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OCTOBER, 1968

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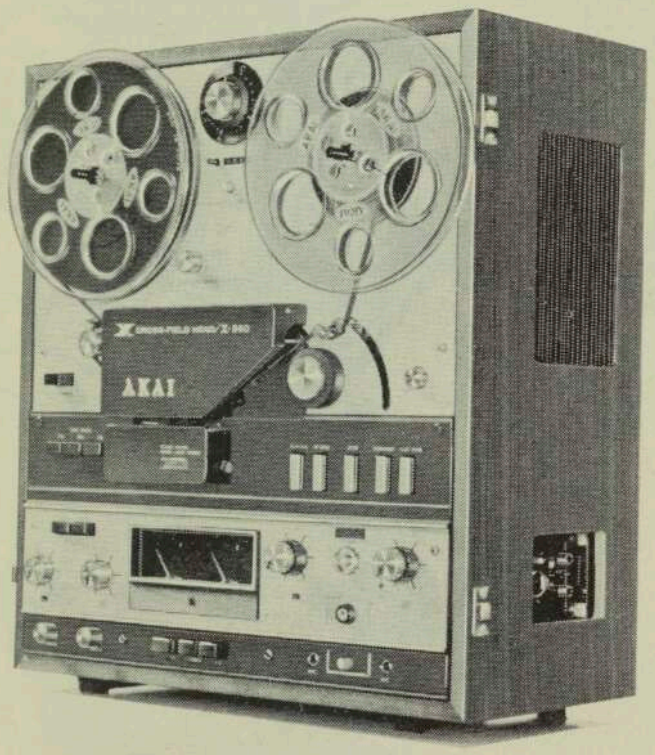

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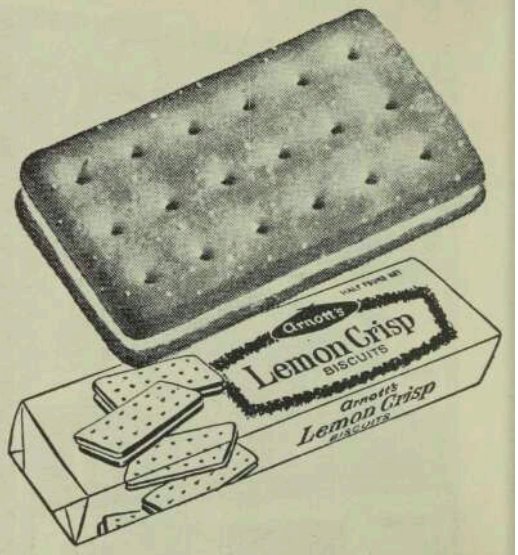

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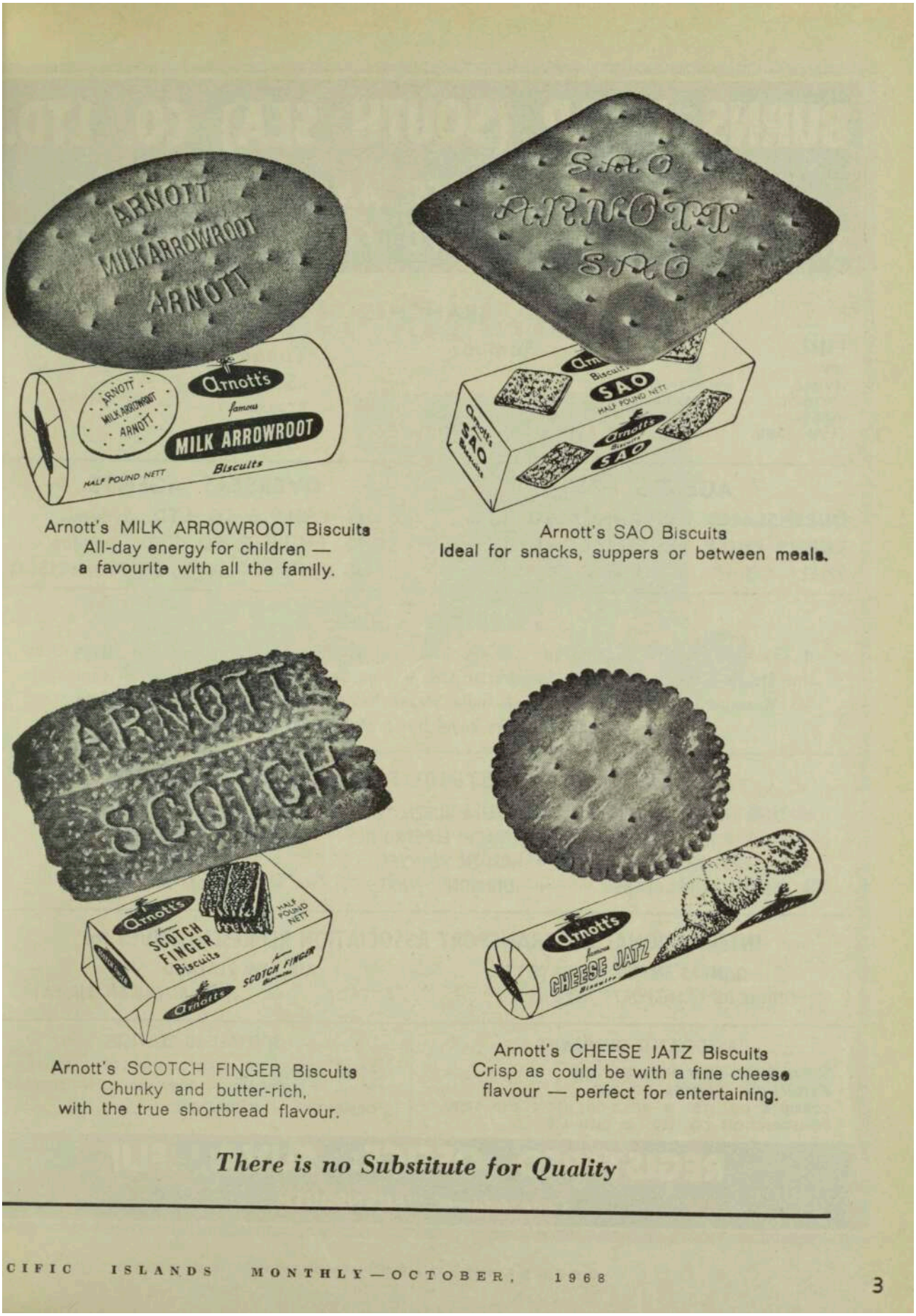

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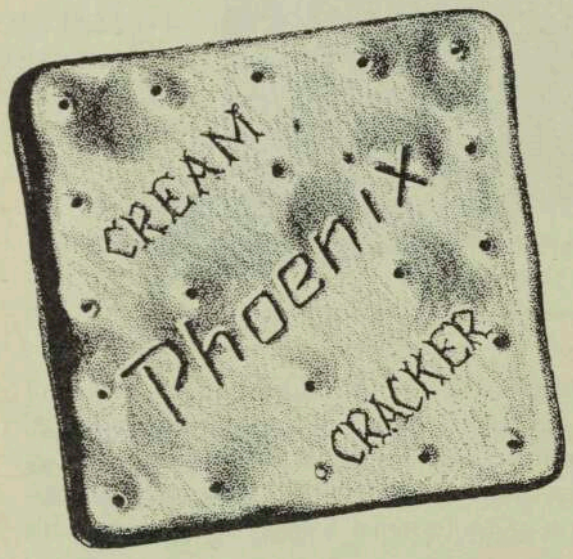

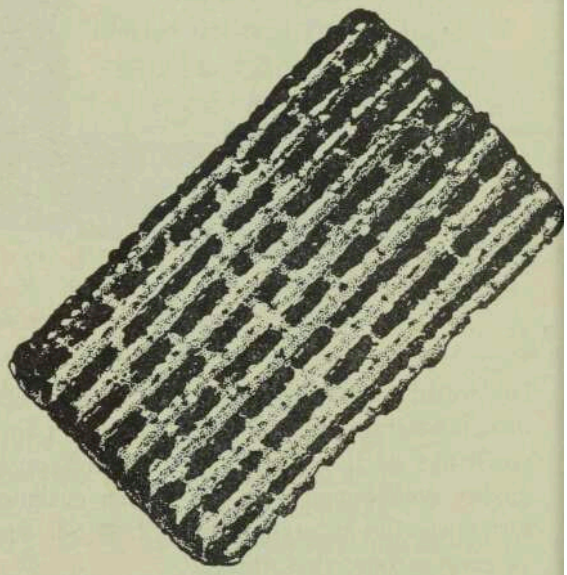

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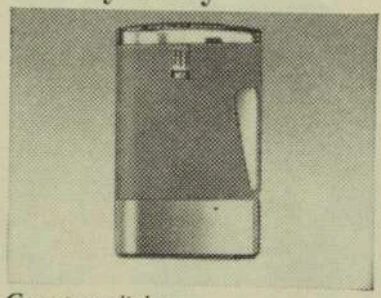
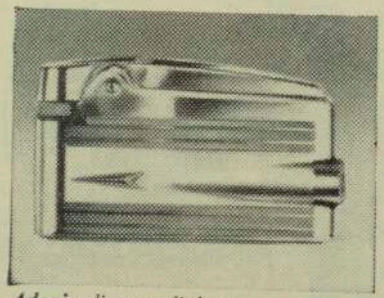
Milady gas lighter



Comet gas lighter



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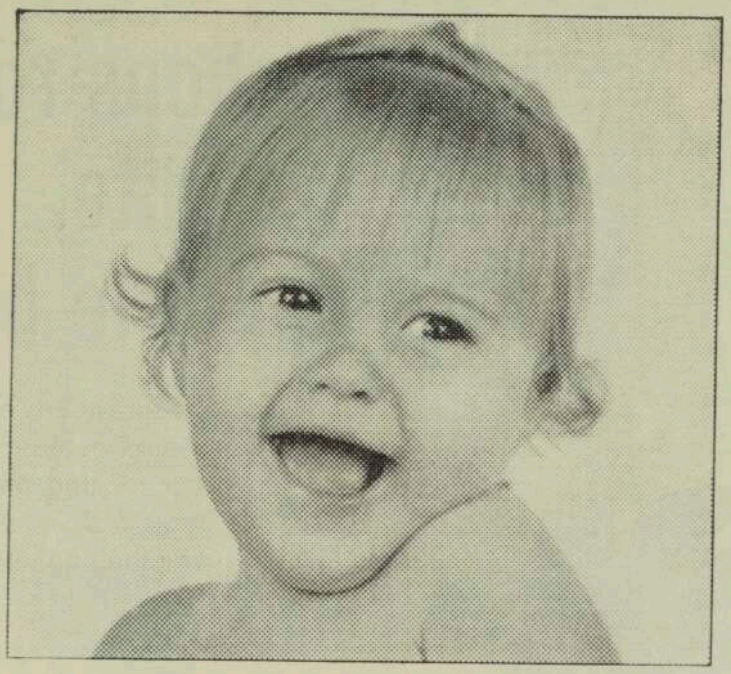

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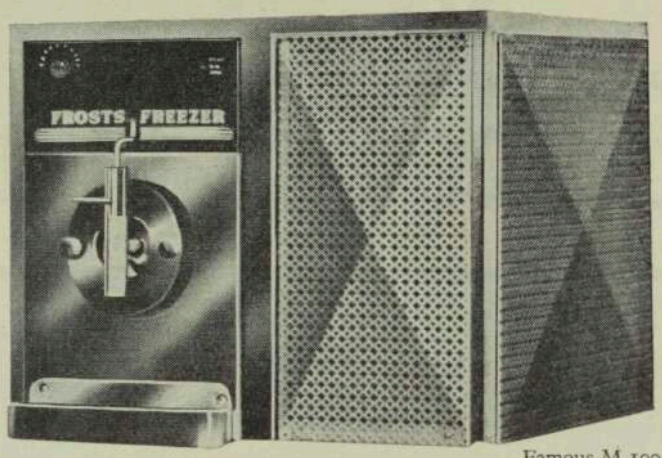

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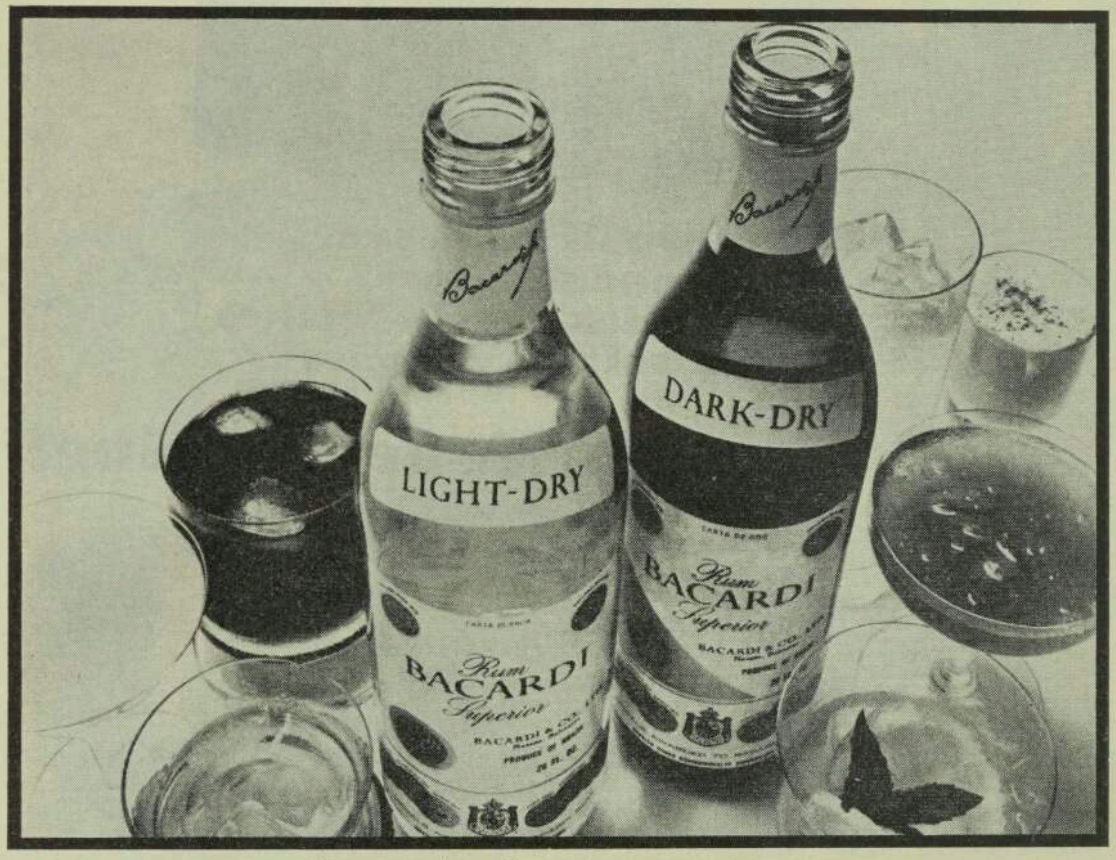
You & Bacardi rum:



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UP FRONT
with the editor

Although even now it's pretty well impossible to know the tate that West Irian is in, the recent relaxation of the embargo on visiting journalists has enabled some light to be shed on the cene. And not even rose-coloured spectacles would improve he sight.

IE pressmen who recently went en masse at the invitation of popular Indonesian Foreign ister, Mr. Malik, got a quick trip nd and their aircraft had more a share of engine troubles, they still managed to be fairly ral in their reports of economic s, mismanagement, unhappiness, ilderment, and of a small but e underground movement dedica- to the task of throwing the Indo- ins out.

eter Hastings, editor of *New ea Quarterly*, said the same but with more detail, and with sympathy for Indonesia, in a s of articles in *The Australian* had had been granted special ss a week or two earlier.

l these stories were far removed the boasts of Sukarno and Dr. ndrio in 1962 that the territory the Papuans were about to be ted, after having "been stunted he chains of colonialism for so ".

at was the year the Dutch were ed out in what *PIM* described rially as "the most cynical piece ternational betrayal in a genera- which has left those closest to ith feelings of apprehension, e and something like despair".

ce the Indonesians were not at time, nor since, able to over- their own problems at home, s obvious that they wouldn't be to keep the Papuans in the to which they had begun to accustomed under the Dutch— even with the help of the ous financial legacy left by h colonialism.

though regular supplies of goods n fact, in those early days, arrive karnapura, they were promptly hipped to other parts of the ered republic without the Papuans getting so much as a smell of them. And because the Press was kept out, nobody really knew what happened after that.

Our own occasional reports came from missionaries and others, most reluctant informants at best. The world was better informed on events in Red China and Mongolia than on Indonesian West Irian after 1962.

Why it's open

The fact that we are getting something now is due to the practical honesty of Mr. Malik, who apparently feels that with the UN's "act of determination" on the horizon for next year there is not much point in continuing to conceal the sorry mess in West Irian. And furthermore, that there are not now any fears left that anybody else would want to nurse the West Irian baby.

That's the tragedy of it, of course. Nobody wants the baby, ill as it is with malnutrition. Nobody but Indonesia, who is stuck with it anyway, and must, to save face, see to it that the act of determination in 1969 results in a West Irian decision to remain with Indonesia.

It will be a simple thing to arrange, and I have no doubt that it will be arranged and that the UN people on the spot will not criticise the arrangements. The UN observer team will be present to report what happens, not to lay down any rules about what should happen. They will not be international police. Indonesia won West Irian in 1962 —neither fairly nor squarely—but she won it, and it is now too late to put the clock back.

The Dutch were willing to push the country forward to self-determination, and had in fact

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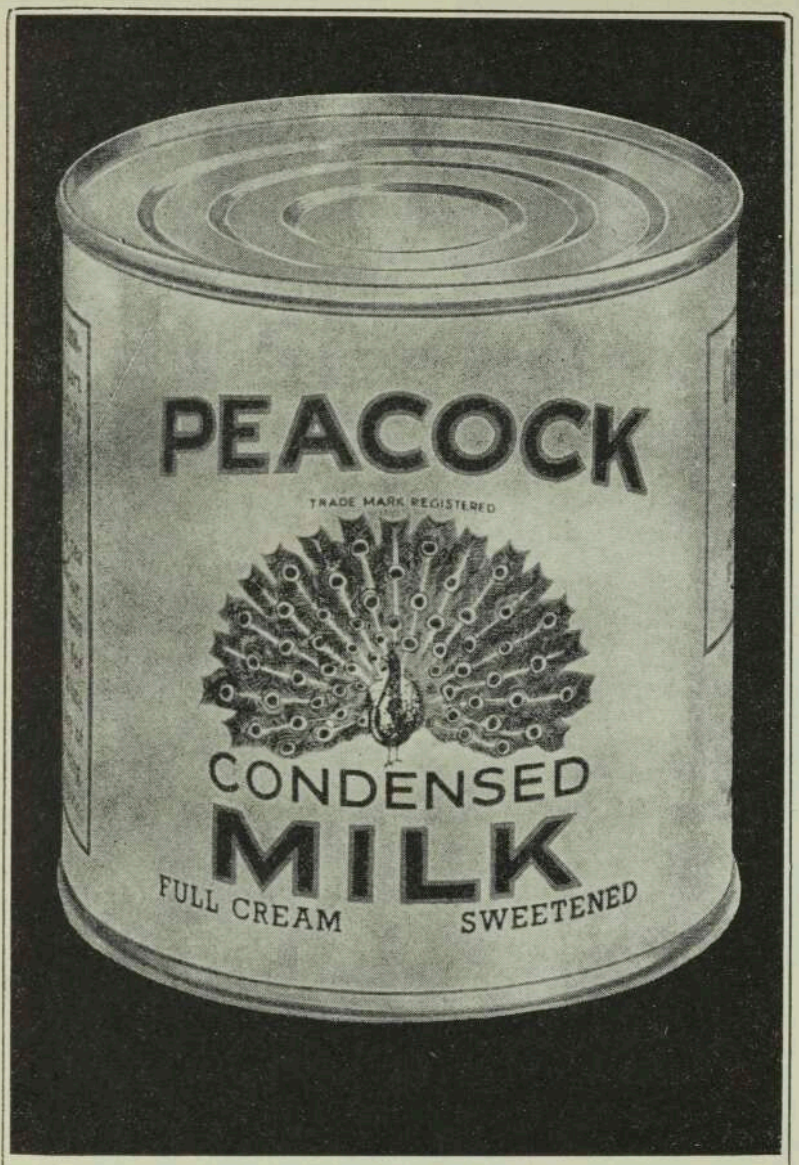

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OUR COVER

These pretty Tongans, waiting on the sidelines to begin a dancing display, were caught in Nukualofa by a Qantas photographer on the look-out for local colour. Inside, you will find a report on recent progress in the kingdom.

suggested 1970 as a date for self-rt Alternatively, in September, 19 the Dutch proposed to the Gene Assembly that the Netherla relinquish sovereignty over West N Guinea, and continue to sup money and if necessary experienc public servants, on condition t the country be put under UN sup vision and be gradually prepared self-determination.

That proposal was really throw down the gloves to all the g talkers in the UN. The Dutch w saying in effect that here was chance for all those noisy colonisers, those persistent insist on the right of self-determination all, to put their money where th mouth is and support the right of Papuans of West Irian for a bit what everybody else was getting.

But the UN rejected the plan, a that is when I lost confidence in UN as an organisation willing fight for *people* as distinct fr politicians.

Although they had a long way go, the West New Guineans h been enabled to glimpse a future their race, and it was the Indonesia not the Dutch, who should have be told their run was made too la That was an international betrayal the Papuans, and it's marked delibly in my black book.

Now it's history. Even if, by so mad chance, the West Irianese n year decided they didn't want remain with Indonesia, there nobody else who would have the Without a patron they could survive.

And history, as Gibbon said, simply little more than the regis of the crimes, follies, and m fortunes of mankind.

—Stuart Ind

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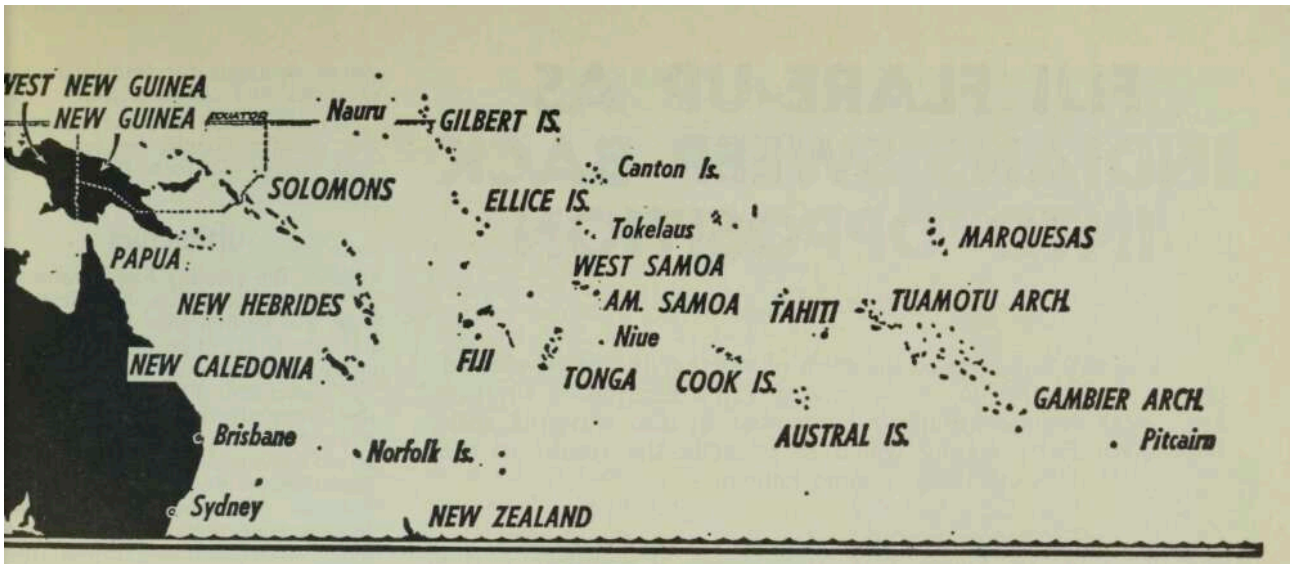

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FIJI FLARE-UP AS INDIANS SWEEP BACK INTO OPPOSITION

From SUE WENDT, in Suva

The still unanswered question of whether the newly-elected Opposition intends to walk out of Fiji's Legislative Council again was overshadowed in September by the wave of anti-Federation Party feeling which flared after the results of the by-elections became known.

At mass meetings throughout the colony, thousands of Fijians have exhibited a disturbing and fierce emotionalism, prompted by uncertainty over the future and sheer outrage at the Federation Party's contention that it now has a mandate to push for immediate independence for Fiji, and common roll.

For Alliance supporters, the results of the September elections were a rude shock—a landslide vistory for the Federation Party in all nine seats. And with a greater majority than in the 1966 elections. Of the 59,786 Indians who voted (75,973 were eligible to do so) 46,960 gave their support to the Federation, leaving an ineffectual 12,826 votes for the Alliance. The percentage of votes for the nine seats averaged just over 80 per cent. for Federation candidates far better than in the general election.

Was it fear?

There has been much speculation over the reasons behind the 16,000 non-votes—was it fear of being branded traitors to their race if they cast their votes for the Alliance? Was it uncertainty—or simply disinterest and apathy? But the fact remains that the Alliance cannot depend upon these 16,000 votes in future elections.

Another fact emerged. The Federation Party can no longer argue, when advocating common roll, that dissension between the various sects of the Indian community will prevent wholesale Indian rule for Fiji. The by-elections proved that in matters of national and racial interest, a significant proportion of the Indian community will act as one.

The colony-wide meetings, called by the Fijian Association in an effort to discover Fijian opinion on independence and common roll, began a few days after the elections, in an atmosphere of snowballing tension and anger.

The first, chaired by the Vunivalu of Bau, Ratu George Cakobau, was in Suva. Resentment over the Federation Party's criticism of the Chief Minister, Ratu K. K. T. Mara, was aired. There were calls for the immediate deportation of all Indians in Fiji and particularly the Federation president, Mr. A. D. Patel. Speakers demanded the return of land to Fijian hands.

In a strongly-worded statement, the Fijian Association delivered a warning—"No further abuse levelled against Fijian chiefs and traditions by the Federation Party will be tolerated as of now"—and expressed strong views against the Federation's persistent demands for immediate inc pendence and common roll.

"Fijians insist that the control the country should be returned Fijian hands, by force if necessary. it stressed.

Ultimatum

Since the meeting had been chair by Ratu George Cakobau, it seem that this no-nonsense ultimatum a its threat of force had the offic approval of not only the 2,000 Fijia who attended, but at least one their normally pacific leaders. But week or so later, at another meeti of more than 2,000 Fijians at Nausc Ratu George made an appeal agai violence. He pointed out that so Indians were not anti-Fijian and t they subscribed to Fijian idea "These are the people we can drive away from Fiji," he declared

Other Fijian leaders also warn against attempts to solve the politi impasse with violence. Neverthel the tension continued and anxi over what might happen ran deep.

There were isolated incidents stone-throwing and abuse of India The Lautoka and District Taxi Uni announced that it was banning nig work because members' cars, pa cularly those driven by Indians, h been stoned at night.

Who was doing the stone-throwi was not specified, but in the Navu area of Lautoka, two police cars one reported to belong to an Indi senior inspector and the other to

Churches appeal for unanimity

The ominous implications of Fiji's by-election results brought concerned reaction from the churches. The Synod of the Diocese of Polynesia urged that a meeting be held as soon as possible between Christian, Hindu, Muslim and Sikh leaders in an effort to avert racial conflict.

It asked the Vicar-General of the Diocese to approach leaders of all religious denominations seeking joint action on the matter.

The synod approved an amended resolution which said that in view of partisan feeling in Fiji at this time, all citizens should realise their common humanity and find ways of settling their differences.

When he was moving the original motion the Dean of Suva, the Very Rev. D. R. McQueen, said he was doing so because of the political situation.

"I am beginning not to like the terms 'expatriate' and 'indigenous'," he said.

The Rev. P. Thirwell said Hindu friends had told him they wished leaders of all faiths would get together at this time to give some kind of moral leadership in the crisis Fiji was facing. Another speaker called for a joint appeal from spiritual leaders to all people of the colony.

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jian Special Branch inspector—had eir windscreens smashed in separate cidents.

Such attacks threatened to become liscriminatory. Hooligans were imed, but the culprits remained isive.

There were reports of Indians seek- police protection without having fered actual attack. Indians living the isolated Lau Group must have perienced trepidation when a letter peared in *The Fiji Times* urging it they be the first to hand back ir estates to Fijians.

'If their fellow Indians in Viti vu will not respect our Chief, then igration away from Lau would be better future policy for them to low . . ." said the writer. Lau is home of Chief Minister Ratu K. T. Mara.

Demands

At other meetings throughout the ony, resolutions were passed nanding the repeal of the Agri- tural Landlord and Tenants Ordi- ice; the rejection of a common until the Fijian leaders asked it; a ban on the recruitment of ians into the Fijian Military ces and increased Fijian repre- tation in the Council of Ministers. Speakers declared opposition to appointment of Indian members the Native Land Trust Board and ed for the appointment of a Fijian head of the Ministry of Natural ources. One resolution urged the ouragement of Fijians as taxi rators and shopowners and another gested a campaign to unite the an race under the guidance of Fijian Association.

Federation Party followers des- ed these anti-Federation demon- tions as the result of last-ditch rts to stir up Alliance support, eby improving the party's image the eyes of the UK and the ted Nations. They claimed that ance leaders were concerned lest outside world should realise that was ruled by vested interests.

he fervent nationalism seen at Fijian gatherings was deliberately voked, claimed Federation sup- ers, because the by-election re- ed in a vote of no confidence for Government. The meetings didn't ly mirror Fijian feeling, they —the only way to discover that for the Alliance to declare the Fijian seats vacant (this last by- tion was for the Indian seats) and e another by-election.

he Federation paper, the *Pacific iew*, accused the governing party employing a psychology of fear, uing the Fijian people with a belief that the Indians sought to take their land. This, said the news- paper, was one of the most misunder- stood aspects of the Federation's demands for equal land rights for Indians.

It rejected as "absurd allegations" the firmly-held belief of Alliance supporters that the Federation Indians aimed to eject Europeans from Fiji— and asserted that the Federation Party did not want complete severance of ties with Britain. It advocated political independence only —so that the country "could deal with Australian business interests on an equal footing, instead of being subjugated by them".

"General elections"

The by-elections were the first step in the "march to nationhood," claimed the Federation Party—the next step was a call for general elections. At a public meeting in Suva, Mr. A. D. Patel urged the establishment of a "freedom fighting fund" to assist the party to pursue its aims.

Whether or not general elections are held sooner than anticipated, it's clear that not only Fiji's political future but its industries and economy will be jeopardised if both parties continue on their present collision course.

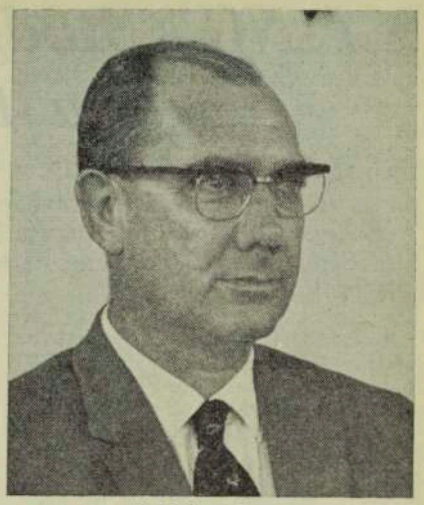
Fiji's "march to nationhood" (peacefully) is so largely dependent upon the confidence and goodwill engendered by political stability that the effect of racial upheaval—even the threat of it—would be at least temporarily disastrous to develop- ment.

Are bags packed?

More than one European with money in the colony has talked lately of packing bags and booking open air tickets, to be used in the event of real trouble. While it's important not to over-dramatise isolated incidents of violence, it's equally important to remember that though thoughts of departure may be voiced lightly, they do exist in the minds of some.

The use of force—from any direc- tion at all—would do everything towards intensifying Fiji's problems. And the continued vilification of public figures by supporters of either party could very effectively ignite a potentially explosive situation.

It is as imperative for those who react with unthinking anger to adopt a rational, clear-headed approach towards peaceful solution as it is for Federation Party Indians to desist from their avowed intention of bull- dozing the country into premature constitutional changes and inde- pendence.



Sir Robert Foster

New Governor in December

New Governor of Fiji—who has been named at a sticky time politically — is Sir Robert Foster, at present High Commissioner for the Western Pacific, based in Honiara. Sir Robert is to take over from popular, goodlooking Sir Derek Jakeway, who is retiring.

Sir Derek leaves Fiji on November 14 and Sir Robert will leave Honiara for Suva on December 20 after a round of farewells there. No an- nouncement about Sir Robert's suc- cessor had been made by the end of September, but one was expected soon.

Sir Robert, 55, was educated at Eastbourne College and Peterhouse, Cambridge, where he graduated B.A. (Hons.). He joined the colonial service as a cadet in Northern Rhodesia in 1936 and served as a District Officer, Provincial Commis- sioner, and Secretary, Ministry of Native Affairs.

He was appointed Chief Secretary, Nyasaland, in 1961 and Deputy Governor in 1963. The following year he was appointed WPHC, where he has been responsible for British interests in the Solomons, the Gilbert and Ellice Islands and the New Hebrides.

During the war he served in the Kenya Regiment and the North Rhodesia Regiment in East Africa and Madagascar, leaving the army with the rank of major. He became a C.M.G. in 1961 and K.C.M.G. in 1964. In 1966 he was made an Officer of the Legion of Honour.

He and Lady Foster have been very popular in Honiara.

(Continued on p. 137)

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P-NG's Budget meeting was a talk-fest

From a Port Moresby correspondent

The second meeting of Papua-New Guinea's second House of Assembly began on August 26 and ended in the early hours of September 13—making it the longest single meeting in the legislature's history.

It was the Budget meeting, and the second reading debate on the 1968-69 Budget was easily the longest and dullest on record. Gone were the fireworks sent up in former years by Downs, Stuntz and Barrett. Ron Neville occupies Ian Downs' seat opposite the senior official member, Frank Henderson, but if Ian Downs' mantle has fallen on Ron Neville's shoulders it can hardly be said to be a good fit.

Treasurer Newman listened happily while Ron Neville and Pangu's leader Michael Somare made, from opposite points of view, criticisms which neatly cancelled each other out. Tony Voutas offered his usual painstaking, slightly academic analysis, a bit above the heads of many of his fellow members.

Other European members rode their individual hobby horses. Paulus Arek, ex-teacher from the Northern District of Papua, but a fluent and effective speaker of Pidgin, made a forceful contribution, and Tom Koraea, the young Papuan who inflicted a surprise defeat on Albert Mauri Kiki in the Kikori electorate, made an extremely good speech in clear, simple English.

Flew too high

So, too, did Louis Mona, new member for Goilala, who pointed out that his neglected mountain electorate didn't even get a mention in the Works programme, and who thought it a bit unfair that all Moresby's crimes should be attributed to the Goilalas.

Some of the other indigenous speakers in English spoiled themselves by trying to fly to high.

There were, of course, the usual run of "I want" speeches, listing the needs of the speaker's own electorate. These reached an all-time high in a speech by Koriam Michael Urekit, member for the Kandrian-Pomio electorate in New Britain, who listed his requirements as a cadet patrol officer, a fish freezer, a road from the north coast, two agricultural officers, a demarcation committee, a high school and a doctor.

Most of the speeches by ministerial and assistant ministerial members sounded as if they had been written for them by their departments. Departmental heads would be wiser to supply their ministerial members with "the makings" and leave them to compose their own speeches.

When the debate fizzled out at midnight on the last night of the meeting, most members had "had it", and only a handful of them made any contribution to the committee stage.

Budget debates in P-NG's parliament have an even greater air of unreality than those in Canberra and Westminster, since in this case there is no alternative government to th provided by the Administratio When, a couple of years ago, the fir House gave vent to its sense frustration by lopping $50,000 o the appropriation, this did not lead t the fall of the government but merel to the loss of the $50,000.

PLAIN, SIMPLE GOBBLEDEGOOK

A bewildered P-NG House of Assembly (most of whose members speak little or no English) in September passed without discussion the following:

"A Bill for an Ordinance to amend the Ordinances Interpretation Ordinance 1949-67, as amended by the Ordinances Interpretation (Place Names) Ordinance 1968, the Ordinances Interpretation (Subordinate Legislative Instruments) Ordinance 1968 and the Ordinances Interpretation (Constitutional changes) Ordinance, 1968, and for other purposes."

It was not surprising that the next motion met no opposition.

The bill, moved by Pangu Pati member Tony Voutas, sought a seven-man select committee to report on Parliamentary procedures "So the elected members will be able to have a greater understanding of the work of the House and to take a greater part in it."

Tom Koraea—"clear, simple English".

Fireworks

The fireworks of the meeting we provided by two debates which ha nothing at all to do with the Budge The first of these had its origin widespread dissatisfaction with th result of the local officers' salari case, which dragged on for a ye and a half in the Public Servic Arbitration Court presided over b Mr. Matthews.

A private member's bill brough down by Moresby's Percy Chatterto proposed a five-man commission inquiry, presided over by a judge the Supreme Court, to conside whether local officers' salaries an allowances were adequate, and to la down guide lines for future arbitra tion on indigenous public servant pay of the same kind as those lai down for arbitration on overse public servants' pay by the Chambe committee of 1954.

This proposal was supported insid the House by Pangu Pati and som unaligned elected members, and ou side the House by the Public Servic Association.

It was obvious from the start tha the proposal was a lost cause, but touched off lively debate, with a cusation and counter-accusation flun across the floor of the House.

The Government and its supporte

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Salary debate was lost cause

ad no difficulty in defeating the cond reading by a substantial ajority; but the fact that 15 elected embers were sufficiently uneasy on e issue to abstain from voting, and at five of these were ministerial d assistant ministerial members, uck out like a sore thumb.

A worried Government indicated at, in spite of its previous in-ansigence on the issue of a ultiple bench and an appeal system r Public Service arbitration, it ould now give sympathetic con-deration to a bill on these lines hich Wally Lussick, member for ew Ireland and Manus Regional, ntemplated bringing down. This lte-face gave Chatterton an open-g for a parting crack to the effect at as an ex-minister of religion he s suspicious of eleventh hour con-rsions.

Wally Lussick's bill was tabled on last day of the meeting and will debated in November.

Storm in tea-cup

The second and smaller tea-cup rm was occasioned by a Govern-nt bill designed to give the Land les Commission a new look. All portant cases will in future be rd in the first instance by a bench three commissioners instead of by sitting alone, and the judges ring appeals will be given more ow room through a wider range grounds for appeal and a wider ge of possible verdicts.

No one disagreed with these pro-als in principle, though Tony utas was concerned to note that Government was advocating in land titles field exactly what it so reluctant to grant in the field Public Service arbitration.

But a number of members were happy about the new rules for eals being applied to appeals ady lodged against decisions ch had been handed down by the mission, especially as some of 132 appeals currently outstanding e appeals by the Administration f against decisions favouring genous groups.

notable example is Port resby's, "Newtown" case, where the inistration is appealing against a sion by the Chief Land Titles

Jim McKinnon, almost all of the All People's Group.

Commissioner that an area of land with $2 million worth of improvements on it actually belongs to a native group and not to the Crown.

Percy Chatterton, in whose bailiwick Newtown is situated, objected to the rules of the game being changed at half time to give the losing side a better chance of winning in the second half. Secretary for Law Wally Watkins repudiated the suggestion that the processes of the courts could be compared with a football match. A substantial majority of members agreed with him, and the bill became law.

However, this victory could boomerang, as it will make it much more difficult for the Government to argue against Wally Lussick's proposal for a similar structure in Public Service arbitration.

An odd feature of the second House is that while "party" has become a dirty word, "group" is quite a respectable one. Sensitive to this, Messrs. McKinnon and Buchanan, the only declared members of the All People's Party, changed their designation at the first meeting to "All People's Group". On the other hand, the 10 members of the parliamentary wing of Pangu Pati hold firmly to their identity as a party, in the face, sometimes, of almost hysterical abuse.

And now an "independent members' group" has emerged with, at the moment, an almost party-like coherence which has enabled it to bring strong pressure to bear on the Government. Can it hold together? And if it does, is a "group", playing each situation by ear as it comes along, more innocuous than a "party" with a declared platform?

Guise's success

Speaker John Guise presided over the long drawn-out meeting with firmness spiced with humour, and his practice of holding up proceedings at intervals to explain in Pidgin what was going on and what the next step would be was much appreciated, and made the sittings more meaningful to many new members and some old ones.

His dignity was in no way dimished by his abandonment, early in the meeting, of his wig, which hereafter will be worn on ceremonial occasions only. It tickled his bald pate, he explained apologetically.

The Speaker's task, as well as the participation of the members in the House's proceedings, may be made easier when a select committee, appointed to consider how parliamentary procedures might be streamlined and simplified, comes back with its recommendations.

Another select committee whose report will be awaited with interest is that set up, on the motion of Northern Regional's Bill Fielding, to examine the feasibility of permanent overseas officers of the Public Service being incorporated into an overseas branch of the Commonwealth Public Service instead of being, as at present, members of the territory service. This idea has often been mooted, and is certainly worth looking at again.

Local Government

Members of the old House who appreciate a touch of humour were heard chuckling over a letter they received while the meeting was in progress. Back in 1966 former member for Rigo-Abau, Dirona Abe, introduced a motion calling for the detachment of local government from the sphere of influence of the Department of District Administration and the setting up of a separate Department of Local Government. The proposal was vigorously opposed by the then Director of District Administration, J. K. McCarthy.

The letter which members received during the House's recent meeting came from the newly-formed Local Government Council Association of Papua and New Guinea, and advocated the creation of a Department of Local Government. It was signed by the association's secretary, J. K. McCarthy.

(Continued on p. 137)

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Nauru will be seventh member of SPC

The Republic of Nauru is confident that it will be admitted to the South Pacific Commission in October as a full member. The Republic will thus become the seventh member of the SPC and will be the second territory, after Western Samoa, to have succeeded to membership after having passed through a period of colonial rule.

Nauru made its application for membership early this year and expects to have it accepted at a meeting of the SPC to begin in Noumea on October 2. President Hammer DeRoburt will attend that meeting.

Nauru will probably provide one per cent. of the annual SPC budget, as does Western Samoa.

After attaining membership Nauru intends to play it by ear. President DeRoburt has no particular axes to grind on the commission, although he has been a supporter of Ratu K. K. T. Mara's insistence on a greater say in SPC affairs by the Pacific territories themselves, rather than the metropolitan powers.

Ratu Mara will be chairman of this year's conference, at which there will be delegates from all SPC territories.

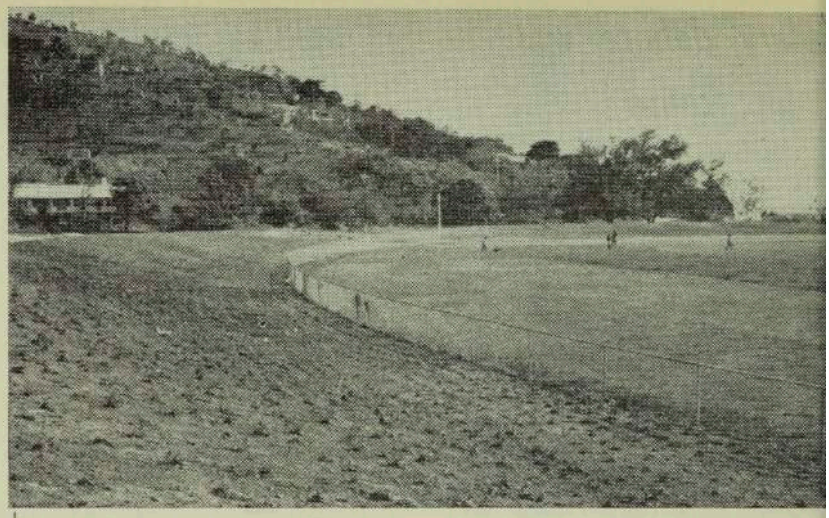
Phosphate deal

President DeRoburt was in Melbourne in September, completing a contract with Mitsubishi Ltd. of Japan to supply 300,000 tons of phosphate to Japan during the current financial year, at $14 a ton —$3 better than is being paid by the BPC for two million tons a year.

This is the first phosphate sold by the Nauruans on the world market and obviously means that after 1970 the price to the BPC (Australia and NZ) will be higher.

Also in September the Nauruans reached agreement with the BPC on the price of BPC assets to be taken over by the Nauru Phosphate Corporation on July 1, 1970. The price is $21,053,216, which is $750,000 lower than the price asked by the BPC.

Nauru now has a bank—the Bank of New South Wales—which will set up a branch in the republic "at an early date".



Work on South Pacific Games arena

As sportsmen throughout the South Pacific seriously train for the Third South Pacific Games to be held in Port Moresby from August 13-23, 1969, builders are well ahead with work on new grounds and swimming pools. Above, the main athletics arena alongside Port Moresby harbour is now being grassed.

P-NG's multi-million boost

That $1,000 million five-year programme for P-NG, intended to "quicken the progress of the territory towards economic self-reliance", got a lot of space in the Australian Press when it was announced in September. However, territorians regarded the announcement cautiously; they will be convinced when words have turned into actions.

Nonetheless, Minister for External Territories Barnes is adamant that the money will be spent. How will it be raised? By increased support from the Commonwealth with a growing share of the expenditure coming from territory revenue and loans, and loans from international sources.

The programme plans to increase the plantings of tree crops by New Guineans by more than 50 per cent.; to increase by five-fold the number of beef cattle raised by New Guineans; to expand timber production and exports by almost threefold; and to more than double the manufacturing output. It is also planned to increase substantially spending on roads, bridges and other transport facilities.

"Acrobatic" road plan for Tahiti under fire

From a Papeete correspondent

Le Journal de Tahiti, one o Papeete's three daily newspaper recently launched a trenchant a tack on General de Gaulle's pla to build a road through Tahiti rugged and mountainous interio (*PIM*, Aug., p. 49).

Le Journal, which generally look with favour on de Gaulle and h works, said the projected road wa "ridiculous" and would serve n useful purpose.

The plan to build the road wa announced by General de Gaul during a visit to Tahiti in Septembe 1966, when he said that the roa would "commemorate for ever" th nuclear testing project at Mururo Atoll (*PIM*, Oct., 1966, p. 11).

In attacking the trans-island roa plan, *Le Journal de Tahiti* said th the money for the project could b spent to much better advantage i improving the existing coast roa round the island. This road cove 160 kilometres, or approximately 10 miles.

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'Where are we going?' ask the American Samoans

By staff writer KEN McGREGOR

The 26,000 islanders of American Samoa, who in recent years have found themselves caught in the maelstrom of progress, are currently wondering about their political future. What does the United States Government plan to do with the territory?

During a week's stay in America amoa's main island, Tutuila, in eptember, I asked this question of erybody I met—business leaders, overnment officials and Samoans all kinds—but I failed to get any tisfactory answer. Nobody knew. I found that the Samoans themlves were divided as to what they ought **should** be done—divided ur ways, thus:

- Independence.
- Assimilation with the United States.
- Confusion, not knowing whether there should be independence or assimilation.
- Political union with independent Western Samoa.

Here is a summary of their esent attitudes, as I saw it:

Independence.—The small, but owing group of Samoans who nt independence advocate a comte restoration of the fading power the traditional matai, or chiefs. aded by at least two American moan chiefs, they would like the nericans to leave tomorrow. To m, palangi (the Samoan word for foreigners) is a dirty word. Their nands may get louder until some t of US policy statement is issued satisfy them.

Assimilation. The Samoans who uld like to go all the way with US are a much bigger group, nposed of what you might call ordinary Samoans, especially se Samoans such as taxi-drivers l hotel workers who benefit direct- from the American dollar. They uld like full US citizenship ner than their present national us, and they expect this would ng them higher wages, big cars l better houses.

Confusion. The biggest proportion Samoans are undecided. They are absorbing the efforts of the injections of American budget neys of recent years, and the nges this money has brought— e work, much better schools, sperity. How is this a good thing for American Samoa? They recognise and are grateful for what America has done but they are not sure of its affects yet.

