain Guadalcanal and Tulagi. For
his work Eric Feldt was awarded the
OBE.

He retired because of his health
in 1945 and lived in Brisbane.
Despite his illness he never believed
that retirement meant a man had to
go to seed—and he deliberately made
his retirement a busy one.

He also continued with his interest
in territory affairs. Something he
read in a book last year spurred him
to write a long article in *PIM* last
May defending many of the actions
of the pre-war New Guinea admini-
stration. Some current opinions, he
felt, were "less than just". He pointed
out, for instance, that the New
Guinea administration had got no
thanks for preventing a decline in
New Guinea's population at a time
when other Pacific areas were under-
going a decline.

He was a graceful writer, and a
clear thinker. He was a sincere,
competent, fair-minded, reliable,
kindly man, who made so many
solid friends because he himself was
one. His fine memorial is his New
Guinea work, both as a pioneering
civilian administrator and as a naval
commander of great resourcefulness.

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Nouvelles Hebrides.

DEATHS OF ISLANDS PEOPLE

Dr. C. M. Churchward

One of the Islands most noted linguists, the Rev. Dr. C. Maxwell Churchward, died recently in Suva. He was 79.

Dr. Churchward's most recent work included the preparation of an English-Tongan dictionary and a Tongan grammar. He was commissioned by the Tongan Government in 1953 to carry out this work.

When he died, Dr. Churchward had been working for two years on a translation of the Old Testament into Tongan. The work is not completed.

Before starting work in the translation of the Old Testament, Dr. Churchward revised the Tongan New Testament—a task which took him three years.

The revision of the New Testament will be published when the translation of the Old Testament has been completed.

As a Methodist missionary at Rotuma, Fiji, in the 1930's Dr. Churchward prepared a *Rotuman Grammar and Dictionary* which was completed in 1940.

He also prepared *A New Fijian Grammar* published in 1941.

A funeral service was held for Dr. Churchward at Centenary Methodist Church, Suva. He was buried at Old Suva Cemetery.

Mr. Andrew Leslie Michel

Mr. Andrew Leslie Michel, who more than earned the unofficial title of New Guinea's "Mr. Sport" during the 1950's and early 1960's, died in a Sydney hospital on March 16, aged 68.

Mr. Michel first arrived in New Guinea during World War II as a captain in the Australian Army, based at Rabaul.

A couple of years after the war he left the Army and joined W. R. Carpenter and Co. Ltd. for five years, working as an accountant at Rabaul. Mr. Michel took a keen and active interest in most territory sports—these included Rugby League, swimming, athletics, basketball—just about anything.

It wasn't unusual to see him selling programmes or tickets at cricket matches.

As president of the Rabaul Cricket Club he boosted membership and introduced native members for the first time.

About 1951 he left Carpenters and moved to Port Moresby as secretary for three Papuan rubber companies—

Kerema, Rubberlands and Mariboi. It was a position he held for the next 15 years.

He increased his already big interest in local sports, encouraging sportsmen and sportswomen in almost every field.

When the first New Guinea team went to the Commonwealth Games, at Perth in 1962, Mr. Michel wasn't the manager, but he did more than anyone else to get it there, to see the team was well organised, and that funds were raised. More than £8,000 came from NG.

He had formed a P-NG British Empire Games Association, with himself as president, to ensure P-NG sport came of age in 1962.

Soon after the Games, he was awarded the MBE for his services to NG sport.

In January, 1967, he retired to Sydney to live with his wife, Anne, in the Sydney suburb of Ashfield. Mr. Michel is survived by his wife and his two daughters and one son.

Ratu Josefa Lalabalavu

Ratu Josefa Lalabalavu, Tui Cakau and Paramount Chief of Cakaudrove, Fiji, died in hospital at Suva on March 16, aged 52. He suffered a stroke at Taveuni on March 15.

Ratu Josefa was educated at Taveuni and at Queen Victoria School.

He joined the Fiji Military Forces at the outbreak of World War II, and on his discharge in 1944 joined the Fijian Administration.

He later became a Fijian magistrate and served in several provinces before resigning to return to Somo-somo on Taveuni.

He was a member of the Great Council of Chiefs for more than 10 years and a member of the Cakaudrove Provincial Council for more than 20 years.

He left a widow and two daughters.

Mr. C. S. Reay

Mr. Charles Stuart de Cairos Reay, who died in Fiji on March 18, aged 72, gave a lifetime of service to the Colony, which continued well past his retirement.