Alliance with Western Samoa. Such a possibility has only minor support in American Samoa. American Samoan leaders are suspicious that this course would mean that American Samoans would be regarded as country cousins by the powerful matais of Western Samoa.

Among the big group of confused Samoans was a well-educated man, holding a key job with the Samoan Government, who summed up his doubts to me this way:

"We want to be American and Samoan, but more particularly Samoan," he said. "We would like to keep the better things in Samoa's culture and tradition, and don't mind leaving behind the bad.

Head for the lights

"The PanAm flights from Stateside regularly bring back Samoans who think there may be a future here at home after all—and that never happened until a few years ago, when America took a real interest and poured in money. But Samoans still head for the bright lights of the States on those PanAm flights too, because they can't see where Samoa is headed.

"The United States Government should say where we are going. Governor Aspinall can give us no policy because I think there is none. What will happen when some people here press for independence? What will America say?

"We are not ready or capable of standing on our own yet. But, if we joined the US I think the Samoan as a race would disappear. Very few Samoans who have been to Hawaii want this sort of Americanisation to happen on Tutuila.

"Over the next few years we would like to see more important government departments than just a couple of minor departments like Tourism run by Samoans.

"We would also like to say how the money allocated to American Samoa should be spent. Many of us don't feel that Samoans should be used as guinea pigs to see if television can solve the world's educational problems.

"I personally feel too many dollars have gone too fast on education. You only have to open your eyes to see our agriculture doesn't exist.

"Let us run our own country internally for a few years and then let Samoans decide by a national vote what they would like to do."

This man stressed, like many others, that American Samoa is not equipped for independence at the moment. But he added, like many others, that the US Department of Interior cannot continue to have a negative policy on American Samoa. It must formulate plans for Samoa's political future, or if it has formulated them, it must reveal them.

I think this line of argument will grow, and this is not a bad thing.

It shows that America's efforts to build up the once-neglected Samoan islands are beginning to pay off.

● For a look at developments in American Samoa, including the territory's spectacular educational TV and tourist developments, see Ken McGregor's long report in next month's issue.

Gambling on Paradise

Although the New Zealand Government is decidedly unhappy about some aspects of it, the Premier of the internally-self-governing Cook Islands, Mr. Albert Henry, has been negotiating with an unnamed American syndicate which wants to lease Aitutaki island (pop. 2,600), 140 miles north of Rarotonga, for 21 years, as a tourist resort. The deal would involve use of the island's wartime airstrip and erection of a gambling casino, and would return up to $NZ6 million a year to the Cooks.

Major NZ concern is for air rights in the Cooks to be retained by Air NZ, and NZ has power to defend these and also to turn thumbs down on the leasing proposal if it so desires. Mr. Henry talked with the NZ Government in Wellington about the proposal in Septmber before going on to the South Pacific Conference in Noumea.

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No Tahitian bouquets for French bomb success

The majority of French Polynesia's politicians have refused to support a motion congratulating French scientists and technicians on "the remarkable performance constituted by the first French thermo-nuclear experiment".

When a motion to this effect was introduced in the Territorial Assembly at the end of August by a pro-de Gaulle minority group, the territory's outspokenly anti-bomb majority parties defeated it by 12 votes to five.

One member, who said he was saddened by France's entry into the thermo-nuclear club, added that "science without conscience is the ruin of the soul".

France's first thermo-nuclear explosion took place at Fangataufa Atoll, about 800 miles south-east of Tahiti, on August 24. Two other explosions followed at nearby Mururoa Atoll on September 8 and 9. These ended the series for 1968, which was deemed highly successful by the French authorities.

French Minister says . . .

Only one problem in Tahiti: How to stay prosperous

From a Papeete correspondent

French Polynesia, according to the French Secretary of State for Overseas Territories, Mr. Michel Inchauspe, has only one major problem—how to stay prosperous.

Mr. Inchauspe, who took charge of the Overseas Territories Department after the French general elections in July, said this in Tahiti in September in the course of a familiarisation tour of France's Pacific territories.

Addressing local notabilities soon after arriving in Tahiti, Mr. Inchauspe said, in effect, that thanks to the nuclear testing project, French Polynesia was playing an important role in the "great national enterprise" which would ensure France's independence.

This had resulted in profound and rapid changes in the territory, some of which had possibly been too rapid. However, the changes had brought full employment and a general rise in the standard of living.

Now, the territory's only problem was to "consolidate the advantages" of the present situation and stay prosperous.

He denied that France was only interested in the territory as a nuclear testing base. How otherwise, he said, could one explain the large sums that the government had invested in education and socio-educational equipment?

At a Press conference several days later, Mr. Inchauspe said that French aid to French Polynesia would not cease when the nuclear testing project closed down. One new project that the government envisaged was the creation of a oceanographic research institute, which would pave the way for the exploitation of the territory's lagoons and surrounding seas.

"We have in view, in particular," Mr. Inchauspe said, "the development of marine cultures and deep-sea fishing, which should lead, amor other things, to the establishment a tuna-canning industry."

Mr. Inchauspe said the governme would continue to support eve development in the field of touris and in the traditional industries agriculture and cattle-raising.

On political matters, Mr. Inchaus was vague, cautious and sometim completely silent.

He refused to be drawn on o set of questions put to him concer ing relations between his governme and the majority parties in the loc Territorial Assembly which ha repeatedly demanded internal se government and the cessation nuclear testing (see panel).

Mr. Inchauspe's only concession this field was to say that the gove ment would review the territor *statut* (constitution) "if French Pol nesia desires it". This would be do as part of a [de Gaulle-inspired] pl to provide French regional authoriti with wider powers.

Nothing was said by the Minist to give credence to a news rep which has since emanated fr Noumea, suggesting that Fran plans to abolish the Assemblies Tahiti, New Caledonia and Wal and set up a single Pacific regi called France Australe, under o Assembly with no taxing powers a which would act only as advisers the Paris government.

Pools scheme moves to Nauru

Mr. George Pearce, who recently failed in efforts to set up a $1 million football pools operation on Norfolk Island, now appears to have made a spectacular success of similar plans for Nauru.

In September the Nauru Parliament passed the Sporting Pools Bill, giving Nauru power to licence Mr. Pearce's company, Pacific Sporting Pools Limited, for 10 years. Under arrangements with Nauru, PSPL will run an operation from Nauru, initially based on the Australian Rules football season, starting in April next year. The bill may prevent the Nauruans themselves from entering the pools.

The company, with Mr. Pearce and a business associate, Colonel W. Mayberry, as directors, is to pay all entry money received to an independent stakeholder appointed by the Nauruan Republic, who will disburse prizes, pay a licence fee of five per cent. of gross receipts to Nauru and return the surplus funds to the promoters. The licence fee will rise gradually to 22½ per cent. after 10 years.

Also, as a complementary part of the project, a hotel will be built on Nauru, to accommodate staff who will be brought to Nauru to supervise the pools operations, but also for tourists. It will be Nauru's first hotel. Nauru expects an initial income of $25,000 from the whole project by June 30, 1969.

News of the Nauru deal closely followed announcements from Norfolk Island that the Norfolk Island Council had opposed the introduction of football pools to be operated by another of Mr. Pearce's companies, Sloop Ltd., which was recently registered on the island (*PIM*, July, p. 28). The council had waited until receiving advice from the Australian Government on the Sloop proposals before stating its position. Thus this was the end of the Norfolk scheme.

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THERE'S 'BLACK GOLD' FEVER IN TONGA

From a Nukualofa correspondent

In Tonga today, the talk is of oil—and the talkers are optimistic. The confirmation of oil seepage on the coast of Eua has boosted the morale of the kingdom, and if nobody is saying that the oil is there in commercial quantities, at least nobody is saying it isn't.

The oil seepage was confirmed in ptember by Mr. J. C. Grover, Fiji's rector of Geological Surveys, following earlier reports by King ufa'ahau, and others, that an oil-e substance had been seen on the ast of Eua.

In confirming these reports Mr. over said that contamination could be ruled out, but in view of the t that reports of oil at Eua date k more than 30 years, it appeared st likely that the oil is hydro-bon seepage.

Mr. Grover's study of Eua revealed t it is the highest point of a huge rine basin. This basin appears to tch approximately 200 miles by miles, with the comparatively flat nd of Tongatapu rising out of it.

Tonga is taking the possibility of oil strike seriously and it would n that some in Australia share optimism. No sooner had the s broken that the King had ered an investigation into the oil Eua than an oil exploration com-y in Australia offered to under-a survey of the Eua findings.

When the deposits were declared tive, Tonga's Secretary to Govern-t and the Crown Solicitor went Australia for talks with legal experts on the problems involved should there be oil in the kingdom.

Before his departure, the Secretary said that at this early stage the government must move cautiously.

Immediately after his return from Sydney in September there was no coment from him.

Despite the local enthusiasm, some experts have warned that only about one in 10 oil seepages are worth following up, as they rarely turn out to be economic deposits.

On September 18 a senior geologist with the Shell Company of Australia, Mr. W. F. Kleinmiede, arrived in Nukualofa and immediate arrangements were made for him to make an exploratory expedition to Eua. He first had an audience with the King. The geologist was expected to arrive back in Nukualofa in late September.

Should extensive oil deposits be found in Tonga there will be no land speculation, since the Crown owns all the land. Nobles and other private individuals have large estates which they lease from the Crown. At the age of 16 every male may apply for a land allotment and pay an annual poll tax, but leases can be terminated at any time.

Meanwhile, the Tongan vessel, *Hifofua*, calls at Fiji regularly to tow the oil barge with Tonga's quota of oil, and distributes it round the scattered island groups of the kingdom. It is an expensive chore which must be carried out to supply fuel for domestic purposes, electricity and transport.

It is early days yet, but everyone has the right to dream a little. And what glorious prospects could lie ahead!

As Mr. Grover said, "If you do not investigate you will never know if there is any petroleum present. There may be natural gas which could be the basis for industries which could develop the country and provide jobs for generations unborn."

ll 'member' system for Niue now

iue Island in October will in-uce a full ministerial member m of government, to replace the ed system operating since 1966. ill be a major step towards full nal self-government.

ie island will retain its executive nittee, under the Leader of rnment Business, Mr. R. R. Rex, its members will have wider nsibility but not yet full in-ual ministerial responsibility.

Tongan Beauty

Slim Tongan beauty Fale Siliva (above) gets a week's holiday in either Pago Pago or Suva as the result of the generosity of another beautiful Tongan, Miss Saana Tufui, 24. Miss Tufui recently won the title of Miss Nukualofa, 1968, but also topped the fund-raising section of the competition. She asked that this part of her prize be given to Miss Siliva, who had raised the next highest amount of money. It was Tonga's first beauty contest and they will now be a regular feature.

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Tonga is a land of school children, parading and singing. These were taking part in the recent 50th birthday celebrations of King Taufa'ahau. — Photo: Hettig.

The dilemma that faces Tonga's new breed

By a special correspondent, a "Worried Tongan".

There has been a big awakening in Tonga. The kingdom is on the move. It's asserting itself, and it's all due to education. The word here now is "learn". Learn all day, every day. The kingdom is filled with school children in their uniforms, parading, singing playing. New school buildings are going up everywhere and the churches vie with each other to provide the best in education. There never was a time like this.

But some of us are worried. This gigantic scheme to turn out progressive citizens able to manage their own affairs, can be a tragic failure if these newly educated people have nothing to use their education on. They will expect to be provided with occupations suitable to their newly-acquired skills. But nobody appears to be working on the details as to how this will be done.

Warned

We have already been warned of the frightening problem of the population explosion that faces us in the kingdom, and of the shortage of land. There are in fact many acres of untouched jungle land throughout these Friendly Islands requiring cultivation, but they belong to the High Chiefs, who perhaps yet may be persuaded by their sovereign to distribute it.

But land will not necessarily satisfy the new students, who are already losing their knowledge of traditional ways as they devour books, listen to their transistors, go to the movies and absorb with approval the big outside world of the mini-skirt, the crazy hair-cut, the Beatles and the hippies. These are a new kind of Tongan.

For them, the new world is one of perpetual freedom and happiness. This is the disturbing factor.

We who worry about the pace, worry about the impact the world is having on Tonga's children, are called old-fashioned. But surely too much knowledge, too quickly, can be a dangerous thing? Surely we cannot afford to condemn all our old methods and old customs as primitive?

For Tonga, heading for complete independence next year, there are days ahead calling for challenge and prayer. Let there be calm and mature judgment. That is what Tonga needs.

TONGANS SHOULD GET A WAGE INCREASE SOON

From a Nukualofa correspondent

Tongans should soon get mor money in their pay packets—and no in the opinion of some, before tim Wages for civil servants, for instanc stand at the rate agreed upon i 1958, although the cost of living ha naturally continued to increase sinc then.

The Tongan Government ha agreed in principle to raise the cei ing of wages, and the Minister o Finance, Mahe Tupouniua, be fore leaving for a world tour in lat August (he was to attend a semina on aid and trade in Britain and leadership course in the US) said tha be intended to discuss the repe cussions of a Tongan wage increas with financial experts in England an America.

The question was, he said, ho Tonga could cope with the financia burden of a wage increase.

Mahe said that while in Britai he would discuss further planned de velopment for Tonga along the line of the present scheme, with emphas on transport, communications, agr culture, and fisheries.

He hoped to have discussions wit the British Ministry of Developmer on such priorities as the tourist hot expansion and the development o the Fua'amotu Airport to inte national standard. These two pr jects, he said, were worthy of financia assistance, and they could strengthe the country's economy.

During his stay in Britain, he wa to finalise negotiations for the pr curement of the Tongan Gover ment residence in Sussex, where, is hoped, the King and Queen wi stay in December.

Back at Vavau . . .

Meanwhile, Vavau's clifftop ai strip, key to an internal air servi for Tonga, has still not been grante official approval, even though A Pacific has made eight landings o the strip with Beech Baron aircra

A spokesman for Air Pacific which expects to operate the regul air service—told *PIM* in late Se tember: "The strip is satisfactory f (Beach Baron) aircraft". The spoke man said that the UK Board Trade report, which branded the str as dangerous, contained "a lot inaccuracies".

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Tropicalities

For Michael Somare, leader of the Pangu Pati in the P-NG House of Assembly, it was a long, hard week. Between September 13 and September 21, he spoke to hundreds of people in Sydney, Melbourne and Canberra; he shook scores of hands and did a lot of smiling.

MICHAEL SOMARE TALKS TO THE AUSTRALIANS

BY the middle of that week, when Somare spoke to students at ydney University, he admitted that was looking forward to going home r a rest. Nonetheless, he gave a re- xed talk, and his message, by and rge, was the same as it had been rlier, when he gave the Sir Hubert urray Memorial Lecture at the iiversity, and earlier still when he oke in Melbourne. The message, iefly:

- New Guineans must be given ore say in how the money raised the territory is spent. The present uation, with Australia doing most the saying and the spending, can- t lead New Guineans to political aturity.
- Australians should do more to ucate New Guineans to political sponsibility. Education is No. 1 ority.
- P-NG needs more skilled help m overseas to open up the country l help New Guineans to help mselves. This is where Australian duates can do a lot.
- The Ministerial system, though tep in the right direction, is not lly effective. Ministers should have ay in moulding policy—and not merely as an advisory body.
- The Pangu Pati hopes for home within 5-10 years and independ- e within 20.

Michael Somare's speech at Sydney iversity was met with mild lause from the students, some of n wearing Pangu Pati T-shirts, later asked questions which e, on the whole, as reasonable is address.

ne or two of the students, how- , seemed a little disappointed. y had come to hear a radical, but man wasn't one.

his disappointment was apparent uestions which touched on "black ed of whites" and "police and y power".

Michael Somare replied that "black ed of whites" played no part in P-NG politics and that the police and army were in P-NG to serve the government—and that is how it should be.

The students who had invited Somare to speak—the Racial Activity Committee of the Students for a Democratic Society—seemed to find this pretty tame stuff. We spoke to SDS chairman Mike Jones about his organisation's reaction to Michael Somare. Was Somare too conservative for their tastes?

Jones wasn't sure. On the one hand, he said, Somare could genuinely be a mild politician; on the other, he could have been putting on a diplomatic front. "After all," said Jones, "you can't be a student all your life."

No longer naked and unashamed

TO the European population of Mount Hagen, in New Guinea's Western Highlands, the sight of bare brown bosoms and buttocks is commonplace.

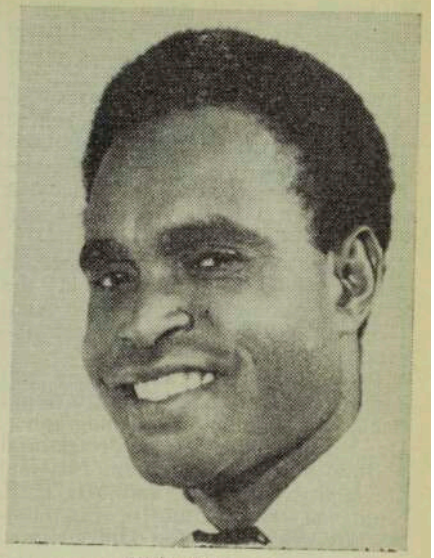
But it seems that some people draw a firm line between that area of nudity and the exposure of more intimate parts of the indigenous anatomy even when such immodesty involves only carved wooden figures!

The entrance to a Mount Hagen tourist agency is flanked by two native-carved men. Until recently, the two wooden gentlemen stood there naked and unashamed.

Then somebody compained that the two gents were exposing more than was required in the interests of decency. Result is that now one wooden gentleman hides his shame under a bunch of feathers, and the other sports a fibre drape.

Is it only one's imagination that detects a change in their expression of impassive pride? Surely they are not *really* blushing when the wind ruffles their substitutes for the fig leaf?

The wind does blow pretty strong in Mount Hagen, and perhaps they ought to be issued with trousers.



Michael Somare.

Back to the BSIP to count heads

THE arrival in mid-August at Honiara of a former Coastwatcher has meant the start of preparations for the Solomons first-ever detailed census—set for December, 1969.

Britain has held a census in the Solomons every 10-odd years since 1930, but always it has been a "sampling", or has been based largely on estimates. 1969's count will be a head count and a computer will help process. Last count, in 1959, was 124,076 people and an estimated figure in 1966 was 142,740.

For the former Coastwatcher—Mr. D. (Dick) C. Horton—his return to Honiara was personally significant because it was his first look at the protectorate in 25 years and a far cry from his grim months spent on a tiny island in the New Georgia Group spying on Japanese Zeros and rescuing American sailors.

Mr. Horton spent seven years in the BSIP directly before World War II as a District Officer at Tulagi, Ysabel, Malaita and Guadalcanal. In 1965 he published a book on his experiences, *The Happy Isles; A Diary of the Solomons.*

For the past 11 years he has been

a science schoolteacher at Sussex, England, but early this year Britain asked him to organise and conduct the Solomons census.

With his previous Solomons experience, and census work behind him in Malaya in 1947, Mr. Horton seems a likely person to help count 150,000-odd Solomon Islanders living in 10 main clusters of islands and dozens of other small outliers.

He told us recently he hoped to recruit about 500 people in the Solomons, particularly Solomon Islands schoolteachers, to count the people in their districts.

Professional help and advice will come from Dr. H. F. Zwart, a South Pacific Commission demographer, Dr. Norma McArthur, a Professorial Fellow at the Australian National University, Canberra, and Mr. T. E. Smith, of the Institute of Commonwealth Affairs, London University.

Mr. Horton said he didn't expect any more trouble like the kind got from Malaita, San Cristoval and some Guadalcanal Islanders in 1949 when the census failed because of opposition or non-co-operation. The "Marching Rule" movement, was at that time strong.

Preliminary results of next year's census will be available in early 1970 but the report on the census will not be published until 1971.

Meanwhile Mr. Horton hopes to bring out another book—not on the census but on wartime experiences in the Solomons.

"Revolution" comes to West Samoa

WHAT is probably the first authentic Samoan drama ever written was produced in Apia recently as part of the Apia Repertory Society's school drama festival.

Entitled "Comes the Revolution", it was written by Albert Wendt, a Samoan college teacher whose grandfather was German.

The simple, one-act play deals with a group of four Samoan village youths playing at war. In their play-world army they drill and plan for an imaginary rebellion against their parents, village elders, and the entire adult population of the world.

With the unthinking cruelty of youth, they choose the village idiot as the future "king" of their revolutionary state, and make him the butt of their savage and irreverent fun.

The climax is tragic. Just as the boys finish a mock crowning of the idiot, an elderly chief on a stroll around the village comes upon the scene.

He chases the boys away, brandishing a stick. The idiot "king" seeing his beloved "field marshal" being attacked, savagely kills the old chief with his own stick as his "subjects" look on in horror.

As his friends flee, the idot lugs the dead body to a grave and stands sadly contemplating it, applauding his own action as the curtain falls.

The script is full of the impatience of youth, rejection of the Establishment and scorn for authority. It could have been the product of Hippieland anywhere. It does not truly represent the present-day attitudes of Samoan youth, but may be a valid prophecy of things to come, considering the rapid sophistication of Samoan society.

Quality of the ten plays presented by various colleges during the festival was surprisingly high. Costuming and sets were imaginative and characterisations well portrayed. The Samoan displayed a flair for the dramatic.

However, dialogue, all in English was weak; many lines were forgotten and cues missed; unavoidable flaws stemming from the use of an imperfectly learned second language.

AN APOLOGY TO MR. DEREK LOWE

Mr. Derek Lowe, buying manager for the Gilbert and Ellice Islands Wholesale Society, has written to PIM through a firm of Melbourne solicitors, taking strong objection to references to him in an article we published in August, "How to Succeed in Business and Be Really Trying".

Mr. Lowe believes the article may lead people to conclude that he had been guilty of some action for which he could be charged, and further, that on account of his conduct he has not returned to the Gilbert and Ellice Islands.

He denies that any of the losses referred to in the *PIM* article could in any way be attributed to him; he says he has not resigned from the society, that he has no intention of doing so, and that he is returning to Tarawa in September.

PIM wants to take this first opportunity to state quite clearly that the article was not meant to imply any improper motives or actions to Mr. Lowe. There was and is no question in our minds of Mr. Lowe's personal honesty.

In fact, Mr. Lowe was one of the men *PIM* referred to when we stated that several new executives from Australia "had set about making the society an efficient commercial enterprise". No reflection on Mr. Lowe's reputation in any way at all was intended by the *PIM* article and we apologise to Mr. Lowe if he felt any such interpretation could be construed by readers. The article was published to underline the difficulties inherent in a clash of cultures in the Islands.

It's their cup of tea

THE people of Wurup are wise about tea. And in the P-NG Department of Agriculture it's said that the people of Wurup grow better tea than some expatriate tea growers in the district.

Dr. D. P. Sinha, an anthropologist from the Research School of Pacific Studies at the Australian National University, has just completed a year's fieldwork in P-NG, and he has some theories about the Wurup tea growers. According to Dr. Sinha the Wurup people have made a success of tea because:

- The whole community participates in tea growing.
- The growers use traditional ground and traditional methods of reclaiming land.
- The Department of District Administration at Mt. Hagen has been ever ready with assistance.

Dr. Sinha feels that the Wurup tea project should be held up as a model for indigenous economic development in the territory.

They drew out the wrong marble

A SUDDEN ban by Fiji police in September on bingo—which has been a fixture in Suva for at least 15 years—brought consternation from loyal adherents and puzzlement from the rest of the Fiji populace.

Why all the fuss, people wondered. Lotteries are not illegal in Fiji, providing they're conducted under an official permit.

Wasn't it rather late in the day to discover that the regulations were worded that the playing of bingo wasn't permissible — and that the lottery permit held by bingo organisers shouldn't have been issued in the first place?

News of the ban was a disappointment to many Suva housewives, for whom bingo is their big night out each week. The organisers were

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oncerned because money raised hrough bingo goes to worthy causes ike education and the maintenance und of the St. John Ambulance rigade. The Stella Maris Primary chool was able to tarseal its road, t a cost of £1,300, with the proeeds of bingo evenings.

But two weeks later the law had een amended and bingo now had gal approval—and a minor crisis as averted.

The amendment provides that a ociety properly registered can rganise a lottery which "takes the rm of the game commonly known bingo, tombola or housey-housey." rganisers of bingo games are exnpted from complying with certain quirements which relate to lotteries nd which were never intended to pply to bingo.

From out of the past

OUR request last month for information about the whereabouts of e piece of machinery connected ith the ill-fated de Ray's expedition New Ireland (the machinery was ctured on p. 51 alongside a letter om Mrs. Nari Watkins) has brought prompt reply from reader Bill ll, of Lambom, New Ireland. The achinery is in the middle of Lambom llage, and here is his photograph prove it. Lambom is on a small and opposite the colony which had ch a short and tragic history in e 1880's.

Bill Pell says that it was brought the village before World War I, der the direction of the then chief, aranganu, and was secretly placed the entrance of the men's house, ne of the women and children of e village being permitted to see it ing set up.

According to Bill, by the time rs. Watkin's picture was taken the l men's house had fallen down. new one was erected on a site rther from the prying eyes and rs of womenfolk, but the "iron", the machinery is known locally, nained where it was.

The old men of the village reject suggestion that the "iron" ever l mark a chief's grave. The village lay is slowly encroaching on the toric piece of equipment because re is little other room for exnsion.

In Bill Pell's picture, one of aranganu's direct descendants is nding beside the "iron". Bill adds:

"The supports for this iron, and the mill wheel which is now in Rabaul, are still to be found at the site of the de Rays colony. Perhaps one day they can all be re-erected in Rabaul."

We certainly concur with Bill Pell's suggestion, which is also what Mrs. Watkins wanted: Here's a chance for a piece of New Guinea history to be restored and displayed.

One of Chief Maranganu's descendants stands beside the "iron" in Lambom, New Ireland. See "From out of the past".

Burns comma-less Philp & Co.

BURNS PHILP is as much a part of life in the South Seas as the palm tree. But have you ever noticed how the company spells its name?

The question is prompted by a reader who has been noticing the commercial headlines in some of the metropolitan newspapers lately, where the company is spelt Burns, Philp. That comma has seemed most aggressive when set in half-inch type, and the reader has pointed out, accusingly, that *PIM* doesn't use the comma.

That's true, we don't. And we remain unrepentant.

James Burns and Robert Philp were trading independently in Australia in 1877 when that year they entered into a partnership which eventually, on April 1, 1883, resulted in the registration of Burns, Philp and Co. Ltd., complete with comma. Philp himself retired in 1892, but the company went on to expand and register other companies.

Its prosperous and oft-quoted subsidiary, Burns Philp (South Sea) Co. Ltd., has no comma (and note also it has no final "s" in Sea). Nor is there a comma in Burns Philp Trustee Co. Ltd., or Burns Philp (New Guinea) Ltd., or Burns Philp (New Hebrides) Ltd.

But the European company, Burns, Philp and Co. Ltd., of London, does have a comma. The American company backed away from the dilemma altogether by registering itself as Burns-Philp Co. of San Francisco Inc.

So what? So "Beeps" (as we say in the Islands) can register itself any way it likes, but *PIM's* printers and sub-editors have long since called their own truce, and as far as we are concerned it's a comma-less Burns Philp, or simply BP's, in our pages.

It may be sloppy journalism, but boy, it's simple!

They're getting the big ones

AN increasing number of big fish records are being broken with whoppers caught in Fiji waters. And visitors are hauling in a fair share of them.

One of the most recent to go was the Fiji women's record for an 80 lb test line, when Melbourne visitor Mrs. E. H. B. Neill boated a 137 lb sailfish and 60 lb wahoo off Qalito Island in the Mamanucas.

Mrs. Neill, wife of Colonel E. H. B. Neill (who is chairman of directors of the Melbourne *Age*), was fishing from Mr. Graham Wallace's *Sere-ni-Wai*.

Another visitor, New Zealander Mr. Bob Doig, went out in the *Sere-ni-Wai* in mid-September and hooked a 258 lb striped marlin—believed to be the first of its kind to be caught in Fiji waters.

Mr. Doig, who was on a five-day fishing trip in Fiji with five other NZ anglers, owns and operates his own big-game fishing launch, the *Diomedia*, from the Bay of Islands, Russell, NZ. He hooked the marlin with an 80 lb Dacron line on the southern side of Beqa Reef.

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Who says that you can't have happiness without education?

"You can't have happiness without education. The village person is unhappy because he is ignorant." So said Dr. Gunther, Vice-Chancellor of the University of Papua and New Guinea, according to August's *Pacific Islands Monthly*. I find it hard to believe that Dr. Gunther really said this, but if he did he was talking through his hat.

TO THE POINT WITH PERCY CHATTERTO

The gentle cynic who wrote the book of "Ecclesiastes" was far nearer the mark when he wrote, "For in much wisdom is much vexation, and he who increases knowledge increases sorrow".

Dr. Gunther goes on to say that "the greatest demand in the House of Assembly has been for schools for the children". This is true, but it is because those who have made the demand hope that western style schooling will rescue their people from the disorientation into which the clash of cultures has thrown them, not because they are ignorant, not because they are uneducated, not because they are unhappy.

Papuan villagers are not ignorant, unless we arrogantly assume that the only knowledge worth having is the knowledge we possess. Papuan villagers certainly do not know many things which Dr. Gunther knows, but they possibly know quite a few things that Dr. Gunther doesn't know and would be the better for knowing.

"Not unhappy"

Papuan villagers are not uneducated, unless we equate education with schooling, or unless we take as our examples villages where the impact of our civilisation has destroyed the indigenous system of education. In communities which we have not disrupted the products of that system are well prepared for adult life and have well-integrated personalities, which is more than can be said for many of the products of our system.

In the past Papuan villagers were not unhappy. I have lived among them and I know. Where they are unhappy now it is because we have disrupted their happiness.

I do not say this in criticism or bitterness. It had to be. But go into any village today and you will be likely to find that it is not the "uneducated" who are unhappy, but the "educated".

Even the women were not the downtrodden drudges they have sometimes been represented to be by superficial observers. They worked hard, very hard, but they had lots of fun too. They were proud of their skills, and happy in the knowledge that it was those skills which kept their children well fed. They enjoyed the contentment of leading purposeful lives.

No, I am not idealising the past. I am not seeking to revive the myth of the noble savage. Of course, there were snakes and scorpions in their Eden. There was sickness, warfare and sorcery, and the suffering and fear which these things engendered. But when all the debit items had been chalked up, there was, I believe, a substantial credit balance of happiness. And that's as much as any of us can expect.

They were happy, and why not, with no policemen to arrest them, no public servants to bully them, and no politicians to bamboozle them?

Something like this is the message of Queensland's part-aboriginal poet, Kath Walker. By the way, I hope that her two books of poems ("We Are Going" and "The Dawn Is At Hand", published by Jacaranda Press), are to be found on the shelves of the P-NG University library.

Kath Walker is no nostalgic sentimentalist. She recognises that her people must learn a new way of life, but she is insistent that the old way was a happy way.

We who came late to civilisation,
Missing a gap of centuries,
When you came we marvelled
[and admired,
But with foreboding.
We had so little but we had
[happiness.

And again:

No more woomera, no more
[boomeran
No more playabout, no more the
[old way
Children of nature we were then,
No clocks hurrying crowds to toi
Now I am civilised and work in
[the white wa
Now I have dress, now I have
[shoe
'Isn't she lucky to have a good
[job
Better when I had only a dillyba
Better when I had nothing but
[happines

She is sceptical of the happine of the white man's way.

Suddenly caught up in white ma
[wa
Gladly and gratefully we accept,
And this is necessity.
But remember, white man, if life
[is for happines
You too, surely, have much to
[chang

Kath Walker is right, of cours There is no turning back.

Eagerly we must learn to change,
Learn new needs we never wante
New compulsions never needed,
The price of survival.

In the Biblical story of the Garde of Eden we read that, followin Adam and Eve's expulsion, an ang with a flaming sword barred th way by which they might have r turned. Today's angel brandishes transistor radio with its extende antenna glitteringly sword-like. An

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ven if the young Niuginians he onfronts were to throw away their rist watches, those symbols of their ew-found bondage to time, and eep back, they couldn't re-capture eir old happiness. Perhaps they will e able to create for themselves a ew happiness. Let's hope so.

N the same article from which I have already quoted, Dr. Gunther recorded as having said of the ouse of Assembly: "The under-cretary system in the last Assembly iled mainly because we expected o much from the under-secretaries". didn't. It failed because, apart om tossing them a few files and ports to read and sending them to officiate at the opening of hos-als, schools and council chambers, e Administration never succeeded making up its mind what it nted them to do.

"Mini-truth"

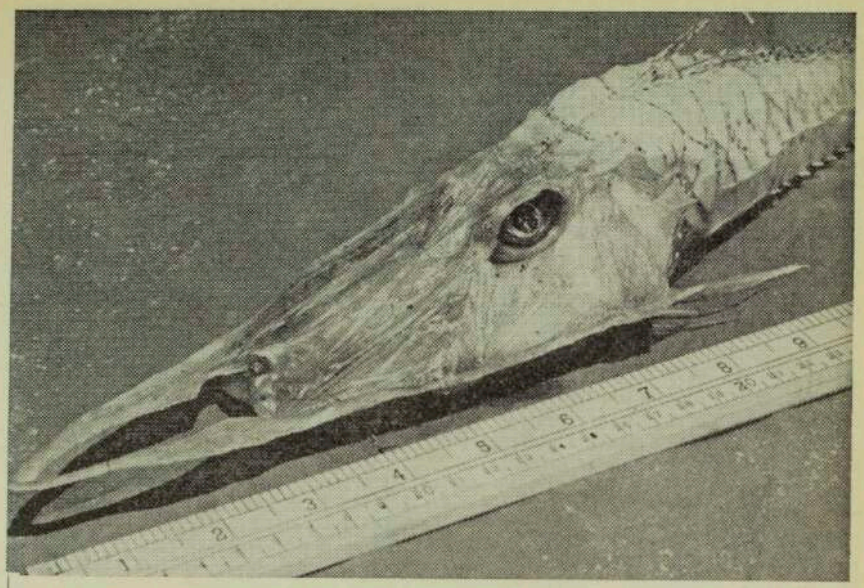
Dr. Gunther is also quoted as ing that "The new Ministerial mbers are better educated". This a mini-truth. Of the fifteen nisterial members and assistant nisterial members, four are ex-ler-secretaries, three are described having had no formal education all, and two as having had only a mary education. Of the remaining not more than three could be d to be substantially better cated than the former under-retaries.

All this doesn't mean that they n't do a good job—if given the nce.

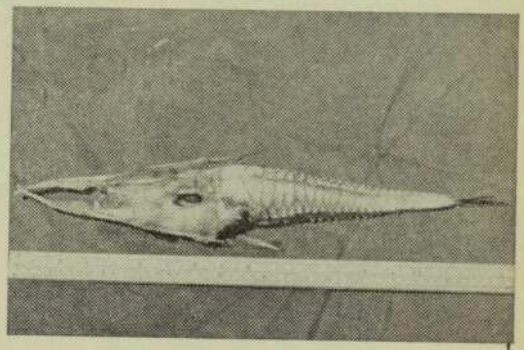
Nor does it mean that I am "agin" university. I agree with your cor-ondent when he says: "Why uld the Vice-Chancellor have to ify the university's existence?" y indeed? But if it is felt necessary do so, let the many good argu-nts that are lying around be put work.

here is no need to fall back on t the university's Professor of tory, in his inaugural lecture, cribed as "fantasy". There are y reasons why it is nice to have niversity. But there is one reason it is essential to have a univer- and to have a good one. For y's and tomorrow's Niuginians it n Kath Walker's phrase, "the price survival"—in a world in which e is more suffering, more fear more unhappiness than their fathers ever knew.

am prepared to stand up and be nted among those who say that need the university, we need it



THE MONSTER FROM THE DEPTHS OF THE PACIFIC



Look at the creature above and stop worrying about things from outer space. It's time to worry about things from inner space. This sinister fish was caught at 45-60 fathoms, with a handline off Avoca Point, Lae, NG. It's photographed against a 20 in. rule.

The people in the know call it the Crocodilefish (for obvious reasons) or the Searobin (for reasons that escape us). It's a very rare fish. Only one other has been caught in NG waters.

For the science-minded we supply the following information (from "The Fishes of New Guinea" by Ian S. R. Munro):

"Armoured Searobins—Crocodilefish (Family Peristediidae): Deep water fishes intermediate between the flatheads and the bony-headed gurnards of the Family Triglidae. They resemble the later in having the head encased in a bony cuirass, but the armour is extended on to the body in the form of heavy bony plates bearing spines. They are depressed like the platycephalids but the pectoral fins have the two lower rays free in the form of finger-like processes as in the case of the gurnards. They are bottom living and rather sedentary, highly specialised and possible degenerate and moving towards extinction.

Elongate and fusiform. Head large, depressed and encased in a bony cuirass bearing spines. Preorbital bones produced forwards into protruding horns. Body armoured with spiny bony plates. Dorsal fin continuous and deeply notched, or completely divided. Pectorals short, with lowermost two rays free and in the form of finger-like feelers. Ventral fin widely separated. Mouth small and inferior. Lower jaw with barbel and dermal appendages. Gill membranes separate, narrowly joined to isthmus anteriorly. Teeth absent. Mostly rose coloured."

Well, it takes all sorts.

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A barber shop on the campus?

now, we need it to be as good as we can make it, and we can't expect it to be good if it has to work on an inadequate or a year-to-year budget.

I don't know how many members of the House of Assembly accepted the university's invitation to pay it a visit during the Budget meeting of the House. Those who did seem to have been favourably impressed, though one European member commented, a little unkindly, that if the university did get more money it might advantageously spend some of it in establishing a barber shop on the campus.

However, a few cracks like this won't do it any harm, and J. K. McCarthy's brilliant cartoon in August *PIM* may do it more good than pages of statistics.

THE debate continues on a name for the territory and has now moved into the House of Assembly. South Bougainville's versatile Paul Lapun has brought down a private member's bill designed to provide for the use of "Niugini" as the territory's official name. Wisely he contented himself with presenting and commending the bill, and deferring debate on it to the House's November meeting, thus giving members an opportunity of canvassing the views of their constituents in the meantime.

Pretty way out

It seems unlikely that anything approaching unanimity will be obtainable at present. The competition recently organised by the *South Pacific Post* brought in an enormous variety of suggestions, a large proportion of them showing a desire for a complete break with the "colonial" past and an entirely new name, but whether this can be taken as an indication of the views of the people at large is very doubtful.

Some of the suggested new names were pretty way out, for example "Jinpramesia" and "Pibnib". If I remember correctly it was not actually one of these two but an equally eccentric one which was put forward by its author as the answer to our problem because, he said, "Niugini sounds ridiculous".

I have recently received a letter from a very old friend and former missionary colleague, now retired in Sydney, in which he urges me not to lose heart but to continue to promote "Ila del Oro". He goes on to suggest that if "Ila del Oro" is too long it might be shortened to "Deloro".

I'm not sure I like this; it sounds a bit too much like a Latin American film star. Frankly, I'm afraid that "Ila del Oro" is a non-starter, or at best a rank outsider. However, outsiders have been known to win their races. Anyway, I prefer "Ila del Oro" to "Jinpramesia" — or "Pibnib".

At the risk of beating again a drum I have beaten before, I must go on to say that agreeing on a national name, if we can agree on one, is only the beginning and no the end of the trail to national unity in an area which has no natural unity If this needed underlining, it has been well and truly underlined by the surprise move of a Bougainville group asking for a referendum in 1970 on whether Bougainville should stay with Niugini, join the British Solomons or become independent.

NEW GUINEA RE-AFFIRMS CAPITAL GUARANTEE

The Budget meeting of the P-NG House of Assembly unanimously re-affirmed the Development Capital Guarantee Declaration passed by the first House of Assembly in 1966. This declaration reads:

"This House, recognising that the economic development of the Territory of Papua and New Guinea is dependent upon the steady inflow of outside capital and representing the people of the Territory of Papua and New Guinea, determines that such inflow shall be encouraged for the benefit of the territory and its peoples, and invites and welcomes capital investment for developmental purposes in Papua and New Guinea, and guarantees to the world that expatriate capital invested in Papua and New Guinea for the establishment of new industries or the development of existing industries shall not be subject to expropriation, nor to discriminatory taxation or other like levies, nor to oppressive trading legislation, nor to unreasoning limitations on its repatriation, and solemnly charges future parliaments of the Territory of Papua and New Guinea with the obligation not to legislate in a manner inconsistent with this declaration unless that proposed legislation has support of the majority of the electors of the territory expressed by a referendum and resolves that this resolution, which shall be transmitted to the United Nations Organisation and to the Parliament of the Commonwealth of Australia, shall be known as the Development Capital Guarantee Declaration."

Can't be laughed off

This move, spearheaded by two of the three members for Bougainville in the House (and the third being an assistant ministerial member could hardly lend his name to it) cannot just be laughed off. True, the participants were all Bougainvillean men resident in Port Moresby, and we don't know yet to what extent they are representative of public opinion in Bougainville itself. But if they are, the solution must be found in persuading the people of Bougainville that it is in their best interest to remain with Niugini, not in appeals either to emotion or the big stick.

With a parliament in which an organised Highlands bloc could dominate the House, separatist movements are an ever-present possibility In the last House we managed to avoid the formation of such a bloc Shall we be able to in this House If not, the outlook for national unity is grim. Already some coastal members are getting a trifle tired of being lectured like naughty children by certain Highlands members whenever they want to move a bit faster than "easy, easy".

Have to live with

On a "one vote one value" system a permanent Highlands majority is assured, and this is something we have to live with. But a too tyrannical use of the power that that majority gives could end in a Biafran-type disaster.

Oddly enough, the Papua v. New Guinea issue is hardly an issue outside Rugby League circles. In fact it often seems that the men from the Sepik have more in common with the men of the Papuan coast than with their fellow New Guineans Perhaps this is because both live in economically depressed areas.

● The Anglican Church in P-NG has started turning away from its schools children whose parents have failed to pay the education fees which were introduced for the first time by the church this year.

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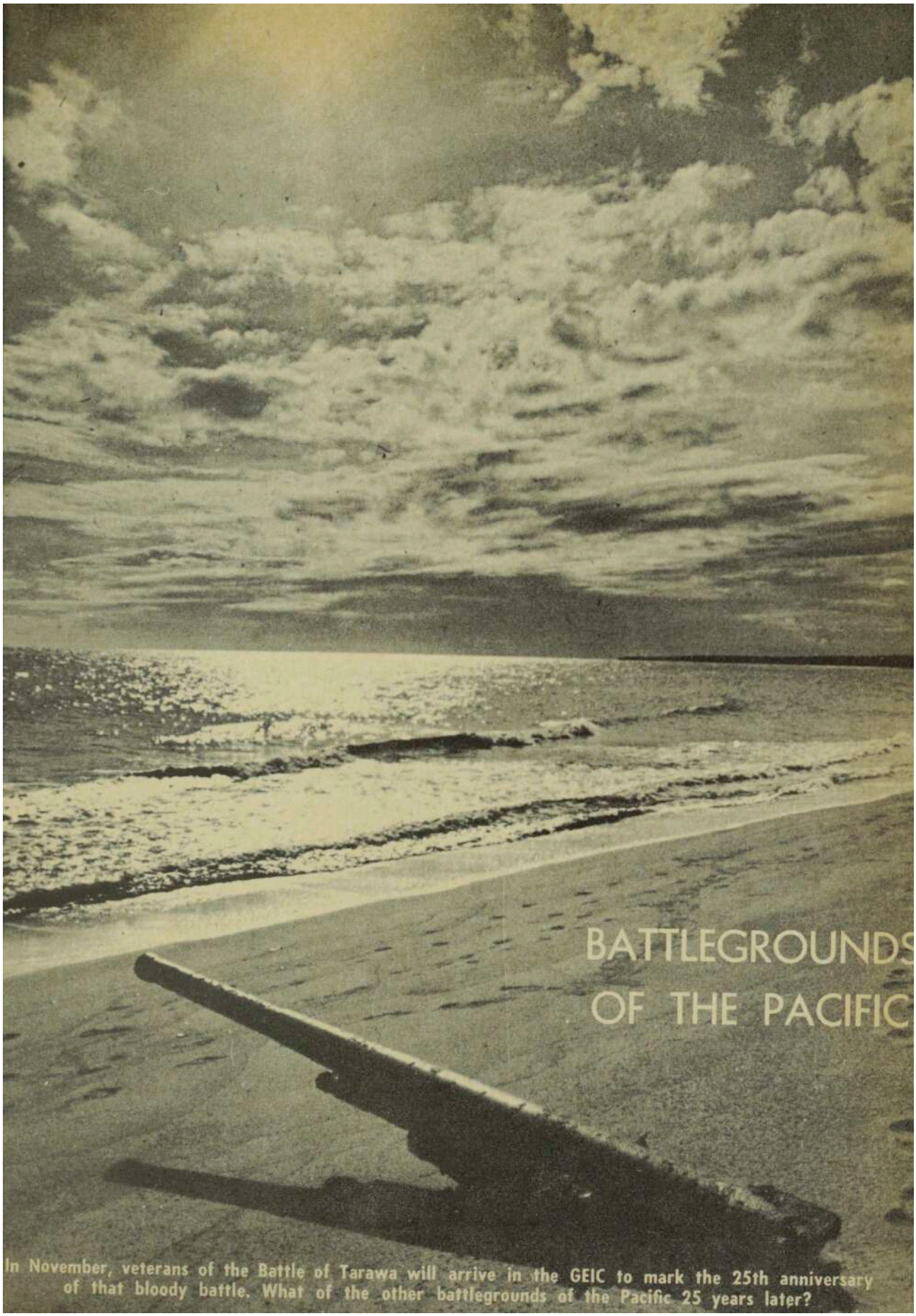
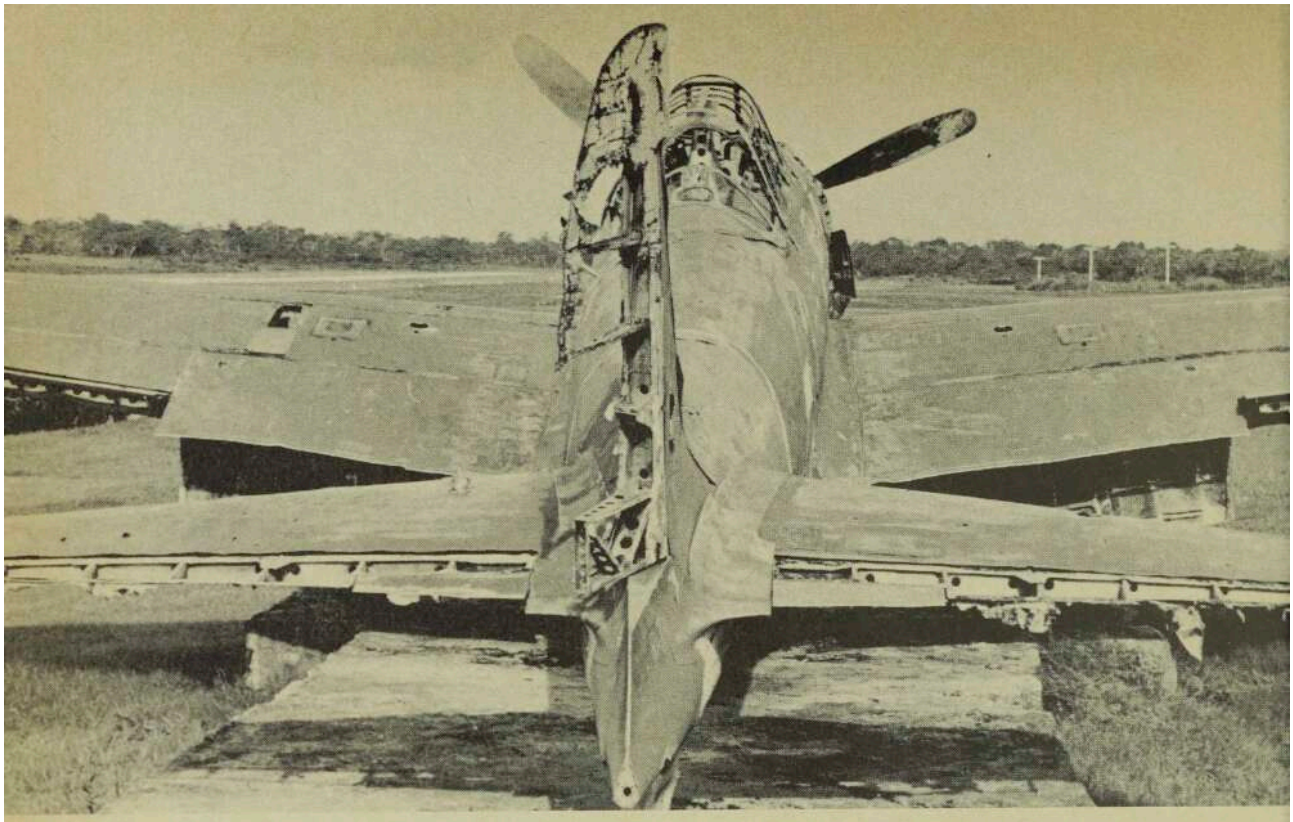
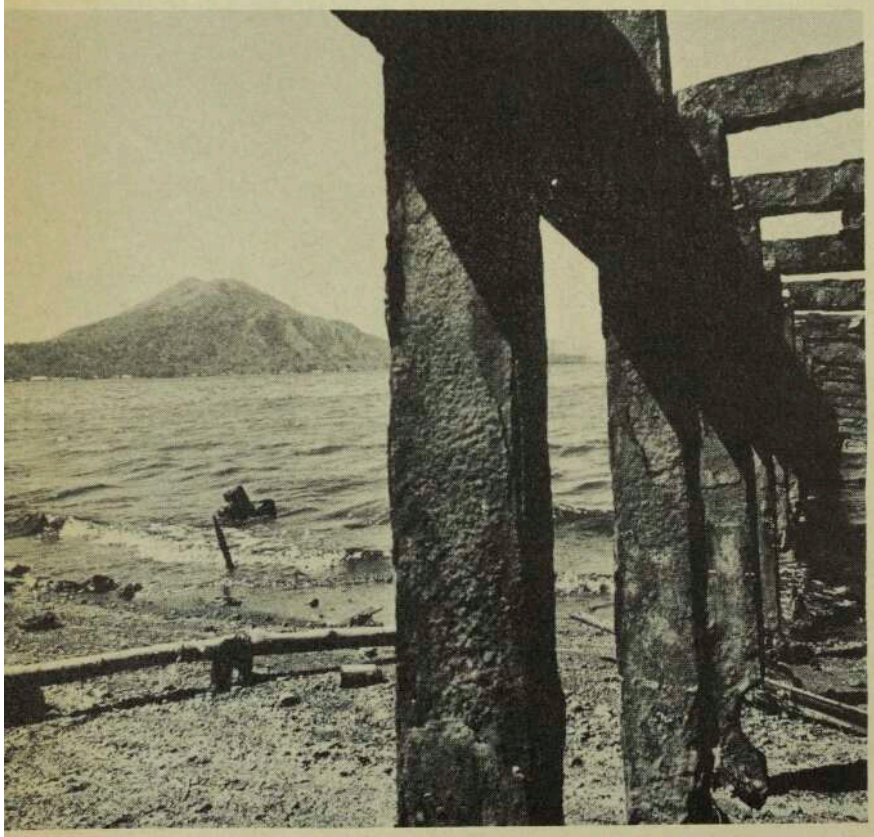


In November, veterans of the Battle of Tarawa will arrive in the GEIC to mark the 25th anniversary of that bloody battle. What of the other battlegrounds of the Pacific 25 years later?





IT is a long time since Australian-American troops were seen in force in the South Pacific. But the relics of their battles remain. Old tanks with jungle vines creeping over them, landing barges rusting by the foreshore, and aircraft falling to pieces are found everywhere. The only well kept reminders of the bloody battles of the Pacific war are the war cemetries, like Bomana (where some 4,000 servicemen are buried), just out of Port Moresby, and Bita Paka near Rabaul.

From Bomana, P-NG, a steep road winds up to the Sogeri tableland. On the tableland is a monument which marks the start of the Kokoda Trail. A few miles further on the road stops at Ower's Corner. It was from here in 1942 that all equipment and provisions had to be carried over the Trail.

At Wewak beach a Japanese and an American landing barge lie side by side.

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Pictures by BRUCE ADAMS

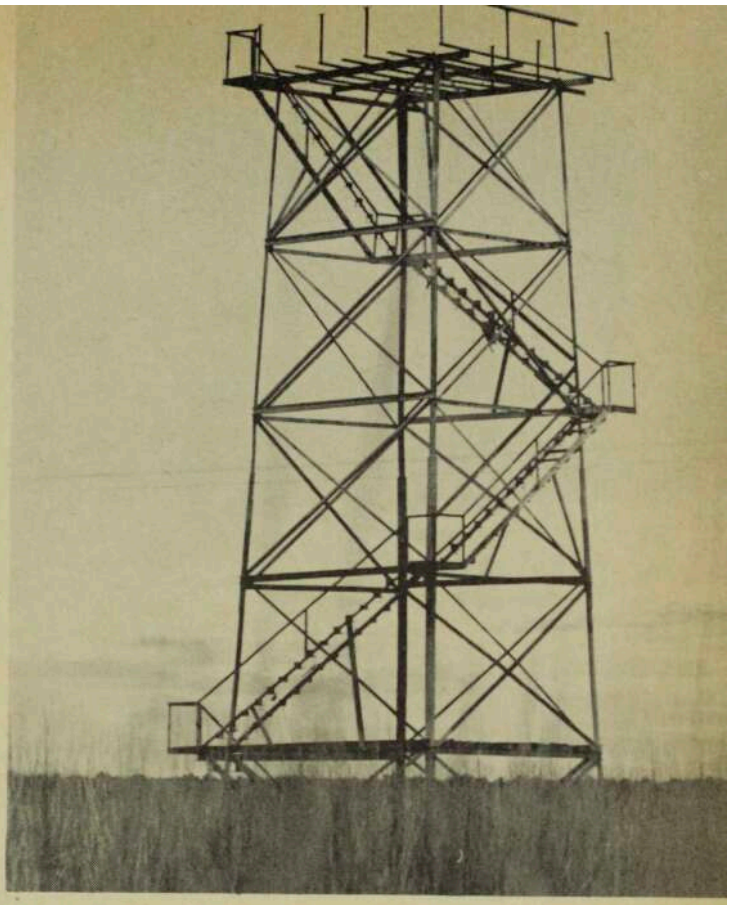
One of the last of the Japanese Zero fighters, can be seen on a concrete slab, at Kavieng, New Ireland. After many years, it is slowly crumbling to pieces.

An important Japanese bastion in the South Pacific during the war was Rabaul. During their occupation, the Japanese had fortified and honeycombed the hills surrounding the harbour. Today American landing barges, rusted and rotting, are still to be seen on the foreshores.

August 1942, when the US Marines landed on Guadalcanl, was a turning point in the Pacific War. On the beaches, in the surrounding hills, plantations, creeks, rivers, can be seen scars and relics of the battle. Henderson Airfield, which was the prize of the battle, still has the skeleton of the wartime control tower protruding above the tall kunai grass on the side of the present airfield.

Tenaru Beach, where the first American landing on Guadalcanal was made, still has an American field gun protruding through the sand, pointing out to sea, waiting for an enemy that will never appear.

(Over)



THE KOKODA TRAIL TODAY

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BATTLEGROUNDS OF THE PACIFIC

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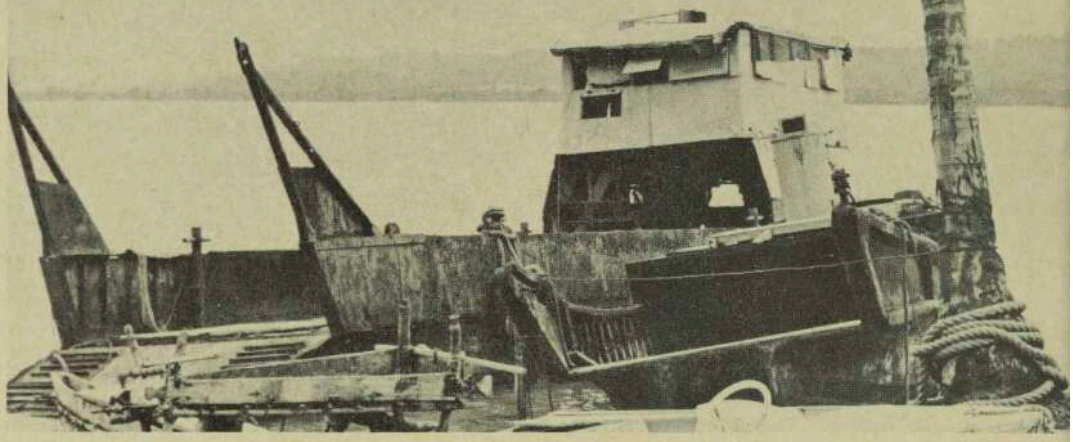

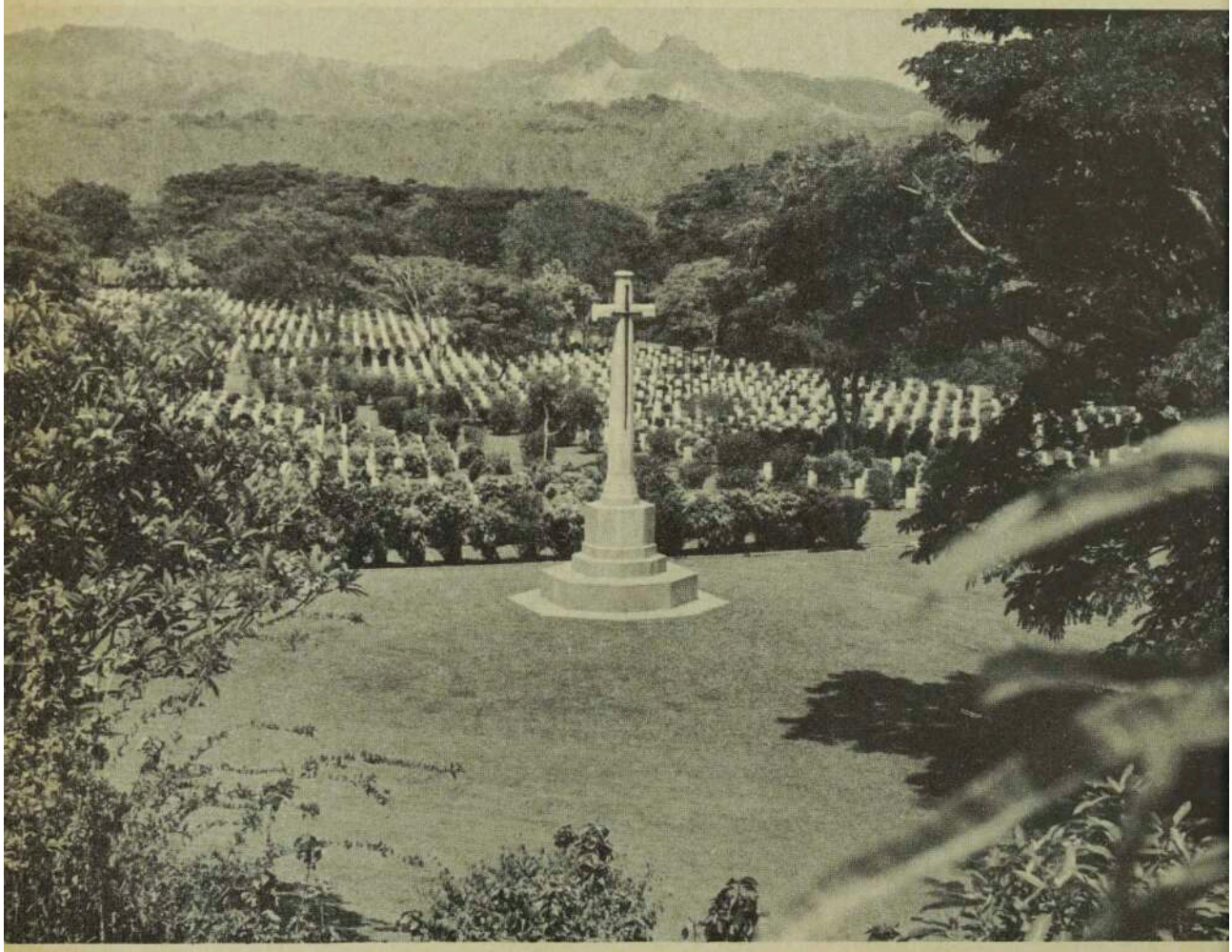

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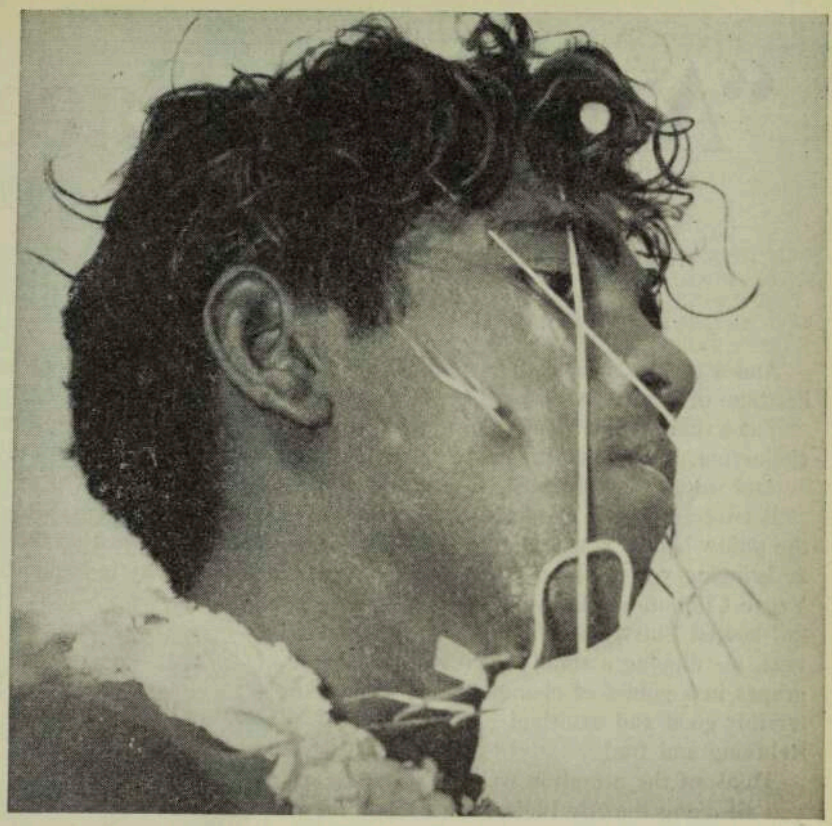
AWESOME, INCREDIBLE FIREWALKERS OF FIJI

From SUE WENDT, in Suva



"Fine skewers go through cheeks, noses, lips, arms, earlobes. There is no sign of blood or of pain."

The drums begin several days before the actual ceremony, beating out an insistent, hypnotic prelude to one of the most mysterious religious rites in Fiji. It is the annual self-purification and fire-walking ceremony of the devotees of Maha Devi, the Divine Mother, an awesome practice still followed wherever Southern Indians of the Hindu religion have settled in Fiji.

This year's ceremony, watched by Governor and his family as well hundreds of Maha Devi followers, ious Fijians and incredulous Euro-n tourists, was held in September the grounds of the Suva Sangam h School. It was the culmination 10 days of total abstinence, rship and meditation for two en or so devotees selected to lk on fire in the name of the ther.

ncompatible though it may seem h palm trees and other mani-tations of the South Seas, Indian walking remains an integral part the life in the colony, signifying tenacity with which the Indian ple have clung to their traditions culture.

n keeping with the times, it has ome a tourist showpiece. But for se who undergo the ordeal of , whipping and self-inflicted piercing with skewers and needles, it is a spiritually-elevating form of penance.

At 2 p.m. on a hot, hazy Sunday the participants, some of them quite small boys, walked several miles from the Maha Devi Temple at Samabula to the black sand flats at Laucala Bay, separated from spectators by a circle of rope and accompanied by the indefatigable drumming.

They wore garlands of marigolds and yellow robes, representing the robes of the Mother (as well as the Maha Devi, she is known as the Goddess Kaali or Maari) and their faces were smeared with vermillion dye and yellow tumeric powder, considered by sect members to be a symbol of prosperity and of power to destroy disease.

They carried tridents, the three prongs of which are said to destroy the three demons of lust, greed and anger, and they were followed by the heavy, cloying fumes of incense. To the unbelievers—the onlookers—it was a strangely eerie spectacle.

At the water's edge the drumming never faltered as the devotees forced fine skewers through their cheeks, noses, lips, arms and earlobes. One pushed a needle-sharp instrument into one cheek and out the other, so that an end protruded on each side. Another thrust a skewer through his forehead. There was no sign of blood or of pain—other than the grimaces of those watching. The faces of the devotees mirrored nothing but dazed oblivion.

Up at the Sangam School, about four miles away, hundreds of people waited around the roped-off fire pit, where frequent raking ensured that the glowing coals retained their heat. Here, too, the goat-hide drums maintained a ceaseless pounding.

Boys moved among the crowd, dipping bunches of leaves into a

travel

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ith yellow robes and garlands of marigolds, and with the incessant beating of e drums, the devotees of the Divine Mother move in procession to the fire pit, to walk the hot coals. There is dazed oblivion on some faces.

ket of yellow-coloured liquid and hing it into the air. The same done around the edge of the fire until the ground was quite damp. still the drums continued.

arely can so many colours have seen together. The Indian com-ity has a propensity for bright ning and the scene at the fire-ing—with Maha Devi followers ivid yellow, the priest in scarlet, women and girls in shimmeringly escent lime greens, luminous pinks purples—was one of unrivalled iance.

Tension high

ension was high by the time devotees, having completed the fication rites at the water's edge walked the four miles to Sama-, danced and leapt with ecstatic zy into the fire-pit area.

esponding to the increased tempo ne drums, they cavorted silently re a much-decorated image of Goddess. The eyes of some rolled ly. Others, their faces like pin-ions, were without expression.

nlike Fijian firewalking—inspired egend rather than religious belief e Indian performance is fairly hy, with the devotees leaping n and again across the white-hot coals. During the ceremony I witnessed, one man apparently felt the heat. He staggered drunkenly and missed a turn. He was whipped with a length of rope—but seemed to feel no pain.

A girl, perhaps 12 or 13, was led to the edge of the pit, a stunned, bewildered expression on her face. The drums quickened, but she backed away from the heat and prostrated herself before the Goddess instead.

Overhead a lone paper kite flew and outside an ice-cream van was doing good business.

Finally the roped-off area was filled with Maha Devi worshipers, the fire-walkers still energetically cavorting, the others following the praying to the Divine Mother. Several times around the ring they went. And still the drumming.

Then they were gone and a loud-speaker announced the end of the ceremony. The silence was almost uncomfortable as people moved off to avoid the mundane reality of traffic congestion.

"MATUA" SOLD

The Union Steam Ship Company vessel *Matua,* retired in late August after 30 years continuous service to the Pacific Islands out of New Zealand, was sold in September for an undisclosed price to E. K. Litonjua Steamship Company of Manila. She was expected to leave Auckland for the Philippines in mid-Octobed, and may be used on Eastern trade routes, although there is also a possibility she will be scrapped.

Not all Indian fire walking is done in Suva. These devotees seen walking through a trench of live coals were photographed by Rob Wright at Labasa, on the neighbouring island of Vanua Levu. Men with buckets are sprinkling holy water. The procedure is the same.

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When Niue airstrip is completed in two years, the problem will be:

WHAT WILL THEY DO WITH THE DINKUM TOURIST?

From a Niue correspondent

The Hakupu Hilton, the Matalau Motel and the Hikutavake Hotel are jokes on Niue—there is no public accommodation on the island.

But things will have to change ıen Niue's airfield is completed in proximately two years. The crews aircraft will want accommodation. ey may be scheduled in and out Niue in one day, but aircraft netimes have troubles.

And with the planes will come itors of all sorts—tourists, advisers, ormation gatherers, members of liament—and they will all want ommodation.

Which adds up to one thing: Niue l need a hotel.

People who visit Niue today are ırded with residents. The recent ıth Pacific Commission's seminar on itation and course on farm manment had participants scattered ıughout Alofi.

You need friends

No private persons visit Niue un- they have relations or friends on island.

mportant visitors sometimes stay he Residency of the Resident Comsioner, but until recently (when wo-bedroom annex was built for 's) the Residency was only a large e-bedroom house, and if the enıbent Resident Commissioner had ral children, the children had to e out of their bedrooms for the ors.

ometimes visitors are accommod at the Administration's bachelor rters.

ourists will mean a lot of changes Niue, of course. At the moment -Niueans need a landing permit et foot on Niue soil, so presum- the permit regulations would to be changed.

he liquor laws would have to be ıged, too. At present liquor is ed to permanent residents under rmit system of so many points a ıth, so that would have to be lified. A hotel would want to sell or to guests, and perhaps also to nanent residents.

uch a hotel would add a new dimension to life on Niue if it was possible for locals to dine and dance and have a drink in civilised surroundings.

And if the hotel had a swimming pool so much the better—but that would certainly have to be for guests only, otherwise it would be swamped with locals wanting a dip.

What would tourists do on Niue? Well, the island isn't a tourist paradise in the jet-set sense. It's not beautiful —a 100-square mile lump of solid coral rock—and there are no taxis, although there's nothing to stop someone starting a taxi service. And there's little to buy on Niue except baskets and other woven ware.

However, lower terraces of the island are riddled with caves, which would keep cave explorers happy, and there's a nine hole golf course, and (New Zealanders note) NZ currency is used.

But even if there is not an awful lot to do and see by "swinging" standards, there is sun, plenty of it, and the Niueans are a pleasant people.

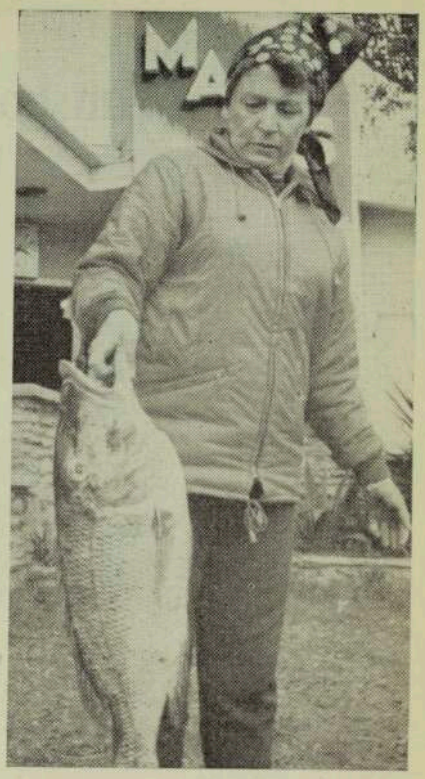
If you want to get away from it all, Niue is a good bet.

THE Sitmar Line, which has been running cruises with its liners to many major Pacific Islands ports for several years, will make its first appearance in the New Hebrides when its liner *Fairstar* anchors off Vila on Christmas Day this year.

Fairstar will offload its passengers with its own boats for a six-hour visit to Vila as part of an eight-day cruise from Sydney.

Sitmar's New South Wales manager, Mr. George Grieshaber, told *PIM* his company would step up its cruising operations in the South Pacific after it received two refurbished liners, *Fairwind* and *Fairlands*, which it had bought recently from the Cunard Line.

Fitted with stabilisers and capable of carrying 1,600 passengers, they would be ready for service in the last half of next year.



Practising what she preaches about a fisherman's paradise, Mrs. Dickson with a 9 lb trumpeter she caught recently on Norfolk.

Businesswoman sells Norfolk to Australians

Norfolk Island Travel Service, Australia's only travel agency which can claim to specialise in Norfolk, and Norfolk alone, got off to a shaky start in a tiny, first-floor office above a Sydney milkbar just three years ago.

Today, with a smart, ground-floor office in another part of Sydney, the agency proudly claims that it books one in every five Australian travellers to Norfolk.

The agency's owner, Mrs. Aileen Dickson, has done remarkably well in the tough travel agency world, but her success is not really surprising. She's a good businesswoman.

Besides being a housewife and mother of four children, she operates three other businesses—Rock-A-Bye, Baby Sitters (one of New South Wales biggest baby-sitting companies), Jan-

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travel

ar Telephone Answering Service and ydney Information Services.

Her interest in Norfolk started hen she bought the information ser- ice firm in December, 1963, and, ith a staff of two, started answering eneral inquiries by telephone. This ompany handled, by contract, in- uiries from firms for trade statistics nd general information.

Many of the inquiries were from eople who were thinking of taking holiday on Norfolk Island.

Mrs. Dickson saw that there was n opening for a travel agency which new Norfolk, and in July, 1965, with uthor Rob Nicholson (*The Pit- irners*) as an original partner, she rmed Norfolk Island Travel Service.

Plenty of business

The volume of work handled by e agency grew rapidly, and it soon came obvious that the agency needed rger premises.

In August, 1967, Mrs. Dickson ased her present headquarters in a nall arcade, for a period of three ars.

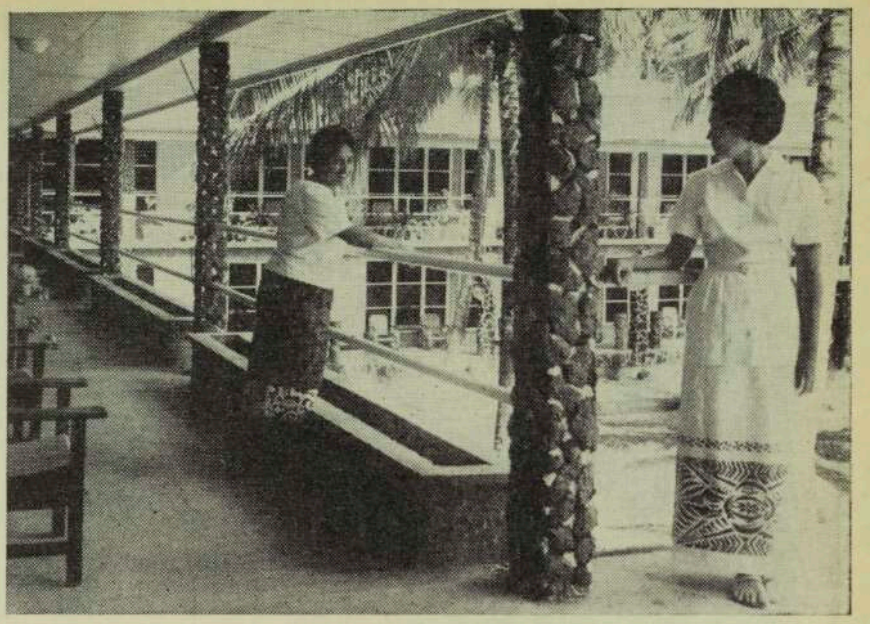
Mrs. Dickson feels that Norfolk the one place in the South Seas here travellers like to plan their own olidays, and she does not promote ackage tours" to the island lthough she will sell them if people k for them.)

Mrs. Dickson is not worried by e predictions that Norfolk will lose its New Zealand tourists to the ook Islands by the early 1970's— orfolk, she feels, can more than ake up for the loss of New Zea- nders by extra Australian visitors, ovided the island is promoted more Australia.

Coming from a businesswoman of rs. Dickson's calibre, it's a point orth considering.

F granted 51 acres on Buka Island, opposite Sohano on Bougainville, the New Guinea Land Board, a -man syndicate plan to build a 70,000 Melanesian-style hotel re- rt on the land by mid-1969.

The syndicate, consisting of two nericans, New Guineans and New alanders, planned to form a com- ny, New Britain-Solomon Hotels y. Ltd., and build 10 independent ing units housing 40 people at ka.



This is part of a new block of 89 air-conditioned units at Aggie Grey's Apia hotel. Designed and built locally, the spacious new building reflects credit on manager Allan Grey. The pillars are faced with volcanic lava brought from Savaii. A pool is to be built in the square below.
— Photo: Rob Wright.

But where have all the loadings gone?

By a staff reporter

Things in Pacific aviation just aren't what they were supposed to be. Current overall passenger loadings of about 40 per cent. for trans-Pacific commercial air flights are causing concern among the six international carriers—Qantas, UTA, PanAm, Air-NZ, BOAC and Canadian Pacific.

While individual airlines will not say what actual passenger loadings they are obtaining, all are far from happy with the number of seats they have sold lately.

Reasons given for the slowdown in trans-Pacific travel vary from the first effects of President Johnson's pleas for Americans to restrict overseas travel to New Zealanders staying home because of devaluation effects.

But one fact sticks out—passengers wishing to cross the South Pacific, be it from San Francisco or Sydney, are over-catered for.

Qantas and Pan-Am operate nine services each, BOAC and Air-NZ three each, UTA four (counting its service out of Indonesia) and Canadian Pacific will soon be starting its first weekly service.

Qantas' general manager, Captain R. J. Ritchie, recently said the 17 per cent. increase in air passenger traffic forecast for this year was "unlikely to be achieved". He said no increase had been recorded so far on the Pacific.

Captain Ritchie said the disappointment was a "lull" and "temporary". He remained confident that the travel boom predicted for the South Pacific was approaching.

Two results of the current drop in tourist travel between the US and Australasia could be an even closer sales alliance among three Commonwealth carriers—Qantas, Air-NZ and BOAC—which might be extended to UTA. This would be prompted by a mutual fear of increasing PanAm services on the South Pacific.

UTA, in particular, would probably not knock back some sort of arrangement similar to its very successful "pooling" tie-up with Qantas on Sydney-Noumea runs.

UTA sees PanAm as a powerful and far bigger airline, out to dominate South Pacific services by starting as many improved frequencies as it

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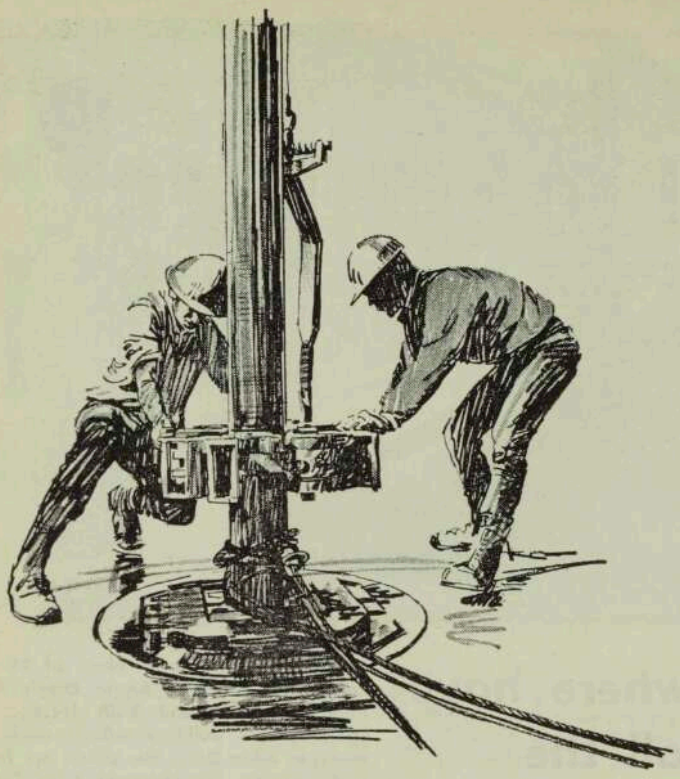

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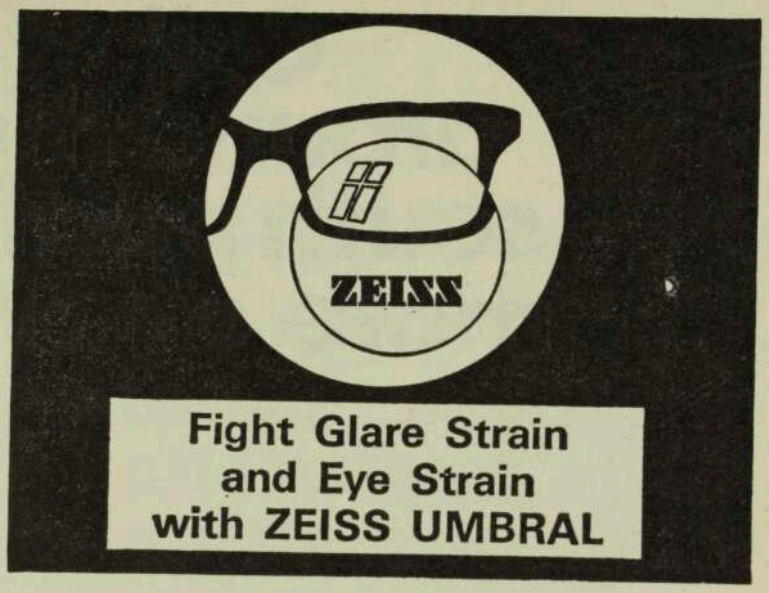
travel

n before it is joined by another merican airline; probably Eastern xt year.
However, UTA itself would have do the proposing, as the Com-onwealth carriers would first con-ntrate on strengthening their own nds before marrying the French.

IJI Airways Ltd., which operates HS748 prop-jet services fort-ghtly northwards to Nauru, has plied to United States aviation thorities for rights to extend these vices to Majuro, Marshall Islands. the application is successful, and is unlikely unless US carriers are en added regional air rights in the uth Pacific, it will start the first link between the South Pacific nds and the widely scattered atolls the US Trust Territory. Its im-cations for tourism are very big ause it would mean tourists would able to see the GEIC and Nauru hout having to backtrack their way air.

IR NEW ZEALAND will operate return DC8 jet services from w Zealand to Rarotonga as well "through" services from NZ to the ited States, via Rarotonga, when otonga's jet airstrip opens in 1970, Frank H. Reeves, chief executive, -NZ, said in September. It was first announcement the Cooks ld get a return jet service as well being a trans-Pacific stopover and mphasised the hopes Air-NZ has the territory as a big holiday ination for New Zealanders.

N indication of the growing struggle to capture South Seas ists was the announcement in tember that P & O is to run 32 ses out of Sydney in 1969—25 them to the Islands. This repre-s an increase of 33 per cent. on year's 21 cruises out of Sydney P & O.
o sell the 41,500 berths available the cruises (which, as far as the nds are concerned, last from six 17 days, and between them take Noumea, Lautoka, Suva, Pago o, Nukualofa, Apia, Savusavu, iara and Rabaul), P & O ched a massive promotion cam-n in late September.
me 1,000 postcards were sent to le in Australia and New Zealand n Sunny Suva, with the compli-ts of P & O, suggesting that receivers get in touch with their est P & O office.
& O launched "Cruise Fort-



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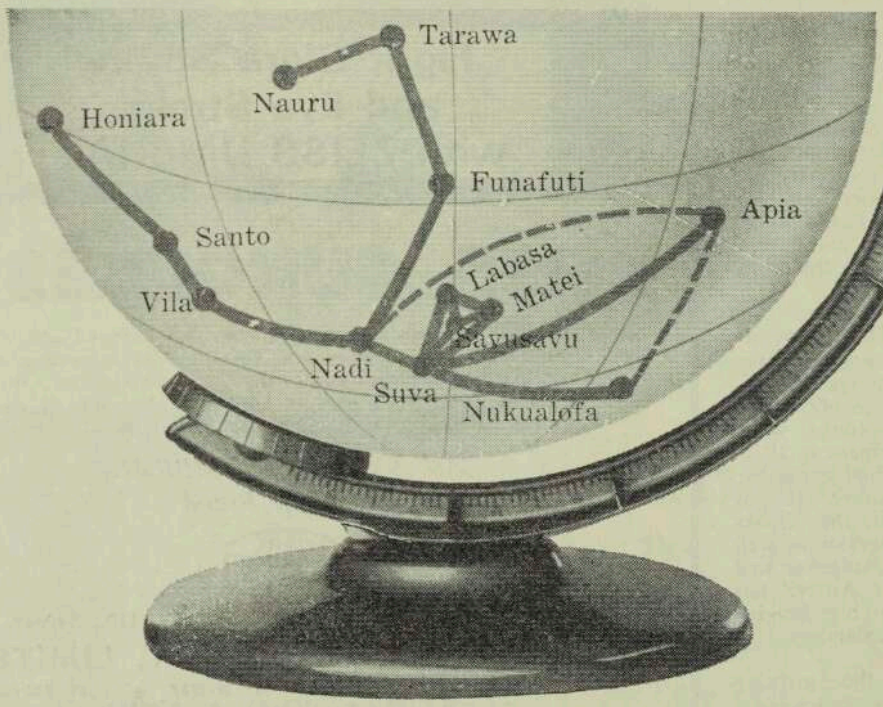

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Fiji Airways has increased its flights between Fiji, the New Hebrides and the Solomons. Three flights a fortnight, in each direction, means you can call around the islands more often. Fiji Airways jet-prop HS748 leaves Fiji for Honiara every Thursday, and alternate Sundays.* The smooth, fast and efficient service of Fiji Airways HS748 Jet Prop is now available for more travellers who demand speed and comfort.

The increased service makes it easier than ever to link up with international trans-Pacific flights.

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nights" in Australia and New Zealand, together with cruise competitions. Department stores in major centres featured P & O displays and advertisements were placed in all media.

But one publicity problem stumped P & O. At a Press conference to announce the line's 1969 fare, publicity officer Bill Olson lamented the fact that the aeroplane people had coined "jet set" to glamourise flying, but that the boat people hadn't been able to come up with anything to match this. Were there any suggestions, he wondered.

How about "steam set"?

UTA French Airlines is planning to extend its South Pacific services from Tahiti to Santiago, Chile, by early 1970. The new service will take 12 hours by DC8-62 jet, currently the world's biggest commercial aircraft.

UTA moves to enter South America from the Pacific Islands are in direct contrast to Qantas thinking, which sees an Australia-South America air link a commercial impossibility because of the very small trade between the two continents and virtually no interchange of tourists.

French ties with South America are stronger with many Frenchmen living in several South American countries. South American-France trade is also significant.

At present LAN-Chile, Chile's national airline, operates services from Santiago to Tahiti, via Easter Island. LAN-Chile, which had previously planned to start non-stop Tahiti-Santiago services in September this year (*PIM*, July, p. 51), now hopes to start these services early next year.

No agreements have yet been made between UTA and the Chilean Government, but Chile may insist on French help in upgrading Easter Island airstrip before UTA is allowed to Santiago.

PLANS are under way to build an airstrip at Parisi, on south Malaita, in the Solomons. Malaita, the BSIP's most populous island, is already serviced by half-hour air flights from Honiara to the island's capital, Auki, on the north-eastern side of the island.

PIM's correspondent on Malaita said construction equipment was recently moved to Parisi and VSO Jeremy Lamb was put in charge of initial work.

A FINAL report on the extension of Nadi Airport for the operation of jumbo jets and supersonic airliners will be made after a meeting in October between a working group of the South Pacific Air Transport Council and the Fiji Government.

During a visit to Fiji in September the Australian Minister for Civil Aviation, Mr. R. N. Swartz, who is also the permanent chairman of the SPATC) which administers the airport) said preliminary sketch plans for a terminal building had already been developed. Final details would be completed after the October meeting.

THE 19,339 ton flagship of the American President Lines, the *President Cleveland*, will make its first voyage into the South Pacific early next year. It is due to arrive in Suva, carrying 304 first class and 380 tourist class passengers, on January 28—the same day as the Matson liner *Monterey*.

The voyage is part of the American President Lines' new cruise programme for 1969. The company's normal route is from the US Pacific Coast to the Far East.

President Cleveland was built in 1947 at the Bethlehem-Alameda Shipyard at Alameda, California. She was one of the America's first post-war liners.

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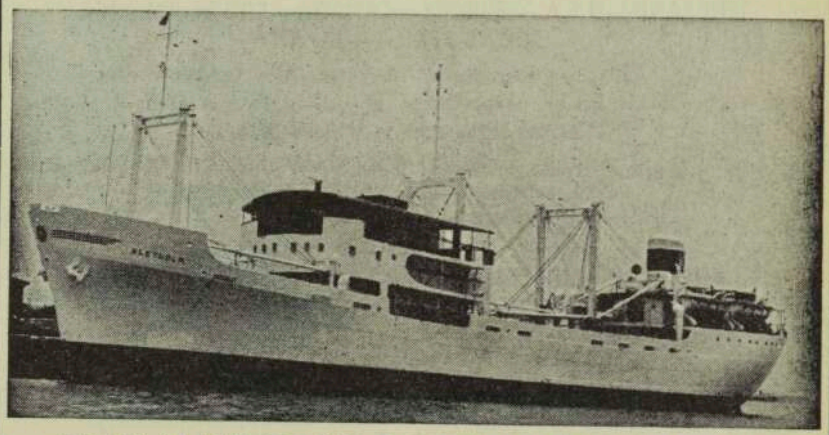

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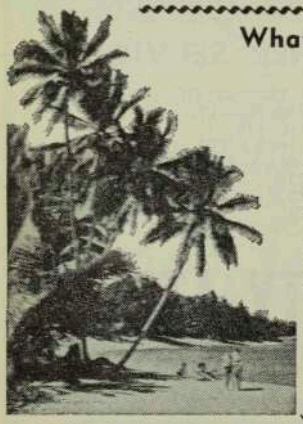

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NIGHTCLUBS, PENTHOUSES FOR SUVA

From a Suva correspondent

The Indian-owned Narain Construction Company, one of Fiji's busiest developers, is currently involved in three big building projects which it claims will cost £660,000.

The company released plans last month for Fiji's tallest building, a £500,000 15-storey block of home units to be called Narain Towers (pictured). The price for each of its two penthouses will be between £20,000-£25,000.

In addition, the company obtained conductant approval for a restaurant licence last month from the Central Divisional Liquor Tribunal. It was for a nightclub-restaurant, containing fittings worth £30,000 and costing £50,000 overall, which the company intends to open within the next three months in Sonoma Street, Walu Bay. The reluctance related to the zoning for the proposed restaurant. The Tribunal was doubtful about the desirability of having it in the heart of Suva's industrial area—and imposed the condition that the restaurant should be open only from 7 p.m. onwards.

Largest

Mr. Rowley Pym, spokesman for the developers, claims the nightclub-restaurant will be the largest, not attached to a hotel, in Fiji.

It will be built above a former galvanised iron factory, which the Tribunal has stipulated must be removed before the establishment opens. Plans are to specialise in Indian curry, fresh seafoods and tropical fruits—and it's hoped to bring in overseas artists for the nightly floorshow.

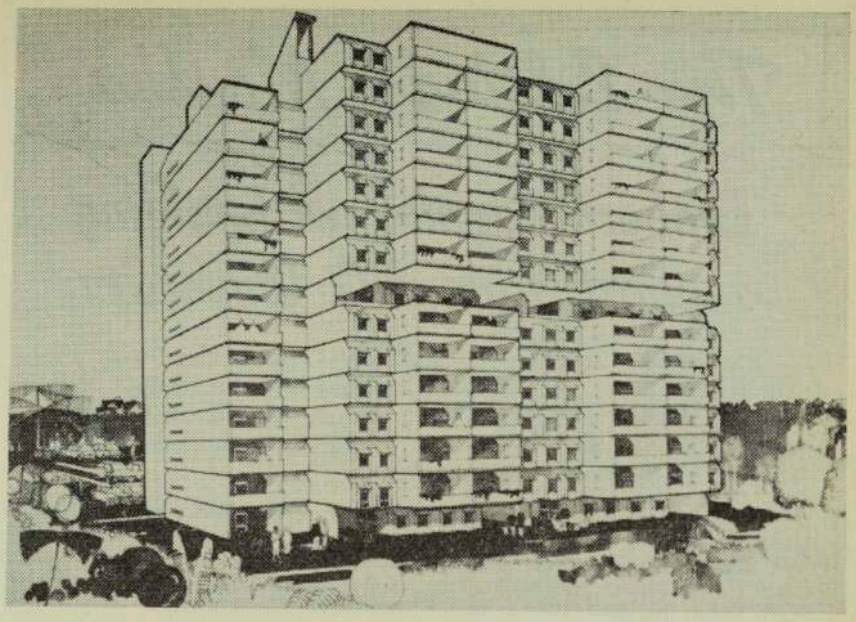
On December 1, underterred by pessimistic pronouncements about a deficit of accommodation in Suva, Narain will open another of its projects. It is the £100,000 Town House, a block of 30 serviced, air-conditioned and self-contained apartments in Forster Street, overlooking the city and harbour.

The building will contain a roof garden and bar, with an adjacent restaurant capable of seating 100 people.

There will be 14 one-bedroom apartments, able to accommodate four people and expected to cost around £5 per day for each apartment.

The 16 bed-sitting rooms, accommodating two people, will be about £3 per day. Mr. Pym said the Town House would provide meal service from its own cafeteria and make available a baby-minding service.

He also hinted that local hoteliers might have to keep an eye on their trained staff. The demand for efficient waiters, waitresses, chefs and maitre d's is at an all-time high in Suva, making the need for immediate establishment of a central staff training school more urgent than ever.



Plans for a 15-storey £500,000 block of home-units overlooking Albert Park presage a new era of high-density living in Suva. Pictured is an artist's impression of Narain Towers, which will contain 72 home-units, two penthouses, 75 garages, a swimming pool, a golf putting-green and a roof garden. The developers, Narain Construction Co. Ltd., claim it will be both earthquake and hurricane-proof. Construction is expected to begin early next year, with completion 12 months later.

The Editors Mailbag

Canberra denies withholding support from NG University

Sir,—The article entitled "New Guinea University Frets About Its Future" (*PIM*, Aug.) would have its readers believe that the Australian Government is unconvinced on the importance of the university and is withholding financial support. This does not accord with the facts.

It was the government that appointed the Currie Commission and it was the government that took the decision to establish the university. 1966/67 was the first full financial year of its operation and its income from grants and scholarships has increased from $1.8 million in that year to almost $3 million in 1967/68, and in the current year the total funds that will be available for university purposes including a government supported loan will be some $3.85 million.

The government will continue its support in the future because it believes that the work of the university is important.

It is true that the government did not accept proposals put to it by the university last September involving a build-up of enrolments of 825 equivalent full-time students by 1970 and requiring an allocation of some $4.5 million in 1968/69. This is hardly a cut back in expenditure (as the article describes it) nor cause to make the university fret about its future.

The government announced its intentions on the level of enrolments when the university was established. Furthermore, the university authorities were told what funds were expected to be available each year up to 1970. The government has not gone back on this.

Not accepted extra plans

What it has done is that it has not accepted more expansive proposals put to it by the university. Far from being cut back, expenditure in 1968/69 is expected to increase by very nearly $900,000 over that in 1967/68, and my understanding is that the university itself has accepted that the funds available to it in 1968/69 will meet the financial requirements of its present programme.

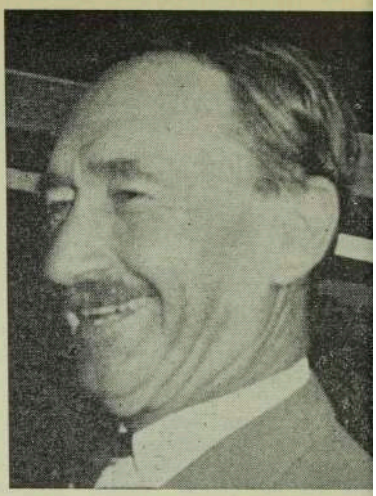
The reason for not accepting the university's proposals was not, as the article seems to imply, purely one of funds. Not least of the considerations is the limitation imposed by the numbers of students successfully completing the secondary courses at the high schools.

Moreover, the territory needs not only graduates in Arts, Law, Science and Education (the courses conducted by the university) but also suitably qualified people in fields such as Engineering, Agriculture, Medicine, Dentistry, Public Administration, Forestry, Accountancy, Business, Surveying and Teaching and there must be a flow of students into the institutions conducting these courses.

There must also be a flow of young people from secondary schools directly into the Administration and private enterprise. A greater number of students could enter the university only at the expense of these other very important needs.

In 1968 very nearly 80 per cent. of the students who passed the School Certificate examination proceeded to further training. No student was denied the opportunity of further education; the intakes into other tertiary training institutions fell

Dr. John Gunther



Minister for Territories, Mr. C. E. Barn

well below their targets for the ye

Nor would it be correct to c clude from the statement in article that preliminary year numb were kept down to around 100 t this was the intake of new stude for 1968. The total intake includi part-time and post-graduate stude was well in excess of 200.

Where are the graduates?

In support of the case for a m rapid build-up of enrolments th envisaged by the government, article quotes Dr. Gunther as say that if 2,000 graduate expatria could be replaced tomorrow, million could be saved every y in salaries, i.e., more than the u versity would cost to operate for year.