Much of the credit for the Colony's bus transport system was due to him.

It may not be a particularly modern service judged by best overseas standards, but it was in chaos when Mr. Reay, as chairman of the



The late Mr. Les Michel.

Transport Control Board and backed by a competent field staff, started to bring some orderliness to the transport industry in the mid-1950's.

Mr. Reay was born in Fiji, and worked there all his life, except for service in France in World War I and a short period in Mauritius and East Africa.

Mr. Reay joined the Fiji Public Service in 1914. He was a District Commissioner from 1927-1938; and was posted to Mauritius and Northern Rhodesia in 1939.

In 1940, he returned to Fiji as Industrial Relations Officer and became Commissioner of Labour in 1942. He retained the post until 1954, and then was appointed chairman of the Transport Control Board.

Under his guidance an informal atmosphere developed for public hearings of the board, which was often a major factor in bringing "warring" factions in the transport industry together.

In 1960 he became the first chairman of Fiji's Public Service Commission, and without any guidelines soon had it operating smoothly.

Mr. Reay married in 1934, and his wife predeceased him.

He left three daughters, two of whom are married to top Fiji Public Servants—Jill, the wife of Mr. J. P. Barron, the Director of Public Works, and Margot, wife of the Director of Audit, Mr. K. A. W. Johnson. The other daughter, Judy, lives in England.—HNB.

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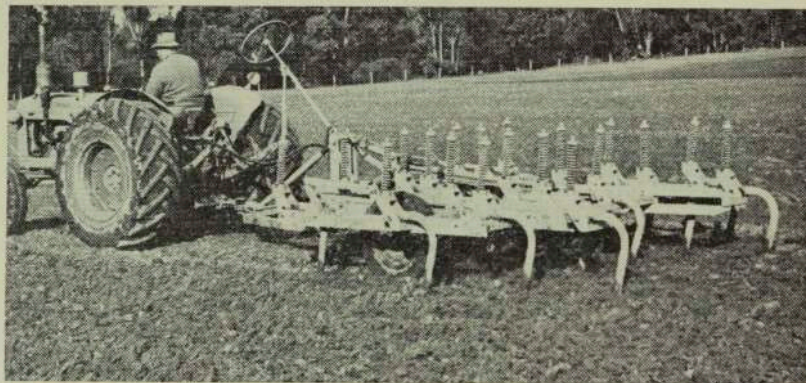
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THE PRACTICAL PLANTER



Some of the information for this report has been derived from "Fundamentals of Modern Agriculture", published by Sydney University Press, 1967.



WHAT YOU SHOULD KNOW ABOUT SOILS

Compiled by the Editor of "Power Farming" Magazine, Sydney.

Some fundamental knowledge of soil structure, together with an understanding of the importance of organic material and crop residue treatment, and the role of micro-organism activity in the soil, provides a basis for a wise choice and use of tillage machinery.

SOILS ARE composed of aggregates of particles which contain both solid material and spaces called voids. These aggregates may be subdivided into their constituent particles by physical and mechanical means. In the constituents retain their physical and chemical identity and are not subdivided further they are called ultimate particles. Usually these are non-porous and have characteristic crystal structures.

Ultimate particles differ in shape and size as well as in composition, and for each soil they collectively constitute an unchangeable character which allows soil to be compared.

Structure is important

Soils may be defined in terms of a range of sizes of their ultimate particles, and soil structures describe aspects of the size, shape and arrangement of the soil particles and

Structure is important in its relation to the growth of plant because of the direct relationships between the percentages of solid, liquid, and

gas aeration, water movement, and root penetration. Soil structure is a dynamic aspect of the soil, which varies with moisture content and vegetation, and which may be modified by cultivation.

The strength properties of soils are a result of structure, particle size distribution, and the physio-chemical properties of the soil colloids. They affect the ease with which soil can be cultivated, and the mechanical strength of agriculturally important structures, such as dams and embankments. They also have a direct effect on the ability of soil inhabiting organisms to move through the soil. Consistence describes the mechanical behaviour of the soil when worked. Crumbly consistence, which coincides with a limited moisture content range is agriculturally desirable.

Structure develops in field soils by different processes and some produce smaller aggregates and pores than

others. Each microclimate, type of vegetation, and form of management produces its characteristic structure. For example, alternate freezing and thawing produces a satisfactory structure for seedbeds in a field rough-ploughed at the start of cold winters. This is associated with ice crystals shattering the large, moulded aggregates produced by cultivation in wet conditions.