The potential saving from replacement of expatriate officers suitably qualified indigenous offic is real enough. The fact of matter is, however, there are nothi like 2,000 expatriate Arts, Law a Science graduates in the territo Moreover, as I have pointed above, a greater intake for the u versity could at present only redu the intake to other fields and saving would be no greater fr replacing, say, an expatriate A graduate than from replacing an patriate engineer or doctor or ag culturist and probably not v much greater than from replacing expatriate clerk by a seconda qualified indigenous clerk.

It is clear that it would not in the interests of the territory concentrate on Arts, Law and Scien graduates and to neglect the traini of people in other fields or postpone any direct entry to

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Public Service and private enterprise of high school graduates.

The article refers to the demand and need for more schools for children. This, of course, is an important part of the problem and it is relevant that the current university expenditures equal almost 20 per cent. of the total expenditures of the territory's Education Department on more than 200,000 children in primary schools and nearly 14,000 in secondary and technical schools. It is planned that by 1973 some 6,000-7,000 students will be passing out of secondary and technical schools each year.

Budget changes?

As to the article's points on the budgetary system, I would agree that annual budgeting creates difficulties for forward planning and arrangements are being developed that I believe will be satisfactory to both the university and government.

The recommendation of the Currie Commission that university finance be provided from Australia overlooks that at the university is an integral part of the territory education system. It would not be consistent with the movement towards a self-contained structure of government within the territory to place university funds outside the general framework of territory finances. Grants to the university take their place in accordance with their priority in relation to all other activities in the territory.

C. E. BARNES
Minister for External Territories.

Canberra,
ACT

BSIP FORESTRY LAW

Sir,—In 1960 a Forestry regulation came law in this Protectorate. Among the provisions of the regulation was one that stated that unregistered land, i.e. native customary land, could be declared a Forestry reserve. At that time, Legislative Council consisted entirely of nominated members.

Another provision of the regulation stated that any land anywhere could by order of the Chief Forestry Officer be declared a Forestry area, and this provision was invoked on June 19 to declare seventeen large areas of native land, and also land on which timber companies are now operating, to be Forestry areas.

Under the provision of this Forestry Act a section it is an offence punishable by a fine of $100, and/or six months imprisonment to cut down any tree. A "tree" is defined as including saplings or brushwood. It is also an offence to make any new gardens or settlements within the Forest area.

The declared areas on Guadalcanal have not been demarcated by survey, but, apparently, have been determined by reference to aerial photographs. There are no "cut" lines on the ground or any survey posts or pegs.

This will put an end to "shifting" cultivation by people of the villages in the areas. As they have no chemical fertilisers or animal manures, however, they will be faced very quickly with the fact that their standard root crops (sweet potato, taro, and yams) will diminish rapidly in quantity and quality. One native described it as a law suitable for wild pigs and not for human beings, meaning that when a wild sow was killed any piglets would be captured and kept within a fence.

The people of Guadalcanal have formed a Peoples' Protection Party and are framing a petition seeking to have these obnoxious sections of the Forestry Regulations repealed. Their committee has already placed objections before a Legislative Council select committee on forestry which was formed at the same time that the areas were declared. They are angry that no opportunity was given them to raise any objections before the declarations were made.

They intend to do their utmost through the courts and, if necessary, by appeals from any adverse verdicts of the local courts to the Privy Council or to the appropriate committees of the United Nations.

They will base their case on the provisions of Pacific Orders in Council of 1875 and 1893 which undertook to protect the "sovereignty" of chiefs and headmen in these Solomon Islands. Part of the "sovereignty" of chiefs and headmen is their power to allocate custom land to their people for garden or settlement purposes.

As in Papua-New Guinea, this land was never annexed. All alienated land in this country has been acquired by purchase. The people whose land has been "declared" believe that the action of Government is unjustified confiscation and expropriation, particularly as the regulation makes no provision for the payment of compensation, royalties, or rentals to the native owners.

CHARLES K. MAN,
Secretary,
Peoples' Protection Party.

Rere Plantation,
via Honiara,
BSIP.

Robert Dalkin, as the RAAF knows him. See below.

FROM GROCERY COUNTER TO GOVERNMENT HOUSE

Sir,—In the mid-thirties there arrived at Salamaua, in the then Mandated Territory of New Guinea, a tall, gangling fresh-faced English youth engaged by W. R. Carpenter & Co. as a grocery assistant in their general store. His name was Robert Dalkin.

In his quiet way he got on with his job, kept clear of the sometimes boisterous doings that from time to time erupted, and when a fair-haired English lass arrived to join the firm as a typist he found a companion with common interests for off-duty hours.

He often spoke of his ambition to learn to fly a plane and his chance came when engineer/pilot Arthur Collins, of Mandated Airlines, acquired a superannuated DH Moth, which he made available for flying lessons.

It was not long before he could be heard, most afternoons after the store closed, droning around overhead, getting in hours and experience, while we down below acquired gallonage.

Came the war and we all eventually dispersed into its vast melting pot, many never to show up again anywhere. But in 1942, in a Melbourne newsreel, I saw an RAAF parade at Darwin for the bestowal of decorations for air operations in

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LETTERS

Hudsons over Jap occupied Timor and among those who stepped out to be "gonged" was our English friend, now an officer with the RAAF.

I met Robert Dalkin again, this time in the flesh, at Nowra, NSW, in 1951. We altered course to a nearby beer foundry to exchange intelligence reports; these revealed that he had married that girl at Salamaua, had a son and daughter, had stayed on as a permanent RAAF officer at war's end and was currently in command of the combined services anti-submarine training wing at the RAN airbase at Nowra. He was a wing-commander.

Later, occasional Christmas cards and sometimes newspaper items afforded sketchy glimpses of an onward-moving service career with postings to Eastern Command HQ at Lapstone, CO at Point Cook and at Williamtown air station, RAAF HQ at Canberra, then somewhere along the line Group-Captain and to England on special duties. Honorary appointments also made him Aide to the Governor-General and Equerry to the Queen.

Back in Sydney myself eighteen months ago from a couple of years on Nauru Is. I was loomed over by a tall form while trying on new shoes in a department store—himself again, back from UK and again located at Canberra.

Then, leafing through a recent issue of *PIM* a familiar face leapt out at me—Air Commodore Robert Dalkin, now appointed Administrator of Norfolk Island. From WRC to VIP; from grocery counter to Government House; congratulations on such nice flying, Bob and Helen.

BERT E. WESTON.
Heathcote, NSW.

● *See "Norfolk at the crossroads", p. 61.*

TAHITI-MOOREA TUNNEL

Sir,—There must be a lot of other people deeply appalled at the thought of the proposed road tunnel between Tahiti and Moorea. (*PIM*, June, p. 50).

I had always admired the French for being one of the few nations in western Europe not for sale for American dollars, but this independent attitude doesn't seem to apply outside continental France.

Everybody who goes to the movies must know by now that the view of Moorea from the sea is about the most beautiful sight on earth, and therefore anybody who would exchange this for an underground trip in a fume-filled tunnel is nothing but a barbarian and shouldn't go to Tahiti at all—he'd enjoy his vacation more if he spent it at the Chicago meatworks, or next door to a fertiliser factory.

Apart from this, people who can't spare an hour for the crossing haven't got time for a holiday. They are too busy.

If Americans want to make their own country hideous that's their business, but let them leave Tahiti alone. It needs no improvement. Just buy some more comfortable boats, and leave it at that.

Then any American tourist who still requires a faster ride to Moorea should be fired out of a cannon, preferably without a crash helmet.

JOHN WISEMAN.

Fairstar,
c/- London.

FUTURE OF THE FIJIAN

Sir,—We're in England on vacation, and have made arrangements to have the *Pacific Island Monthly* mailed here, and have just finished reading staff writer Judy Tudor's most interesting article on Fiji in July's issue. You are very well informed, and as the main theme is tourism and its impact on the economic side of life in Fiji, and especially on the living standards of the native, you may be interested in a few observations I would like to make.

My wife and I have lived in Fiji since 1962 and it did not take many months for me to realise what a raw deal the indigenous inhabitant was getting; he has little or no chance of obtaining a post of any significance in commercial business.

Tourism, in my opinion, was made for him; visitors from abroad come to these islands to see Fijians and their way of life, and bring their millions of dollars with them, but precious little of this wealth gets into the hands of the Fijian. Many people would be astounded to know that tourism in Fiji is controlled by about half-a-dozen individuals. The Fijian is no fool, he sees the wealth of the overseas visitor, takes the few pounds paid to the village for performing a *meke* and knows that if he complains a village a little way away would be only to willing to accept the fee.

Little is being done to better the lot of the average Fijian. Unlike most societies there is virtually no middle class, all business is in the hands of the large Australian interests or the few locally born Europeans. Unfortunately trade unions which had the blessing of the TUC are a farce. They are formed, due obtained from the workers, ba advice given, books and funds jus disappear and no action is taken.

You are quite correct when yo state much talk goes on around th *yaqona* bowl. For four years I hav lived with these people and ther is no doubt that unless something i done and done quickly to elevat them, the masses will, as you say vote Federation. Mr. A. D. Patel who tries to explain his party' absence from Legco, as no confidenc in the Government, may have a rea platform at the next election, the God help Fiji and another Britis colony.

L. M. SUMMER
Nasilai Tropicana Ltd.,
Suva, Fiji, but temporarily
in Hants, England

FREAK EGGS

Sir,—Some weeks ago one of m black orpington fowls laid a freal egg, which weighed four ounces. Th circumferences, in length and breadth respectively, were 8½ in. and 6½ in It contained yolk and white of norma size, and ALSO a perfect, hard shelled, medium-sized egg.

The following day a hen wa found dead in the pen, and wondered if it was the layer of th giant egg.

However, this week, another huge egg was laid; the same in every de tail as the abovementioned, excep that this one was slightly larger. I topped the scale at five ounces, and its circumferential measurements were 8⅝ in. and 7 in.

Now I am of the opinion that the same hen may have produced both eggs.

Have other readers seen similar freak eggs?

ARNOLD WILLMANN
Hawaneuna Plantation,
Samarai, Papua.

● Ocean Island, Nauru and Christmas Island (Indian Ocean) British Phosphate Commissioners staff who may be on leave in November are invited to attend the "Phosphateers" annual Christmas reunion, to be held at the Brighton Town Hall (Melb.) on Saturday, November 30, at 6 p.m. Those interested should contact the hon. secretary, Bruce Peek, 32 Primula Street, North Blackburn, Victoria 3130.

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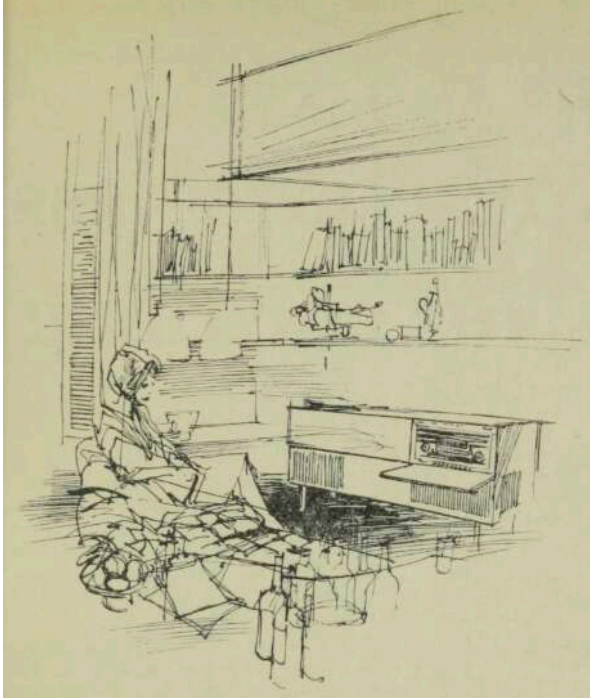

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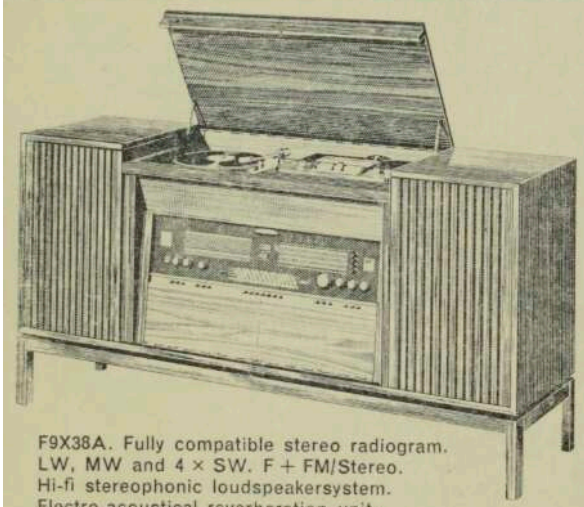

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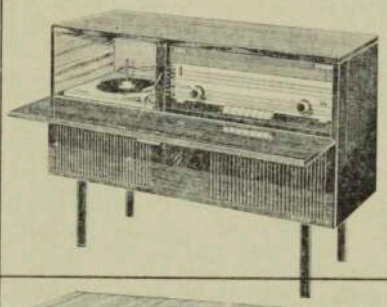

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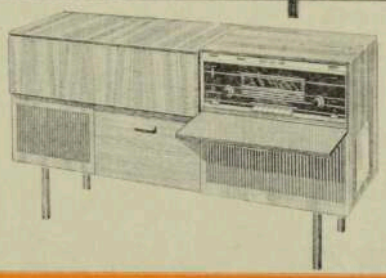

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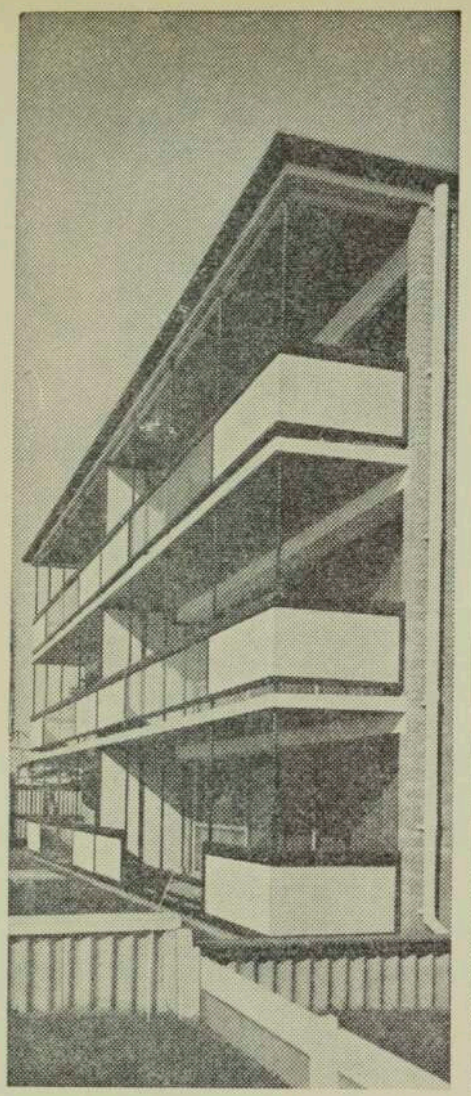

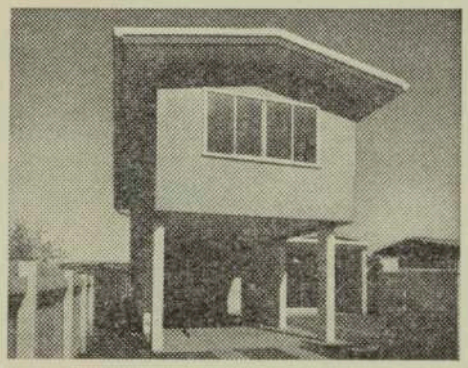

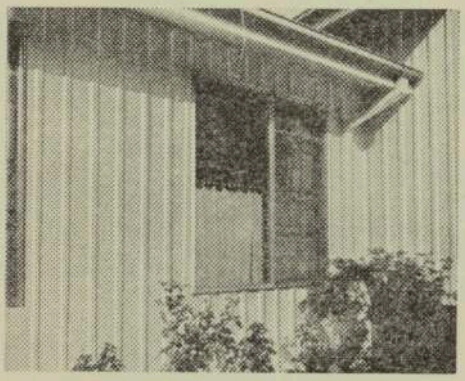

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A Brett Hilder Profile

He worked under the waves

BILL TEBB, at present of Wewak, New Guinea, is a webb-footed mariner who has spent most of his working time under the waves. His paternal ancestors were from Flanders, and his father was serving in the Royal Horse Artillery when our William Leslie Tebb was born at Woolwich, London, on May 3, 1919. The son-of-a-gun went to school at Bloomfield Road and at Fox Hill until he joined the Navy as a boy in the training ships, in 1933. He served during the troubles in Palestine and Abyssinia with the rank of Boy in the submarine parent ship *Cyclops*, repairing and relaying oil lines which had been destroyed at Haifa. Next year he was around Spain during the Civil War as an Ordinary Seaman in HMS *Devonshire*.

In 1939 he was back in the UK doing a diving course and in January, 1940, he joined the armed merchant ship *Carinthia*. This ship was torpedoed off Ireland six months later, leaving Bill swimming for 24 hours. He was spotted by an Australian Sunderland flying-boat, which brought the destroyer *Wren* to rescue him.

Bill returned to submarines, serving in *L23* in 1941, and then volunteered for "special service" in two-man torpedoes. They were steered to their target by two "charioteers", who attached the warhead to the target and then either tried to escape or gave themselves up. Bill's major effort in this dangerous game culminated in the abortive attack on the German battleship *Tirpitz* in a Norwegian fjord. The 10 men split into two parties of five, to escape over Norway into Sweden. Bill's party was captured by Gestapo and in escaping again Bill shot the two guards.

The party was well treated in Sweden, though Bill was tried for murder and acquitted. He got back to England two months later in a Mosquito aircraft, under the wing of Dr. Malcolm Sargent, who was a courier at the time. Bill received a Mention in Despatches and he rejoined the depot ship *Titania* in Scotland. He was then seconded to the combined operations pilotage party, whose job was to survey and clear approaches to enemy beaches to enable landings to be made. He was in the midget submarine *X24* for the purpose, and for the Normandy landing on "D-Day" they waited at the mouth of the Orne River to guide the first wave of landing craft to the beach and later tied up to HMS *Bulolo*. As the invasion progressed Bill's work involved underwater surveys of rivers, and reporting by radio behind the enemy lines as part of the forward observation bombardment parties. At the fall of Caen, Bill found that his name was marked "to be shot on recapture" on the Gestapo papers.

He returned to England and worked on MTB's at Portsmouth, running courier services.

At the end of the war in Europe Bill was retained for clearing mines and destroying wrecks in North Africa and Malta, in between attending war crimes trials at Nuremberg. He gave evidence at the trial of Field Marshall Keitel, who had signed Bill's death warrant among others.

Bill left the Royal Navy in 1949 with rank of Leading Seaman, his career having been punctured in places by short bursts of wild living ashore. He then became a civilian diver and builder in the Thames, with diminishing financial hopes, so set forth to find a country more fit for heroes to live in.

He arrived in Australia in the *Orontes* in late 1950, and hitchhiked his way to Thursday Island to engage in pearl diving. He served in the pearling lugger *Paxie* and the trawler *Crystal Star*, and then joined the Commonwealth as a diver to work in the ports of New Guinea. This included running barges between Lae and Labu, and landing the army at Vanimo. After three years Bill resigned and spent a year in the Far East, on which history is silent.

He returned in 1955 to do a pearl diving survey with Bob Bunting, and after that went to Australia for sick leave. In 1956 Bill had six months around Darwin, doing a Commonwealth diving survey of the Arafura Sea, mainly checking on Japanese pearling luggers. In 1957 he was back in Port Moresby, where he had obtained a limited Master's Certificate in 1952 and joined the Administration as a trawler master. In this capacity he has served at Rabaul, Port Moresby and finally at Wewak, where he has been based for the last six years, with the trawler *Rouna Falls*. In December, 1967, Bill married Sister Lois Richardson at Wewak, where they are happily making a home.

Bill's name remains on the Navy List, probably for unmentionable jobs. His war service has been mentioned in the following books:—*Above us the Waves*, by Warren and Benson; *None but the Brave*, by Lief Larsen; *The Frogmen*, by Waldron, and *Shetland Bus*, by Howard. My sketch was made in NG on Anzac Day, 1968.—BRETT HILDER.

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Norfolk is at the crossroads says its new administrator

From MERVAL HOARE, in Norfolk Island

Norfolk Island has reached a crucial stage in its development: it is at the crossroads. This is the view of the island's new Administrator, Air Commodore R. N. Dalkin, DFC, giving his first review of his plans for this Australian territory.

Air Commodore R. N. Dalkin.

Addressing the Fourth Norfolk land Council at its first meeting cently he said: "It seems to me at a choice must soon be made we are to advance and make ogress. For example, on the one nd we have seen produced in cent months a developmental re- rt, a plan of the classic type, mpiled by a most experienced and pable developmental planner of the odern school.

"On the other hand, a report ued by equally expert nature-loving nservationists takes a rather dif- ent approach to the future course on which the island should ibark."

Problems

The reports referred to are the rfolk Island Planning Report 1968 Mr. H. L. Westerman (*PIM*, g., p. 43) and the Conservation port 1968 by Professor John rner, Mr. C. N. Smithers and Dr. D. Hoogland.

Mr. Westerman stated that the nd's resident population could be 00-6,000 by 1980. Air Commodore lkin considers that although nges lie ahead the resident popu- ion will rise more slowly than s. No population explosion is icipated.

Air Commodore Dalkin sees one the problems as education. On rfolk, where education is free and npulsory, and where there is no ation, the cost, including capital t, of educating each child attend- school in 1967 was in the inity of $350. With an increase the number of residents, and a responding increase in the number school children, costs within the t few years might well be around 0,000 a year.

As the island's total revenue for 6-67 was only about $396,000 d this included a Commonwealth nt of $66,000) the possible rise education costs could impose a ere strain on the island's finances —unless accompanied by a corresponding increase in revenue.

Then there is the problem of legislation. Although many ordinances were passed during the last few years, and some are currently in the draftsman's hands, a number of Norfolk laws require updating.

Yet another problem is the ever-increasing number of companies registering on the island. This, together with other developments, has resulted in a situation which the Administration is at present not fully geared to cope with. The Registrar's department, the Works organisations and possibly other Administration sections, are currently under established or understaffed.

Air Commodore Dalkin is interested in tourism, and hopes to see the number of visitors rise beyond the 1967 peak figure of 8,422. He believes that Norfolk has a tremendous amount to offer the tourist. The island's scenic beauty, the traditional, unhurried way of life and the wide variety of sports available to out-door enthusiasts—in particular walking, rock-fishing, swimming and golf—all help to make the island a popular holiday resort.

Proud tradition

Mainlanders can meet the friendly descendants of the *Bounty* men and their wives—people with a proud tradition. Many a pleasant hour may be spent wandering through the old convict settlement at Kingston, and there are the added attractions of duty-free shopping and good accommodation at reasonable prices.

Air Commodore Dalkin speaks highly of the Qantas and Air New Zealand services which conduct flights to and from the island.

However, he stresses that the pressures of tourism must not be permitted to get to the self-defeating point where the identity of the island is threatened.

He points out: "A UNESCO study in 1966 showed that there is a close relationship between the restoration and preservation of cultural property (e.g., historical sites and monuments, landscapes, parks, natural sites) and the development of tourism.

"The notion of tourism being an 'industry', and having consequential economic benefits, is not always fully realised by people," he says.

"Tourism can undoubtedly bring very significant economic benefit to an area which that area cannot always earn in any other way; frequently several times greater than any other potential earnings.

Tourist revenue

"Some figures are revealing. The US Department of Commerce estimated that some two dozen tourists per day throughout the year would be economically comparable to acquiring a new manufacturing industry having an annual pay-roll of $US100,000. It has been estimated in Britain that a town has only to attract one overseas visitor every night to earn a gross annual revenue of $A1,750. The tourist as a consumer not only comes with money in hand, he pays his own freight!

"Income from tourism can be made to be relatively stable. Sightseeing as a 'product' can be sold over and over again."

Air Commodore Dalkin, who has a university degree in history, political science and international relations, is intensely interested in Norfolk's history. Under his leadership a few local enthusiasts have already banded together and formed an historical society. This is an

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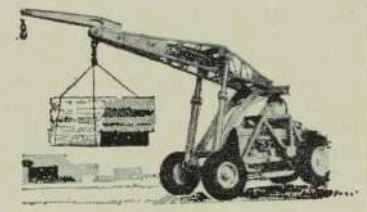

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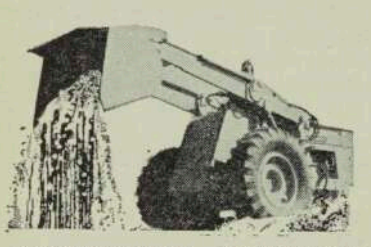

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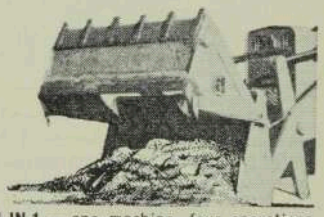

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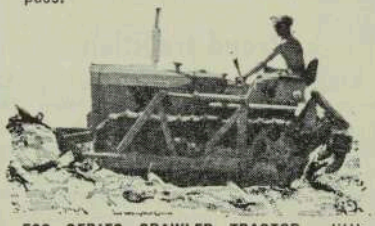

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Samoan teachers "underpaid"

The Western Samoan Government could face a shortage of teachers if teachers in NZ heed a recent request not to accept work in that country.

The request has been made by the New Zealand Educational Institute, as a result of complaints of poor salaries paid NZ teachers in Western Samoa.

According to reports in the NZ Press, NZ teachers in Western Samoa received a 20 per cent. cut in salary following devaluation. "This," said Mr. L. E. Patchett, chairman of the NZEI, "was a breach of the spirit of their term of service."

At last report, the NZEI was trying, through the NZ Government, to restore teachers' wages in Western Samoa to pre-devaluation level.

Mr. Patchett said that the NZEI did not want any more of its members to be exploited, as was happening now.

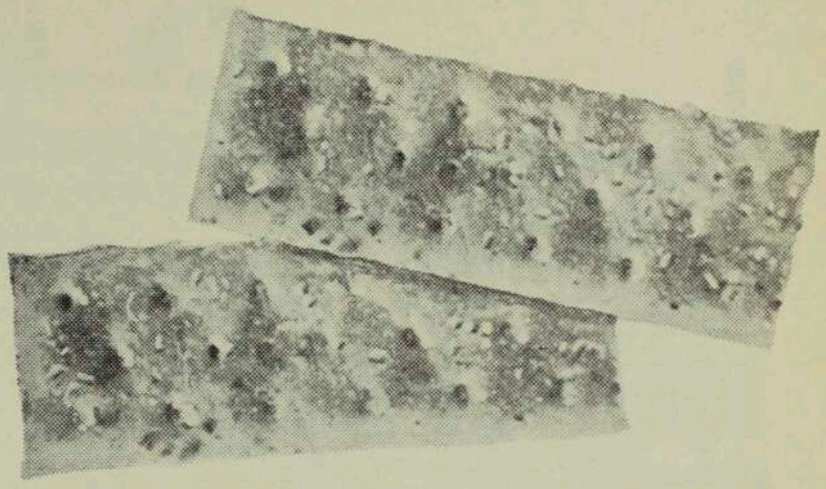
stitution long overdue on Norfolk. He also has plans for a museum house what is available of the and's historical documents and tifacts. A well-stocked museum uld become a star tourist attrac- n.

"Norfolk Island," said Air Com- odore Dalkin, "with its two main eams of history, the convict period d the Pitcairn-Norfolk era, would an ideal venue for a properly- ganised symposium of historians. otanists, architects and other pro- sional groups should also be en- uraged to hold "working holidays" the island.

Norfolk Islanders win a double royal

THE Queen has granted her patronage to the Norfolk Island gricultural and Horticultural ciety, which has been functioning ermittently on the island since last ntury. At the same time, the orfolk Island Flora and Fauna ciety has been told that the Duke Edinburgh had consented to be- me its patron. This society, was rmed only last year. Norfolk, dis- vered by Cook in 1774, was settled m Botany Bay in 1788, and thus came the second British settlement be established in the South cific.

Cheds are in great shape



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TONGA LOST THE RUGBY SERIES BUT WON RESPECT

From A. F. TINSLEY, in Suva

Despite losing, two games one, the 11th test series betwee Fiji and Tonga, the 1968 Tonga rugby team which toured Fiji August and September, returne home with the respect of thou sands of Fiji rugby fans for the aggressive and courageous pla

In the words of their manage Father D. W. Mullins, who has dor so much for Tonga rugby over mar years, "they learned much that wi benefit them in their first-ever tou of New Zealand next year".

The 25 players, average age 2 who except for a brief practise t gether had not played as a team b fore leaving Tonga, looked a formi able lot on arriving by sea, singir lustily and with high hopes of victorious tour. Their combine weights totalled nearly four ton Their captain, forward Uaisale Latu kefu, "old man" of the team at 3 towered 6 ft 5 in. and weighed 17 stone. (He was in good company: 1 other members of the Tongan tea were over 6 ft tall.)

One thing they were to learn ove the next three weeks was that Fijian were tough. The Tongans flew hom a battered band, one with a broke right leg, one with a broken ri (with which he bravely playe through the final test because ther wasn't anyone else available) an others with lesser injuries.

Encouraging

The South Pacific Trophy, a gian *tanoa* made by the people of Kabar and presented years ago for annua competition between the two group by the late Tui Naiyau and by Rat Edward Cakobau, had eluded th Tongans again.

Fiji has now won it seven times and Tonga three. The first test, i 1924, was drawn.

In this age of over-plentifu penalty-kick scores, it was encourag ing to see proof of plenty of ball spinning play on the tour. Opposin lines were crossed 30 times for trie and converted tries, with the honour going to Fiji by 20 times to 10

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here were only 15 penalty-kick ores, of which Fiji's totalled eight, id just one drop goal in three tests id matches involving Suva, Rewa, adi, Lautoka and Nadroga.

Within five days of arriving—they ere welcomed by Sir Maurice Scott, esident of the Fiji Rugby Union, id a host of other officials—the ngans took the field for their first atch, against Rewa, at Suva's Buck-irst Park.

The play did not set the field alight, id Tonga drew the match which ewa should have won had it not en for poor handling and a failure grab opportunities. The score was 6, after Tonga had led 3-0 at half-ne.

The first test at Buckhurst, which llowed this game, was played be-re some 5,000 people. It was other story altogether—a thrilling, ctuating struggle, with injuries lore. Fiji led 6-3 at half-time, only lose 6-8 with minutes left for play ter a lovely converted try by break-vay Supelio Fotu and full-back ne Sika.

During this game Tonga played re and more as a team and Fiji, ter a brilliant opening, fell away der heavy pressure from the tre-ndous assault of the hard-working ngan pack.

Victory

Another two point victory was nga's, 12-10 after a 6-10 half-time ficit, over Nadi, with Sika's fine king largely responsible for the umph. Both sides tackled well and ne individual play was brilliant.

The second test was one that few ll forget—a match in which Tonga's nger, Taniela Tonga, suffered a oken leg, in which the visitors led -3 at half-time, and in which a sational last-minute try gave Fiji 12-10 victory.

The winning score came as Fiji re hammering the Tonga line and eree Murray McNae was glancing xiously at his watch. The ball ne to Fiji from a scrum, went se as a player was tackled, and s grabbed by Seru Naitau, play-his first test match, who flung nself over to produce one of the st sensational victories in the tory of the tests.

At the end of the game thousands spectators poured onto the pitch l fights broke out. It was some e before police could clear the ging, hysterically-happy mob.

The Tongans were not at all pleased er with this pitch invasion or with frequent encroachment of the

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How to be a Perennial Beauty

THE scientific discovery of a tropical moist oil with a consummate influence on skin cells and an ability to revive and sustain the youthful splendour of the skin now makes it possible for every woman to enjoy a complexion of youthful beauty throughout the years ahead.

The remarkable properties of this revitalising moist oil provide nature with the vital supplementary action necessary when natural oil supplies dwindle and moisture decreases. It is an isotonically balanced fluid oil that merges readily with the skin's own fluids and its rich values are immediately utilised to ensure that the complexion withstands any inclination to atrophy and wrinkle.

A new, perennial bloom pervades the skin when this nourishing beauty fluid is smoothed daily over the face and neck and used as a protective base beneath make-up. All day long the complexion is securely "proofed" against wrinkle-dryness because the moist oil has an osmotic pressure sufficient to reach and replenish the moisture carriers (plasma colloids) of the skin. Its hygroscopic elements attract moisture from the atmosphere to the skin, constantly absorbing it so that the complexion is encouraged to retain its dewy, peaches-and-cream appearance.

Known as oil of Ulay in England and as oil of Olay in other parts this beautifying moist oil is available at chemists in the Pacific Islands as oil of Ulan, a priceless gift indeed to those women who long to be the perennial beauties of this modern world.

Beauty Skin-care Consultants Recommend

Beauty-care consultants are now recommending that, to take full advantage of the benefits of this moist Ulan oil, it should be smoothed over the face and neck daily before applying make-up. In this way it helps the plasma colloids to check lines and gives the skin a youthful bloom.

* * *

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

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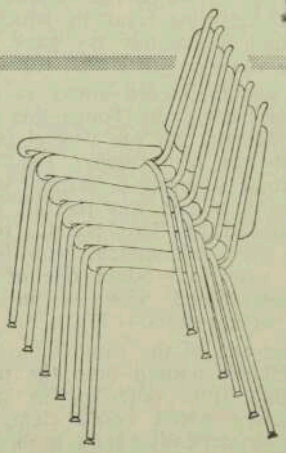

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Packs were terrific

pitch during the game by the spectators, and before leaving for home, Father Mullins suggested Fiji should do something to stop crowds from impeding play.

The Tongans were showing ever-increasing improvement in various categories of play by the time they met Lautoka to fight a 14-14 draw after Lautoka had led 8-6 at half-time. They threw the ball around in grand style, but near full time, with a 14-11 lead, over-eagerness gave way a penalty kick and Buli tied the score with a fine effort.

A huge crowd jammed Buckhurst Park for the Suva-Tonga match, in which Suva, under-dogs in the betting, won 12-3, after Tonga had led 3-0 at half-time.

There were some great offensives staged by both sides; the packs were terrific, with Suva's excelling; and under the fiercest of late pressure Tonga sometimes went to pieces in panic. Outstanding for Fiji was the St. John's College, Ovalau, old boy, Fio "Bosco" Tikomaisuva, on the wing, with a try from near the line just before full-time.

Tonga then journeyed to the cane country to meet Nadroga who routed the visitors 24-3 after leading at half-time 8-0. They crossed the Tongan line six times with tries and converted ries, which made Tonga's lone goal, a penalty-kick by Panuve late in the game, look very sad.

Chips were down

And so Tonga came to the third test and their final match. The chips were down; the score in games one-all.

After leading 5-0 in the fifth minute, and trailing 5-6 at half-time, Fiji came through as victors and holders of the trophy by 13-9.

The winning try came from a terrific struggle near the Tongan line. Fiji's "Bosco" got possession and passed to Tukaitabua. Nasova was up with the three-quarters, took Tukaitabu's pass and had to make the agonising split-second decision of whether to plunge through himself or pass to unmarked winger, Sefanaia Ratu.

He did the sensible thing, barged through several players and flung himself over for what many felt was the greatest effort of the whole Tongan tour.

High praise must go to Fiji's skipper in all three tests, forward Pope Naucabalavu, who commanded his pack and his team well, and to full-back Josateki Nasova, a former Fiji captain.

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FISH ON HIS TAIL FOR 2,500 MILES

From W. H. PERCIVAL, in Rarotonga

Schools of fish often follow ships at sea for a few days, but they seldom follow the same vessel for 2,500 miles. Yet a school of about 60 dorado, and all about the size of an average tuna, did this recently when they followed single-hander Jim Loudon in his gaff-rigged cutter "Tally Ho" from the Galapagos Islands to the Marquesas.

It was as well for Jim that they did because he left Panama with limited food supplies and had to ration himself carefully. The dorado, a type of dolphin, were a gift from Neptune.

They fed on flying fish—and Jim fed on the dorado. He hooked and ate 25 before the school finally left him.

How could he be sure it was the same fish that followed him all that distance? When *Tally Ho* was becalmed the dorado rested in the shade of the hull, and he would slip overside and swim down among them. Several of the fish bore freshly healed wounds round their mouths. These were fish which had taken his hooks but had managed to escape.

Into the pan

On good sailing days the dorado would surround the *Tally Ho* as they searched for flying fish. The flying fish would leave the sea and skim above the waves in desperate efforts to escape. But the dorado could swim almost as fast as their finny prey could fly, and they usually caught them.

Other flying fish would crash against the cutter's hull and fall into the sea to be devoured by their hunters. A few would land on deck —and they went into Jim's frying pan.

Jim Loudon is a New Zealander. He bought *Tally Ho* in England and is sailing her to New Zealand where he intends to slip and refit her. Afterwards he may do some com-

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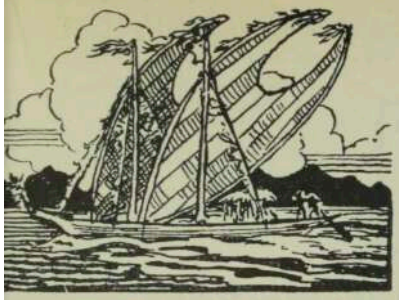

nercial fishing to offset his expenses.

"*Tally Ho* is a famous vessel," he aid when he was in the Cooks ecently. "She was built in 1910. In 927, she won the Fastnet Cup— nd that race was a very big one n those days. When I was in a panish port a local man who could arely speak six words of English ame up to me. He grinned hugely, ointed at the ship's stern and said, *Tally Ho!* Me know her. Been here nany time before.' "

"She's even known here in Raro- onga," Jim went on. "Ronald owell, who's building that fishing ampan, knows her."

Crew left

Tally Ho, a 29 tonner and 47½ t long, is registered at Brixham. he looked like a big boat for one nan to handle, but Jim doesn't have ny trouble. He said:

"She's a good sea boat, and as ound as the day she was built. She's uilt of teak and oak, with copper astenings. She's a quality boat, but er sails will need renewing by the ime I reach New Zealand. However, 'd prefer to have a crew."

He left England with a crew of hree other New Zealanders. They alled in at Lisbon and spent three nonths in the Mediterranean. Ports f call included Gibraltar, Algeciras, Tangier, Casablanca and Las Palmas efore they crossed the Atlantic to he West Indies. There the crew left he *Tally Ho,* and Jim used her in harter work for three months.

Risks

Knowing the risks of engaging rews in foreign ports, Jim decided o sail alone from there. From the Marquesas he sailed to Tahiti and Moorea before reaching Rarotonga.

He found Cook Islanders to be he friendliest people he had met n his voyage. "There was good sail- ing in the Caribbean", he said, "but you knew the people just didn't like whites. Here, it's different. When you step ashore you're met with smiling faces and hospitality".

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Keep your home safe from dangerous flies and mosquitoes

Most housewives know only too well the annoyance caused by flies and mosquitoes that invade the home, but not all are aware that these insect pests are guilty of conveying all manner of germs that are dangerous to human beings. One fly may carry over three-and-a-half million virulent bacteria, and the bite of a single mosquito could transmit malaria, dengue, yellow fever, encephalitis or filariasis.

It is probably all too easy to regard as harmless those two houseflies buzzing round 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 two 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 oil tins or bottles, fire buckets, roof gutters or drains.

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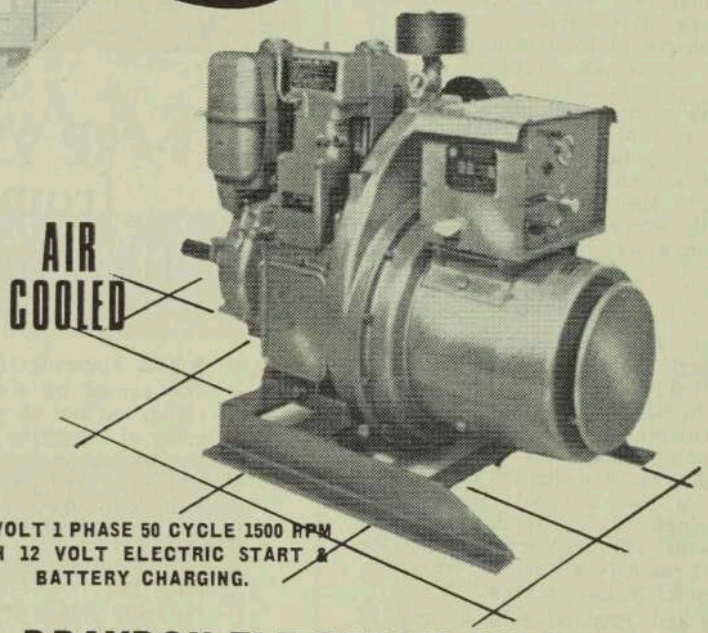

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WESTERN SAMOA: WASTE

From R. F. RANKIN, in Apia

Fed up with the continued failure of Parliament to act on his reports and tired of working with inadequate staff, Western Samoa's Chief Auditor R. J. Campagnolo resigned in disgust earlier this year. He had been Chief Auditor since 1959 and need not have retired until 1970. His final report, just tabled in Parliament, was a farewell blockbuster.

In it he said many top officials were incompetent; there had been many cases of extravagance and waste of public funds; and the situation was worsening.

He cited cases of senior public servants and Ministers not paying rent for government houses; non payment for electricity supply by Ministers "and other dignitaries", with individual outstanding accounts as high as $900; planters being paid incentive money for coconut trees that do not exist; continued serious financial irregularities in the Public Service; and a number of other questionable activities involving Ministers and various government officials.

He said that some officials did not act in the public interest; schemes had been sponsored by the government without adequate investigation; too many officials acted out of self interest or privilege and were not controlled; and too many officials were lax in supervision.

Mr. Campagnolo said that until there was a considerable improvement in moral fibre, discipline and the attitude of various officials and other authorities towards mismanagement and maladministration, the public interest would continue to suffer.

"During my years of service, various authorities gave the impression at times that the question of a proper audit did not greatly matter," said Mr. Campagnolo.

He concluded his report with the hope that his resignation would lead these authorities "to a proper realisation that their responsibilities to the people include a responsibility to see that an adequate audit service is obtained."

In any other country, revelations of such Ministerial abuse of privilege would no doubt lead to public outcry, demanding heads. In Samoa, politicians seem to be able to get away with anything but sexual indiscretion. The Auditor's report has caused a minor sensation but no action.

Despite the hard things the report says, the country is not reeking of corruption and most officials, if incompetent, are honestly so.

As long as Chief Auditors can continue to present such blistering reports to Parliament and the public, Samoa's officials and politicians are likely to remain nominally honest.

In other words, things are not really as bad as they might sound from the report.

FIJI: NURSES GO BUSH

From SUE WENDT, in Suva

In the event of complaints about conditions, pay, study requirements, etc., the nursing profession readily wins public sympathy. It has never been known for its rewards—other than the rather tenuous one of self-satisfaction—and the faded image of Florence Nightingale is hardly enough to attract new recruits.

Until fairly recently nurses refrained from going on strike to settle their disputes, the welfare of patients remaining their first consideration. The question of improved pay and conditions had to be settled through long drawn-out and frequently unsatisfactory negotiation.

Now the ladies of the lamp have adopted a more militant stand. Strikes and threats of strikes swept Australian hospitals last year—and recently in Fiji, student nurses at Lautoka Hospital decided to adopt the same "improve-conditions or walk-out" technique.

More than 50 student nurses downed bedpans and bandages at midnight and fled to the hills, where they managed to avoid police, tracker dogs and anxious hospital staff until the following afternoon.

The situation was not without humour, though not for the girls. They spent the night shivering with cold and sleeping on the ground at Tavakubu—for reasons which seem slightly confused.

The girls, Indians, Fijians and Chinese, said they had asked the Matron, Miss K. C. Maniram, for the same study-day conditions as nurses at Suva, whom they claimed got the night off before and after study-day, which is once a fortnight. Indian girls claimed there was discrimination against them. One girl said they'd been treated "like labourers, not students".

PIM POINTS

Miss Maniram said the student nurses had approached her without consulting the tutor sister and were very arrogant. She'd told them she would look into the matter if they returned to their duties, but they took to the hills instead.

Having been discovered next day in the mountains, the rebellious students returned to the hospital, promised never to make such a dramatic departure again and apologised to the hospital authorities.

According to the medical superintendent at Lautoka Hospital, Dr. Dharam Singh, arrangements to meet the request for two nights off had been made only an hour before the girls left.

"The system just hadn't had a chance to get under way," he said, after the event.

A week later new rates of "pocket money" were announced for student nurses in Fiji. Effective from August 1, they are £4 a month for first-year students, £5 a month for second-year students and £6/10/- a month for third-year students. The old rates were £2, £3 and £4 respectively.

NIUE: BEER CAN TAPPERS

From J. EDWARD BROWN, on Niue

On Niue Island most men tap the tops of their beer cans before they open them. If you ask them why they do it they say vaguely that it stops the can's contents from squirting out all over the place.

I'd thought this a peculiarly Niuean custom, with no real basis in fact, but I was at a party the other night when a crewman from a visiting yacht tapped his beer can.

He was a young American and he said he was a pseudo-aerospace engineer—pseudo because he'd never

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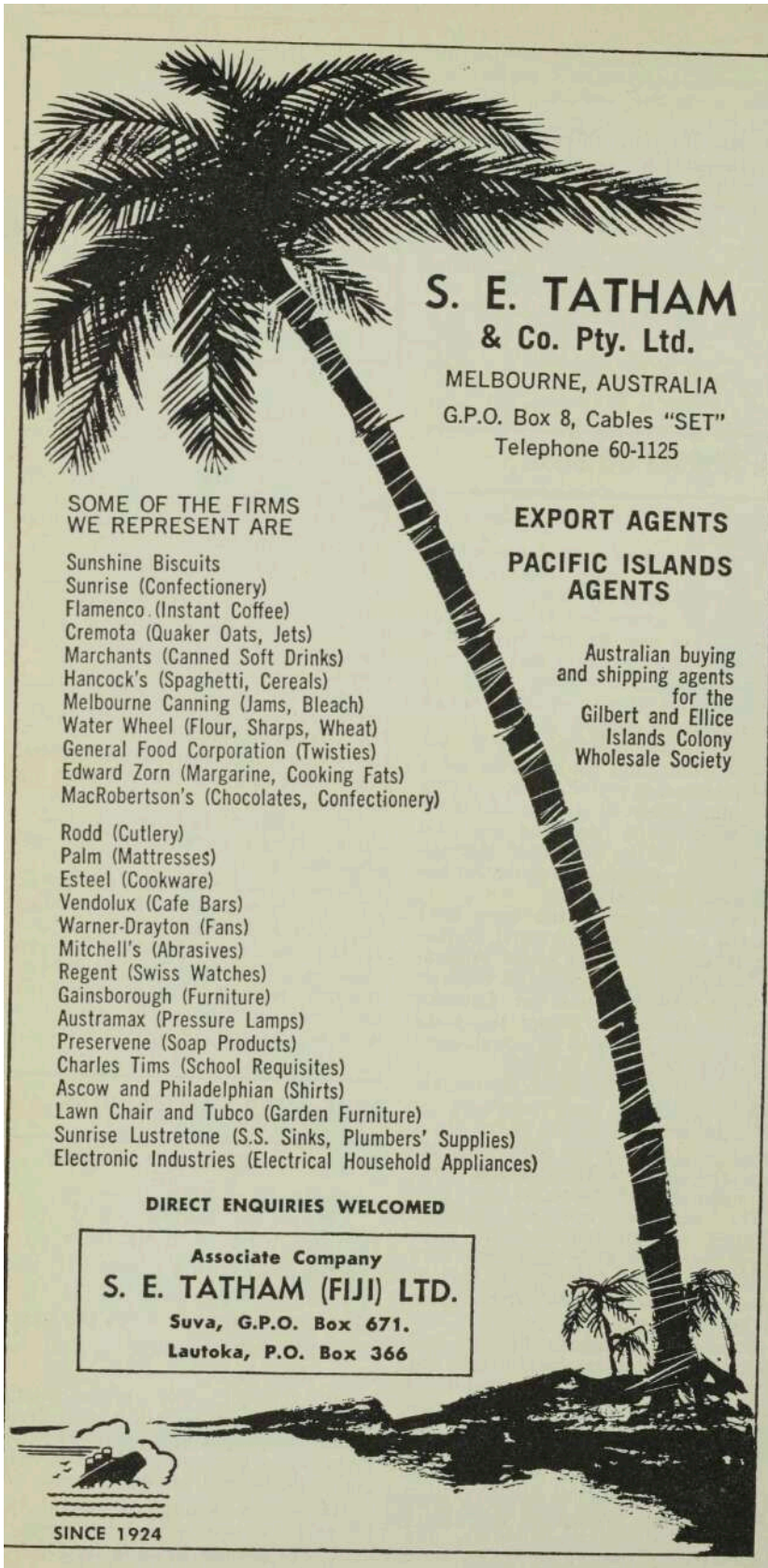

actually designed anything in th aerospace engineering field (he' spent most of his working life as public relations officer).

Anyway, I asked him why h tapped the top of his can of beer.

"It impedes the capillary action," he told me solemnly, and went int a further involved scientific explana tion, concluding with the fact tha it only works with warm beer. Wit cold beer you don't have to do it.

Though the beer he was drinkin was cold he still tapped the top o the can before he opened it, and o Niue most men do it to beer can whether the beer is warm or cold, s it is a compulsive tic no matte what an aerospace engineer says.

But maybe everybody everywher taps the top of their beer can befor they open it. And maybe it' generally known everywhere that i impedes the capillary action.

But I don't know because Niue i an isolated place, cut off from the main stream of current customs and thought. It is far from any of the other scattered islands of the South Pacific—374 miles from Tonga and 320 miles from Western Samoa.

We occasionally see passing vessels moving along the horizon like toy ships, but they never acknowledge the presence of Niue. Only one ship a month stops here, the Union Steam Ship Company's *Tofua*.

There is no airfield, though Niue is on the Fiji-Tahiti air route and big jets fly overhead.

You can lose your sense of proportion in the endless days of sunshine, so a visiting yacht with new faces, new conversation and new thoughts (on such things as opening beer cans) is an event.

But you don't realise how remote Niue is until something happens to bring it forcibly home. And that something, as far as we were concerned, was a straw.

After three years on Niue Island we went home to New Zealand on furlough. On board the *Tofua* we relaxed in the lounge and watched the rather forbidding cliffs of Niue disappear. Then the bar opened and so I bought drinks from Dick, the long-time bar steward of the *Tofua*. For our children it was lemonade and it came with ice and a straw.

Judith, the oldest, was just five and she'd never seen a straw in a drink before. She looked at it suspiciously and asked what it was. And when she was told she wanted to know what to do with it. She was told to suck. She did and she smiled.

What an amazing place the outside world is, I thought wryly as I sipped my drink.

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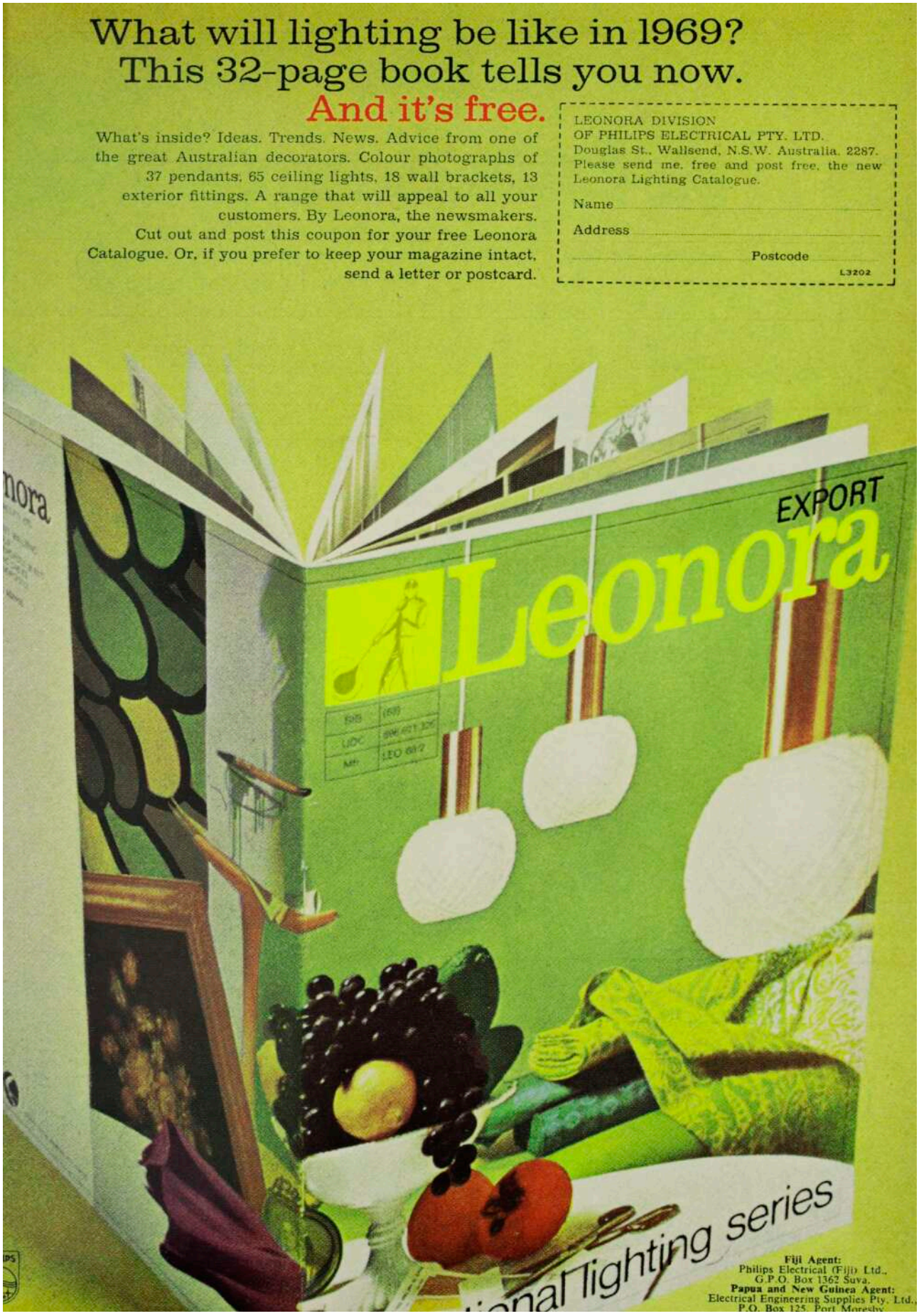

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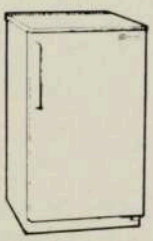

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Pacific Islands Monthly MAGAZINE SECTION

The surprising Gospels of John Frum: He who swept sin away

Narrated by DON MARSH

Englishman Don Marsh has travelled much about the South Pacific as a shipwright, piledriver, sawyer and carpenter, and much of his time has been spent in the New Hebrides islands of Tanna and Aneityum, where there is still to be found a cargo cult called the John Frum movement. On Tanna Don Marsh played music in the John Frum band and worked behind the counter of a trading post, where he first heard the stories of the cargo cult adherents and decided to put them on paper. The cult gospels begin with . . .

THE GOSPEL ACCORDING TO BASIS

)Y trade, being recruited by a) sawmill I, Basis, am a lumber- k, but am now also a weather)phet since the day I came face face with John Frum—god of the rgo Cult.

lt so happened that I was recruited the island of Tanna to go south labour in Kraft's sawmill at eityum. So happy was I to have ained employment after being so g idle in the village that I made way to the kava grounds to ebrate with the weather station f at Isangel.

)n this day I was not drunk refore—I was on my way to get nk. I took a short cut to the kava und which took me past a big yan tree. Usually in such a tree ng-foxes hang up in the daytime sleep, and many a time with my sket I have shot a whole row of n. So by habit I glanced among multitude of hanging roots when, and behold, an apparition took n among the tangle of roots and s. As my vision became clearer eheld a man—a very tall man a very white skin. I observed he was wearing a white sport's et done up with silver buttons. n his hair was white. So white the apparition that I had diffi- y to keep my eyes open in order concentrate.

efore I had time to flee in terror, the white form spoke, saying: "Basis, I am about to make delivery to you of a big ice box, an outboard motor, a pair of pointed shoes, and a coil of barbed wire".

I was amazed at the presents he was offering me for they were the very things I wanted most. The moment I was promised such a cargo I knew just who I had come face to face with; it was John Frum, god of the Cargo Cult, in person.

He spoke in a voice like the whine of a Hawaiian guitar, for I have heard such an instrument being played by an Englishman in George Bright's Trading Post, but this voice was more musical.

My tongue could not move to form words to thank my god for his generosity, but he could see that he had made me happy for he said in a voice that still frightened me:

"Basis, from this day on you shall be my weather phophet so that I shall always know just when it is safe enough to ship my cargo across the ocean from the United States, and whether it be more safe to unload at Lenakel or Port Resolution. And make sure it's not raining on the day of my arrival or the cargo will get spoilt, for I shall be bringing much cake mixture. And, to aid you in your post as weather prophet, I hereby declare all the leaves of the trees on the island of Ambrym to be holy in your hands, and the source of magic for your spells, even to the sinking of the islands of your enemies."

So saying he departed from view, just as I was about to request a cargo of shin guards for playing football in safety. He did not go or disappear in the ordinary sense of the word; no, he opened his mouth wider and wider until he was completely swallowed up from view, and I saw him no more.

My heart rejoiced to know that I had been chosen to become a weather prophet. I had heard it said in the Presbyterian Church that many are called but few are chosen. I bounded into the kava ground with glee to where my companions were already gulping kava in much haste from coconut shells. Even though they were already half drunk they believed me when I told them I had actually seen John, who had declared me to be his Weather Prophet, and that I was sober at the time.

Throughout the night I was numbed with kava, not feeling the myriads of mosquitoes that feasted on me. When sober enough to stand I turned my face towards Aneityum, as a crusader setting out on his first mission to force conversions; for it now lay in my power by medium of the magic Ambrym leaves to convince or terrorise the inhabitants of Aneityum to abandon the White Man's religion and accept the more beneficial John of the Cargo Cult.

I STEPPED foot on the shores of Aneityum with misgivings, for the population was not pleased to see me, nor did I receive a welcome like the other workers. At first I thought

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the fault lay with me for I did not look my best after being so seasick on the voyage over, but it was more than a mere pasty look.

For years they had heard tell of John Frum, but no man yet had had the courage to actually claim to have seen this god until I mentioned the vision I had witnessed. The ignorant masses laughed and tittered when I began to preach and promise cargo, and they sought ways to have me deported from their midst.

Not in vain did they seek for a reasonable complaint, as wicked men always find excuses. I felt that something was amiss when the villagers did not issue me with a temporary wife as custom demands for a man brought to work on a strange island.

The other timber workers had been enjoying wives from the very first day, even those with boils, but I had been denied all comfort. When the launch brought the District Agent, and the council held their meeting, I beheld the reason why.

I had arrived in Aneityum with a running sore upon my chin. No European ointments or injections had been able to heal my affliction. False witch doctors came forth at the council meeting and charged me with being a carrier of venereal disease, and all were afraid to stand near me.

But the District Agent was a just man, and postponed my deportation until he returned on the next voyage with a mission doctor. Upon thorough examination that good doctor declared me clean. He did not know what it was I had but assured the council and false witnesses that it definitely was not VD or yaws, for he could recognise VD with his eyes shut since he had cured so many Aneityumese of it on former visits. But having a running sore was not the only reason for wanting me deported, as I was about to learn.

Because the Aneityumese had broken age-old custom by not supplying me with a wife—I stole one. This act of defiance fired their anger, and set them all to persecute me. They put me in coventry. At night even my wife's voice faded to a murmer.

In my hour of loneliness I remembered John, for it was for his sake that I was being made a martyr. It was a Sunday so I was not in the jungle chopping down kauri trees. In the heat of the midday sun I wandered over to the beach at Anelgauhat, and there I built myself a cairn of coral slabs as sorcerers had done in days gone by.

I gathered leaves from the jungle, and with orchids I boiled the mixture in the whalers' abandoned boiling-down pots. After boiling, I took a soggy handful over to my cairn, where I squeezed the juice all over the stones and over myself, all the time calling upon John Frum to knock out the supports from under the island in order that it should sink beneath the waves to drown all my persecutors and also those not yet old enough to persecute.

I gazed out towards the tiny reef island of Inyeug, expecting it to disappear first but, if anything, it stood out more boldly from the surrounding surf. I glanced at the ripples in the bay expecting them to advance right up the beach; but they came and went, came and went, until my shrill voice became hoarse calling upon John to halt their retreat.

The chief, who had watched my antics with derision, blew a summons on his conch shell which brought forward all the villagers to dance lewdly in front of me, and all the picanins to throw stones.

Then in a flash I saw what had gone wrong—instead of using the leaves of Ambrym as I had been instructed by John I had made use of local jungle leaves which held within them no magic powers. And so I addressed the raging multitude, saying: "Sinners, consider yourselves lucky I had no Ambrym leaves to squeeze or by now you would all be surely drowned".

After the jeering had died down and my tormentors returned to their vices, a lone sympathiser approached during my hour of doubt. It was the mill owner's sawyer—an Englishman with a Japanese wife. He stealthily approached just as soon as the tumult had died down to comfort me with words, saying: "Do not despair, Basis, old Johhnie Frum did not sink this island as you requested because he knows that you can not swim, for I've see you floundering in the fishing holes myself. Had Aneityum sunk—you would have sunk too, and it's 90 miles to Tanna even if you could paddle across. Next time you curse your enemies, first make sure you are standing in a canoe, and I am steering the towing launch. Make sure you have a paddle or you will drift over to New Caledonia. Do this and Johnni Frum will obey you, and bless you spell in double-Dutch".

I took the sawyer's advice an fashioned a dug-out canoe with ou rigger. And I sent a message to th chief of Ambrym to send me dow a sack full of his deadly leaves fo John Frum's sake that I may reveng myself upon this horde of u believers.

I am now ready to sink Aneityur but a snag has occurred—a hurrican swept through the islands an destroyed the sawmill's towin launch, so the sawyer is left wit no vessel for his survival and the is not enough room in the can with me. My employer, Kraft, h got him to build a catamaran, I will wait until it is launched befo I squeeze any more juices over m pile of coral slabs: then heaven he the infidels.

THE GOSPEL ACCORDING TO NAKO

I, NAKO, copra drier, but Hig Priest since my ears were bless by the voice of the god of the Car Cult, do give this testimony.

It came to pass one Saturd after I had refereed a soccer mat at Isangel that I was wending m way down to Bob Paul's store wh I heard a distinct ringing in my ea but more like the buzz of a horne nest. I thought at first that t ringing was due to a sharp blow had received on the side of my he following a goal I disallowed f offside. By the time I had reach Lenakel the ringing was formi words so I stopped near the missi water-well to listen.

At first I did not guess who earth it was who wished to addr me in such a secretive way, but soon as I heard the sentences fo into Pidgin English—I knew. It w surely John Frum, god of the Car Cult. I recognised him before had even promised to ship me a cargo.

The voice spoke: "You, Nak have found favour in my eyes you have never allowed a player score who was yards offside, n given a penalty to a team that w winning. Your whistle has beco as a scourge to the fouler. Yo interpretation of an indirect free ki has always baffled both sides. F your honesty and impartiality sport I declare you to be my Hi Priest.

"Upon that cricket cap you wearing you shall paint a red cro

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ıd it shall be a sign for the Cargo ult. You shall erect a shrine at ing's Cross and at other suitable oss-roads throughout this island st the same as the Catholics do on fate. But upon my altar you shall ace a model aeroplane with two ıgines, no—four engines. And upon ch side of my aeroplane you shall ace torch batteries, for if any ıpid infidel should ignorantly ask ıu why you are not using candles e same as the Catholics do you may swer them thus: 'John Frum is modern god, and his Cargo Cult is -to-date. Candles are a symbol of cadence and waste, old age and st glories; besides, they blow out ıen the wind is blowing'.

"And behind my shrine you will ect a red cross, and whosoever oks upon this red cross and believes all not perish, but I shall declare n clean, and shall in due time send n a cargo of ice boxes, ping pong lls, bicycle clips and scout knives; d anything else he should care to for."

There was no one near the well to ar me so I cried aloud: "John, at I really want is a hurricane ıp, a mosquito net, a sewing chine that is worked by the foot, in opener with a wheel on it like . Wilkins has got, lavatory paper white men use, and . . ."

But before I could ask for any-ıg more, the voice interrupted: ihn knows what you want before actually want it. But to be the safe side, I will send you one everything we use in the United tes on the first ship I am sending. I'll call you a 'Brother'; for you, ther Nako, will build me a jetty Port Resolution for my ship to or to, and a warehouse which you fill full of sandalwood and green-il shell. And I shall want a punt case the harbour is too shallow my ship, forcing me to anchor side. Declare the volcano sacred, the lake below, for a canologist is on his way to tamper ı the crater.

Do all this and my ship will drop hor off Tanna, and you will be forever; never having to break n another coconut again to smoke ra for Bob Paul."

When John Frum had finished zing in my ears I was beside elf with glee, for it meant that follower of the Cargo Cult would work again. How superior it religion! I skipped on to Bob l's store, and by his bake-house vealed to the Futuna girls what ears had heard, and because they ed upon me with wonder I was ired to promote myself from

Brother Nako right up to Father Nako.

I bought each girl who believed me a one shilling lollipop, and I went on my way rejoicing.

THE Englishman got to hear of my promotion to Father, and being a soccer player himself, he approached me one day on the field at Isangel at half-time. His team was losing so he was not too happy.

He was an "odd ball" who called himself a Freethinker, and was curious to know all about John. Firstly—how could I prove that John was the god of the Cargo Cult and not George Bright who pioneered the Trading Post?

Using the authority of my high rank and inspired by the voice I had heard, I replied: "Our god can only be John alone for all his cargo is free, yet every trader on Tanna makes it his life's purpose to end up with a profit".

My wisdom overwhelmed him and prompted him to inquire further: "Why have you chosen red for your colour and not purple? You will surely have the Communists complaining".

This Freethinker received his enlightenment from my own tongue: "John chose red for himself because his brother in Europe wears red every time he gives away his cargo of toys to the very young at Christmas time".

I thought I had amazed him and I had. He gasped: "But that other fellow in red is called Santa Claus. He is not a brother to any god—he is a myth. No adult in the British Isles believes in Santa Claus".

I knew I had won the discussion. With chiding I replied: "That is the reason you don't get toys anymore —because you have ceased to believe, O ye of little faith. But we Tannese of the true faith still believe and so we shall receive our promised cargo and, what is more, we shall receive it many times a year from John and not just once a year deliveries like Santa Claus makes; and you can't get much cargo in a sled. Santa Claus would be of no use to us because it never snows in the New Hebrides".

The Englishman was baffled and admitted defeat by changing the subject. He said, "Many months ago the Futuna girls told me that you had been made a Brother by John but you have since promoted yourself up to Father. Who gave you authority to promote yourself? As a carpenter I cannot promote myself".

I did not wish to baffle him with skilful words so I replied simply: "By the authority invested in me as High Priest I promoted myself. Not only that—I have since declared myself the Patron Saint of Soccer! I'm now one jump ahead of the Catholics who have a saint for every day of the year and one for every known crime—so I'm told. And I've declared our active volcano, Yehue, to be holy; and also Lake Siwi in the old crater. And when the vulcanologist, whom I've heard about, attempts to lower himself into the active crater to investigate its rumblings—I will personally sever his rope ladder".

The Englishman showed alarm at my threat for I last saw him racing up the hill to Isangel to warn the French and British Agents just what to expect in the near future. This is proof enough that he believes me in all that I have said about John, and so I have every reason to believe that I have made my first European convert; if so—I'll make him patron saint of something or other.

IN due course of time I built the jetty as directed by John Frum, and I saw to it that a large warehouse was constructed of bamboo. The 'John Frum' punt was put together by a green snail fisherman who had seen a punt when he was loading his green snail shells into BP's ship, *Darnley*.

Furthermore, I built John a house on the branches of a banyan tree at Whitesands. My friend, Kabalu, set out to find a virgin to be John's first wife for I had failed to locate one, but I did manage to scrape together a dozen females who had worked for Europeans and had learnt to cook European style, and who were widowed and unwanted.

But John Frum did not come at the expected time, and it is understandable for the bread-fruit tree jetty floated away at high tide and we never saw it again. Then there came an undersea earthquake which sent a tidal wave that raced up the beach and washed the warehouse away, and all the sandalwood that was stored inside. The punt, which

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had been made with packing case
always leaked and broke in two whe
it drifted onto a reef. The house
built in the tree, which Mr. Gerr
called an eagle's nest, lasted until
north wind blew and shook it ou
of the branches.

This pleased the dozen widows fo
they were always complaining abou
the accumulation of brimstone fro
the volcano, causing them to b
continually sweeping, and rubbin
the grit out of their eyes.

So nothing was ready to receiv
John's ship at the expected hou
We heard on our radio, accordin
to Tamana who operates the wirele
station, that the ship had to tur
back when the captain couldn't se
the jetty, but would come agai
And the cargo ship will come aga
just as soon as I can press-gang
few workers into building a ne
jetty, but next time our jetty will b
tied to a tree at high tide.

SINCE declaring our volcan
Yehue, to be sacred and th
rightful property of John Frum,
party of British and French Agent
protected from the wrath of Joh
by their armed police forces, a
proached the slope leading up to th
crater. They were accompanied b
a spy called a "vulcanologist" who
job was said to be to lower himse
down inside the crater and pok
among the cinders.

I quickly summoned the followe
of John Frum but arrived too la
to prevent the European party fro
reaching the rim. In fact—th
vulcanologist had already tied
safety rope around himself and w
preparing to climb down the Jacob
rope ladder before he becam
alarmed at our presence.

The spy had no sooner begun h
descent when he saw a knife draw
in readiness to cut the rope. H
proved to be a man without coura
for he had no sooner seen the met
blade glinting in the sun than h
clambered up the few steps, drew u
his rope ladder and, far ahead
the police forces, flew for his lif
Even though armed with rifles, th
enemies of John Frum proved the
worthlessness. A courageous ma
situated on the rim of a volcan
with a knife is more powerful tha
a coward dangling on the end
a rope even though armed with
rifle.

Yehue has not been troubled b
such pests since then, and my kni
is ever eager to serve my god shou
any other sponsor of vermin h
found to lower spies into ho
ground. It is a long time since Tan

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njoyed a human sacrifice and I, ako, High Priest, am just living for at day when courage returns to at vulcanologist and, with his false nse of confidence, he attempts to ratch the slopes of our sacred lcano with his spiked boots.

I have spoken.

THE GOSPEL ACCORDING TO WAPITANI

URING the war against Japan I worked for the Yanks in Vila. this port I heard talk of John m the lips of many Americans. attended religious services in all e known denominations. Some eachers called John—John the iptist; others called him John the vine; John the Prophet; St. John; d John with the broom who is ing to sweep away all the sins the world.

John with the broom was the most pular with us Hebrideans for we derstood him: he was practical ereas all other gods were abstract. e don't understand miracles, or ayer, or collection boxes, but we understand the purpose of a om in sweeping things clean.

None of us labourers could pro- unce John of the Broom for our s cannot shape to a "Br", so we rtened his name to John Broom, d pronounced him John Frum.

I noticed all the cargo the Yanks re bringing for their war effort. d was told a fellow called Uncle n sent it all, and no one had pay for it. He was a grown-up ta Claus. When the war finished, cargoes finished, but word went und that we Hebrideans were next the list.

Only on the blessed island of ana did the people believe that n Frum would send them cargo v that all the white men had got irs.

became John Frum's dentist be- se I had helped the Yank dentist Vila. I stationed myself at Waisisi, I used kava for anaesthetic. va may not be as strong as racaine for I have had to tie many patient to a tree before pulling a th because the nerve is not numb ugh. But John is going to send a cargo of novacaine, and erdermic needles, and various ped forceps, a white gown, and a ling machine. I want this equip- nt because I broke the Chief of wa's tooth and could not extract root. I have been hiding from ever since.

A white journalist pointed out to me that I had now waited 20 years for my cargo of dental supplies to arrive and they were still not in sight. I asked him how long he had waited for Jesus Christ to arrive, and he replied that it must be nearly two thousand years; so I informed him that I was prepared to wait a further 20 years for John but was he prepared to wait another two thousand years for Jesus? He said that he would not be alive then—so I have far more chance of seeing my god than he has.

THE GOSPEL ACCORDING TO NASI

I WAS trained by the Presbyterian Church to become a school-teacher. I battled with my scripture lessons: trying to work out how all the animals got into the ark; how walls could fall at the sound of a trumpet; why Jesus did not visit Pilate and the priests upon his resurrection instead of only those who expected him to rise, etc.

One day my class was empty, and there were not enough congregation in church to hold a service. The followers of John Frum had started up their own schools and services, and the people had flocked to them. John Frum had been seen, felt, and heard; so I joined the stampede to the new religion.

The Cargo Cult was far easier to understand than the Bible, and so I became a convert and got promised a cargo of typewriters, ball point pens, coat hangers, and an ice box like everyone else.

All three Christian missions panicked because we had won over most of their members. They took their fears to the government, and so began our persecution. Our teachers were exiled to other islands because the missionaries did not want competition. They had suppressed our custom dances many years ago but these now sprang up again. Our kava grounds were re-opened and our tabu grounds restored. Mother Hubbard dresses were turned into mats and our girls once more wore grass skirts. There was freedom in the air as the white man's hold on our minds was broken.

Now I teach the benefits of the Cargo Cult. I salute our red flag with the floral design. I look forward to the arrival of my own personal cargo. I feel alive again and not just an imitation white man. When John Frum brings us some new school books I am going to start a university. Father Nako has already given me a degree, and I have not yet sat for any examination—such are the benefits of the Cargo Cult.

THE GOSPEL ACCORDING TO KABALU

AS a boy I chewed kava roots for the Elders. When strong enough I worked in the yam gardens. I was not educated nor knew anything about visions or ghosts, and had only heard rumours of a Cargo Cult.

One full moon I was watching the females pacing out their custom dance. They were all donned in Mother Hubbards—a sack-like dress introduced by European missionaries to cover the God-given nakedness of our women. These Mother Hubbards cover the body from chin to toe and to finger tips, and are unsightly to all but a missionary. I felt the urge to make a bonfire of all such apparel, and for a return to grass skirts. The more I thought about it the more I felt the urge to abandon enforced European ways and to return to our old ways.

The High Priest informed me that this urge came from John Frum, and he made me John Frum's Master of Ceremonies just as soon as I had been converted. I had been a Conductor of Custom Dances, which had to be held in secret because of suppression by the missionaries, so being an MC was a promotion and I brought the custom dances out into the open, no longer being afraid since I had the power of John behind me.

I became fired with zeal for my mission. Mother Hubbards were reduced to the rags they were, and grass skirts came into vogue again. Eventually I hope to get them dancing in the nude again same as they do on Aneityum. Also I shall reintroduce tattooing, and also encourage my people to carry their water in bamboo poles instead of relying on a tap at the end of a water pipe, for such a pipe at

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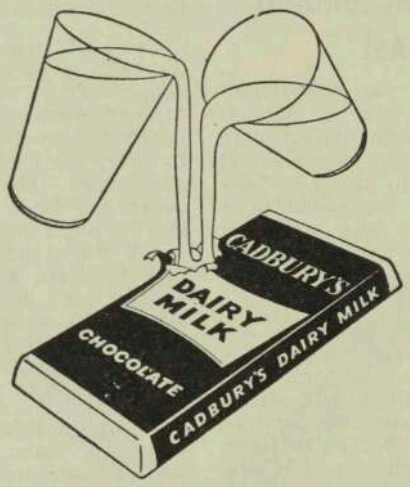
I want Cadbury's
I want Cadbury's
I want Cadbury's
I want Cadbury's



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Isangel went bone dry many tim
when there was no water in the tan
but a spring always provides wat
otherwise it would not be called
spring.

And I want a return to our o
marriage customs. In the old da
a wife was bought for so many pig
so many tusks, so many dogs' teet
sharks' teeth, whales' teeth. B
among Christians a father-in-la
receives nothing at all, and the bri
only a piece of paper called a licenc
Whereas native weddings last ful
three days of feasting—a white mar
wedding is all over and done with
an hour, and during celebrations
the reception, the couple inevitab
get so bored that they sneak awa
and so that the merrymakers knc
just when they are sneaking aw
they tie tin cans to their get-aw
car so that it makes a big clatte
Custom weddings make a man real
feel that he has been married.

So, under the urge of John Fru
I organised the dance. I had t
dancers form a circle and ra
around a hurricane lamp to t
music from a guitar band. I used
knotted stick as the symbol of n
authority, with which I kept son
sort of order. Far too many dance
wanted to creep away among t
wild tobacco plants, but I beat the
back with my stick.

ONE day John Frum made me fe
his presence, and under his sp
an urge came upon me to spend
my money for I felt that John w
coming from America with silv
dollars, and so Australian poun
would no longer be legal tender.

I spread the good news, and
no time at all everybody was floc
ing to the Trading Posts. So anxio
were Tannese to spend their mon
in time the Madame Edie sold o
her stores in the very first rush.
the avalanche of bodies proceed
to George Bright's Trading Post.

George Bright was truly a sma
operator. When he observed th
John Frum was on the march he g
out all his red calico and sold
He sold John Frum singlets; Jol
Frum boot polish; John Frum ha
oil; John Frum chewing gum; a
everything else in his store was so
under the name of John Fru
Because of this I believe that Geor
had become a convert; and also h
English worker who came and play
his Hawaiian guitar at our custo
dances at Lokatai; and also the Au
tralian, Gerry Horman, who travell
over the island buying up John Fru
copra.

After George Bright had sold ou

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he mass moved on to Bob Paul's tore. But Bob Paul never sold John Frum this and that"—he called spade a spade; he never even amed his bake-house after John rum.

After spending all my Australian ounds I felt that John was going o bring me a lot of cargo along ith the silver dollars. I felt I was bout to receive an ice box, a omahawk, an egg whisk, a crate of hisky, a set of false teeth, a bull-ozer for the village, a spear gun for y son, a grandfather clock for my ife—because a pendulum fascinates er—a septic tank with a chain to ull, and sun glasses for one of my aughters, and a primus stove for e family.

And for this cargo I promised John would find him a virgin, even if took the whole year.

AS Master of Ceremonies I was given the task of training the ohn Frum army. I have been only ble to drill them with six-foot poles ecause that is all we natives have ot, but John Frum is coming with cargo of cannons, and gunpowder, nd scout tents. So we all drill ready r the day of his coming.

I gave myself the rank of sergeant-ajor, and I designed a flag for my rmy. At first the French DA was ostile to us saluting our own flag, ut when he saw that it was a length f red trade calico with a design of owers on it, he could see that it as a flag of peace, so he went on is way, shrugging his shoulders.

While drilling my soldiers at Port esolution I saw the jetty that had een built. I could see that not ven a punt could tie up to it, and felt that John would be bringing is cargo by air. So I prepared an rstrip on the slopes of the dance round at Lokatai.

When the Englishman came to ay us music one day he observed at the airstrip was nowhere near ng enough, it sloped steeply, and nly a helicopter could land there. don't know what a helicopter is ut I believe the Englishman is right, nd I now felt that the cargo was oming by helicopter.

Years went by and no helicopter ame. Then one day I was at Bob aul's airstrip watching Paul Burton ring a plane in when I noticed a rt of flag at the end of the runway. aul Burton told me that a plane annot land without it, because of gulations; it is called a windsock, nd can tell which way the wind blowing.

It dawned on me why John had ever come. I have now erected a

regulation size windsock at Lakatai. Now there is nothing to prevent John Frum from landing with his cargo. I do hope it's soon because my roof is leaking and I need a new one.

THE GOSPEL ACCORDING TO TAMANA

IN the beginning I was engaged in the sandalwood trade, and I also supplied firewood to several bake houses. One day there was a dispute over the ownership of a wife; and I received a sentence, for I lacked any defence after the woman betrayed me; for such is the way of a woman when she is no longer satisfied.

I spent my sentence in the gaol in the British Paddock. My punishment consisted of mowing lawns, trimming hedges, and unblocking drains. The gaol building had no door, for the termites had eaten it and it had never been replaced. So there was nothing to prevent me of a night time strolling along to the meteorological station and observing the wireless operator broadcasting his daily weather report.

Very soon I felt that I had learnt enough to be able to operate a transmitter myself. Before I had even trimmed my last hedge or unblocked by last drain, the High Priest had made me John Frum's wireless operator; the station to be built at Sulphur Bay—away from the prying eyes of white men.

I had no money so I must confess that in order to assemble a transmitter I had to pay several trips to the rubbish dumps. Eventually I gathered enough parts together to make a start. The main set I found was very battered and rusty but at least three of the nobs worked; and I found enough wire to reach into the branches of a tree.

I had seen an educational film shown by the District Agent all about the Flying Doctor Service in Australia, so I had seen how to make electricity by pedalling. I was very lucky to find a pair of bicycle pedals on a dump, for no one uses bicycles on Tanna because of the mountains. Father Nako said that John Frum had left them there for me; and in his first cargo I was to receive a motor bike.

I know that electricity has to be accumulated and I found a battery at the back of Jocteur's workshop; it leaked but I soon patched that up.

I installed my machine under a banyan tree at Sulphur Bay. I had enough wire to connect everything I had found together, and straight away I had success with broadcasting. I called to the United States and immediately John Frum replied. He told me all about his cargo and what each of the faithful would receive. I asked for an English motor bike instead of a Japanese one and I was promised it.

But the radio station operates no more, for the combined District Agents made a raid on my establishment. They were a dishonest raiding party for they sneaked in at night time, not giving me any warning in order to bury my equipment. The raiding party was armed with rifles and torchlights.

The first thing I knew was the shine of a torchlight in my eyes. I was just giving John Frum a weather report. Torchlights were flashing everywhere and both DA's were poking sticks into my equipment. The interruption put John right off the air. The police searched around to see where John's voice had come from. They pulled out wires, and shone along the aerial wire going up into the tree where my wife was acting as antenna.

They poked my wife down with poles, causing her to lose much skin. They claimed that they had exposed me, and that it was my wife who was the voice of John Frum. But those accusations are not true for my wife was only acting as a receiver, and only passing the received messages down the aerial wire. They said they heard a woman's voice, but what do you expect when a voice has flown all the way from America; and besides—my instruments are far from new. Also one of the sergeants was a queer and hears feminine voices all the time anyway.

So between them all they wrecked my radio station. They held me up to ridicule. They threatened me with gaol if I did it again.

These days I never hear the voice of John: no more news about his cargo ship. Luckily he had time to tell me he was bringing a full hold of silver dollars, so that we were able to spend the old-fashioned Australian money. He told me he had a brother called Uncle Sam who was very rich, and a very poor brother in England named John Bull who was once the richest man in the

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world until he employed idiots to advise him. He did mention a Santa Claus, but he only dealt in toys; and what we want are golf clubs, frying pans, and such.

So now I shall never know when my twin-engined motor bike is coming; nor can I warn John Frum of approaching hurricanes. I live like every other believer, in anticipation—expecting my cargo to arrive with every turn of the tide.

THE GOSPEL ACCORDING TO MARSH

ONCE upon a time I was working in the Trading Post at Tanna. I was employed to do repairs but soon found myself engaged in buying copra and selling behind the counter.

My employer was a man of imagination. When the Tannese began spending all their paper money because John Frum was bringing silver dollars, he named all the articles in his store after John Frum; and we sold out all the rubbish we had never been able to sell.

It was not that the population had lost confidence in the pound as the British have done—it was just that silver dollars were nicer to kook at and felt nicer to handle. Silver retains its value whereas pound notes have to be promised value—a promise worth no more than the promise of cargo of the Cargo Cult.

The Cult gave people new hope. They built a jetty, a warehouse, a punt, a Tarzan tree house, and they cleared land for an airstrip. They cleaned up the villages in expectation of John in the same way as loyal members of the Commonwealth clean away all unsightly refuse just before the Queen's visit.

The stamping ground at Lokatai was opened, and I played music there. Old songs were revived, and there was joy on the dancers' faces. The missions had suppressed the dances and the songs, but the people were now in full revolt—singing their praises of sunshine, full moon, coastal reefs, taro and yam gardens, fishing with cobwebs, etc.

John Frum had won. It always pays for the man behind a store counter to be on the side of the winner. Being on the side of the winner means I shall receive a cargo of roller skates for, as a boy, that is what I always wanted. I shall not be building any jetties or airstrips, but it is great fun watching other people do it.

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LIFE ON THE BIG POND

One of a series, by BILL DAME

THE LUCKIEST MAN ON THE SHIP

Lucky Louie and one of his buddies were sunbathing on the fantail of the trans-Pacific luxury liner and carefully studying the racing forms of Auckland and Sydney. The ship was southbound to these ports and the men were planning their bets.

"How do you explain your phenomenal winning streak?" the buddy asked. "Seems like you win every race and pool."

Lucky Louie smiled. "Two things are involved", he said. "First, I learned long ago to study a situation carefully, then follow my hunch. Second, I have a little jade pendant that seems to help".

That amused his buddy, who sneered: "You're a superstitious fool. There's no more power in a piece of green rock than there is in, in . . . my watchband".

Tall tales

Lucky Louie wasn't upset. Good-naturedly he explained, "When I wear the pendant, I almost always win. When I don't wear it, I'm fifty-fifty".

Lucky Louie told his buddy that he had bought the pendant from a tattooed old seaman in a Suva bar. The seaman had told him that he'd offended the little fellow some way and couldn't get him to work anymore, but told some tall tales about his past influence.

"I didn't believe a word of all that rot," said Lucky Louie, "but I did take pity on the old geezer and bought it. I had a jeweller clean it up and attach a fine gold chain and intended to take it home to Margie.

"Didn't want to leave it in my locker, so I wore it, and that's when my luck began to change. I won the next three pools and a tape recorder, a transistor radio and a camera.

"I wore him around my neck for several weeks and couldn't lose for a while, but gradually I did. So I put him back in his velvet box in my locker and forgot him.

Couldn't lose

"I tried to figure it out, and the only crazy thought that made any sense was that I must have run him down. So after he was in my locker for a week or more, I felt lucky one night and put him around my neck and sat in a poker game and couldn't lose. So I figured like this: when I wear him for short spells, I win; when I wear him too long, I lose. So now I bring him out only when I need him. Can you explain it?"

The sceptical buddy debated the question in silence. Then, looking to the deck above, he asked, "Do you know any of those men up there skeet shooting?"

Lucky Louie squinted at the group and said, "No. Why?"

Unsuspecting

"Well, take that little friend of yours out of your pocket and let's see how good he is today. See the man in the blue sports shirt? My five bucks says he'll miss three of his clay pigeons."

Lucky Louie fumbled in his pocket and soon had his little jade friend safely chained around his neck. He gently rubbed it as he studied the unsuspecting passenger in the blue shirt, licked his finger and held it in the wind for a second, and said, "My five bucks says he'll miss four".

A few moments later blue shirt's turn with the shotgun came. He positioned himself, and, 10 clay pigeons later, had missed only three.

Lucky Louie's buddy was triumphant. "Like I said, Lucky, you're superstitious", he chortled. "And you owe me five bucks".

Sneer

"I didn't say that he was always accurate," Lucky Louie protested. "And I think I'll leave him around my neck because I'll be picking a winning number on the Auckland pool tonight." Lucky Louie rubbed his little friend reflectively and watched a sneer slowly appear on his buddy's face.

Up on deck, the blue-shirted passenger opened his wallet and withdrew a $10 bill to pay off his own bet with a fellow passenger.

The winning gentleman smiled broadly as he opened his own wallet to place the $10 inside, sneezed, and the bill fluttered away and was caught in a downdraft which blew directly towards Lucky Louie who was in the middle of a luxurious, arm-stretching yawn. The flying bill struck his outstretched hand which he clamped shut immediately.

His buddy had witnessed everything and sat bolt upright, his eyes wide in enraged, incredulous disbelief. He stammered for words, but found none.

"Keep it, man"

Both passengers and the skeet shooting officer bounded down the stairs. Lucky Louie casually extended the bill and asked, "Whose is this?"

"Keep it man, keep it!" The sneezer ordered, laughing. "If you hadn't caught it, it would've blown away."

Lucky Louie stuffed the bill in his trouser pocket, then raised his little jade friend to his lips and kissed it tenderly, saying, "Thanks. I forgot to let you warm up a while ago, didn't I?"

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P.I.M

PIM reported in October, 1948, that in the year 1948-49 the Australian Government intended to spend £3 million of Australian funds on the territory of P-NG. We commented: "This outpouring of the Australian taxpayers' money on behalf of the territories does not matter very much while the Australian Socialist Government is engaged in an orgy of wasteful expenditure. Two or three million pounds scarcely count against a total dissipation of overburdened taxpayers' funds running into scores of millions." And now, 20 years later, a Liberal Government has announced that it will spend $1,000 million on P-NG over the next five years.

Yesterday

AMONG other items of that issue of 20 years ago:

IN October, 1948, the movies had been established for a couple of months in Santo, New Hebrides, and they were causing some unexpected repercussions. Planters who were in a position to promise prospective labour a free trip to the pictures each week had a distinct advantage over those who could not. Our correspondent in Santo wrote: "Labour is so difficult these days that any inducement to obtain it is eagerly sought".

THE missionary society of the Church of Latter Day Saints (the Mormons) of Salt Lake City, USA, had laid the foundation stone of a group of buildings (chapel, assembly rooms, missionary quarters) in Papeete. The buildings were to cost $200,000 and were to be paid for by the Mormons.

THE breaking of four teeth in the main cog wheel of the blower equipment of the port motor caused the crash of the Guinea Air Traders' Lockheed aircraft near Lae, in April, 1948, in which 37 people were killed. This information was given privately to *PIM* in September, 1948. (A report on the crash, prepared by Civil Aviation Department, had not been released by the Australian Government). Apparently the breaking of the cog wheel had caused the motor to fail suddenly. It was the territory's worst air crash, then or since.

SEARCH teams by the American Graves Registration Service had arrived in P-NG to undertake work that was expected to close the territory to any further searching for American dead. The teams were to cover the territory thoroughly. They were to travel on foot and were either to interrogate natives on the spot or have representatives of outlying villages brought to them. They were to work out of Lae, Madang and Port Moresby.

"CAUGHT an alligator with a gut line," announced *PIM's* headline. The man with this fisherman's tale to end all fisherman's tales was Mr. Aubrey Ede, acting captain of the *Talasea*, who caught a 7 ft crocodile off Gavit Wharf, New Britain. He used a gut line No. 18, with a 5/0 hook. The boys of Gavit later ate the reptile with relish.

FROM January 1, 1949, the Tokelau Islands were to become part of New Zealand, *PIM* reported. The Tokelaus, British possessions since 1916, had been administered by New Zealand through Western Samoa since 1925.

THE American forces garrison on Christmas Island, in the remote Line Island Group, was to be completely evacuated by October 15. Administration was to be carried out by occasional traders out of Tarawa, Gilbert Islands, but the British resident officer on Christmas Island, former Solomons planter, Mr. H. A. Markham, was to stay.

THE ashes of Judge H. F. Ayson, who had died in May, arrived in Rarotonga from NZ on September 18 aboard the trader *Maui Pomare*. They were placed in the LMS churchyard. Judge Ayson spent 27 years in the Cook Islands, first as Judge of the High and Native Courts, and then as Resident Commissioner from 1922 to 1943.

This picture of Miss Polynesia, 1948 (Miss Johnny Frisbie) appeared in PIM 20 years ago this month. Miss Frisbie married C. F. Hebenstreit in 1956, and the couple live in Dunedin, NZ.

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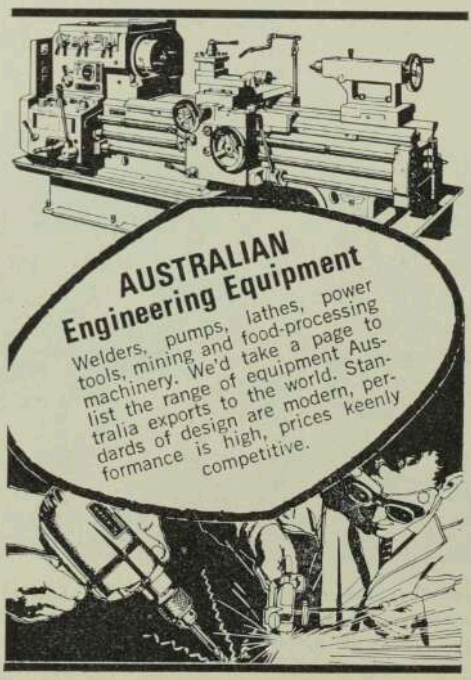

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BOOK REVIEWS

Vivid reminiscences of a New Guinea district officer

G. W. L. Townsend, known throughout his New Guinea career as Kassa Townsend, was one of those stalwarts of Empire who are now virtually extinct because (thanks partly to them) the world has become too safe, civilised and well-organised to have need of them.

Kassa Townsend.

For more than 20 years, Townsend ved in the old Mandated Territory New Guinea as a patrol officer, ing deputy district officer, acting trict officer and finally district icer.

His headquarters for long periods re in the wildest and most isolated ces at the Back of Beyond, where ten tracks did not exist, where low Europeans were few, and ere unpredictable, headhunting ives were numerous.

About nine years of his career re spent in the uninviting Sepik trict, where, almost single-handed, brought law and spread Govern- nt influence to some 20,000 square es of untamed, unmapped and le known country. His chief job s to stamp out inter-tribal fight- and the practice of taking heads.

"Agin the Government"

t was a job for only the hardiest most determined of spirits, as Sepik people were "agin the vernment" for the very good son that the Government (i.e., wnsend) interfered with customs ch they wished to preserve.

They were determined to con- ue their old ways. I was deter- ned to stop them," Townsend says his vivid, posthumous auto- graphy, *District Officer*.

So it developed into a game, the s of which they understood very ckly, and as quickly turned to r own advantage.

They learned that they could ke all their preparations—even let r intentions be known abroad— that, according to the rules of vernment which I followed, I uld be unable to take any action inst them until such time as a or a fight had actually taken e.

"On several occasions I arrived at a village to find that they were making new ceremonial carvings in connection with a projected head-hunting raid or tribal war. I was even permitted to see them and the sago-palm leaf that was being sewn together to partition a part of the House Tambaran for one of their nefarious purposes.

Impasse

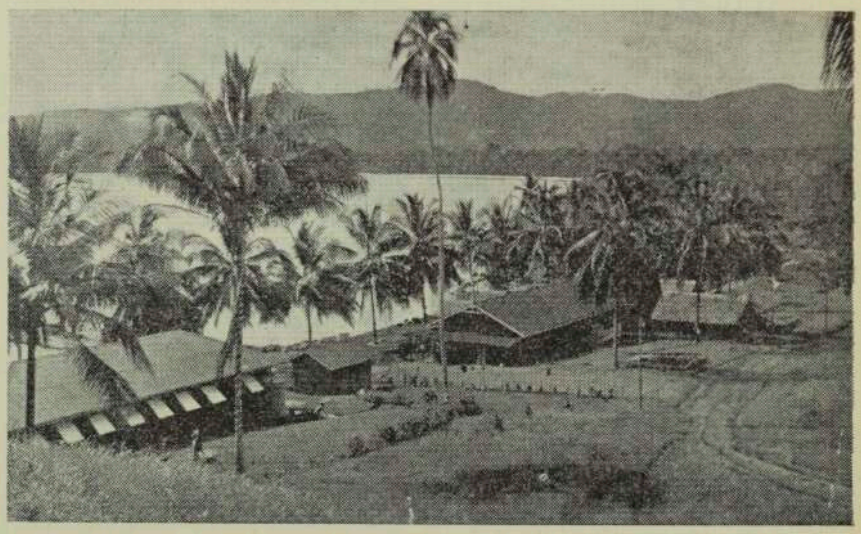
"At these times I would sit down among the old men of the village and argue the Government's position and point out that Government's idea of law and order did not include either head-taking or war between neighbours.

"It made no difference. Just as strongly the elders would point out, perfectly logically as far as they were concerned, that there was now an increasing number of young men in the village who had not taken their heads and therefore could not get married or take their places in the community."