Shrinking and swelling also develops structural units, as in the so-called "self-mulching" soils. These often have a highly developed structure of loose granules and large pores in the surface horizons.

Vegetation also develops structure both by the mechanical action of roots, and by adding organic matter from which micro-organisms produce organic substances that stabilise aggregates produced mechanically. This effect is more obvious under grass because the roots are more vigorous and voluminous. Tillage practices aim to develop structures which provide satisfactory environments for the germination of seeds and the establishment of crop plants.

Structure is a facet of the soil environment, and it is important in agriculture because the arrangement of the aggregates and pores affects:

- The movement of heat, and hence the temperature regime.
- The movement of water, the soil moisture characteristic and therefore, the water regime.
- The movement of air, and therefore the composition of the soil atmosphere.
- The mechanical strength of the soil which affects the emergence

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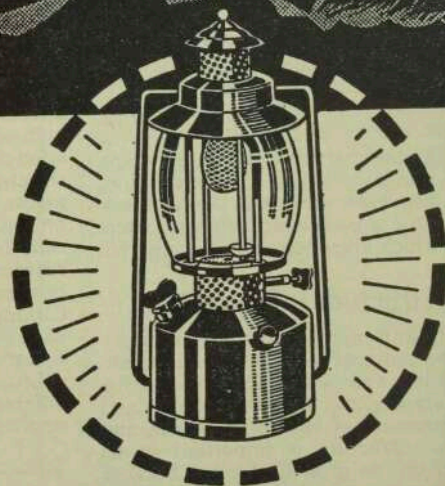
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of seedlings, the root-hold, and the amount of work a root or organism must do to move through the soil.

Organic matter decomposition is essentially an oxidation process brought about by micro-organisms. In any process of this nature, the greater the supply of air, the more rapidly will the process of oxidation take place and the more completely will the organic matter disappear. Cultivation causes much organic matter which was previously protected to some degree from oxidation, to be exposed and broken down by micro-organisms.

These points indicate the part that cultivation plays in causing the rapid disappearance of organic matter and realise that unwanted cultivation should not be carried out especially on sandy soils. Once the organic matter content of a soil has been seriously depleted, its restoration to anything like its original level is a slow and costly process.

Crop residues must be managed to provide suitable conditions for sowing seeds. The retention of residues on the surface of the soil for as long a period as possible is important for a number of reasons, particularly in the summer months. Some of the reasons are to protect the soil from the beating action of drops; to reduce evaporation; and to slow down the movement of water over the soil surface, providing time for more absorption.

Crop residues left on the surface reduce erosion and provide a mulch retaining moisture.

Too much tradition?

Soil tillage is a manipulation of soil to achieve physical conditions that are satisfactory for the germination, establishment, and growth of plants is one object of cultivation. Other objects, like digging and burying of weeds or mulch to reduce evaporation, involve the same reactions. In soil physical terms, the objects of cultivation may be to alter soil thermal properties, aeration, hydraulic conductivity, infiltration, and evaporation from soil.

The methods vary in detail but the processes involve the mechanical turning of the soil in such a way that failure patterns develop. The result aggregates and fragments are changed to increase the specific nature of the soil. The optimum moisture condition for each soil to



produce the desired structure is a characteristic of each soil, and the experienced farmer knows that there are only a few days in each year when cultivation improves the soil structure. At all other periods the soil is too wet or too dry.

Soil tillage is probably the world's largest materials handling operation. Each year, in the US, more than 250 billion tons of soil are turned or stirred in the production of feed and fibre. Much of this soil is stirred several times by tillage and cultivation operations, yet most of the tillage and soil moving implements now in use have been developed on the basis of field experience rather than scientific knowledge of the relationships between soil characteristics and forces that would influence equipment design. As a result, tillage and other types of field equipment frequently use an excessive amount of power, for they are not as effective as they should be. Their use over a long period may result in excessive compaction or other damage to the physical character of the soil.

Don't over-cultivate

Cultivation is an aspect of soil management and crop production that has received a great deal of attention since the earliest days of agriculture. One result of this is that many operations are carried out because they are traditional, little thought often being given as to whether a particular operation really is necessary and if so what its function is.

A mistaken idea held by many people is that the greater number of cultivations carried out and the more thorough they are the better will be the crop that is grown. This line of thinking must be seriously challenged by the very encouraging results which have been obtained by chemical methods of seedbed preparation. Adequate, but not excessive, cultivation should be the aim, to reduce both crop production costs and loss of soil structure and soil organic matter.

Many farmers cultivate their land too often, resulting in a marked deterioration in soil structure and organic matter content. This condition, in turn, forces the farmer

into further cultivation to try to overcome such conditions as surface crusting or soil compaction which are themselves caused by excessive cultivation. This vicious circle can only be broken by positive action, such as a period under pasture.

Consideration of the main purposes of cultivation may lead to a better appreciation of what is required. These are the change in structure of the soil; to destroy weeds and conserve moisture; and to manage crop residues.

Changing the structure of the soil may be necessary to obtain better water-holding capacity and to improve aeration. These will provide a better environment for germination of seeds and for the growth and functioning of the roots of young plants. But often deterioration in soil structure is brought about because of compaction by heavy implements, by working at high speeds or by carrying out the operation when the soil is either too wet or too dry.

If cultivation is to improve soil structure it must be done when the soil has a suitable moisture content. If the soil is too dry when cultivated it tends to break up into lumps. When it is too moist, the cementing material binding the crumbs or aggregates is very soft. This results in the creation of a compact mass or a puddled soil.

Use of mulches

Soils which have become compacted due to over-cultivation usually have to rely on a change in the farming system to bring about a lasting improvement. It is excessive cultivation and not the growth of a crop that destroys soil structure.

The destruction of weeds is an important function of cultivation and is necessary to eliminate or reduce competition for water and nutrients.

Transpiration by plants is one of the greatest sources of water loss from soils. Weed control, therefore, becomes of great importance in preventing or reducing this source of moisture loss. Cultivation does not conserve moisture because it creates a mulch but because it removes all plant growth from the soil surface, thus reducing losses by transpiration to a minimum.

The concept of a soil mulch being

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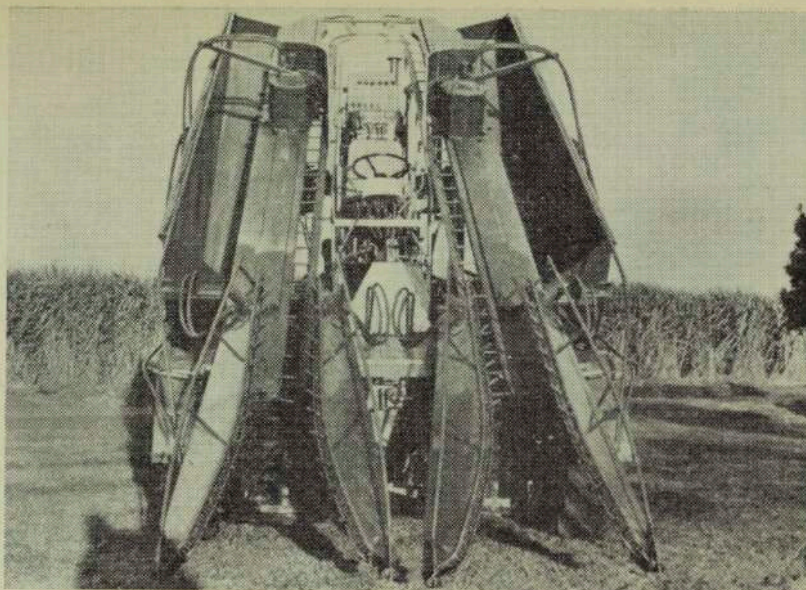
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ecessary to conserve moisture can be supported by experimental evidence except under very special circumstances such as when the water table is within three or four feet of surface. Under most conditions water table is much deeper than and a mulch has little direct effect in conserving soil moisture.

In most soils the rate of evaporation from the soil surface is much more rapid than capillary movement of water, and a layer of dry soil formed without any cultivation is required. The amount of moisture during the development of this layer is no greater than that lost in formation of a mulch by cultivation. There is no evidence to suggest that a mulch formed by cultivation is any more effective in preventing further moisture loss than a naturally formed mulch.

As stated previously, weeds are of great importance as a medium for water loss. Consequently, mulch is only important in so far as cultivation forms a mulch during weed control operations. As far as weed control is concerned, this operation could probably be just as well performed by chemicals, with benefits in many cases to soil structure and conservation. A point in favour of disturbing the surface soil in the process of weed control by cultivation is that there will generally be better absorption of rainfall, because surface run-off is impeded to some extent by the rough surface.