Having reached this impasse, and being unable to station sufficient police in the district to "prevent what we called crime and what these people regarded as a way of life", Townsend would fall back on what became a well-known warning—that if the people killed, the Government would hang them.

Occasionally, it seems, Townsend's warnings had the desired effect. But three times, during his time in the Sepik, various villages went on head-hunting sprees in direct defiance of his warnings.

On each occasion, Townsend and his native police went in relentless



Wewak as it was in 1937, when Kassa Townsend was bringing law and order to the Sepik.

"Something from the Middle Ages"

pursuit of the ringleaders, and on each occasion it took two months of combing through jungle and swamp before the wanted men were apprehended.

As far as Townsend was concerned, he dared not fail to bring the killers to justice, for at least 30,000 Sepik people were "waiting for a sign of weakness" on the part of the Government.

However, capturing the killers was relatively easy compared with the grisly business that fell to Townsend afterwards.

Hangman

"Each time after capture" his autobiography records, "we sent the accused to Rabaul for trial, and, after a lapse of months, they were returned for execution within the district.

"Three times I took men back to the very spots where they had made their killings and hanged them with my own hands.

"Then I cut the brand-new manilla rope into two-foot lengths and distributed it to as many villages as I could reach, with instructions that it should be placed in each House Tambaran as a visible sign that Government meant what it said. . . ."

Townsend describes the practice of taking the accused for trial all the way from their villages to Rabaul, and then hanging them, months later, back home, and before an audience rounded up from far and wide, as "nauseating" and "like something out of the Middle Ages".

Yet "barbaric as it might have been" and "soul-sickening" as it was to the individual European officers concerned, it was effective, he says.

Although it did not bring complete peace to the Sepik, "Government writ ran faster and further because of it".

Wide appeal

It was the ultimate demonstration that the Government meant the warnings it gave; that the Government was strong. And because strength was something the Sepik people understood, aspired to and admired, there was no resentment among them over what Townsend and his men did after having "abided by the well-known rules".

Townsend's account of his days as a pursuer of headhunters and a hangman of condemned killers is the most memorable aspect of a lively book that should have a wide appeal to New Guinea old hands and will prove a salutary eye-opener to a younger generation who only know the comparatively comfortable New Guinea of today.

The book begins in the year 1921 when Townsend, fresh from six years in Egypt, Gallipoli, France and Belgium, arrived in Rabaul as a "general assistant" in the Expropriation Board.

Rabaul and the rest of New Guinea that had just been mandated to Australia by the League of Nations were still under the control of the military administration that had taken over from the Germans in 1914.

Many Germans, heartlessly relieved of almost everything they possessed by the Australian expropriation authorities, were still there, and Townsend (convinced that this was not expropriation, but looting) describes how he enabled one woman to retrieve a silver brush and comb that her husband had given her as a wedding present.

Townsend's first job with the Expropriation Board was to sit a little room with the word "Kass (cashier) over the door and ke an eye on the Malay clerks.

It was there that he acquired t name, "Kassa", which stuck to hi throughout his New Guinea caree and it was there that he began learn "something of the natural a unnatural phenomena" that made life in New Guinea.

£300 a year

However, Townsend remained wi the Expro. Board only a few mont until he was appointed a patr officer in the Department of t Government Secretary at £300 year.

His first posting was to Aitap where, under the tuition of a likeab gin-swigging acting deputy distri officer, he was soon initiated into t informal ways of out-station cot procedure.

A stint of tax-gathering followe and then an encounter with t people of Arasili who can cor municate with each other over lo distances by means of whistles.

Townsend's description of ma of his early experiences—particular his experiences with the audito minded bureaucrats of Rabaul—ha a high humour content. But the is probably no episode that qui matches up to his description of sermon on sin that he heard delivere one Sunday by a Samoan pastor the Astrolabe Bay area.

"Somebody hears you"

"You tell a lie," the past thundered to his native congreg tion, "and you think nobody know You steal something, and you thi nobody sees you.

"SOMEBODY hears you, som body sees you. In Heaven there an angel who hears and sees ar writes in a book. And when a ma and a woman sneak away into th bush at night, the darkness does n prevent the angel from writing dow what they do.

"And when you die and appea for judgment, God will say 'Rea out the book about him', and th angel with read things which yo remember and things which you hav forgotten. And the bad man woman will be sent to hell and thru into the fire.

"And the fire will burn the mea off his bones and dry up the wate in him until he cries for a drin But there will be no drink and th man will like to die; but he canno die.

NEW GUINEA PICTURE BOOK

There is little doubt that Islands children make good subjects for pictures, whether walking, eating, talking, or merely just thinking, and the late Australian film-maker Boris Cook (tragically drowned in the Trobriand Islands of Papua in 1965, aged 34) well knew it. Before his death he had taken a series of pictures of the daily life of a young Papuan girl in Port Moresby, and with an attractive young author, Patricia Johnson, planned a short, pictorial book about Maia's first day at school. It has just been published by Angus and Robertson at $2.25, and is called "Maia goes to School". It is suitable for kindergarten and lower primary.

Although the book's foreword gives a detailed description of Cook's film-making ability it unfortunately fails to tell us what the connection is between his films and this book; we are left to presume that the pictures are stills from one of Cook's films. —KMcG.

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"And then will appear a little vil with a tin. And the man will for a drink and the devil will me towards him. But before he aches him, another man will cry a drink and the devil will go vards *him*.

"And the bad man will be mad h thirst and want to die; but he not die. Then he will call the il again, and the devil will come ough the flames and give him the . And the man in torment will se the tin and drink. Drink at? WATER? No, by Christ. ROSENE!"

n the course of his 20 years in territory, Townsend worked in ry district, serving finally at ilised Salamaua, the headquarters the rich, gold-producing Morobe rict. But he never found a post t suited him better than the Sepik.

Forgotten history

n describing the highlights of his eer, Townsend records a lot of herto unknown or largely forgotten ory, which territorians of the sent day should find of absorbing rest.

Except for the part about the ik River hangings, Townsend s his story largely without com- t—until the last couple of pters where he has some remely critical things to say about official bungling that preceded fall of Rabaul and the collapse he New Guinea Administration.

As a result of the official shilly- llying, he says, no one, civilian soldier, "ever really knew the e; no one had any clear idea t to do in the event of an in- on; and, even when the Japanese bs began to fall in January of 2, no effort was ever made to civilians out or to get military forcements in".

he general muddle, the absence real decisions, and the "futile rity measures that concealed ing but vacant minds" impelled nsend to angrily resign from the inistration in October, 1941, and rn to Australia to offer himself Army service.

Ships sent to troops

lowever, in the following Feb- y, with Rabaul a shambles, he sent back to New Guinea to charge of all New Guinea affairs Wau, which had not then been pied by the enemy.

rom there, he was able to enlist aid of small craft from unaffected s of the Sepik, Madang and obe Districts and send them to New Britain to assist in the evacuation of fleeing troops.

He also swore-in former Administration officers as members of his organisation, which eventually became the Australian New Guinea Administration Unit (ANGAU).

Townsend says that the formation of ANGAU prevented the Japanese invasion from having the shattering effect on native morale that it otherwise would, because the men that the natives had long known as "Government" were still there at the helm.

Townsend remained with ANGAU until October, 1942. He then joined the Far Eastern Liaison Office—FELO—whose object was to lower the morale of the Japanese, to mislead them, and to impair their fighting efficiency, etc., by means of radio broadcasts, air-dropped leaflets and native agents.

When he left FELO at the end of the war with the rank of lieutenant-colonel and an OBE, he had no inclination to go back to New Guinea.

He knew, for one thing, that life in the territory would never be the same as it had been in the pre-war years; he was over 50; and he could still not forget the muddle that had preceded the Japanese invasion.

His postwar career—at a desk in the United Nations Secretariat in New York—was seemingly out of keeping with his rugged, individualistic life as a New Guinea district officer.

But Judy Tudor, who edited his autobiography for publication and who has contributed an interesting foreword to it, does not think it really was.

Joins UN

"The ability to embrace an idea and carry it through grew in him during those years in the New Guinea bush," she says, "and when, in 1946, he decided that the United Nations idea was right, the rest followed as a matter of course."

Townsend remained with the UN for 10 years, before retiring to his native Queensland, where he died in February, 1962.

His autobiography is a fine monument to a useful life. It is a book in the same tradition as those of two of his well-known contemporaries—the late Eric Feldt's *The Coast Watchers* and J. K. McCarthy's *Patrol into Yesterday*—and it should prove to be equally popular.—*Robert Langdon.*

(DISTRICT OFFICER. Pacific Publications, Sydney. $4.50.)

Into the interior with the surprising Michael

Any comparison between *District Officer* and *New Guinea Venture*, by Michael Courage and Dermot Wright is not only coincidental but downright impossible.

The Venture was actually performed by Michael Courage alone and where Dermot Wright comes into the picture will remain as obscure to the reader at the end of the story as at the beginning.

Perhaps he is responsible for the unusual words that creep into the book—like *pau pau* meaning papaw and haro meaning taro. The jacket-flap says of him that he "lives in a black and white cottage in Surrey"; and he joined a group of publishing companies after the war as a director and chief photographer and that he contributes to the constructional trade press.

How this fits him for writing a book about New Guinea, God knows; it might have been better if he had remained decently out of sight as the editor and let Michael get all the credit.

The entertaining parts of this book couldn't have originated in a black-and-white house in Surrey and for this we give Michael alone an "A" (for accomplishment).

For example, when he is decanted straight from London into Madang and then sent off with an Anglican Mission party to walk eight days into Simbai, a patrol-post on the southern fall of the Schroeder Range, the strain is considerable. But at last they top the last rise and see their objective, the mission house, in the valley below.

Relief!

The knees of Michael and another tenderfoot turn to water with relief but the Rev. Peter Robin, who led the party, is of sterner stuff, and a

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tried-and-true Territorian. Besides, they have to pass the Kiap's house on the way to the mission and naturally a call on the Patrol Officer is obligatory. To quote:

". . . Now that we had actually arrived the only thing that seemed to matter was a hot shower followed by a long, long rest to relieve the tension. Instead, we were stuck in an unbearably hot native house drinking warm Australian beer out of cans and trying to appear light-heartedly excited at meeting a fellow human being. I suppose at any other time I could have taken quite an interest in this tall character [the patrol officer] with his shock of red hair and gingery beard. He was mad keen to go to Paris, during his leave, to see a man who had invented a one-man helicopter. He was certain that such a machine would solve many of the transport problems in New Guinea."

How he got there

As one who has had similar experiences from time to time, I can vouch for the fact that this is pure New Guinea and a long, long way from Surrey.

But to return to the beginning: During his last term at Eton, Michael Courage, of the English brewery family which is now about to take on Carlton United in Melbourne (may God protect them), decided that he wanted to do his bit for mankind. He therefore joined the British Voluntary Service Overseas and was assigned to the Anglican Mission in New Guinea.

He duly arrives in Port Moresby, gets transit accommodation at the Anglican mission near the town, makes his acquaintance with a deep-pit latrine and fearsome creatures that run about the ceiling over his bed (gekkos) and so on to Aiome to prepare for the trek to Simbai.

At Aiome there are more head-on encounters with the rigours of the country. At breakfast, on his first morning, while he was eating his "pau pau" he noticed that small brown spots were gathering on it.

"You'll get used to the spots," another missionary-in-training warned him. "They are only cockroach droppings. If you keep quiet you can hear them chewing away at the reeds in the roof. . . ." He advised Michael to always wear a hat indoors.

That night, in bed, Michael listened to cockroaches chewing ar heard rats scuttling about.

There was plenty to think abou At Simbai they were on the edge Pygmy country—in fact, it w necessary only to go outside th mission house, blow on a whist and hundreds of them poured from the adjacent jungle.

Michael was amazed—and so w your book-reviewer. I seem remember, in the 1930's, that anoth member of Britain's brewaucrac Lord Something-or-Other of Guinne fame, made an expedition to Ne Guinea and in the Ramu discover what were said to be pygmies.

Whether these people are pygmi (or negritoes) has been argued abo ever since and most anthropologic opinion seems to be in the negati —that they are merely a stunte version of the other tribes surroun ing them.

Eton to the rescue

After he had sampled th exertions of foot transport Michae like most other people who ha tried it in New Guinea, started think of ways and means of easir the human burden. He appealed the boys still at Eton, who provide something like £800 and this in tu allowed Michael to import a strin of donkeys. How he got the donkeys up from Madang to Simb takes up the latter part of the boo and provides some hilariou moments.

Any reader of hard-core Ne Guinea literature will have few du moments from Michael's story. Th blurb on the dust-jacket, designe to bemuse stay-at-homes in Wappin or Tooting, is a load of old rubbis and should be disregarded.

The story should be read for wha it is: the reactions of a well-endowe English youngster to a head-o encounter with New Guinea.

He sees things that a lot of u have forgotten how to see; some o the snippets of information he hal digests are quite mad and wide o the mark but his pertinent reflection on missions, missionaries, VSO, th native inhabitants and New Guine generally are generally fascinatin and frequently valid.

The Courage venture took plac in 1961. Since then he has joine the family brewery and now, at 2 is a director. Pity, really. In tim he might have made a damn goo Territorian!—JT.

(NEW GUINEA VENTURE. Robert Hal $3.25.

Samoa mo Samoa

The Emergence of the Independent State of Western Samoa

J. W. DAVIDSON

Perhaps the most intimate account that has yet been written of the impact of Western civilization upon any non-European country, this is a study of Samoa's political evolution by one who was a leading participant in many of the more important events of recent years. Its vantage point is that of Samoan society itself, not that of its invaders.

The title *Samoa mo Samoa* (Samoa for the Samoans) is a twentieth-century political slogan; but it expresses an attitude that has dominated Samoan thinking since the arrival of the first Europeans. **$9.75**

OXFORD UNIVERSITY PRESS

New assessment of the war in the Pacific

If published war histories have the advantage of hindsight, an assessment of the war histories themselves may be expected to be of special value. And such is the case with *The War With Japan: A Concise History,* by Sydney historian Charles Bateson. This book is the first attempt to tell the story of the four years of the Pacific war in a single volume, and to do it the author has had to analyse the history books.

Even then, it's a feat to get a war n such a broad canvas into 400 ages, and still retain the relevant etails, but Mr. Bateson does it rprisingly well—if you take into count his Australian bias. The mericans or the British might not ways agree with his assessments, ut Mr. Bateson has had the advan- ges of more than 20 years of war istories and of published accounts f all aspects of the war from both des. And he shares these references ith the reader through prolific foot- otes and with reading lists at the d of each chapter, so that we are ldom left in any doubt as to when e interpretation is his and when is somebody else's.

In view of this variety of research aterial he has been able to study, is difficult to argue against his own thority.

Adventure story

Whether the reader will want to in issue or not from time to time, e fact is that this is a book which n be read through like an adventure ory, with mounting interest. The nouement may be known, but the ot isn't. Viewed from 20 years off, was a surprising war.

Mr. Bateson presents the four ars in 14 chapters—Pearl Harbour, e Japanese Forces and Plans; The ll of the Philippines; The Conquest Malaya; The Fall of Burma; The oral Sea and Midway Battles; The ruggle for New Guinea; Guadal- nal—First Allied Offensive; Two- onged Allied Drive; Island-hopping e Central Pacific; Towards the ilippines; The Forgotten Armies; nal Drive to Victory; and After oughts.

Typical of the way the author goes out his assessment is this comment the capture of Tarawa, in the lberts, with the loss of 1,090 nerican men and 2,311 wounded: olland Smith alone among the litary leaders claimed after the war that Tarawa was a costly blunder. He asserted that as Tarawa had no particular strategic value it should have been by-passed, with the Americans moving straight into the Marshalls.

What we didn't know

"Guided by hindsight this view possibly is correct, but at the time nobody appreciated how heavily Japan's air power had been hit in the operation against Rabaul or that the Combined Fleet would not give battle for the retention of the Marshalls. Nor was the weakness of the defences of the Marshalls realised, because it was still thought these had been heavily fortified before the war. . . . When the wisdom of the Tarawa operation is under question, it is well to remember that it was inevitable that the first atoll assault in the Central Pacific, no matter when or where it took place, should lead to heavy casualties. . . . If Tarawa's capture was wasteful of lives it certainly saved many lives later, because the lessons of Tarawa were assimilated quickly and applied immediately, effecting enormous improvements in administration, organisation and tactics, which reduced casualties. In spite of the blunder of going ashore when the tide was unfavourable and the loss of perhaps twice the number of lives that should have been lost, the conclusion is inevitable that Tarawa was worthwhile strategically and tactically."

Bateson frequently refers to General MacArthur's antagonism towards the Australian troops who were doing most of the fighting in New Guinea. Unable, in Melbourne, to appreciate the difficulties of the terrain at Milne Bay and along the Kokoda Trail, MacArthur concluded that Australian leadership in the field was inefficient and lacked enterprise and aggression. He was doubtful also, says Bateson, of the fighting qualities of the Australian troops.

The problems of competing American and Australian commands is a recurring theme in the early stages of Bateson's account. He says at one point, "Commonsense, tact and firmness usually settled these command problems, but they would have been better solved had the question of command been clearly laid down at the outset instead of often being left deliberately vague."

All sorts of information come our way in this concise history, such as the statistics on the Allied submarine campaign in the Pacific, which fell far short of expectations.

From Pearl Harbour to the last day of 1942, Allied subs sank only 139 Japanese merchantmen, totalling 590,000 tons gross, an average of only 45,397 tons a month—compared with the Japanese submarine record during 1942 of 1,160 Allied and

History of USSC since 1875

The Union Steam Ship Company NZ Ltd. is as much a part of the Islands as palm trees and coral reefs. Islands old hands (and new hands for that matter) will therefore welcome the publication of *Union Fleet 1875-1968*, a booklet which describes itself, somewhat quaintly, as "being a list of ships owned by the Union Steam Ship Company . . . since its inception in Dunedin in 1875, together with a list of some of the significant dates in the history of the Line".

Among significant dates in USSC's history are:

- August 21, 1877. *Taiaroa* started a mail service from Sydney to Noumea under contract to the Government of New Caledonia.
- June 4, 1884. *Wairarapa* left Auckland on the first excursion by the company to the South Seas.
- April, 1914. The Grand Pacific Hotel, Suva, was built by USSC. (It was sold in 1959).

Published by NZ Ship and Marine Society, *Union Fleet* is written by I. J. Farquhar and handsomely illustrated (18 pictures) by J. E. Hobbs. It is available from the society for $NZ1.

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LIMITED STOCKS ONLY

CUMULATIVE INDEX
to the
PACIFIC ISLANDS
MONTHLY
(Volumes 1-15)

The index covers the 15 vital years from August, 1930, to July, 1945, when many of the events which shaped the Pacific of today took place. But *PIM* in those years (as is the case today) did not only concern itself with current affairs. It abounded also in articles on every aspect of Islands life both past and present—from agriculture, anthropology and aviation to shipping, tourism, vulcanology and the weather. Islands history was (as it still is) a *PIM* specialty.

Now, with the aid of the new cumulative index, you can find in a few seconds everything *PIM* ever published from 1930 to 1945 on any subject, whether it was a two-line snippet or a major article.

The index is one of the most detailed productions of its kind ever published. It is divided into nine sections—aircraft, authors of articles, biographical entries, book reviews, companies, letters to the editor, poems and short stories, ships, and territories. Nearly 10,000 people are listed in the biographical section, and there are some 200,000 entries relating to them. The territories section, which deals with Islands groups such as the Cook Islands, Fiji, French Oceania, Papua, etc., is equally minutely indexed and cross-indexed under a wide range of headings.

The index contains 228 closely-printed, but easy-to-read pages measuring 11 by 8½ inches. It is cloth-bound and printed on tough, long-lasting paper.

PRICE: Australia and P-NG, $25.00 Aust., plus 80c posted (includes registered postage); elsewhere, $25.00 Aust., plus $1.05 posted (includes registered postage); USA, $30.00 U.S. posted (includes registered postage).

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(Box 3408, G.P.O., Sydney, N.S.W. 2001)

O'Grady does it again

In less than 10 years the six book written by John O'Grady have sol a million copies and have created a Australian record. A seventh "Gon Troppo", has just emerged and wi add more to the O'Grady fortunes.

The latest vehicle for the O'Grad wit is about tourists and tropica tourist resorts—although here th language isn't Fijian, or Hindi o colonial French but plain Australian And the Islands aren't South Sea but tucked safely inside Queensland' Great Barrier Reef.

The story is slight—it's about a Northern Territory cattleman driver out by drought to take a temporary job as a rouseabout on a Whitsunday island—but it serves as a vehicle fo the O'Grady dialogue, in which department the master has not los his expertise.

The narrative is in the first person by a bearded character named Whiskers (guess who), who for no apparent reason also appears to be working at the tourist resort instead of living off his royalties in Sydney.

There is a love interest (the NT cattleman, not Whiskers), some information about Barrier Reef waters and a lot about Australian tourists, most of which is believeable.

Studded with Australian idiom and illustrated by Benier, it will be welcomed by O'Grady fans.—JT.

(GONE TROPPO. Ure Smith. $2.75.)

---

neutral ships of a gross tonnage of 6,266,000, a monthly average of 522,184 tons.

Bateson says lack of combat experience and the excessive caution of submarine skippers, defects in the depth control and exploders of Allied torpedoes, faulty dispositions, the employment of insufficiently aggressive tactics and the absence of radar, were all factors which contributed to the Allied failure here.

But where does one cease quoting?

This may not be a definitive history of the Pacific War, but it's worth having until such a book turns up. —SI.

(THE WAR WITH JAPAN. Ure Smith, Sydney. $7.95).

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National Library of Australia

"A 40 ft by 10 ft whale was caught last Friday by Mr. W. Cook, 67, of Fasi, and four fishermen, three miles to the east of the island of Tau. It was the first whale caught this season.

Mr. Cook said they trailed the whale until it came within 10 ft whereupon Mr. Cook's son, Alipeti, harpooned the whale. They spent three hours battling the whale, spearing it four times until it died.

Mr. Cook said it was: "the hardest battle I've ever had". The catch was towed to Nukualofa where it was cut up on Friday night for sale early Saturday morning. — *Item in "The Chronicle", Nukualofa.*

BOTH Samoas should look forward with interest to the details of the legislation which is being prepared in American Samoa to give more regional government authority to the village councils of the territory.

In the days of the Navy administration (up to 1951), the system was probably adopted more to get village problem solving out of the defence administration's hair than to build up civic responsibility in the local people. Today, it is being realised that the solidity of the traditional councils, and their acceptance by the people, make it ideal as a framework for local government development. — *Editorial in "The Samoa Times", Apia.*

CERTAIN residents of Black Rock are concerned and worried about the way inmates of the prison walk around the community, as they claim, without any supervision. "It is almost as if they are not in prison at all", one informant said.

A lady complained that a prisoner approached her two little girls near Black Rock and asked them to remove their clothes for him; another prisoner, coming from the toilet at Black Rock, had made an open indecent exposure to schoolgirls returning from Nikao.

A Rutaki woman was surprised to see the prisoners fishing on the Rutaki Reef. Said a Black Rock housewife—"What's the point of going to prison. They even get to go and see rugby games these days. It's no punishment any more, is it?" — *Item in "Cook Islands News", Rarotonga.*

WHETHER or not to extend happy birthday greetings to Joseph Screen, assistant commissioner for administration, was a major issue Wednesday on the floor of the Senate.

A resolution sponsored by Senator Palacion . . . would extend best wishes to Screen on his 42nd birthday . . .Senator Mirosi Ismael of Ponape opposed the resolution, saying "when it comes to Screen, I'm hesitant".

Responding to Ismael, Senator Isaac Lanwi of the Marshalls added that "if it is said from the bottom of our hearts, it should be approved".

The proposal was referred to committee for further study.— *Item in the "The Marshall Islands Journal", Majuro.*

FROM THE Islands Press

A MAGISTRATE has awarded $159.70 damages to a man who was served a bad steak at a Port Moresby hotel. Henri Lachajczak claimed $2,000 damages from Boroko Hotels Pty. Ltd. Mr. A. H. Germain heard the case in the Central District Court.

Lachajczak told Mr. Germain he was served a bad steak at the Boroko Hotel on March 21. He said he ate part of the steak and later became ill.

A Public Health Department inspector, Mr. R. Daly, said he examined three 60 lb cases of steak at the hotel.

He found the steak to be decayed and ordered it to be destroyed. Mr. Germain awarded Lachajczak $150 damages for a "severe" amount of pain and suffering six to 12 hours after eating the steak. He also awarded $9.70 "special" damages.—*Item in "South Pacific Post", Pt. Moresby.*

GRAND PARADE: If you have not seen a Euclid scraper-trailer, or a 50-ton compaction roller, or a hefty Caterpillar grader, now is your chance.

At 10.30 a.m. tomorrow the heavy equipment will be moved from the wharf to Vaiola, in a procession. The purpose of this parade is to enable the general public to view the equipment. Pupils from the Niue High School and Halamahaga will also be watching the procession.

If there is any change to the time of the procession, it will be broadcast over Radio Niue this evening. — *Item in "Tohi Tala Niue", Niue.*

QUITE a lot of people must have taken notice of the straight line of nails sticking out of the planks on the bridge across the Avana River at Ngatangiia.

I am sad to observe that the beautiful pattern has been broken lately, obviously by motorists who have managed to yank some of them out with the tyres of their carelessly-driven motor vehicles.

The fact is that these nails play an important part in the bridge's construction, and like Sello-tape and safety pins, etc., they are meant to hold things together, and without them the bridge will eventually collapse.

I feel nailed to appeal to all those who have noticed such important objects in their tyres that as soon as they have had their fun with them, to return them to the proper channels so that eventually with time, patience, deliberate meticulousness and a few bangs, they can be driven home again. —*Letter from Les Kajer in the "Cook Islands News", Rarotonga.*

MANY people today are wondering if Fiji has any dark clouds grouping along the horizon? I think the answer is yes.

Big trouble lurks with the friendliest people in the world: the people with the brightest of flashing smiles—the Fijians.

How to strengthen the economic standing of the Fijian is the biggest problem facing this country today. It is a problem for both government and opposition to solve.

Whatever racial injustice may prevail in Fiji today the ultimate problem in an independent Fiji will be that of Fijian-Indian co-existence.

Please believe me, the Fijian of today is not ready to compete with his more industrious Indian brother. For him it is far easier to fight than to compete.— *Letter from L. V. Cakau in "The Fiji Times", Suva."*

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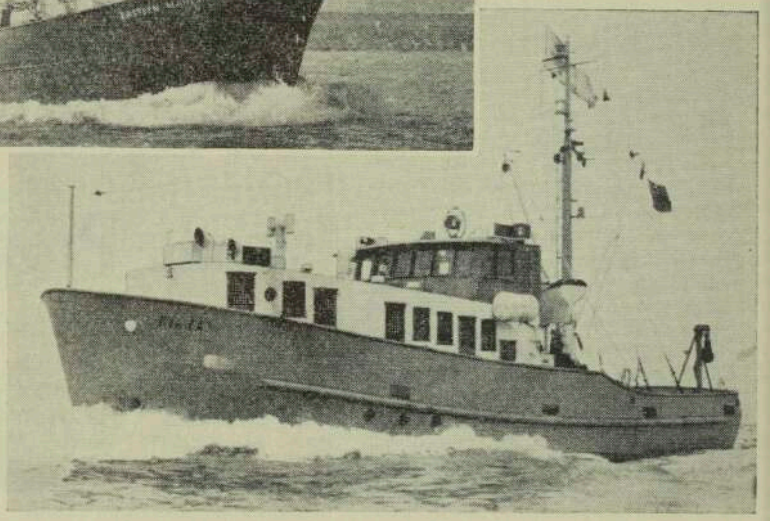
MANY OF THE WORLD'S NEWEST AND MOST EFFICIENT BOATS



Illustrated are:

Top: 'EASTERN MAHIGIR', built in England for prawn fishing in the Bay of Bengal; powered by Kelvin Diesel T8, 240 s.h.p. with 2½:1 reduction gear.

Below: 'KIARA', research boat at Lagos owned by The Nigerian Federal Fisheries Service; powered by two Kelvin Diesel 120 s.h.p. engines.

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Kelvin Diesel are the leading power units within their power range in new British fishing boats up to 80 ft. long—this confirmed over the last two years by the statistical account compiled by 'World Fishing'.
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Our close association with fishing interests ensures that every Kelvin engine is designed to meet fishing requirements and, in the larger engines of the T range, to provide many extra advantages such as multiple ancillary drives, hydraulic reverse/reduction gear, a special highly developed cooling system, all of this combined with extremely robust construction, ease of access, and compact size.

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Pacific Shipping And Cruising Yachts

Micronesian shipping contract will mean big improvements

Marine Chartering Co., Inc., of San Francisco, California, ıas won an agreement with the United States Government for shipping route from the US to the US Trust Territory and vithin the Trust Territory.

he company beat six other pro- ıls to run the service—one of the ld's longest shipping routes.

Iarine Chartering will form a oration called Micronesia Inter- n Line Inc., which will give six its 12 board appointments to ronesians. Shares in the new pany will be offered to Micro- ans and already people and busi- concerns in the Trust Territory indicated they would buy 250,000 worth.

lands the new service is expected connect include Koror, Rota, cus, Saipan, Jaluit, Ponape, elthuap, Kusaie, Yap, Eniwetok, uro, Kwajalein and Truk.

ans include replacing the govern- t-owned World War II ships now ervice in the first year of opera- and setting up more frequent at all major ports in the iana, Marshall and Caroline ıds. It is also hoped to train ronesians as seamen and steve- s and improve wharf handling ities at Micronesian ports.

ne plan, "to provide a direct ce to the easternmost districts" 'S ports could adversely affect a ing trade built up by the GEIC's lesale Society over the last two s between Tarawa and Majuro, shalls.

creasing supplies of Australian s have been filtering into the shalls via Wholesale Society ls (worth $A300,000 last year), e official disapproval of US com- e.

icronesia's new sea transporta- system, due to start right away, ly follows its new aircraft ces, also begun this year.

arine Chartering already has a in the South Pacific; an as- sociate company is general agent for the Polynesia Line Ltd., which regularly services Papeete and Pago Pago with the motor vessel *Graziella Zeta*.

THEY'VE INVITED PEOPLE TO BUILD THAT WHARF

Vila's deepwater wharf, the most talked-about unbuilt wharf in the Pacific Islands in recent years, came a step closer to reality in September when tenders were called by the New Hebrides Condominium for its construction.

Wilton and Bell Dobbie and Partners, consulting civil engineers to the condominium, have recommended that the 700 ft wharf be built to the south of Vila township, in Pontoon Bay.

A dozen contractors from Australia, Britain and France are expected to submit tenders which close on November 14.

Overseas vessels to Vila have always had to anchor about half a mile offshore and offload cargo into slow and small lighters because, in contrast to its sister port, Luganville, Santo, Vila has never had a deep-

In The News This Month

Andante	Olympia
Apogee	Princess
Ariel	Rambler
Asitalonoma	Rebel
Ariadne	Rehu Moana
Dear Dear Louise	Roiaata
Defiant	Seafari
Discovery	Sek-Sek
Driver	Sharolyn
Erava	Swanhilde
Fidelis	Sylvia
Graziella	Tally Ho
Isbjorn	Tamam-Shud
John Williams VII	Tatosa
Kelasa	Taveuni
Kelea	Tere
Kochab	Tolukatea
La Karovo	Tradewind
Lady Lesa	Triton
Malaguena	Valentine II
Maris	Vela
Matua	Waka Toru
Miss Tiffany	Wanderjahr
Narhval	Zeta

Islanders in Fiji, Western Samoa and Tonga took their first look at the replacement for the venerable "Matua" in September as the 2,808-ton trader "Taveuni" made her first round of islands ports in September. Here, "Taveuni" is seen alongside the missionary ship "John Williams VII", the latest of a succession of famous South Pacific ships of the same name. Both were berthed in Suva.

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IN WITH THE NEW

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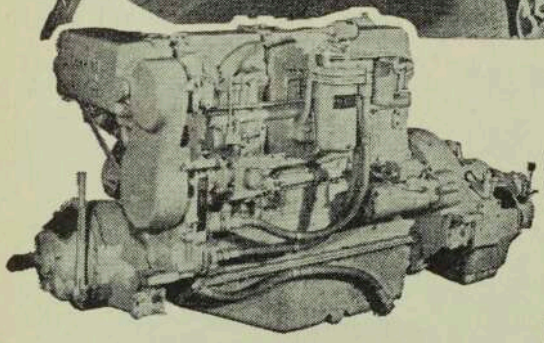

The Cummins NH-220-M 165 b.h.p. inline marine diesel engine illustrated here will repower this fishing boat.

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ıter wharf capable of handling even ıall ocean-going freighters.
Thus Santo has excellent deepwater ıarf facilities while Vila, the ministrative capital and far bigger ntre, has not.
A Vila wharf would boost tourism cause cruise liners would be able berth easily. All the cruise ship erators are after new island stops the South Pacific and two—Sitmar d Matson — are already making ir first appearances in Vila late s year.
In late 1964 the estimated cost of wharf, a cargo shed and access ıds, was £Stg.500,000. Costs since n presumably have risen consider- y but the condominium today has obably never been in a better sition to foot the bill—with the nomy booming last year.

G SHIPPING FUTURE R PAGO?

Could Pago Pago rival Suva as Pacific Islands' major shipping nsportation terminal in the 1970's 1980's?
Not if Fiji can possibly help it, if hopes expressed to PIM's ship- g roundsman in Pago Pago re- tly come to fruition, Suva could d herself fighting a battle in the ning days of bigger ships and con- nerisation.
This Pago Pago thinking is essenti- long-term, when markets of the cific Islands are expected to have wn significantly to a stage when ıtainerised vessels on trans-Pacific ıtes make only one stop-over in the ıth Pacific to offload cargo de- ıed for four or five territories.
Cargoes would be off-loaded in ıtainers and then trans-shipped by ders to other ports, giving the ıtainerised vessels a faster cross- . With Fiji by far the biggest ıtral market, the days when Fiji go is off-loaded at Pago Pago, if r, seem as far off as at present.
The US has long regarded Pago go, with its huge sheltered bay, row entrance and extensive deep- ter facilities, as the best island bour in the South Pacific. This is ctly why Tutuila was originally imed by America.
Some Americans now argue that go Pago Harbour, since its con- l was taken from the US Navy the US Department of the In- ior 17 years ago, has been lected as a potential trans-ship- nt centre for American, Australian New Zealand goods bound for er bigger Pacific Islands markets, h as Western Samoa, Tonga and i.
Mr. John Calver, 51, master of American Samoa's new government seagoing tug, *Tatosa,* believes Pago Pago has a "great future" with new "monster" ships scheduled to reach the South Pacific in coming years.

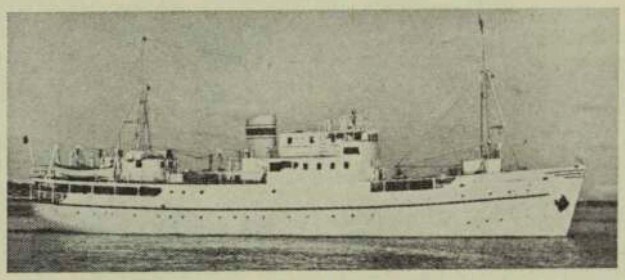
He said at a cost of a "few thousand dollars", coral heads and obstructions could be cleared from Pago Pago Harbour to widen the entrance of the harbour to four times the width.

Mr. Calver said the harbour's new terminal and oil dock could already take big liners and tankers with drafts of over 30 feet. With additional dredging and coral clearing Pago Pago could berth ships with "great drafts of up to 42 feet."

"I believe that the money the US has been putting into American Samoa should be more directed to the territory's prime usefulness—a sea transportation terminal—if American Samoa is ever going to amount to anything," he said.

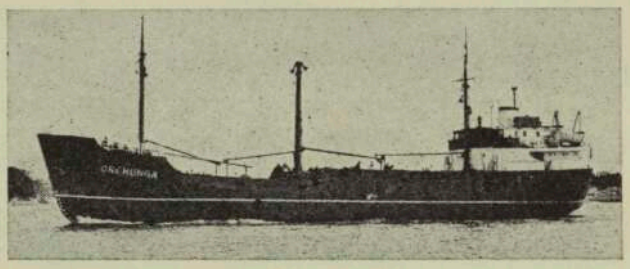
Suva, Mr. Calver felt, would grow as a business centre and Pago Pago would grow as a port. The Government of American Samoa should recognise this, and exploit Pago Pago's harbour facilities now, he said.

SAFELY DELIVERED



"TUI LAU" NORWAY-FIJI
From within Arctic Circle and through the North Atlantic Winter

EFFICIENTLY MANAGED



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s Tiffany", after her launching on Rewa River.—Photo: Stan Whippy.

PRODUCING FERRO-ICRETE VESSELS

Fiji Airways pilot with little ious experience in boat building gone into the ferro-concrete boat ding business, successfully build- craft with a hard-chine hull.

e is Mr. James H. Mair, formerly ydney, who has been in Fiji for and a half years. Before that, spent five years as a navigator Air New Zealand.

iss Tiffany, a 34 ft 6 in., £7,500 e fishing cruiser named after his ghter and built by him at Nausori yard, was launched on the Rewa r in September. She was christ- l—with a glass of beer over her s—by Fiji's Minister for Com- ications, Works and Tourism, C. A. Stinson, who took the op- unity to hint that government tance might soon be available locally-built boats intended for ism.

r. Stinson said import duty was be reimposed on similar craft ght in from overseas—a measure gned to encourage the local stry. Craft like *Miss Tiffany*, he were certain to be forerunners xtensive boat-building operations Fiji tourism.

r. Mair's new company, Ferro- t Limited, was registered in Fiji ugust.

e has already received a firm r for a 38 ft ferro-concrete diesel and industrial concerns in Fiji shown interest in at least three r tugs. There have also been us inquiries about two house- s, a catamaran capable of carry- 40 passengers and intended for as a sightseeing craft in the was, and the possibility of build- a number of 200 ft ocean-going cargo barges of ferro-concrete.

"Experiments carried out while we were building *Miss Tiffany* proved that it's possible—using new techniques—to produce a hard-chined hull that is lighter, stronger and more economical than a conventional timber-planked hull," Mr. Mair said.

"Given a more favourable tariff entry into Australia there seems no reason why these hulls cannot be exported there and to other island territories."

Miss Tiffany has been fitted with the latest gamefishing equipment, to standards laid down by the International Game Fishing Association. She has one double and four single berths, plus air conditioning, an automatic fresh water system, 7 ft headroom, shower and toilet, dual control and an aft platform with entry doors for skin-diving parties.

The craft can cruise for 10 days without refuelling and carries sufficient lifesaving and medical equipment including an automatic inflatable lifecraft, to ensure safety for 29 passengers. She is powered with a 130 b.h.p. Perkins diesel.

Miss Tiffany will be based at Suva and made available for game-fishing and cruising charter. Mr. Mair said that, depending upon capital, his company intends to open a number of fishing lodges on islands near to Suva. Negotiations are still under way, but it is expected that construction of the first lodge will begin before the end of the year.

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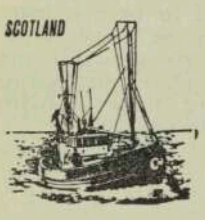
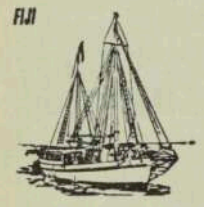
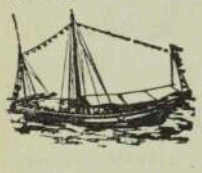


FIJI

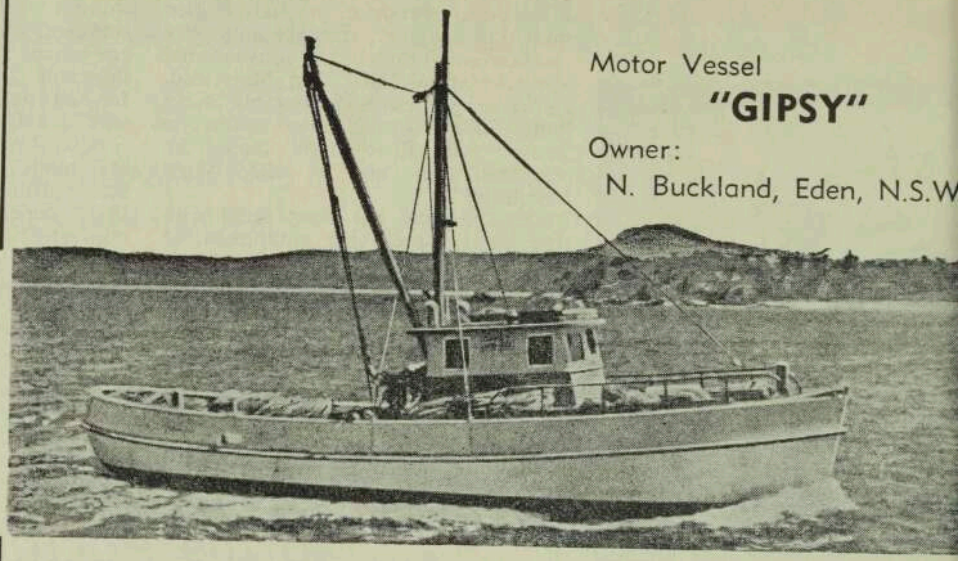


HONG KONG



NETHERLANDS

NOVA SCOTIA



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ruising Yachts

ASITALONOMA, 33 ft Tongan
t which made news earlier this
when skipper David Fifita of
erva Reef fame sailed her to NZ
April and March *PIMs*) has
taken on a one-year charter by
US Peace Corps for transporta-
of PC people among the main
Tongan groups.

ANDANTE, Don Woods'
olulu sloop was back home in
ember after a six-month cruise
he US Trust Territory—last leg
a 2,000-mile hop from Majuro,
hall Islands. Micronesia remains
least visited area of the Pacific.

APOGEE, singlehander Alan
's tiny American yacht, reached
ada, capital of Britain's Wind-
Islands, West Indies, in mid-
to complete a five and a half
circumnavigation. Alan made
friends during his treks through
Pacific Islands in 1966-67.

ARIADNE, "Snow" Gate-
e's big motor-ketch was still
ored in Suva's Bay of Islands in
August with "Snow" and his
attractive wife Julie admitting
o plans to move on for at least
uple of weeks.

DEAR DEAR LOUISE, sailed
wo Americans, William Hard and
Avery left Suva for San
icisco on September 12 after
ral days' cruise in the Lau islands.

DISCOVERY, with the Hogan
ly of four, returned to Honolulu
September 1 after a two-year
e which included interesting
s at Easter Island, Pitcairn and
ral calls in the Tuamotus and
quesas.

DRIVER, Canadian luxury
p with the Graham family of six
in Brisbane in early September
r making a short stop in New
donia after leaving Suva in
ust. Plans are to head for Darwin
then Durban, after a cruise of
ensland's Great Barrier Reef.

ERAVA, the Sibthorpe's cutter,
in Honolulu in August after a
lay passage from Papeete. With
s in French Polynesia behind,
year's goal is the West Indies.

KELASA, with Harry Gilbert
his attractive fiancee Adrienne

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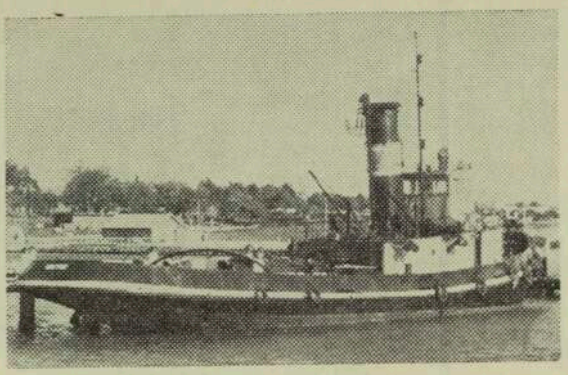

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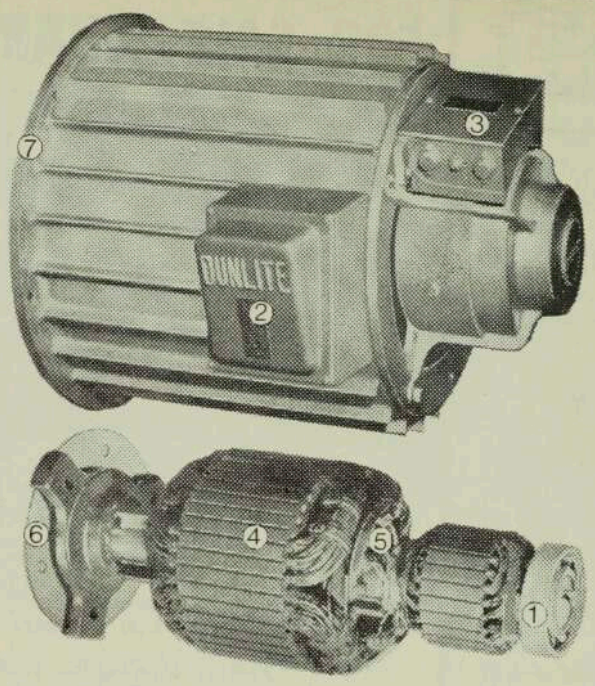

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tzenik, was in Suva in early Sep-
ıber with plans to "shortly" start
nd hopping en route to Singapore.
proposed stop was Rabaul.

KELEA, was to be in Panama
mid-September en route to Van-
ver, Canada, from the Windward
nds. Aboard were Canadians
ırles and Leiv Kennedy and their
Curtis who crossed from South
ica to reach Rio de Janiero earlier
year and spent some time making
s on the South American coast
ore reaching Grenada in July.

KOCHAB, sailed by the Aley
ily of three, reached Suva on
tember 13 from Vavau, Tonga,
Rarotonga. Mr. and Mrs. Aley's
nt daughter, Dawn, was born in
iti.

LA KAROVO, with Dr. and
. Watson, was at Santo, New
rides, in early August after a
from Efate. Next planned stop
the Watson's cruise around the
ld will be Port Moresby.

MARIS, Jack Earl's yacht,
hed Suva on September 13
ı Vavau, Tonga, and Honolulu.
tination is Sydney.

NARHVAL, David Erlenkotter's
erican cutter which "bumped"
Alan Eddy's *Apogee* in various
s in the South Pacific and Indian
ans and now the Caribbean, was
Grenada, Windward Islands in
with cruising plans before re-
ing to Hawaii later this year.

PRINCESS, en route to San
ıcisco, put into Rarotonga in
ust with Bill Barnes and Steve
mfield. Next calls will be Tahiti
Hawaii. Cruising since 1966, the
ı has made many stops in Poly-
ı and eastern Melanesia.

OLYMPIA, 50 ft steel-hulled
t, made a recent call in at
ang, New Guinea.

RAMBLER, Richard and Ann
s' ketch, was on her way out of
olulu in August for Ponape and
, Micronesia. Eventual calls
de Australia and NZ.

REBEL, with Marvin and Ann
n, was to leave Port Macquarie,
South Wales, in early September
Lord Howe Island where the
ns hope to spend a few days
re pushing onto other island
.

● *ROIAATA*, small NZ cutter, left Suva on September 12 for Noumea and Sydney. Crewmen Neil Gillard, Alan Bell and Bryan O'Donnell had fingers crossed the passage would not be half as bad as their 14-day "horror" trip from NZ to Nukualofa recently.

● *SEAFARI*, Roy and Betty Milford's refitted trimaran, was in Rarotonga in September with sails unfurled for an extended cruise to Aitutaki, Suwarrow, Tonga and Auckland.

● *SEK-SEK*, 25 ft Lae-built sloop, was at Finschhafen in August with plans to sail to Long Island, Madang and the Ninigo Islands, New Guinea. Aboard were two young Germans, Gerhard Nagel and Jorg Riedemann.

● *SHAROLYN*, Troy Cook's schooner was back in Hawaii in August after an unsuccessful attempt to reach the Marquesas. Plans are undecided.

● *SWANHILDE*, Mr. Bernie Skinner's ferro-cement sloop, planned to leave Honolulu in October for the US after a month's stopover in Hawaii. Rarotonga and Tahiti both saw *Swanhilde* earlier this year (*PIM*, Aug., p. 104).