The main conclusions that can be drawn from work carried out in Australia and overseas are that moisture conservation by cultivation is almost entirely to weed control and that pulverising surface soil for the sole purpose of creating a mulch is not effective in reducing moisture losses. As far as conservation of soil moisture is concerned, cultivation practice that does not control weeds and at the same time results in increased moisture intake and retention during the storage period is both unnecessary and undesirable. While the important role that cultivation plays in agriculture must be recognised it must also be recognised that there are a great many myths associated with it. There can be no doubt that excessive cultivation is detrimental as far as soil structure is concerned and that it increases the cost of production. The use of crop systems which require the least amount of cultivation has considerable merit.



New cane harvester can cut 85 tons per hour

A new machine which cuts up to 85 tons of cane per hour has entered the mechanical cane harvesting field, and is now available to sugar growers in Queensland and northern New South Wales. It is the Greaves Super Harvester, which was designed and built by Greaves Enterprises in Woongarra, Qld. Fiji growers will be interested in its details.

THE SUGAR industry in Australia has undergone rapid changes in mechanisation during the past few years, and nowhere has this been more evident than in the field of mechanical harvesting. Labour shortages, and a fall in sugar prices, forced cane cutting contractors and growers alike to look seriously at mechanical harvesting methods, and it is now estimated that about 85 per cent. of all cane produced in Queensland and northern NSW is mechanically harvested.

The Greaves Super Harvester, which is claimed to be the ultimate in cane harvester design and efficiency, features a 6.354 Perkins diesel engine, which Perkins Engine Pty. Ltd. consider to be one of the most unusual applications for this particular model engine.

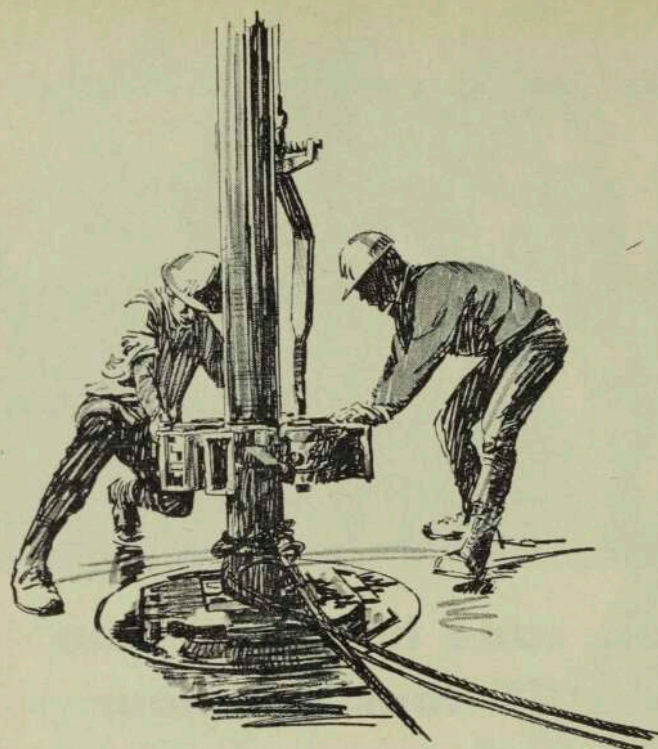
The unit is fitted with an automatic transmission and has four-wheel drive steering. The driving and steering arrangement, combined with the design of the base, enables the machine to operate with full efficiency in wet and dry conditions. The

cane cutting mechanism is operated hydraulically, and the operator can control each operation individually if required.

The harvester cuts the cane at ground level and lops the top off in one operation. The whole stick is then passed through the machine and into the bins at the back of the machine until they are full. The operator pulls a lever, and two neat bundles of cane are left behind the harvester.

These bundles are then picked up by a loader and placed on the cane trucks for transport to the mill. The cane loader is also a four-wheel drive, four-wheel steer machine, and is powered by a Perkins 4.270 engine with a torque converter transmission. The boom turntable swivels 360 degrees as does the cane grate.

Other details and price of this machine are not yet available for publication here, but the accompanying photograph gives some indication of the extensive research and development which has gone into the design of this machine.



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COCOA IS HIS BUSINESS

Mr. W. M. Middleton, one of New Guinea's most successful—and experienced—cocoa growers, has run cocoa and copra plantations on the rich volcanic soil of Karkar Island, near Madang, for the past 35 years.

His property, called Kulili Estates, covers about 2,700 acres. About 2,200 acres are under cocoa trees interplanted with coconuts. The cocoa trees are growing up to 1,100 feet above sea level.

Mr. Middleton arrived in Papua in 1910 and spent several years with a branch of the Bank of New South Wales at Samarai. In World War I he spent nearly four years in the services in Europe and the Middle East.

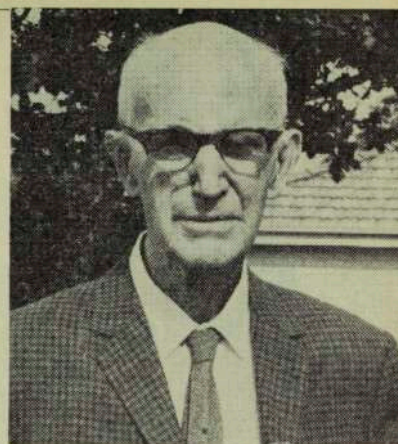
After working on several Expropriation Board plantations after the war, he bought Kulili Estates in 1927.

Mr. Middleton is one of the very few private plantation owners of that period to survive the depression and retain his properties.

With a philosophy of "when money is plentiful, save, and when it is scarce, buy at cheap prices", he re-invested all of his small profits in replanting cocoa and copra.

Mr. Middleton escaped from Karkar in a small boat a few days before the Japanese captured the island in World War II. He returned about two years later to find most of Kulili destroyed by heavy bombing.

From then onwards, he began the long, slow job of clearing and replanting Kulili, this time putting in more and more cocoa trees.



Mr. Middleton

Today, Kulili vies with New Britain and Bougainville in the production of cocoa. This is a clear indication of the progress Mr. Middleton has made since the war.

Combating Dieback and other cocoa diseases

By W. M. MIDDLETON, of Karkar Island, New Guinea

One of the biggest problems facing cocoa producers today—especially in the Rabaul-Kokopo Districts of New Guinea—is the incidence of Dieback disease.

It was first discovered in recent years on Kulili Estates, Karkar Island, some 10 or 12 years ago and has taken a large amount of labour to control it.

The fungus *Diplodia* is always present and known throughout the island by its attacks on other commodity-producing trees.

It usually gets an entrance through branches where there is a wound and spreads until it reaches the trunk, eventually killing the tree. No chemical treatment has yet been found for Dieback. The big difficulty is that the fungus works through the centre of the wood of a cocoa tree. Sprays are useless.

It is allowed to get out of control and has ruined a plantation. From the story this happened in cocoa areas around Buna and Dobadura some 60 years ago.

The disease can be treated if it is noticed in time on the branch and the affected part is cut off to at least six inches from where the fungus finishes.

Care should be taken to burn all the diseased wood from treated or dead trees.

Specimen pod

Some trees appear to be more resistant to Dieback than others and it may be a good idea, when a diseased tree is cut out, for the labourer to bring in a specimen pod, if possible.

This may enable one eventually to get an idea of what type of tree may be more resistant to the disease.

If seed from these trees is selected to be used for new plantings, it may reduce the incidence of the

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disease, but it will take some time to prove this.

Cocoa in New Guinea has, for the most part, been interplanted with coconuts—the latter providing the shade.

This shade is adequate when the coconuts are about 15 to 25 years old—when they attain a height of about 30 to 40 ft.

When they get higher—to 50 or 60 ft—the shade generally is not sufficient and too much sun gets through to the cocoa trees below. Cocoa needs some sun, but not a lot.

Shade would not be sufficient in some of the old coconut areas of Rabaul and Kokopo, which were planted by the Germans before World War I.

On Kulili we have tried to find out when the cocoa trees are getting too much sun by seeing if the trees are shaded sufficiently at midday.

If they are not, we plant a quick-growing fern, like *Leucaena glauca*, near the over-exposed trees. This seems to help control Dieback.

Too much sun and wind are the



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Spices can be alternate crops

What to grow as well as cocoa? That's the question New Guinea planters, particularly in the Madang, Rabaul and Kavieng Districts, have been asking recently. With world prices for cocoa fluctuating widely from week to week planters see a need to diversify and grow other produce to fall back on when cocoa prices are down.

One of the best answers to the problem is to grow spices. Ginger, pepper, chillies, cinnamon and cardamoms—they all would be suitable for New Guinea coastal conditions.

Already, small experimental crops of pepper and chillies are under way at Rabaul and Madang and small quantities have been sold locally and on the Australian market.

In a series starting in June, "PIM" will, in its Practical Planter section, examine in turn—starting with pepper—all the spices that could be successfully grown in many areas of New Guinea, and indeed other Pacific Islands.