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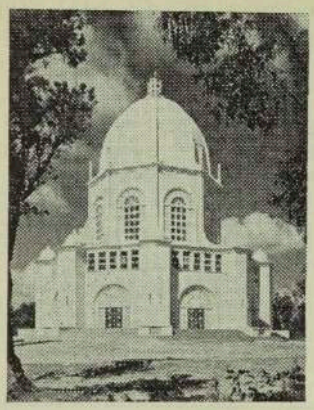

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(New Testament Ref: John 16: 12-13)

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(The Covenant of Baha'u'llah, pp. 34-35)

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SYLVIA, with the Welles family ve, was in Rarotonga in August a passage from Bora Bora and popular French Polynesia stops. calls: Tonga, Fiji and NZ.

TALLY HO, solo yachtsman Loudon's 58-year-old cutter, in Rarotonga in late August of Moorea, French Polynesia, plans to push onto NZ for ing and an overhaul.

TAMAM-SHUD, small NZ , was to leave Nukualofa in ıst for Haapai, Vavau, both ɔas, Fiji and Wallis Island with r-skipper Stan Holder and one member.

TERE, Louis Valier's luxury , was in Honolulu mid-Sep- er after an extensive seven- h cruise of French Polynesia.

TOLUKATEA, NZ trimaran, Auckland on August 5 with a of four for a leisurely cruise to ı m e a . Several monthes ago, a's former Education Director, W. Batten, sailed *Tolukatea* from ıalofa to NZ, and sold her.

● *TRADEWIND*, medium-sized trimaran with the Bauch brothers and a crew of three, was at Rarotonga in August after many stops in French Polynesia. Stops will include Aitutaki, Palmerston, Tonga, Fiji, New Caledonia and Australia.

● *TRITON*, sailed by three bachelors, Don Marmo, Ian Eeles and Tony Spooner, called at Honolulu on September from the Marquesas, en route to San Francisco.

● *VALENTINE II*, v e n e r a b l e yachtswoman Peggy Slater's sloop was in Honolulu in August after the sloop was towed into harbour after several mishaps.

● *VELA*, Mr. Ed Pollocks' well-fitted ketch, was back in Honolulu in mid-September after a couple of months cruising the Society Islands; last stop was Takaroa before Mr. Pollock, Marilyn, and their three children headed north.

● *WANDERJAHR*, skippered by Dieter Kading, sailed out of Honolulu on August 31 bound for Long Beach, California. The ketch reached Hawaii four weeks previously from Papeete.

● *LADY LESA*, 54 ft motor launch, lost at sea on a trip from Kawau, NZ, to Noumea in June, carried one of NZ's oldest boat-building identities, Mr. Roy Lidgard. No stranger to the Pacific Islands, Mr. Lidgard was known to many cruising yachtsmen for his hospitality and ever-ready advice.

Beds for yachtsmen were always open to visitors at his Kawau home, as Mr. Lidgard had cruised on and off himself for 30-odd years. Since 1945 he built *Defiant*, which he owned and sailed to Suva and back, *Ariel*, which his son Jim (also lost on *Lady Lesa*) helped build, and *Fidelis*, now owned by Jim Davern, which is still winning ocean yachting races. Many a cruising yachting book mentions Mr. Lidgard; cruising yachtsmen will miss him.

As well as his son, Jim, 46, one of Mr. Lidgard's grandsons Geoff, 23, and one crewmember Louis Fraser, 22, were lost on the *Lady Lesa* (*PIM*, Aug., p. 26).

● *MALAGUENA*, 26 ft sloop, with singlehander David Thomas, 24, of Wellington, NZ, reached Rarotonga on August 24 from Wellington. After Rarotonga, Mr. Thomas hopes to visit Aitutaki, Niue, Apia, Tonga

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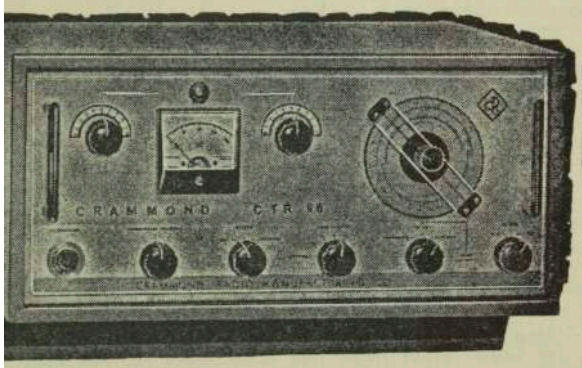

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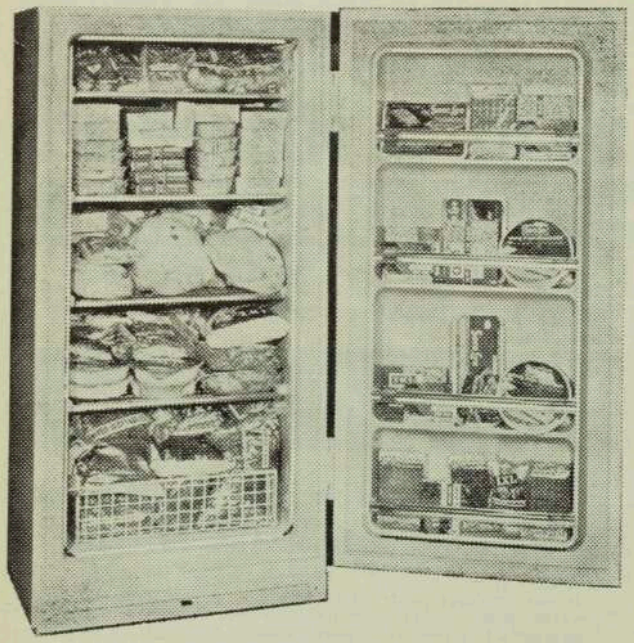

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Suva before returning to Welling-

demonstrator with the psychology artment of NZ university, Mr. mas has had extensive experience racing yachts. His father, Mr. W. Thomas, who now lives in ney, was the former owner of 73 ft motor yacht, *Coongoola*, ently on mineral survey work for United Nations in the Solomons.

WAKA TORU, 64 ft home- e trimaran with eight people, ding three children, was missing, ved lost, on a trip from Sydney Noumea, via possibly Lord Howe d, in mid-August.
espite an extensive air-sea search a general alert to shipping and authorities, there was no trace he trimaran after it left Sydney August 18.
board were Mr. and Mrs. William e, their children Richard, seven, mund, 12 and Joanne, 16, and hree-girl crew from Sydney— es Sally Scales, 28, Diane Neill, 21, and Valerie Quirk, 32.
r. Shute, an English migrant king in Sydney as an economist, t three years and $12,000 build- the trimaran. He advertised re leaving Sydney for four "non- king" girls to come along as and was swamped with nearly applicants, of which he picked (*PIM*, Aug., p. 104).
dney police believe wild storms Lord Howe may have wrecked trimaran.

ISBJORN, 39 ft gaff ketch with David Lewis and family, arrived va on September 8 at the end of -month voyage from England.
r. Lewis, a New Zealander, flew w days later to Australia to take a two-year fellowship in the artment of Pacific History at the ralian National University. He accompanied by his wife and hters, Suzie, 6, and Vicky, 5, his 19-year-old son Barry re- ed in Suva to take care of the .
the university, and in associated work, Dr. Lewis will investigate ds navigating techniques in the ext of Pacific history.
e Lewis family has been sailing world for the past four years.
ey began with a voyage in the naran *Rehu Moana*, which took from England and the United s, down to the Straits of llan, and across the Pacific to Zealand.
was on the Pacific part of that ge that Dr. Lewis made a name himself by using (as far as is possible) only the navigation methods of the ancient Polynesians —studying the stars, wind and current directions, and watching the habits of seabirds.

After writing a book, entitled *Daughters of the Wind*, on the voyage as far as New Zealand, the Lewis family sailed their catamaran back to England. There they bought *Isbjorn* (which is Norwegian for "polar bear") to sail back to the Pacific.

Their route on this voyage was via the Azores, Caribbean, Panama Canal, Galapagos, Marquesas, Penrhyn Island and Apia. The highlights of it included a stay among the San Blas Indians, who live on islands off the Atlantic coast of Panama, and diving for pearl shells in Penrhyn lagoon.

Dr. Lewis expects to spend about six weeks in Canberra before returning to Suva to fetch his ketch and begin field work before the hurricane season starts. He will probably visit the Solomons, Gilberts, Marshalls and Carolines, where he will be eager to contact any Islanders who still sail by star navigation.

Meanwhile, Mrs. Lewis and daughters will be ensconced in a flat in the Canberra suburb of Garran —glad to have their feet on terra firma for the first long spell in four years.

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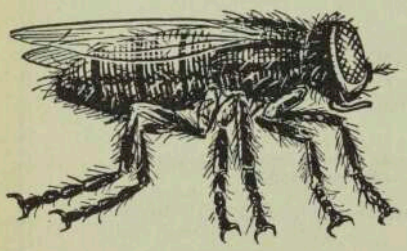

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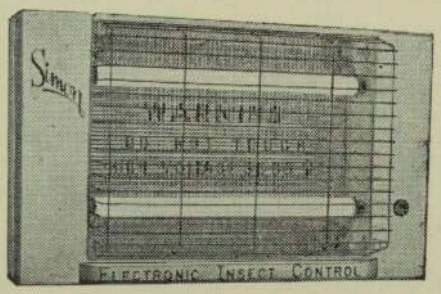

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Food Retail Shops, viz., butchers, bakers, supermarkets, etc. Dining Rooms and Kitchens, viz., restaurant, hotel, motel, club, factory, etc. Hospitals and Institutions, viz., kitchens, laundries, wards, nurseries, schools, etc. Govt. and semi-Govt., viz., hospitals, railways, prisons, armed forces, etc.

LAND
Butchers' Co-op. (Qld.) Ltd., Brisbane 53-577
helmore & Co. Pty. Ltd., Mackay 2111
Pty. Ltd., Mackay 2121
s & Campbell Ltd., Townsville ... 127
Allen & Son Ltd., Townsville 91

TASMANIA
Meat Traders (Tas.) Co-op., Launceston 2-5343
Moonah 8-3779
J. R. Hall Machinery (Tas.) Pty. Ltd., Hobart 2-3956
NORTHERN TERRITORY
South Pacific Trading Corp., Darwin 3430

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People

THE Bishop of Polynesia, the Right Rev. J. C. Vockler, will now resign on October 30—earlier than expected—because of ill-health. Bishop Vockler, who plans to join a religious order, was expected to return to Fiji in mid-October after undergoing a "minor but urgent" operation in London in September.

● Mr. C. Walker, chief agricultural officer with the Department of Agriculture in Fiji is attending a three-month course in Australia on the administration of agriculture. He left Fiji on September 2.

The course includes observational tours of the Murrumbidgee irrigation area and the Wagga district in New South Wales. The cost of Mr. Walker's training is being met by Australia's South Pacific Aid Programme.

Mr. P. L. Rhodes, senior research officer in Fiji's Department of Agriculture, attended a conference of the Food and Agriculture Organisation International Rice Commission at Kandy, Ceylon, in September. He presented two papers on rice research in Fiji.

Another senior research officer, Mr. P. G. Thompson, from the Agricultural Station at Sigatoka, visited New Delhi in India during September to investigate new varieties of high-yield sorghum. The sorghum, developed by the Rockerfeller Foundation, can yield two tons of grain per acre. Hybrids being tested in Fiji have shown yields of one ton an acre.

Mr. Thompson also visited Australia for discussions with the Bread Research Institute on the question of milling sorghum, which has been found to be an acceptable substitute to wheat sharps in roti making.

● Archbishop Serio Pignedoli, one of the most important men in the Vatican, observed the work of the Roman Catholic Church in Fiji and other Pacific islands in September, during his extensive tour of South-East Asia and the Pacific.

The Archbishop, 58, is secretary of the Congregation for the Evangelisation of the Peoples. He has been a close associate of Pope Paul for many years. After Fiji, his next stop was at Tahiti.

● Mr. Ben Christian, the head of the world's smallest civil service—

Popular Bougainville identity Wong You recently took a vacation in the Far East —his first visit to the area for 50 years. He is photographed here with his wife in Hong Kong, by Port Moresby identity and old friend, C. H. Meen.

on Pitcairn Island—was due in Suva in October for a three-month course in administration and accounting at the South Pacific Office, which is the administrative centre for Pitcairn affairs.

● Mr. K. E. Miles, a former Postmaster-General in Zambia, arrived in Suva last month to take up his new appointment as Postmaster-General in Fiji. He succeeded Mr. W. G. Cruickshank, who retired early this year. Mr. Miles, who is married with two daughters, began his career in 1935 when he joined the British Post Office as telephone traffic superintendent at Southampton. In 1955, he was appointed assistant controller of telecommunications in the Federation of Rhodesia and Nyasaland, was promoted to deputy-controller in 1958 and to controller in 1962. The following year he became Postmaster-General in Northern Rhodesia and he continued in this post when Rhodesia became the Republic of Zambia on becoming independent in 1964. He left Zambia last year.

● Mr. Edward Engledow, who has had extensive experience as a newspaper writer and government information officer in Guam, the US Trust Territory and Hawaii, has taken up a two-year appointment as Information Officer in Pago Pago for the Government of American Samoa.

● Mr. K. R. McKinnon, Papua-New Guinea's Director of Education, was to travel to the United States in September on a Carnegie Corporation travel grant to study educational planning in theory and practice in the US and Africa.

● In a colourful ceremony Rarotonga, Cook Islands, recer Miss Freda Story, daughter of Le lative Assembly Speaker, Mrs. Story and the town's "miracle m technician Fred Story, married Tepou Boaza, a member of the C Islands police force and Atiu's A (chiefly) family.

● Recent marriages in the N Hebrides have included Mr. A Teora, of Malekula, to Miss He Albert, of Mele; Mr. Maxime Ca of Erakor, to Miss Agnes Lamourea of Mele, and Mr. Jacques Carlot Miss Pinaues Waoute, of Erakor.

● Muslim missionary Maulana Hussein Akhtar, 72, is spending months in Fiji as the guest of the Muslim League. He is giving ta on Islam at mosques throughout colony. Maulana Akhtar, who secretary of the Majlis Taha Khatme-Nabuwat Jamaat for training of missionaries at Mult Pakistan, has visited India, Ker Uganda, Tanzania, Iran, Iraq England during his mission journeys.

● Cannery management chan in American Samoa include the S tember arrival of the new gen manager of Van Camp, Mr. H Gene Kreps, of California, and departure later this year of Vernon Wright, manager of cannery since 1964. Mr. Wright his wife are to take up other pointments with Van Camp's par company, Ralston Purina, at C fornia.

● New Zealander Mr. R. Twentyman is settling in as the n chief manager of the Bank of N Zealand in Fiji, succeeding Mr. J. M. Bacon, who is due for p retirement leave. Mr. Twentym whose wife accompanied him to F joined the bank in 1926 at Pahiatua branch. He has h managerial positions at the H Street, Auckland, Te Aro, Wellingt and Palmerston North branches.

● One of the cutest girls at recent social night of t Islanders Association of Sydn was Miss Faye Smith, forme of Suva, who plans to live Sydney. Miss Smith, who w a nurse before she became stenographer for a Sydney fir has also been doing some da ing for a big Sydney retail sto Photo: Jim Fairburn.

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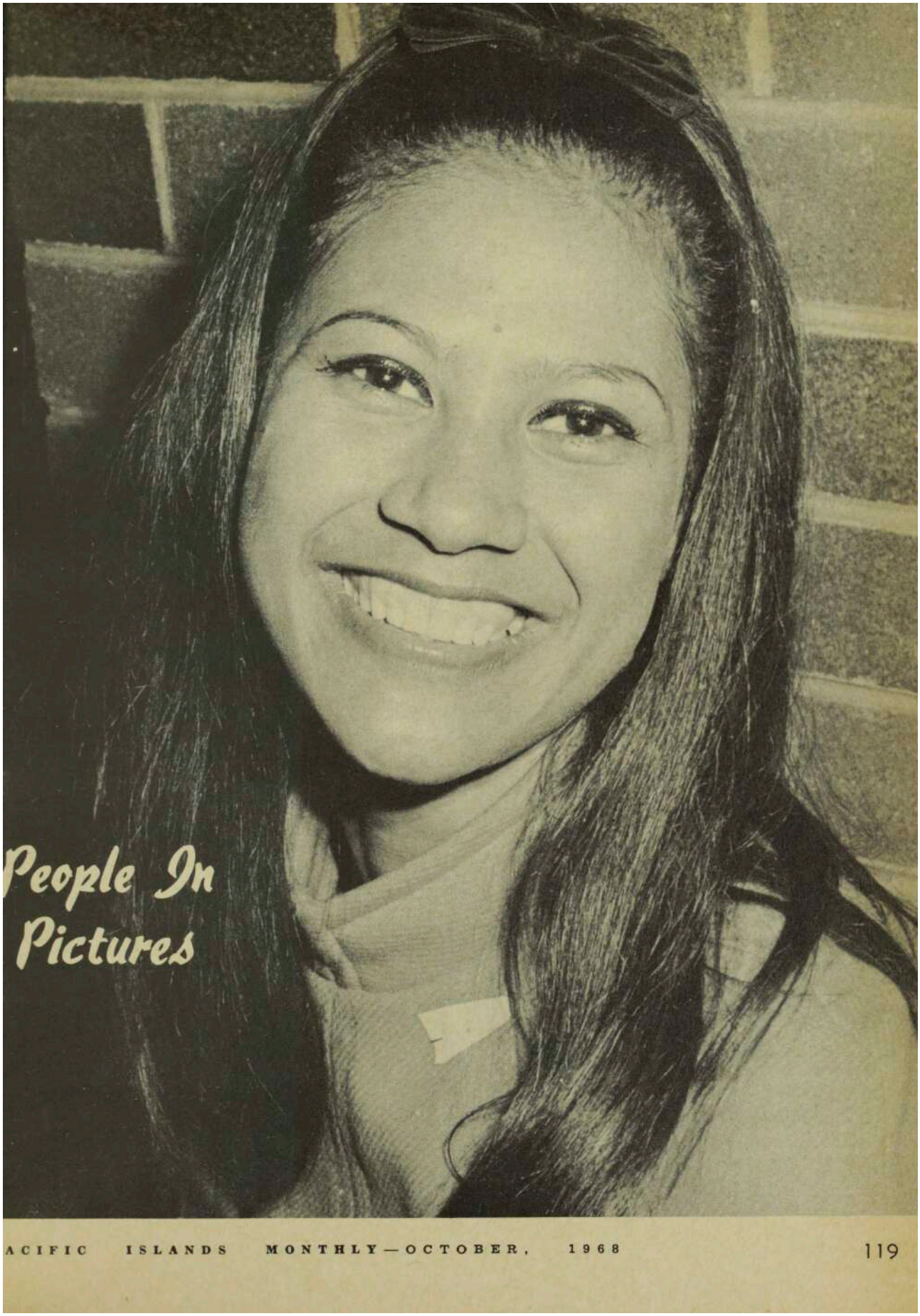

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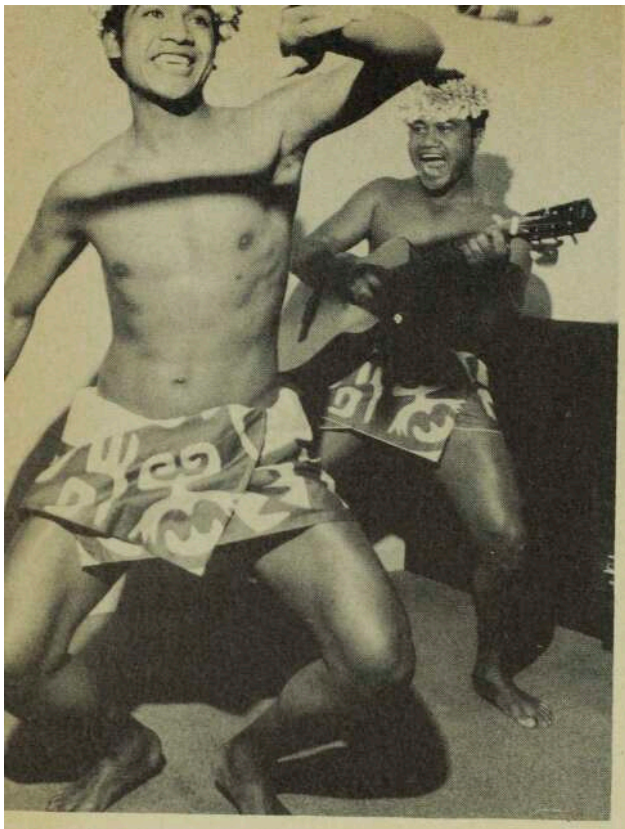
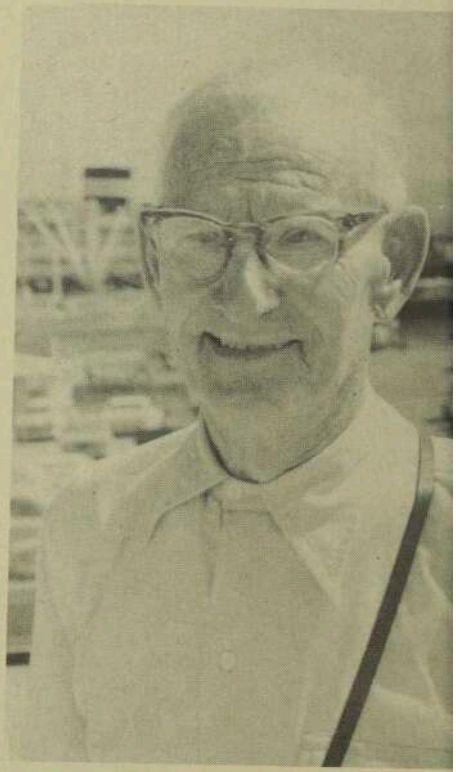


Nemesio Tuitoka and Tipoulisio Tuhimutu, fire dancers from the Wallis Islands, entertain participants at a recent seminar on New Caledonia organised by UTA and Qantas.

Remy and Janet Frouin leaving the Delegates Office Vila, New Hebrides, recently after their wedding. Jane is the eldest daughter of Mr. and Mrs. Reece Discombe

During a recent visit to Minnesota, USA, Bishop George Ambo of New Guinea meets Pastor Fred Scherle and his wife. Pastor Scherle is a New Guinea oldhand.



New Guinea oldhand Mr. "Maty" Gilbert Renton, formerly of Rabaul, recently made a sentimental journey to the territory. Chin H. Meen took this picture in Port Moresby.

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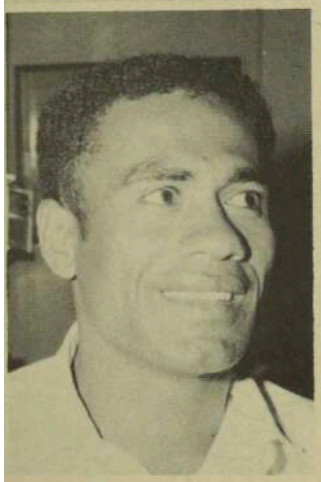
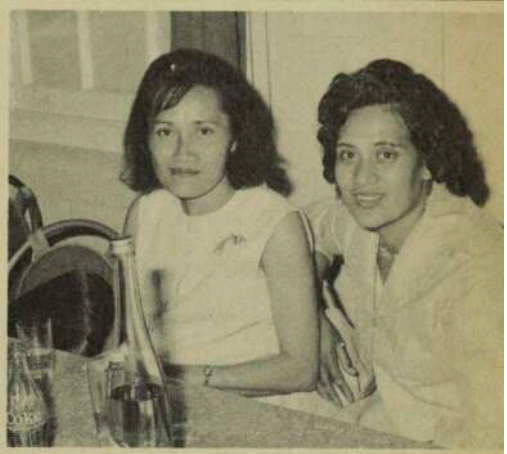


Above, New Zealander Miss Marion Anderson has become the first woman in Fiji to fly solo. Marion is a teacher at the Ratu Sukuna Memorial School. Left, Atu Waqa, 23, an apprentice engineer with Fiji Airways, has become the first Fijian to fly solo in the colony. Pictures: Chandra Pa.

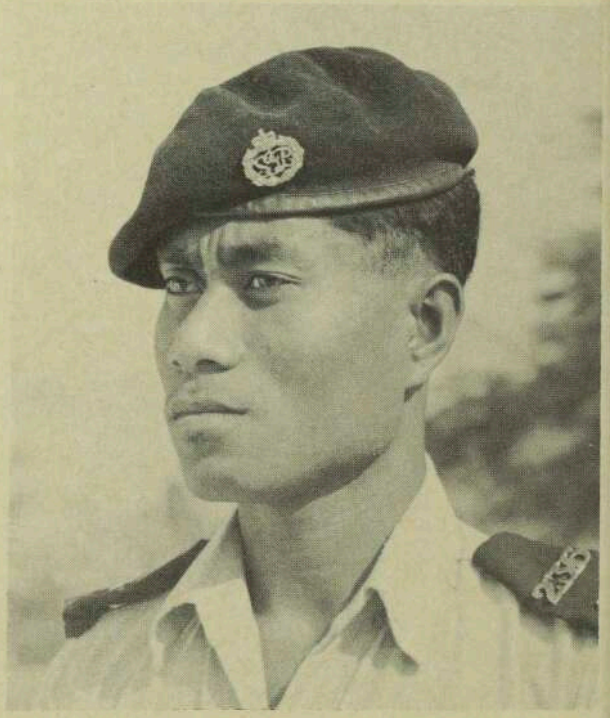
This group of NZ scouts recently spent 10 days in Tonga, during which time they toured villages on foot, attended three feasts, visited the palace and presented the King with gifts. They thought it was marvellous.—Photo: August Hettig.



AT A RECENT Islanders Association of Sydne social night: Top, Mr. and Mrs. Tim Lel formerly of Suva. Middle, Mr. and Mrs. Nesb Bentley, who now live in Victoria, where M Bentley runs a small farm. Below, Elizabet Benz (left) and Rita Nielson, formerly of Rotum Pictures by Jim Fairburn

Above, Mrs. Clem Palmer (left), formerly of Suva, and Talei McCaig, formerly of Savusavu, Fiji, recently attended a social night of the Islanders Association of Sydney. Both have now settled in Sydney.

bove, Mr. and Mrs. Gordon Rounds, formerly of Suva nd now living in Sydney, at a recent Islanders Association f Sydney social night. Below, the Rev. John Su, formerly f Rabaul, now of Hong Kong, recently revisited P-NG. hin H. Meen's picture shows him at Jackson Airport with Mrs. Danny Seeto.



Above, Constable Nelson Ratu, of the Solomon Islands Police Force, recently made a dramatic arrest—at sea. A man had been prowling in the hospital grounds at Honiara when he was seen by Ratu. He ran away and dived into the sea, and was followed by the constable (a member of the Police Water Polo Team). Ratu made his arrest after following the man well out to sea in an area notorious for sharks. The man was suffering from cramp, and Ratu had to assist him ashore. Picture: Ted Marriott.

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Business and Development

New Hebrides manganese mine closes

The New Hebrides is to lose its third top export earner—manganese ore. Cie. Francaise des Phosphates de l'Oceanie, the French Rothchild-controlled company which has mined manganese deposits at Forari, on the east coast of Efate, for the past seven years, has announced production will be stopped, in several stages.

Poorer grades of ore and "market roblems" are the official reasons for ne closure of the mines, but *PIM* nderstands the lower prices being ffered by the mine's only customer, apan, have made production uneconomical.

The official French New Hebrides ewsletter says the condominium's conomy will suffer from the loss of ne mines. "During the manganese xploitation period the condominium as had an unprecedented industrial ctivity," the newsletter says.

Manganese, an essential element n steel production, was first mined t Forari in July, 1961, and the first xport shipment to Japan went on anuary, 1962. Exports for 1962 were 4,908 tons.

Early estimates of marketable ore ere one million tons, and if this as mined at a rate of 60,000 tons year the mines would have had life of over 14 years.

Exports in 1965 were 65,000 tons, hich sold for £Stg.749,935, and only arned less than copra and frozen sh exports.

Of the several hundred New lebrideans and Frenchmen working ne manganese mines, only those with chnical experience are expected to nd other jobs.

There has been talk of a closure or some time, and in recent weeks any men had been put off, and the ajority were expected to go in Sepmber and October. Some of these nd many other New Hebrideans ave been travelling to New Caleonia to work in the nickel mines for etter money. These departures have aused embarrassment to New lebrides contractors with work to nish, and needing skilled men.

Canada could give aid to Fiji

People in Fiji who've been looking towards Australia as a possible potential benefactor, might be better advised to turn their eyes in the opposite direction—to Canada.

According to Mr. Robert H. Gaynor, the Canadian Government's itinerant Trade Commissioner for New Zealand and Fiji, his government might be interested in financing one or several of Fiji's development projects — providing a substantial amount of Canadian equipment and personnel was involved.

Mr. Gaynor said this during a visit to Fiji in August-September, a visit which concided with the arrival of a couple of go-ahead representatives from two of Canada's largest consultant engineering firms, as well as Ontario's personable Minister for Trade and Commerce, Mr. J. S. Randall.

Mr. J. S. Randall.

The engineering men were Mr. Hans Von Cube, foreign operations manager for the Foundation of Canada Engineering Corporation Ltd., Toronto, and Mr. G. E. M. Proctor, a partner in the Ontario-based Proctor and Redfern Group of consulting engineers and planners.

Having spent a week investigating projects worth millions of pounds—including the Queen's Road between Suva and Nadi, possible sewerage schemes, the Rewa and Navua irrigation proposals and forestry and tourism development—both of them professed interest in doing the job. Any job.

Even if the World Bank was unable to provide the £F5 million necessary to reconstruct the Queen's Road, they said, the Canadian Government might come to the aid of the party.

"As a general rule, the Canadian Government is willing to finance the Canadian content of a project. To date, it hasn't financed the local content," Mr. Proctor pointed out.

Whatever the ultimate source of finance for the road, he added, Fiji would be wise to bring in outside skill and experience.

"The combined experience gained over many years and in hundreds of different situations is one of the advantages of a foreign consulting firm," he said. "It brings fresh thinking which might be lacking in a government or local firm."

Mr. Proctor wouldn't commit himself on the question of current plans for how "The Road" is to be built, saying that the present estimated cost was based on certain design criteria upon which he wasn't prepared to comment.

"But like everything else, there's no limit to the level of sophistication which *could* be achieved with the project. From the point of view of development, the new road is certainly necessary."

Mr. Von Cube and Mr. Proctor are not the first to show interest in Fiji's various development projects —but they intend to be among the first in line when tenders are handed out.

Mr. Randall, who was on his way through to Australia and South-East Asia as leader of a Canadian Trade

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Mission of 14 businessmen, was enthusiastic about Canada's potential involvement in Fiji development.

Offering Ontario's help in such fields as road construction, engineering and forestry, he remarked: "We have the same know-how as the Americans but we are not too big to come and work with people like yourselves".

Tourism, he predicted, would prove itself the most attractive field for Canadian investment—and he offered a word of advice: "Pay attention to the service you provide. Service your customers to death".

Good advice—and Fiji's hoteliers should heed it immediately. Not sometime in the future.

Japanese on the move in Fiji

September brought an encouraging progress report from one Japanese-owned factory in Fiji—the tuna-canning plant at Levuka—and news that another Japanese project—an assembly plant for Tokyo-manufactured camera parts—might be established.

The canning factory, owned by the Pacific Fishing Company, is turning out between 1,680 and 1,920 cans of tuna a day. Sales of both flaked and solid-packed tuna have been good and prices are lower than similar lines produced in Japan and Australia.

A spokesman for the distributors, Banno Oceania Ltd., said a local company had shown interest in exporting the canned tuna to Noumea, Tonga and Samoa. There were also plans for exporting further afield.

The question of establishing a camera plant in Fiji was raised during a visit last month by Mr. Takeo Maeda, executive vice-president of the Canon Camera Company of Tokyo.

Because labour costs were rising in Japan, he said, his company was looking for alternative countries in which to establish plants. Canon produces 27 per cent. of Japan's annual output of four million cameras and holds a big percentage of the country's export trade.

Mr. Maeda said that if it was decided to extend his company's operations to Fiji, an assembly plant would be built first to handle camera parts manufactured at Canon's plants in Tokyo.

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PAPUA & NEW GUINEA—Branch Office, Port Moresby: Manager for Papua & New Guinea: D. J. Granter
PORT MORESBY, SAMARAI, LAE, MADANG, RABAUL, KAVIENG—Burns Philp (New Guinea) Limited. Resident Officer at Rabaul: A. Leong Resident Officer at Lae: J. D. Maclean
HONIARA (B.S.I.P.)—Breckwoldt & Company (S.I.) Pty. Limited
NOUMEA—W. Johnston
VILA—Burns Philp (New Herbrides) Limited
SANTO—Burns Philp (New Herbrides) Limited
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F317

Cocoa prices best for years

Worsening crop prospects, due to bad weather, for the world's two biggest producers of cocoa—Ghana and Nigeria—sent the already-high world cocoa prices spiralling in September, to give New Guinea and Western Samoa producers their best prices in over 10 years.

Prices for in-store NG cocoa and ex-wharf Sydney NG cocoa jumped over $100 in September to $690 and $625 per ton and prices offering for Western Samoa cocoa leapt from £Stg.285 to £Stg.325 per ton.

World prices in London for Ghana cocoa topped £Stg.360 on September 20—the highest since June, 1958.

New Guinea growers and sellers responded in Rabaul and by late September much of 1969's crops were sold months ahead, at prices around $650.

"One producer near Kokopo sold his whole 1969 crop of 100 tons to us this morning for $660 per ton," one broker said.

However, some brokers pointed out that cocoa reached Stg.500 per ton in 1954-55, and if the Ghana crop was "any sort of a disaster," this figure could possibly be reached again. A London broker predicted highest-ever prices of £Stg.700 a ton in 1969 because there would, in his estimation, be a major world-wide shortage of cocoa. The problem for growers was thus whether to sell now or not.

Most major confectionery manufacturers keep from 12 to 18 months cocoa supply on hand and they must keep purchasing to maintain their stocks.

Watch assembly for American Samoa

Sheffield Watch Company of New York will spend between $US60,000 and $US100,000 to set up a watch assembly plant near Tafuna Airport, Tutuila, American Samoa.

The company will employ 50 Samoans and three resident supervisors and it hopes production will start by next February.

Mr. Mundey Johnston, special assistant to American Samoa's Governor, told *PIM* in September that Sheffield had been granted a special quota of watches it could assemble in Samoa and export, duty-free, to the US. Under US law, some products could be imported duty-free if over 50 per cent. of the cost of these products was incurred in US territories, he said.

Sheffield planned to import all watch parts from Japan and Europe and train Samoans to assemble them.

Mr. Johnston said another US territory, the Virgin Islands, currently had at least seven watch manufacturers, including Sheffield, exporting millions of watches annually to the US.

He said it was "unlikely" other US watch manufacturers would follow Sheffield into American Samoa because special watch quotas were necessary from the US Department of the Interior.

'These things need fixing,' say planters

In his recent report for the year ended June 30, 1968, Mr. W. J. Grose, president of the Planters' Association of New Guinea, touched on problems varying from land shortage in Rabaul to piecework systems for plantation labour.

Mr. Grose's main points and comments included:

- Copra producers have not yet received full compensation for sterling devaluation losses late last year although the Australian Minister for External Territories, Mr. C. E. Barnes, had indicated that full compensation would be made by Australia.
- Government help was needed to set up a separate cocoa research organisation.
- It was "ridiculous" that in the 22 years since the Japanese ocupancy and destruction of some land records many pre-World War II titles had not been restored. Land tenure was one of the "key retarding factors" responsible for the economy of NG not keeping pace with rapid political progress.
- Administration policy towards rural development was attracting large companies and New Guinean resettlement schemes at the expense of the backbone of NG's development to date—the owner-manager. This was "inimical" to the best interests of the territory as a whole, Mr. Grose said.
- Shipping costs, to and in NG were among the "highest in the world" and were "beyond planters' control". Mr. Grose hoped "something constructive" would come as a result of Australian examination of services, for which his association had repeatedly asked.

Talks, but nothing firm, on NG copper

A September statement from Nippon Mining Company of Japan that "broad agreement" had been reached between Rio Tinto Zinc Company of Britain and seven Japanese smelters on Bougainville's copper reserves was hurriedly corrected by RTZ a day later.

Nippon said the seven smelters and two trade firms, Mitsui and Mitsubishi, would supply a loan of $US70 million for the project. In

(Continued on p. 135)

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Produce Prices

Unless otherwise stated, quotations are in Australian currency. Australian dollar equals $1.00 New Zealand; 9/7 Fiji; 98 French Pacific francs; 80 cents 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 as available). Prices generally tally with ruling rates in Philippines.

P-NG purchase prices for copra delivered main ports in September were hot-air dried, $163 per ton; FMS $160 per ton; smoke-dried, $158 per ton.

FIJI:—The Fiji Coconut Industry Board fixes the prices to be paid for Fiji copra on a formula based on that for Philippines copra, and taking into account freight, taxes, selling costs, shrinkage, etc. The copra must be graded at centres in Suva, Levuka, Lautoka, Savusavu and Taveuni. Prices in Suva until "further notice" were: 1st grade, £F62/5/-; 2nd grade, £F57/5/-; CAS, £F47. 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 of Abels Ltd., NZ. Prices in Sept. were $WS127 for grade one, $WS127 for grade one sun dried, and $WS114 for grade two.

TONGA: All copra is sold to the Tonga Copra Board which sends it to Europe and the open market. September prices to growers were $T98.50 first grade and $T86.50 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 in September were: 1st grade, $140; 2nd grade, $136; 3rd grade, $126 per ton, BSIP ports (Honiara, Yandina and Gizo).

EXCHANGE RATES

FIJI.—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda. Australian dollar on Fiji pound, buyer 2.0235, 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., PAPUA-NEW GUINEA.—Australian currency used: no exchange 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 Sept. 24, quoted: Selling, Noumea and Papeete, 98 Pac. francs to $ Aust.; approx. 90 Pac. francs to US $; Noumea 18 Pac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc). Paris-London: Buying 11.89 francs to £Stg. Also, £Stg. equals 215.50 Pac. francs.

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 Japan. Official market price on Aug. 30 was $82 (8,200 Pac. Francs). French price was 970 francs per metric ton, c.i.f., Marseilles.

COOK IS.:—Copra goes to Abels, Ltd., of Auckland, who operates the only NZ copra crushing mill. Price paid is average London price for previous three months, less handling charges. Prices for October, November and December, have been fixed, subject to freight adjustment, at $NZ184.06 first grade, hot air dried; $NZ181.98 first grade, sun dried, and $NZ180.42 standard grade, all per ton packed f.o.b.

AMERICAN SAMOA:—Copra Board buys all copra, for export to the US; Sept. price was US6¼ cents per pound, dry.

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 "Sucuwalu" and "Loaloa" varieties.

Honiara.—Live slugs, over six inches, black—six for 10c, other colours—12 for 10c.

COCOA:—Islands rates are based on Ghana prices. Ghana price on Sept. 20 was £Stg.360 per ton, c.i.f., UK Spot.

On Sept. 20, Quote No. 1: In store Rabaul, export quality $625 per ton, ex-wharf Sydney, $690, and steady. Quote No. 2: Best quality, ex-wharf Sydney, $695, in store NG ports $625 (for UK, Continent and USA shipments).

W. Samoa. — Latest price quoted in Sydney, on Sept. 21, was: Grade 1, £Stg.325; grade 2, £Stg.305.

New Hebrides. — beach, Vila, Santo, $250 per ton.

Solomons.—4 cents a lb delivered to a fermentary, 3½ cents a lb at buying points.

COFFEE.—P-NG: Sept. 23, Quote No. 1, good quality A grade 39c to 42½c per lb; B grade 37½ to 41½c; C grade 35c to 37c; X grade 36c to 39c and native X grade 34c to 35½c (ex-store Sydney).

CROCODILE SKINS. — On Sept. 23, Sydney buyers quoted for 12 in. and over, first grade quality as follows: **P.-N.G.**—$2.80 per in., f.o.b. main ports, small scale (salt water); large scale (fresh water) $1.80 per in. **B.S.I.,** Honiara: $1.89 to $2.10 per in.; Gizo: $2.10 per in.

GREEN SNAIL SHELL. — On Sept. 23 Australian buyers reported very little demand from Japan, Europe and the US. Prices were not quoted. **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 Sept. 23, f.o.b., Lae; Kernels—white Spanish 15c lb.

PEARL SHELL. — Torres Strait Pearl-shellers' Assn. recently quoted these prices for MOP: AA grade, $A1,250 per ton; A $1,450; B, $1,800; C, $1,900; D, $1,220; E, $840 and EE, $600 f.o.b. Thurs. Is.

Solomons. — Honiara, mother of pearl blacklip 15c lb, goldlip 20c lb.

Cook Islands.—Penrhyn Island, $NZ700 a ton (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 56 lb bags, $153 per ton, f.o.w. Brown, Melbourne. Vitamin enriched white rice, 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.

Solomons.—$160 per ton (orders over 2 tons), $168 per ton (under 2 tons), f.o.b. Honiara.

Stock Market

LAST SALES SYDNEY

	Aug. 23	Sept. 23
A. Lemon .50	.85	.85
ANG Hold. 1.00	1.00	1.00
Bali Plantations .50	.78	.83
Burns Philp 1.00	5.50	5.45
Burns Philp (SS) 2.05	3.70	3.90
Camelec .50	.65	.65
Carpenter .50	2.35	2.40
Choiseul Plntn. 1.00	3.40	3.25
C.S.R. 1.00	6.04	5.44
Dylup Plntn. .50	.75	.92
Fiji Industries 1.02	2.25	2.20
Kerema Rubber .50	.26	.25
Koitaki Rubber .50	.62	.68
Lolorua Rubber .50	.30	.22
Makurapau Plntn. .50	.52	.55
Mariboi Rubber .50	.26	.27
Plantation Hldgs. .50	.45	.48
Queensland Ins. 1.00	7.50	7.40
Rubberlands .50	.21	.25
Sogeri Rubber .50	.53	.60
Sth. Pac. Ins. .50	1.85	1.50
Steamships Tdg. .50	.76	.80
Watkins Cons. .50	1.00	1.10

OIL AND MINING SHARES

C.R.A. .50	23.00	19.00
Cultus Pacific .25	.60	.52
Emperor .10	2.15	2.75
NG Gold Ltd. .35	.78	.82
Oil Search .50	1.28	.72
Pacific I. Mines .25	.41	.27
do. rights	.37	.27
Papuan Apin. .50	.62	.51
Placer Dev.*	25.75	28.50

* No par value

Sydney stock exchange share price index for ordinaries on Sept. 23 was 555.25. On Aug. 23 it was 609.39.

RUBBER. — P-NG price is based on Singapore rates, which on Sept. 19 were Prompt nominal shipment 55¼ Malayan cents per lb; Oct., M55⅜ cents per lb and Nov., M55⅜ cents per lb (all about 18 Aust. cents per lb).

SANDALWOOD.—New Hebrides, landed on the beach, Vila and Santo, $300 a ton.

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: Sept. 23 — **Papua** — $175-$185 per ton — **Honiara** — 4 cents per lb, 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. Price on Sept. 23 were: white and yellow label processed, standard packs, $5.90, green label, $5.80, c.i.f., Sydney. **Tonga.**—$T4.20, f.o.b., Nukualofa.

UK, US QUOTES

COPRA: LONDON, Sept. 20, Philippines, in bulk, $US200 per long ton, c.i.f. UK/Nth. European ports; US Pacific coast, $US167.50 per short ton.

COCONUT OIL: LONDON, Sept. 20, Ceylon, 1% in bulk, £Stg.155 per ton, c.i.f. UK/Nth. European ports.

RUBBER: LONDON, Sept. 19, Spot 19⅞d Stg. lb, Oct. 19⅜d Stg. lb, Dec. 19-15/16d lb.

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DEATHS OF ISLANDS PEOPLE

Dr. E. A. Holland

Dr. E. A. Holland, a New Guinea old hand" who spent 14 years working at Madang, Salamaua and Kavieng before World War II, died in Sydney on September 5, aged 78.

He first went to NG in 1927 and after spells as a doctor at Salamaua and Madang he moved to Kavieng, New Ireland, in 1932. Dr. Holland specialised in tropical medicine at nearby Anelaua Leprosarium for several years until all Europeans were evacuated from Kavieng in 1941. He didn't return to the territory, due to ill-health.

Brother George Tweedy

Brother George Tweedy, who spent 50 years working as a Roman Catholic missionary in Papua, died recently at Port Moresby. He was 74.

After attending a Sydney Roman Catholic training school, Brother Tweedy went to Papua in 1919 and was stationed on Yule Island, in the Papuan Gulf. He continued to work at Yule Island until shortly before his death, when he moved to Port Moresby.

Miss Grace Wilkinson

Miss Grace Wilkinson, the granddaughter of David Wilkinson, who was interpreter to King Cakobau when the Deed of Cession was signed in 1874, has died in Suva at the age of 75.

Miss Wilkinson was a well-known identity in Suva, her main interest being St. Andrew's Church, where she was organist for over 50 years. For more than 30 years, she was employed by Whan's Construction Company, which has now closed down.

She was also treasurer of the Suva YWCA for several years.

Mr. Christopher Bryant

A funeral with military honours was held in Suva for Mr. Christopher Bryant, who died at the Colonial War Memorial Hospital on September 9.

Mr. Bryant, who was 77, was well-known in Fiji as a farmer and sawmiller. He served at Gallipoli with the British Army.

He moved to Fiji from Somerset, England, with his brother Walter and lived for many years at Black Rock, Namada, near Nadi Airport. He later joined his brother at Wainadoi, on the South Coast of Viti Levu.

Mr. J. M. M. Ramsay

Mr. James Maxwell Muir Ramsay, a former secretary of the Fiji Marine Board, died in Sydney recently, aged 54. He was born in Fiji and was the son of the late Dr. W. M. Ramsay, who was in the Fiji Medical Department.

Mr. Ramsay entered the government service in the Customs and Excise Department in 1935, and remained with that department through his career.

He retired in 1959 and with his wife and three children went to live in Lane Cove, Sydney.

Mr. George Arthur

Mr. George Arthur, who spent 30 years as a teacher, chief inspector for schools and acting Director of Education in Fiji, died in Napier, NZ, on September 5, aged 64.

He arrived in Fiji in 1929 and left in 1958. Mr. Arthur is survived by a daughter, Mrs. Janet Bassett, of Auckland, and his parents, Mr. and Mrs. R. J. Arthur, of Napier.

Mrs. Ursula Harris

Mrs. Ursula Harris, a longtime resident of P-NG, died in Sydney recently.

Mrs. Harris arrived in the territory from Australia in 1921 with her husband, Gordon. They bought a plantation on Djaul Island, New Hanover, and remained in the territory until the outbreak of World War II. They returned after the war and settled in Rabaul for some years before moving permanently to Australia.

Mrs. Harris is survived by her husband, a daughter, and nine grandchildren.

Mr. Walter Kaltang

Mr. Walter Kaltang, chief cook for the past five years on the *Euphrosyne II*, the British Residency vessel in the New Hebrides, recently died in Sydney where he was receiving medical treatment.

Alvin J. Blum

Prominent Solomon Islands businessman Mr. Alvin J. Blum died suddenly in Honiara on September 23 less than two weeks after his latest venture — a cafeteria adjoining his Honiara hometel — opened with popular support.

Mourners from all sections of Honiara's community attended his funeral from the Bahai Centre.

Alvin Blum, as Brett Hilder saw him.

Born in New Jersey, USA, in 1912, Mr. Blum worked as a commercial traveller before World War II, when he served for four years in the US Army's medical corps in the South Pacific.

After 1945 he entered the clothing business in the US and married Gertrude Gewertz, of New York. The Blums settled in Honiara in 1954 after a passage on the old BP steamer *Malaita*.

In his 14 years on Guadalcanal, Mr. Blum tried many business ventures, some with great success: he set up a laundry and dry-cleaning service, a bakery, general stores at Honiara and Auki, Malaita; he began making aerated waters and planned a small oil mill to extract oil from peanuts and copra for local consumption.

In recent years Mr. Blum became best-known as the owner of Blums Hometel, Honiara, which offered motel-type accommodation for tourists to the Solomons.

He was also very active in community projects, serving on the Honiara Town Council, as chairman of the BSIP Chamber of Commerce and treasurer of the Young Men's Farmers' Club.