"PIM" will detail the climate, soils and altitude best to grow spices and outline methods of cultivation, harvesting and preparation, all important factors for planters contemplating diversifying their crops.

Things that damage cocoa are. It follows that a healthy tree is more resistant to disease.

Banker is another disease prevalent in New Guinea. It can be recognised in the cocoa tree trunk exudes a very fluid.

This disease is caused by the fungus *Phytophthora*, which is pink. *Phytophthora* is a greyish colour.

Other pests, such as the *Lognicorn* and several types of borers, sometimes do quite a lot of damage on plantations but they can generally be controlled.

Leaf beetles and white ants also cause trouble at times but can be kept under control by constant supervision and spraying.

It is very important to clean up from around the cocoa trees and cultivate the earth around the base of the trees where some pests lay their eggs.

The basis of growing cocoa successfully, in my opinion, is keeping the plantation in good order—no leguminous creepers and the constant use of indigenous labour to combat pests and diseases in areas where they are present.

Where young cocoa trees are planted it is advisable to keep the base of the young trees clear of grass and weeds. The trees then will grow much quicker than if they had to compete with undergrowth.

When preparing cocoa beans the most important thing is the fermentation of the beans. Poorly fermented beans will result in inferior products.

In Kulili, cocoa beans are fermented for eight or nine days and the cocoa is turned in fermentation boxes every 48 hours.

The beans should start to heat up during the first 48 hours and reach their zenith in about seven days. Then the heat will gradually decline, but still retain reasonable heat.

Sun dryer

The normal method is to use a thermometer to register the heat, but it can also be judged fairly accurately by putting one's hand down to the centre of the box.

After the eighth or ninth day, the cocoa is put out on the sun dryer for about four days, depending on the weather.

It is raked over and turned continuously to ensure even drying. When sun-dried, the beans are finished off in a rotary hot air dryer which gives them a good polish, which generally appeals to the buyers.

However, if no mechanical dryer is available, a complete sun-drying produces good beans if they are turned frequently and they can be polished to improve their appearance.

With sun-drying and mechanical hot air drying of beans, there is little chance of the beans shrivelling. If the beans are put straight into the dryer from the fermenting box some shrivelling could occur because of the quick drying.

Buyers say sun-drying helps to give the cocoa a good flavour and more gradual drying prevents the beans from shrivelling. However, all my remarks are based on my experience at Kulili and they may not necessarily apply to all other cocoa-growing areas of the territory, where planters have their own methods.

OUTLOOK BRIGHT FOR NG COCOA GROWERS

New Guinea cocoa growers expect to produce 25,000 to 27,000 tons of cocoa beans in the 1967-68 season, due to end on March 31, and present price indications are that they should do well with their crop. A total of 30,000 tons has been predicted for 1968-69.

Preliminary figures reveal that 20,870 tons were exported in 1966-67.

These figures contrast markedly with the 1965-66 result, when severe drought in the rich cocoa-growing area around Rabaul, coupled with an outbreak of the fatal Dieback disease, pegged output to 16,781 tons.

This was almost 4,000 tons lower than the 1964-65 figure.

Ghana, the world's biggest cocoa producer, on which cocoa prices are based, will produce slightly in excess of 400,000 tons in 1967-68—a heavy production.

Her total to February 22 was 396,039 long tons.

The other big African producer, Nigeria, produced 208,000 long tons to the same date—about 30,000 tons below the figures for the previous year.

World cocoa prices in February were weaker because of profit-taking by speculators in London and New York and also the news that cocoa manufacturers in Holland had ground 19 per cent. less cocoa in January than in the same month of the previous year.

Speculators had earlier responded to forecasts of a shortfall in cocoa production and had bought at high prices. Recently, it appeared that the shortfall would be less serious when more cocoa appeared, and prices fell.

NG cocoa in demand

In mid-February, French West African cocoas were in short supply and European buyers showed better interest in alternative cocoas—particularly New Guinea produce.

Good demand also came from Australia, and New Guinea prices compared favourably with Ghana. January exports from New Guinea totalled 2,196 tons—of which 434 tons went to Australian ports.

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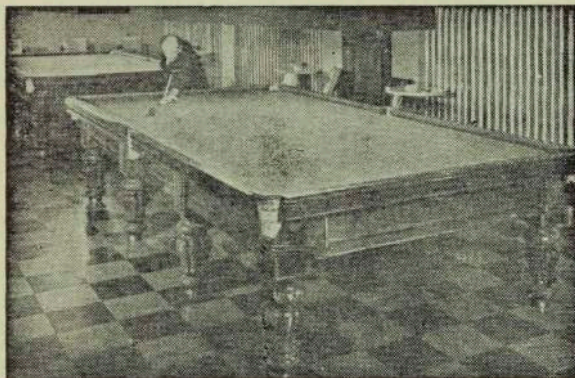
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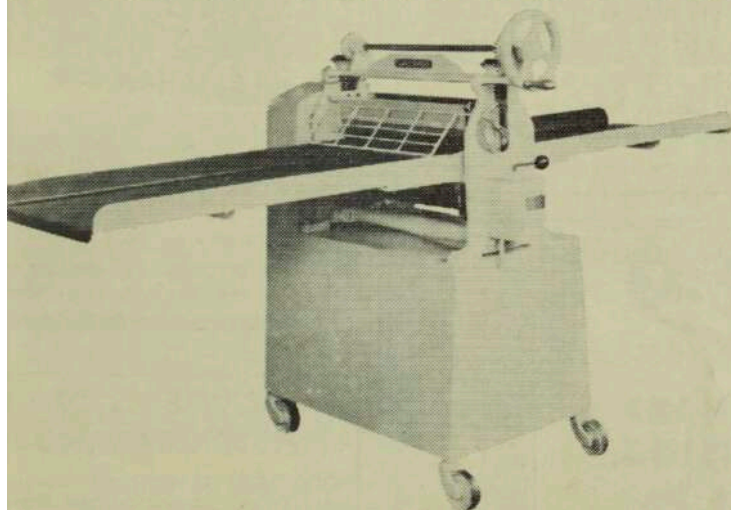
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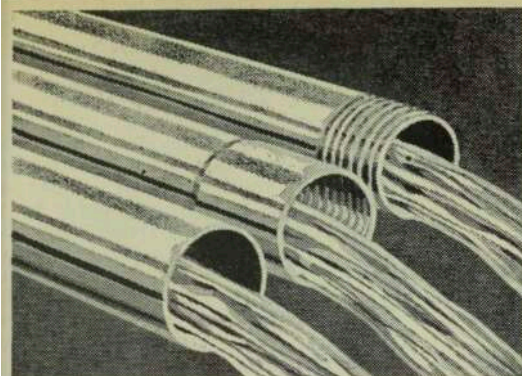
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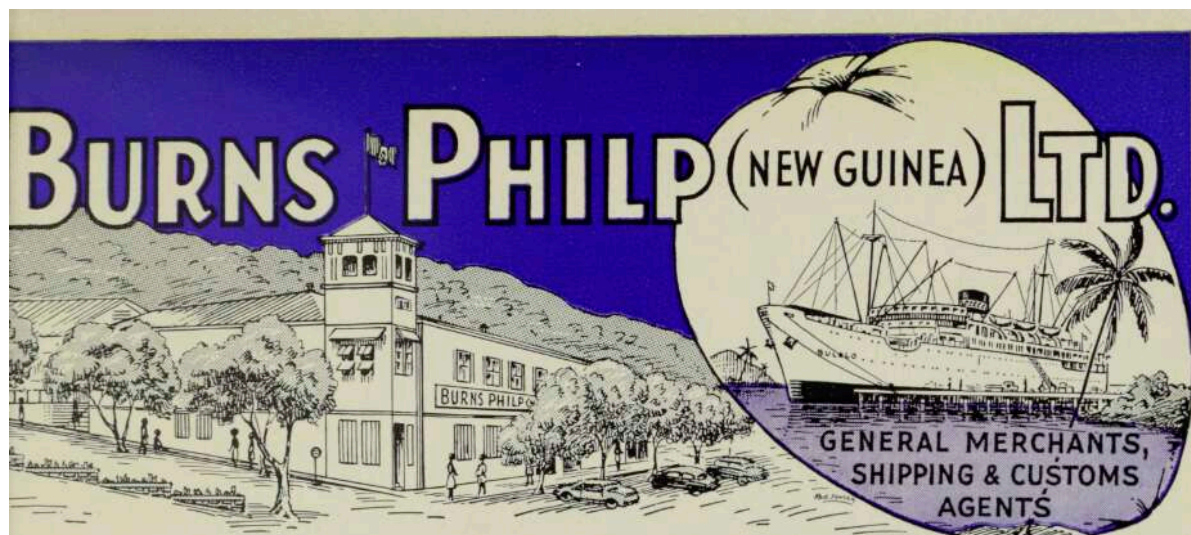
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