Mr. Blum is survived by his wife and his daughter, Mrs. Keithie Sanders, who is now living in the Cook Islands.

Commander C. J. R. Webb

The death in Melbourne on September 19 of old New Guinea hand Commander C. J. R. Webb, RANR, affectionately known as "Webbie", removes from the scene a genial and colourful sailor. He was 86.

He first came into my ken when I

(Continued on. p. 137)

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THE BANK LINE

MONTHLY SERVICES
UNITED KINGDOM AND CONTINENT
TO AND FROM
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ALSO:
FIJI, TONGA, SAMOA AND TARAWA TO UNITED KINGDOM AND CONTINENT

☆

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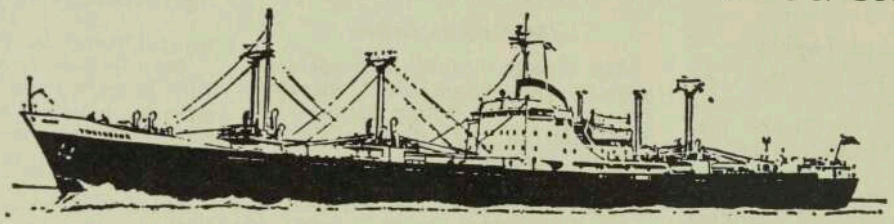

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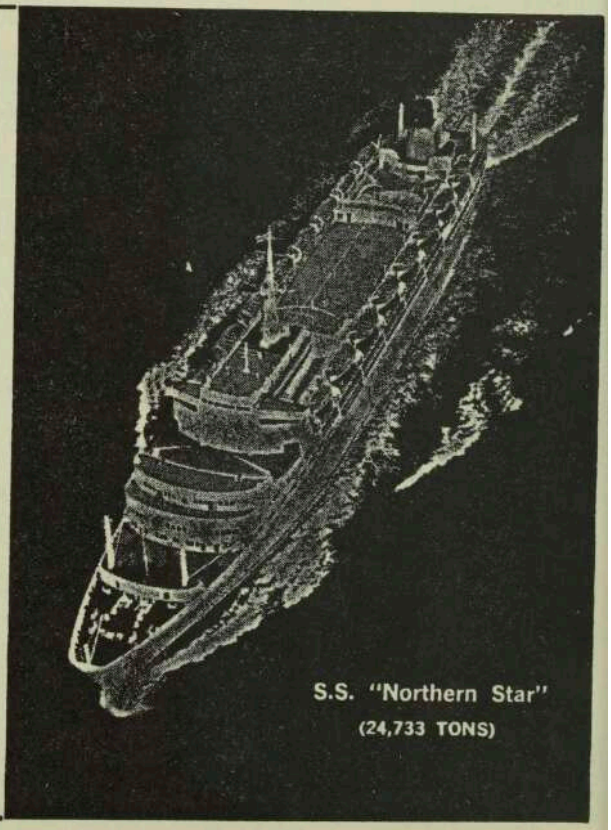
For full particulars apply:—
Fiji—Any branch or agency of Burns Philp (South Sea Co. Ltd.).

Cable Address: Burphil.
Tahiti. Messageries Maritimes, Papeete.
Cable Address: Messagerie Papeete.

SHAW SAVILL 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 he Transatlantic Steamship Co. Ltd., of weden, operates a fast cargo service, eparting Adelaide, Melbourne, Sydney nd Brisbane every three to four weeks or Lautoka and Suva en route to West oast, USA, and Canada.
Details from Trans-Austral Shipping ty. Ltd., 275 George Street, Sydney 29-2551).

Orient Overseas Line, with four cargo essels, operates a monthly service from delaide, Melbourne, Sydney and Brisane to Suva, Lautoka, San Francisco, uget Sound and Vancouver.
Details from H. C. Sleigh Ltd., 115 ork St., Sydney (2-0253).

BRISBANE - SYDNEY - WEST IRIAN - INDONESIA

The P.N. Djakarta Lloyd Shipping ompany operates a monthly cargo service om Indonesia to Brisbane, Sydney and elbourne. Calls are also made every -10 weeks at Sukarnapura.
Details from John Manners and Co. Aust.) Pty. Ltd., general agents, 4 Bridge t., Sydney (27-9164).

SYDNEY - FIJI

CSR operates a passenger/cargo run ith the MV Rona, departing Sydney very three to four weeks for Suva and autoka and return.
Details from Colonial Sugar Refining Co. td., 1 O'Connell St., Sydney (2-0515).

YDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains six-weekly cargo service with the Vaimate from Sydney to Lautoka, Suva including transhipments for Vavau and iue), Nukualofa and Apia with return Sydney via Auckland. The return trip ccasionally takes in Malua (Fiji) and auranga (NZ) for timber.
Details from Union Steam Ship Co. of Z, 247 George St., Sydney (2-0528).

SYDNEY - NZ - FIJI/TAHITI - UK

Chandris liners Australis and Ellinis aintain a two-monthly passenger service om Sydney via NZ, Suva (Australis nly), Papeete (Ellinis only) to Southampn, returning via South Africa.
Details from Chandris Line, 135 King t., Sydney (28-2451).

Sitmar Line, with four liners, operates monthly passenger service from ydney, Melbourne or Brisbane to outhampton, UK via Balboa, Panama, ia NZ, Fiji or Papeete.
Details from Sitmar Line, 22 Bridge St., ydney (27-4521).

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 transhipments to Majuro in the Marshall Islands) and Honolulu to Los Angeles or Vancouver.
Details from Shiptraco Sea Transport Services 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, Tahitien and Caledonien from Marseilles, via West Indies and Panama, call regularly at Papeete, Taiohae (Marquesas Group), Vila, Noumea and Sydney, and return by same route.
Polynesie maintains three-weekly passenger sailings between Sydney, Noumea, Vila and Santo.
Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

SYDNEY - NZ - FIJI - HAWAII - CANADA - USA

P. and O. Lines passenger vessels call approximately monthly at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and Vancouver, San Francisco, Los Angeles, 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/COOKS - TAHITI - PANAMA - UK

Southern Cross, Northern Star and Akaroa 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).

AUSTRALIA - P-NG

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.
Moresby maintains a service from Sydney and Brisbane to Lae, Madang, Rabaul and return to Brisbane and Sydney.
Malekula 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 vessels Papuan Chief and Island Chief operate a two-weekly service from Sydney to Brisbane, Port Moresby, Lae, Madang and Rabaul.
Details from Swire and Yuill Pty. Ltd., 2 Spring St., Sydney (27-4701).

Karlander New Guinea Line's six cargo vessels 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 Rabaul, Lae and Fulleborn, and return.
Details from Auscan Shipping Pty. Ltd., 68 Pitt St., Sydney (27-9886).

Messrs. Keith Holland Shipping Company uses a small motor vessel Jardine to operate fortnightly services from Cairns, Queensland, to Port Moresby and Daru, and return.
Details from Herbert S. Craig, Box 12, Port Moresby (2728).

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).

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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. vessels Changsha and Taiyuan provide a monthly passenger-cargo service calling at Pt. Moresby when northbound between Australia, Manila, Keelung and Hong Kong.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

Dominion Far East Line vessels Francis Drake and George Anson maintain monthly passenger-cargo services between Sydney and Japan (via Manila, Hong Kong and Formosa), return via Guam.

Details from H. C. Sleigh Ltd., 115 York Street, Sydney (2-0253).

SYDNEY - NZ - N. CALEDONIA - N. HEBRIDES - FR. POLYNESIA - FIJI

Messageries Maritimes operates a six-weekly service from Sydney to Melbourne, Auckland, Noumea, Vila or Santo, Papeete, Suva, and return.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

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. Transhipments for Tonga, Am. Samoa, Niue and Fiji ports are off-loaded at Suva (Fiji) and Apia (Western Samoa).

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

FAR EAST - FIJI

China Navigation Co. Ltd. four "K" vessels operate a monthly 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 Interocean Lines operate a monthly return service with the Straat Torres, Straat Madura and Houtman 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 Interocean Lines, 261 George St., Sydney (2-0573).

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA TAHITI - AM. SAMOA - FIJI

China Navigation vessels 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, Papeete, Pago Pago, Apia, Suva, Lautoka and Noumea returning to Japan direct.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

GEIC - SYDNEY

The GEIC Wholesale Society operates a seven-weekly passenger-cargo service between Tarawa and Sydney.

Details from Kerr Bros. Pty. Ltd., 4 O'Connell St., Sydney (28-1474).

JAPAN - NEW GUINEA

Mitsui Osk Lines of Japan, with six cargo vessels, operate a monthly service from major Japanese cities to major NG ports, and return.

Details from McIlwraith McEacharn Ltd., 247 George St., Sydney (27-1481).

JAPAN - SAMOA - FIJI - N. CALEDONIA - N. HEBRIDES - BSI

Daiwa Line runs a monthly passenger/cargo service from Japan via Guam to Apia, Pago Pago, Suva, Labasa, Lautoka, Noumea, Vila, Santo and Honiara.

Details from Burns Philp (SS), 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 - SAMOAS

Union Steam Ship passenger-cargo vessels Tofua and Taveuni leave Auckland every two weeks. Tofua calls at Suva, Pago Pago, Apia, Niue, Vavau, Nukualofa, Suva and Auckland. Taveuni calls at Lautoka, Suva, Apia, Haapai, Nukualofa, Suva and Auckland.

Details from USS, Quay and Commerce Sts., Auckland (49930).

NZ - COOK ISLANDS - TAHITI

Holm and Co. Ltd. passenger-cargo vessel Magga Dan maintains a 28-day service from Auckland, NZ, to Rarotonga and Papeete, with other Island calls when cargoes warrant.

Details from Holm and Co. Ltd., Customs Street East, Auckland (49930).

NZ - TAHITI - UK

New Zealand Shipping Co. Ltd.'s vessel Rangitoto, operating between NZ and UK, via Panama, makes an occasional call at Tahiti, northbound and southbound.

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ, or P and O, Sydney (2-0317).

NZ - N. CALEDONIA - NG - NORFOLK ISLAND

NZ Export Line operates a 28-day service from Auckland to Noumea, Port Moresby, Lae, Rabaul, Norfolk Island, and return.

Details from Maritimes Services Ltd., 22 Kitchener St., Auckland, or Shiptraco, Sydney (27-4149).

NZ - NORFOLK IS. - N. CALEDONIA - NEW HEBRIDES - WALLIS IS. - FIJI

Reef Shipping Company, Suva, operates a three-weekly service from NZ ports to Norfolk Is., Noumea, Vila, Wallis Is. and Suva, and return to Auckland.

Details from Trans Pacific Marine, 29-31 Fort St., Auckland (41-873).

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 (26-6701).

TONGA - FIJI - AUSTRALIA

Tonga Copra Board vessel Niuvaka operates a 49-day 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 Aoniu. 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. Sleigh, 115 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

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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 US Atlantic Coast-Panama-Sydney service make three-weekly calls at Tahiti on southbound voyages.
Details from Wilh. Wilhelmsen Agency 13 Bridge St., Sydney (27-6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vessels Thorsgaard and Thor I maintain approximately monthly services from West Coast Nth. American ports to Papeete, Pago Pago, Apia, Suva, Noumea, occasionally Pago, Apia, Suva, Noumea, and occasionally Lautoka, Vila, Lae, Rabaul, and return.
Details from Trans-Austral Shipping Pty. Ltd., 275 George St., Sydney (29-2551).

AIRWAYS TIMETABLES

(International Dateline is crossed between Nadi and Honolulu.)

TRANS-PACIFIC SERVICES

SYDNEY - BRISBANE - HAWAII - US

QANTAS (with 707's)

Thurs.: Dep. Syd. 1700, arr. Bris. 1815, dep. 1900, arr. Honolulu 0755, dep. 0900, arr. San Francisco 1645.
Thurs.: Dep. San Francisco 2100, arr. Honolulu 2255, dep. 2359, arr. Bris. 0525 Sat., dep. 0610, arr. Syd. 0725.
NOTE: This schedule changes slightly Oct. 27.

SYDNEY - FIJI - HAWAII - USA

QANTAS (with 707's)

Tues., Sat., Sun.: Dep. Syd. 1700, arr. Nadi 2245, dep. 2330, arr. Honolulu 0735, dep. 0900, arr. San Francisco 1645.
Mon., Wed., Fri., Sat.: Dep. Syd. 1900, arr. Nadi 0045, dep. 0130, arr. Honolulu 0935, dep. 1100, arr. San Francisco 1845.
Mon., Wed., Fri., Sun.: Dep. San Francisco 2000, arr. Honoloulu 2155, dep. 2300, arr. Nadi 0315, dep. 0400, arr. Syd. 0615.
Mon., Tues., Sat.: Dep. San Francisco 2100, arr. Honolulu 2255, dep. 2359, arr. Nadi 0415, dep. 0500, arr. Syd. 0715.

BOAC (with 707's)

Tues., Thurs., Sun.: Dep. Sydney 1900, arr. Nadi 0045, dep. 0130 Wed., Fri., Mon. (cross Dateline), arr. Honolulu 0935, dep. 1100, arr. San Francisco 1845 Tues., Thurs., Sun.
Tues., Thurs., Sat.: From London, New York, dep. San Francisco 2000, arr. Honolulu 2155, dep. 2300 (cross Dateline), arr. Nadi Thurs., Sat., Mon. 0315, dep. 0400, arr. Sydney 0615.
NOTE: This schedule changes slightly Oct. 27.

SYDNEY - FIJI - TAHITI - MEXICO

QANTAS (with 707's)

Wed.: Dep. Syd. 2000, arr. Nadi 0145 Thurs., dep. 0230, arr. Papeete 0845 Wed., Dep. 2230, arr. Acapulco 1030 Thurs., dep. 1130, arr. Mexico City 1220 (to London).
Sat.: Dep. Mexico City 2200, arr. Acapulco 2255, dep. 2355, arr. Papeete 0400 Sun., dep. 0500, arr. Nadi 0745 Mon., dep. 0830, arr. Syd. 1045.
NOTE: This schedule changes slightly Oct. 27.

SYDNEY or AUCKLAND - FIJI - HAWAII - CANADA

CANADIAN PACIFIC (with DC8's)

Alt. Sun. (Oct. 13, 27): Dep. Sydney 1900, arr. Nadi 0055 Mon., dep. 0140, arr. Honolulu 0950 Sun., dep. 1130, arr. Vancouver 1950 Sun.
Alt. Fri.: Dep. Vancouver 1800, arr. Honolulu 2040, dep. 2245, arr. Nadi 0305 Sun., dep. 0345, arr. Sydney 0600 Sun.
Alt. Sun. (Oct. 6, 20): the DC8's end and start at Auckland, leaving at 2205 and arriving at 0640.
NOTE: Weekly flights start November.

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 1625.
Sun.: Dep. Syd. 1815, arr. Auckland 2300, dep. 2359, arr. Papeete 0655, dep. 0815, arr. Los Angeles 1905.
Wed., Sun.: Dep. Los Angeles 2100, arr. Honolulu 2315, dep. 0030, arr. Auckland 0715 Fri., Tues., dep. 0900, arr. Syd. 1005.
Fri.: Dep. Los Angeles 2100, arr. Papeete 0215 Sat., dep. 0330, arr. Auckland 0715 Sun., dep. 0900, arr. Syd. 1005.

SYDNEY - USA (VIA N. CAL., NZ, FIJI, AM. SAMOA OR HAWAII)

PANAM (with 707's)

Daily: Dep. Sydney 1645, arr. Nadi 2230, dep. 2315, arr. Honolulu 0720, dep. 0845, arr. Los Angeles 1640.
Wed.: Dep. Sydney 1445, arr. Noumea 1815, dep. 1900, arr. Pago Pago Wed. 0015, dep. 0100, arr. Honolulu 0705, dep. 0900, arr. Los Angeles 1655.
Sat.: Dep. Sydney 1400, arr. Auckland

DAIWA LINE

DIRECT MONTHLY SERVICE

JAPAN/GUAM & SOUTH PACIFIC

M.V. "SAMOA MARU" V-10

Dep. **JAPAN** December 6
GUAM December 11.
PAGO PAGO December 21.
APIA December 21-22.
SUVA December 24-25.
LABASA December 25-27.
LAUTOKA December 28-30.
NOUMEA January 1-3.
VILA January 14.
SANTO January 15-16.

Heavy lift and reefer space available.
Subject to alteration with or without notice.

Next Sailing—M.V. "Tokai Maru", V-9, End December.

THE DAIWA NAVIGATION CO., LTD.

OSAKA: "DAILINE" **TOKYO: "FUNEDAILINE"**

AGENTS:

GUAM: Atkins, Kroll (Guam) Ltd.
APIA: Burns Philp (South Sea) Company, Ltd.
PAGO PAGO: B. F. Kneubuhl.
NUKUALOFA: Tonga Shipping Agency.
SUVA: Burns Philp (South Sea) Co., Ltd.
LAUTOKA: Burns Philp (South Sea) Co., Ltd.
NOUMEA: Agence Maritime Pentecost.
SANTO: South Pacific Fishing Co. (N.H.) Pty. Ltd.
VILA: Burns Philp (New Hebrides) Ltd.
HONIARA: British Solomons Trading Company Ltd.
PAPEETE: Etablissements Baldwin.

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● PIM's shipping and airways timetables are correct to time of publication.

1845, dep. 1940, arr. Pago Pago Sat. 0010, dep. 0100, arr. Honolulu 0705, dep. 0900, arr. Los Angeles 1655.
Sat., Mon., Wed.: Dep. Los Angeles 2145, arr. Honolulu 2355, dep. Sun., Tues., Thurs. 0100, arr. Nadi Mon., Wed., Fri. 0515, dep. 0615, arr. Sydney 0830.
Sun., Tues., Thurs., Fri.: Dep. Los Angeles 2145, arr. Honolulu 2355, dep. Mon., Wed., Fri., Sat. 0100, arr. Sydney Tues., Thurs., Sat., Sun. 0745.
Thurs.: Dep. Honolulu 1015, arr. Pago Pago 1425, dep. 1515, arr. Noumea Fri. 1700, dep. 1745, arr. Sydney 1935.
Mon.: Dep. Honolulu 1015, arr. Pago Pago 1425, dep. 1515, arr. Auckland Tues. 1800, dep. 1840, arr. Sydney 1945.

SYDNEY or NOUMEA - USA (via FIJI, NZ or TAHITI

UTA AIRLINES (with DC8's)

Mon.: Dep. Noumea 1120, arr. Nadi 1400, dep. 1445, arr. Papeete 2050 Sun., dep. 0900 Mon., arr. Los Angeles 1955.
Thurs.: Dep. Noumea 1020, arr. Auckland 1340, dep. 2345, arr. Papeete 0630 Thurs., dep. 0900, arr. Los Angeles 1955.
Fri.: Dep. Sydney 2050, arr. Papeete 0730 Fri., dep. 0900, arr. Los Angeles 1955.
Mon.: Dep. Los Angeles 2345, arr. Papeete 0500 Tues., dep. 0645, arr. Auckland 1030 Wed., dep. 1230, arr. Noumea 1415.
Thurs.: Dep. Los Angeles 2345, arr. Papeete 0500 Fri., dep. 0645, arr. Sydney 1055 Sat.
Fri.: Dep. Los Angeles 2345, arr. Papeete 0500 Sun., dep. 0745, arr. Nadi 1030 Mon., dep. 1115, arr. Noumea 1215 Sat.

UNION STEAMSHIP CO. OF N.Z. LIMITED

Serving the Pacific for nearly 100 years.

Regular Sailings by Modern Vessels

From Sydney to Lautoka, Suva (including transhipments for Vavau and Niue), Nukualofa and Apia.

Also from Auckland to Lautoka, Suva, Pago Pago, Apia, Niue, Vavau, Nukualofa and from New Zealand to Port Moresby direct.

Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

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Owners: Thor Dahls Hvalfangerselskap A/S—Sandefjord, Norway.

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Regular Freight and Passenger Services between Pacific Coast Ports of U.S.A. and Canada and

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1 Bush Street, San Francisco 4, California, U.S.A.

APIA—Burns Philp (South Sea) Company, Ltd.
PAPEETE — Agence Maritime Internationale Tahiti.
PAGO PAGO—G. H. C. Reid & Co.
NOUMEA—Etablissements Ballande.
SYDNEY—Trans-Austral Shipping Pty. Ltd.
SUVA—Burns Philp (South Sea) Company, Ltd.
LAE/RABAUL—Burns Philp (New Guinea) Ltd.
PORT VILA — Comptoirs Francais de Nouvelles Hebrides.

NZ - AM. SAMOA - TAHITI OR HAWAII - USA

PANAM (with 707's)

Mon., Fri.: Dep. Auckland 2359, ar Papeete Mon., Fri. 0645, dep. 074 arr. Los Angeles 1830, dep. 1945, ar San Francisco 2050.
Thurs., Sat.: Dep. Auckland 1940, ar Pago Pago Thurs., Sat. 0010, de 0100, arr. Honolulu 0705, dep. 090 arr. Los Angeles 1655.
Wed., Sat.: Dep. San Francisco 2200, ar Los Angeles 2305, dep. 2359, ar Papeete Thurs., Sun. 0510, dep. 061 arr. Auckland Fri., Mon. 0950.
Mon.: Dep. Honolulu 1015, arr. Pag Pago 1425, dep. 1515, arr. Aucklar Tues. 1800.
Wed.: Dep. Honolulu 0115, arr. Pago Pag 0525, dep. 0615, arr. Auckland Thur 0900.

INDONESIA - USA (via DARWIN, NOUMEA, NZ, or TAHITI)

UTA AIRLINES (with DC8's)

Wed.: Dep. Djakarta 2020, arr. Darwi 0225 Thurs., dep. 0305, arr. Noume 0905, dep. 1020, arr. Auckland 134 dep. 2345, arr. Papeete 0630, dep. 090 arr. Los Angeles 1955.
Mon.: Dep. Los Angeles 2345, arr. Papeet 0500 Tues., dep. 0645, arr. Aucklan 1030, dep. 1230, arr. Noumea 1415, de 0050 Thurs., arr. Singapore 0615.

AUSTRALIA-FAR EAST

SYDNEY - P-NG - FAR EAST

QANTAS (with 707's)

Thurs.: Dep. Syd. 1130, arr. Pt. Moresb 1525, dep. 1610, arr. Manila 1905, de 1945, arr. Hong Kong 2230.
Fri.: Dep. Hong Kong 0900, arr. Manil 0940, dep. 1025, arr. Pt. Moresby 172 dep. 1810, arr. Syd. 2140.

NOTE: From October 27 this servic will be twice a week.

AUSTRALIA-NEW ZEALAND

QANTAS, AIR-NZ, BOAC and PANAM operate regular trans-Tasman services THE QANTAS and AIR-NZ services lin major NZ cities with Australian eas coast cities.

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., Sat.: Dep. Noumea 0930, arr. Syd. 1150, dep. 1310, arr. Noumea 1715.

SYDNEY - NEW ZEALAND - FIJI

BOAC (with 707's)

Mon., Sat.: Dep. Sydney 0900, arr. Auckland 1345, dep. 2130, arr. Nadi 0020 (Tues., Sun.).

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ues., 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. NI 1450. Flight extends NI-Auckland-NI Wed., Sat. only (See "NZ—Pacific Islands").
hurs., Sun.: Dep. NI 1445, Sydney, arr. 1850.

AUSTRALIA - P-NG

Trans Australian Airlines and Ansett-NA each operate from Sydney or Melbourne to Pt. Moresby and return five mes a week, with Boeing 727's.

NORTHBOUND

nsett-ANA: Mon.: Dep. Melb. 0700, arr. Syd. 0805, dep. 0835, arr. Bris. 0945, 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. 0700, arr. Syd. 0805, dep. 0910, arr. Pt. Moresby 1250.
un.: Dep. Syd. 0700, arr. Pt. Moresby 1040.
AA: Tues., Thurs., Sat., Sun.: Dep. Syd. 0700, arr. Bris. 0810, dep. 0850, arr. Pt. Moresby 1140.
Fri.: Dep. Melb. 0700, arr. Syd. 0825, dep. Syd. 0910, arr. Pt. Moresby 1250.

SOUTHBOUND

nsett-ANA: Mon.: Dep. Pt. Moresby 1415, 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.
AA: Tues., Thurs., Sat., Sun.: Dep. Pt. 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.

TAA and ANA each operate a weekly C4 from Sydney to P-NG with cargo ily.

QUEENSLAND - PAPUA

TAA (with Fokkers)

ues.: Dep. Townsville 1110, arr. Cairns 1215, dep. 1315, arr. Pt. Moresby 1535.
hurs.: Dep. Pt. Moresby 1445, arr. Cairns 1705, dep. 1800, arr. Townsville 1855.

ANSETT-ANA (with Fokkers)

hurs.: Dep. Cairns 1325, arr. Pt. Moresby 1545.
ri.: Dep. Pt. Moresby 0745, arr. Cairns 1005.

NEW ZEALAND-PACIFIC IS.

(For other schedules touching these lands see also Trans-Pacific Services).

NZ - AM. SAMOA

PANAM (with 707's)

hurs., Sat.: Dep. Auckland 1940, arr. Pago Pago Thurs., Sat. 0010.
on.: Dep. Pago Pago 1515, arr. Auckland Tues. 1800.
ed.: Dep. Pago Pago 0615, arr. Auckland Thurs. 0900.

NZ - FIJI

AIR-NZ (with DC8's)

ily: Dep. Auckland 2130, arr. Nadi 0020, dep. Nadi 0505, arr. Auckland 0755.
Thurs., Sat.: Dep. Auckland 0800, arr. Nadi 1050.
NOTE: Mon., Sat. flights ex-Auckland and Tues., Sun. flights ex-Nadi are operated by BOAC.

NZ - FIJI - AM. SAMOA

AIR-NZ (with DC8's)

Thurs., Sat.: Dep. Auckland 0800, arr. Nadi 1050, dep. Nadi 1145 (cross Dateline), arr. Pago Pago 1445.
Wed., Fri.: Dep. Pago Pago 1600 (cross Dateline), arr. Nadi Sun. 1700, dep. Nadi 1800, arr. Auckland 2050.

NZ - NEW CALEDONIA

AIR-NZ and UTA (DC8's)

Sun.: Dep. Auckland 1300 for Noumea, arr. 1445, dep. 1600, arr. Auckland 1930.
Wed.: Dep. Auckland 1230, arr. Noumea 1415, dep. 1020 Thurs., arr. Auckland 1340.

NZ - NORFOLK IS.

AIR-NZ (with Qantas DC4's on Charter)

Sat.: Dep. NI 1600, Auckland, arr. 2000.
Sun.: Dep. Auckland 1030, arr. NI 1340.

NZ - TAHITI

UTA-French Airlines (with DC8's)

Thurs.: Dep. Auckland 2345 for Papeete (cross Dateline), arr. Thurs. 0635.
Tues.: Dep. Papeete 0645 for Auckland (cross Dateline), arr. Wed. 1030.

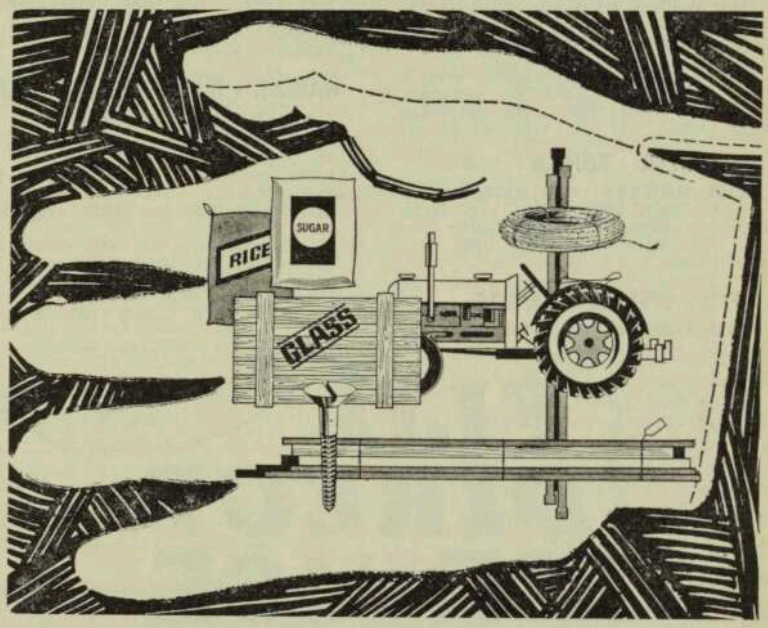
INTER - TERRITORY SERVICES

CHILE - EASTER IS. - TAHITI

LAN-Chile (with DC6-B's)

Alt. Tues.: Dep. Santiago 0100, arr. Easter Is. 0700 (24-hour stopover),

AUSTRALIA-WEST PACIFIC LINE



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By advanced, modern techniques in cargo handling, the proven service of A.W.P.L. is still second to none in the Papua/New Guinea Trade.
Your cargo is treated V.I.P. when shipped A.W.P.

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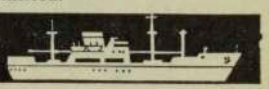
Sydney, Melbourne and Brisbane—Wilh. Wilhelmsen Agency Pty. Ltd.
Adelaide—Dalgety and New Zealand Loan Ltd.
Lae, Rabaul, Madang—New Guinea Company Limited.
Port Moresby—Island Products Limited.

AUSTRALIA WEST PACIFIC LINE



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dep. 0700 Wed., arr. Papeete 1500.
Alt. Sun.: Dep. Papeete 1900, arr. Easter Is. 0700 Mon. (24-hour stopover), dep. 0700 Tues., arr. Santiago 1900.
NOTE: Schedules have been cut down on Tahiti-Easter Is. connections. Details from Mr. J. Federer (31-4366), Sydney; or Tahiti Tours, Papeete.

FIJI - GEIC - NAURU

FIJI AIRWAYS (with HS748)

Alt. Sun. (Oct. 13, 27): Dep. Suva 0600, arr. Nadi 0635, dep. 0720, arr. Funafuti 1020, dep. 1105, arr. Tarawa 1435, dep. 1520, arr. Nauru 1650.
Alt. Mon. (Oct. 14, 28): Dep. Nauru 0700, arr. Tarawa 0930, dep. 1015, arr. Funafuti 1345, dep. 1430, arr. Nadi 1730, dep. 1815, arr. Suva 1850.

FIJI - NEW HEBRIDES - BSIP

FIJI AIRWAYS (with HS748)

Thurs.: Dep. Suva 0700, arr. Nadi 0735, dep. 0820, arr. Vila 0955, dep. 1040, arr. Santo 1130, dep. 1215, arr. Honiara 1510.
Fri.: Dep. Honiara 0730, arr. Santo 1025, dep. 1110, arr. Vila 1200, dep. 1245, arr. Nadi 1620, dep. 1705, arr. Suva 1740.
NOTE: An additional fortnightly service operates here, leaving Fiji on alternate Sundays and returning on alternate Mondays. Times are the same as above.

FIJI - TONGA

FIJI AIRWAYS (with HS748)

Wed., Sat.: Dep. Nadi 0610, arr. Suva 0645, dep. 0715, arr. Tonga 1015, dep. 1100, arr. Suva 1200, dep. 1300, arr. Nadi 1345.

FIJI - WESTERN SAMOA

FIJI AIRWAYS (with HS748)

Wed.: Dep. Nadi 1100, arr. Suva 1145, dep. 1240, arr. Apia 1640 Tues.
Tues.: Dep. Apia 1720, arr. Suva 1920.

HAWAII - AM. SAMOA

PANAM (with 707's)

Mon., Thurs.: Dep. Honolulu 1015, arr. Pago Pago 1425.
Wed., Sun.: Dep. Honolulu 0115, arr. Pago Pago 0525.
Sat.: Dep. Honolulu 1615, arr. Pago Pago 2025.
Mon., Wed., Thurs., Sat.: Dep. Pago Pago 0100, arr. Honolulu 0705.
Fri.: Dep. Pago Pago 0145, arr. Honolulu 0750.

HAWAII - AM. SAMOA - TAHITI

PANAM (with 707's)

Thurs.: Dep. Honolulu 1615, arr. Papeete 2140.
Sat.: Dep. Honolulu 1615, arr. Pago Pago 2025, dep. 2115, arr. Papeete Sun. 0105.
Thurs.: Dep. Papeete 2245, arr. Pago Pago Fri. 0055, dep. 0145, arr. Honolulu 0750.
Sun.: Dep. Papeete 0200, arr. Honolulu 0720.

HAWAII - MICRONESIA - GUAM

AIR MICRONESIA (with 727's)

Sun.: Dep. Honolulu 0700, arr. Johnston Is. 0845, dep. 0915, arr. Majuro 1005 Mon., dep. 1035, arr. Kwajalein 1120, dep. 1150, arr. Truk 1210, dep. 1255, arr. Guam 1530, dep. 1615, arr. Saipan 1650.
Sat.: Dep. Saipan 0850, arr. Guam 0925, dep. 1010, arr. Truk 1035, dep. 1120, arr. Kwajalein 1540, dep. 1610, arr. Majuro 1655, dep. 1725, arr. Johnston Is. 2215, dep. 2245, arr. Honolulu 0025.

NEW CALEDONIA - NEW HEBRIDES

UTA (with DC4)

Tues.: Dep. Noumea 0800, arr. Santo 104(dep. 1110, arr. Vila 1215, dep. 153(arr. Noumea 1725.
Fri.: Dep. Noumea 0800, arr. Vila 095: dep. 1315, arr. Santo 1420, dep. 145(arr. Noumea 1730.

NEW CAL. - WALLIS IS. - NEW CA

UTA (with DC4)

Second Wed. each month.
Wed. (Oct. 9): Dep. Noumea 0800, ar Wallis 1530.
Thurs. (Oct. 10): Dep. Wallis 1100, ar Noumea 1630.

NEW GUINEA - WEST IRIAN

TAA (with DC3's)

Fortnightly flights leave Lae, vi Wewak, to Sukarnapura and return th next day (Oct. 7, 21).

P-NG - SOLOMONS

TAA (with Fokkers and DC3's)

Tues.: Dep. Pt. Moresby 0700, arr. La 0800, dep. 0900 for Buka, Munda Honiara, arr. 1630.
Wed.: Dep. Honiara 0740 for Munda Buka, Rabaul, Lae, Pt. Moresby, ar 1415.

TAHITI - USA

UTA-French Airlines (with DC8's)

Mon.: Dep. Papeete 0900, arr. Los Angele 1955, dep Mon. 2345, arr. Papeet Thurs. 0500.
Thurs.: Dep. Papeete 0900,, arr. Lo Angeles 1955, dep. Thurs. 2345, ar Papeete 0500.
Sat.: Dep. Papeete 0700, arr. Honolul 1225, dep. 1355, arr. Los Angeles 2150 dep. Sat. 2345, arr. Papeete 0500.

PANAM (with 707's)

Mon., Fri.: Dep. Papeete 0745, arr. Lo

FIJI DIRECT SERVICE

The cargo link with the U.K.
Sailings every four weeks

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To APIA (W. SAMOA) SUVA & LAUTOKA

Also cargo at through rates with transhipment in Suva for Levuka, Labasa, Nukualofa, Vavau, Niue and Pago Pago.

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Beaufort House, Gravel Lane, London, E.1, England.

BURNS PHILP (SOUTH SEA) CO. LTD.,
Suva, Fiji.

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Angeles Mon., Fri. 1830, dep. 1945, arr. San Francisco 2050.
hurs.: Dep. Papeete 2245, arr. Pago Pago Fri. 0055, dep. 0145, arr. Honolulu 0750, dep. 0900, arr. Los Angeles 1655.
in.: Dep. Papeete 0200, arr. Honolulu Sun. 0720, dep. 0900, arr. Los Angeles 1655.
ed., Sat.: Dep. San Francisco 2200, arr. Los Angeles 2305, dep. 2359, arr. Papeete Thurs., Sun. 0510.
hurs.: Dep. Los Angeles 1300, arr. Honolulu 1510, dep. 1615, arr. Papeete 2140.
t.: Dep. Los Angeles 1300, arr. Honolulu 1510, dep. 1615, arr. Pago Pago 2025, dep. 2115, arr. Papeete Sun. 0105.

W. SAMOA - AM. SAMOA

POLYNESIAN AIRLINES (with DC3)

ia-Pago Pago: Three times Wed., Fri., twice Tues., Sun., once Sat.
go Pago-Apia: Three times Wed., Fri., twice Tues., Sat., once Sun. (all flights 45 mins.).

W. SAMOA - TONGA

POLYNESIAN AIRLINES (with DC3)

n.: Dep. Apia 0800, arr. Tonga Mon. 1100.
n.: Dep. Tonga 1200, arr Apia Sun. 1510.

W. SAMOA - WALLIS IS. - FIJI

POLYNESIAN AIRLINES (with DC3)

urs.: Dep. Apia 0800 (cross Dateline), arr. Wallis 0835 Fri., dep. 0855, arr. Nadi 1200.
.: Dep. Nadi 1245, arr. Wallis 1545, dep. 1600 (cross Dateline), arr. Apia 1840 Thurs.
urs.: Dep. Apia 0800 (cross Dateline), arr. Nadi 1200, dep. 1245 Fri., arr. Apia 1840 Thurs.

INTERNAL SERVICES

FIJI

Fiji Airways, with Herons, DC3's and HS748 operates regular services to basa, Matei, Nadi, Nausori and vusavu.
Details from Fiji Airways, Victoria rade, Suva.

Air Pacific, with Beech Baron aircraft, erate regular services to Ba, Bureta, rolevu, Nadi and Nausori.
Details from Air Pacific Ltd., Suva hone 25137).

FRENCH POLYNESIA

RAI, with DC4's, Twin Otters and a rmuda flying-boat, operates regular vices to Bora Bora, Huahine, Moorea, peete, Raiatea and Rangiroa.
Details from RAI, Quai Bir Hakeim, peete, or any UTA office.

GUAM - US TRUST TERRITORY

Air Micronesia, with 727's, DC6's and umman SA-16 flying-boats, operates ular services to Guam, Koror, vajalein, Majuro, Ponape, Rota, Saipan d Yap.
Details from Continental Airlines, International Airport, Los Angeles, California.

PAPUA - NEW GUINEA

TAA, with Fokker Friendships, DC3's, in Otters and Aztecs, operates regular vices to Baimuru, Baiyer R., Balimo, nz, Buin, Bulolo, Buka, Cape Gloucester, Cape Hoskins, Chimbu, Daru, Finschhafen, Garaina, Goroka, Gurney (Samarai), Jacquinot Bay, Kandrian, Kavieng, Kerema, Kieta, Lae, Madang, Malalaua, Manus, Minj, Misima, Mt. Hagen, Munda, Nissan Is., Popondetta, Pt. Moresby, Rabaul, Talasea, Wabag, Wakunai, Wau, Wapenamanda and Wewak.

Ansett-MAL, with Fokker Friendships, DC3's and Piaggios, operates regular services to Aitape, Ambunti, Angoram, Banz, Bulolo, Erave, Goroka, Hayfield, Ialibu, Kainantu, Kagua, Kavieng, Kundiawa, Lae, Lumi, Madang, Mendi Minj, Mt. Hagen, Momote, Nuku, Pt Moresby, Rabaul, Tari, Telefomin, Vanimo, Wabag, Wapenamanda, Wau, Wewak and Yangoru.

Papuan Airlines Pty. Ltd., with DC3's and Piaggios, operates regular services to Aroa, Balimo, Bereina, Cape Rodney, Daru, Gurney, Kairuku, Kokoda, Losuia, Mt. Hagen, Palli, Popondetta, Pt. Moresby, Rorona, Tapini, Vivigani, Wanigela and Woitape.

NEW CALEDONIA

Air Caledonie, with Twin Otters, Herons and Aztecs operates regular services to Hienghene, Houailou, Isle of Pines, Isle Ouen, Kone, Kouaoua, Koumac, Lifou, Mare, Noumea, Ouvea, Poindimie, Touho, Voh.
Details from Air Caledonie, Noumea.

NEW HEBRIDES

Air Melanesia, with Drovers, operates regular services to Aneityum, Epi, Erromanga, Lamap, Longana, Norsup, Santo, Tanna, Tongoa and Vila.
Details from Air Melanesia, Vila.

SOLOMON ISLANDS

Solomons Islands Airways, with Dove and Beech Baron aircraft, operates regular services to Auki, Avu Avu, Barakoma, Honiara, Kira Kira, Marau, Mono, Munda, Sege and Yandina.
Details from Solomon Islands Airways Ltd., Box C25, Honiara, BSIP.

● *PIM's shipping and airways schedules are correct to time of publication.*

Commerce

(Continued from p. 125)

exchange, Japanese smelters would be supplied with 635,000 tons of copper ore over 10 years beginning 1973.

The Japanese companies would also export mining equipment worth between $US20 million and $US30 million for the project on deferred payment terms. Nippon also said copper ore dressing facilities capable of handling 40,000 tons of ore a day would be set up.

RTZ, parent company of Conzinc Riotinto, which has a two-third interest in Bougainville Copper Pty. Ltd., said in London that the Nippon report was wrong and no announcement could be expected for "some days or possibly weeks".

Following RTZ's denial, Nippon said there would be negotiations on price, quality and delivery terms of the Bougainville copper ore when Mr. F. Espie, managing director of Bougainville Copper, arrived in Japan in October.

● The Wholesale Society of the Gilbert and Ellice Islands Colony has appointed a new general manager, Mr. William Hardy. He will replace Mr. W. J. Kirby-Jones, who resigned in June following recommendations by the society's board of directors (*PIM*, Aug., p. 26).

Mr. Hardy was formerly with a Unilever subsidiary, United Africa Company, in Nigeria and Kenya, and recently carried out a technical assistance assignment in Ceylon. He was awarded the OBE in 1962.

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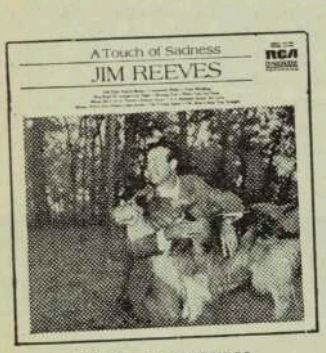

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Obituaries

(from p. 127)

was a junior in the Naval Intelligence Division. This was in the days when General Wisdom was the Administrator of New Guinea. He then held the dual appointments of Harbourmaster at Rabaul, and skipper of the *Franklin,* formerly the R.A.N. College yacht and then used by the Administrator.

During World War I, "Webbie" had served in the R.A.N. and had commanded the destroyer H.M.A.S. *Parra,* the first ship of the R.A.N. to bear that name. The nature of his consequent New Guinea appointments was such that Naval Intelligence quickly made use of his services, initially in obtaining data to be collected during the cruises of the *Franklin,* a vessel, incidentally, which demanded much skill in her handling. Some few years later when it was decided to set up a coast-watching organisation in New Guinea "Webbie" acted as its foundation-stone; and, understandably, great was his pride in its later wartime achievements, which, as history has demonstrated, were so much due to the late Commander Eric Feldt.

Among the appointments held by Commander Webb during World War II were that of Naval officer-in-charge, Oro Bay, and commanding officer, H.M.A.S. *Tancred;* but probably it was in his role as commodore of various convoys that he became more widely known.

New Guinea was to see him again after the termination of the war, for among the tasks he undertook was to inspect the sunken Japanese shipping at Rabaul and advise as to its demolition or salvage.

Experienced in the ways of the sea even as far back as the days of the sailing-ships, "Webbie" again saw much of the sea in the post-war years, his time in the service of the Australian Shipping Board. An early, if not his first command, was that of Master of the *Dalby,* and later he commanded several of the large River-class vessels. Any resentment shown by the merchant service crews towards the high standard of discipline he insisted upon was dissipated once his human qualities came to be realised.

A seaman's life, particularly for those in command, can be a very lonely one; but the last few years of his long and active life brought "Webbie" many social compensations, for he frequently attended as member the Naval and Military Club, Melbourne, and also the Toorak R.S.L. Club, popularly known as "The Heroes" Club, where he found appreciative listeners to his seemingly inexhaustible store of reminiscence. The quality of boyish exhuberance which he retained even in his advanced years was quite remarkable and contributed largely to his personal charm.

I join with many comrades, in a farewell salute to an old sailor!—*Walter Brooksbank.*

D. S. Hore-Lacy adds: "Webbie" was born in Yorkshire in his father's rectory and showed his determination to go to sea at an early age. At 15 he joined HMS *Conway,* where he soon learned the rudiments of sail. His first voyage took 169 days via the Cape of Good Hope, then south of Australia, and north to China with stores for the troops in the Boxer Rebellion. In Rabaul he and his charming wife, Taffy, made great numbers of friends. She survives him, together with their daughter, Mrs. John Maloney, and two grandsons. We will miss this much loved sailor.

New Governor

(from p. 21)

Arriving as he will be at a critical stage of Fiji's political development, Sir Robert may face a more difficult and uncomfortable task than many of his predecessors. It is a time for resolution and diplomacy.

If the independence-pushing Federation Party had its way his term would be short-lived. He would be the last of Britain's colonial representatives to reside in the big white house overlooking Suva's botanical gardens.

Federation Party supporters have already voiced their interest in hearing his views on the future of the colony, challenging him to be outspoken about the line Britain intends to take on the question of Constitutional changes and independence.

Damning colonialism in one of its recent editorials, a Federation publication described the new Governor as having "the same background as thousands of expatriates who built and lost an Empire". It wondered whether Sir Robert would "have the initiative and enterprise to learn from the past mistakes of his predecessors".

The retiring Governor, personable, popular Sir Derek Jakeway, also faced a difficult task during his five-year term of office. The present Constitution was introduced in September, 1966, and he won praise for his part in helping bring the new system into operation. Many hoped he would be appointed for a further term.

P-NG Assembly

(from p. 23)

At the Budget meeting, the seven ministerial and eight assistant ministerial members made their parliamentary debut.

They made speeches, generally in support of the Government, though Oala Oala Rarua spoke critically of the Government's attitude on one isssue, and Siwi Kurondo, assistant ministerial member for Forests, enlivened the budget debate by expressing the view that his Department had not received an adequate allocation, an unconventionality that further endeared an already popular member to a delighted House.

In the adjournment debates they, very properly, talked about their own electorates and the needs of their constituents. And when all was over they drove away in shiny black Holdens carrying number plates with the initial letters MM.

These letters presumably stand for Ministerial Member, though one well-known parliamentarian has rather unkindly suggested that they stand for Manki Masta, the pidgin expression for a personal servant, while others have been heard referring to these chariots as the Micky Mouse cars.

However good the intention behind the provision of this harmless little bit of ostentation may have been, the soundness of its psychology is open to question.

What has gone on behind the scenes—at caucus meetings of official, ministerial and assistant ministerial members, and at meetings of the Administrator's Executive Council—is hidden from the uninitiated.

It is too early yet to judge how this rather off-beat plan will turn out. In Canberra, Westminster, or any other Westminster-type legislature, a minister is a member of the party in power, and contested the election as such. He takes office in the assurance that the policies he will be called on to implement will be the policies he has advocated and which the voters who sent him to parliament may be presumed to want.

Our ministerial and assistant ministerial members have no such assurance, and their way may prove hard and thorny. Time alone will show how they will make out.

Meanwhile, the attitude of the House is generally sympathetic. Those who have sneered at the $5,000 a year and the shiny cars have been few; those who have given the MMs the credit for good intentions and hard work have been the more numerous.

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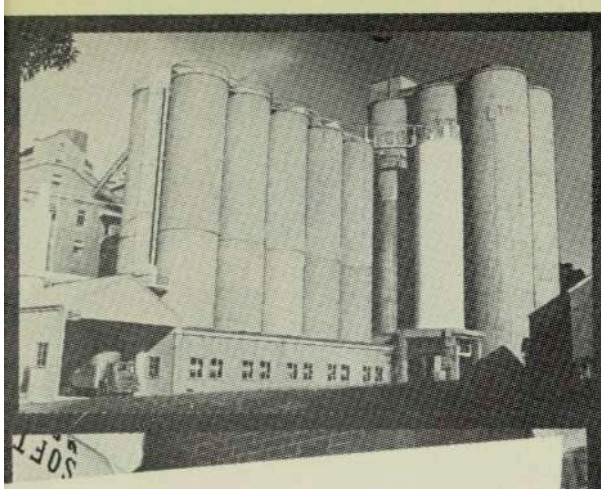

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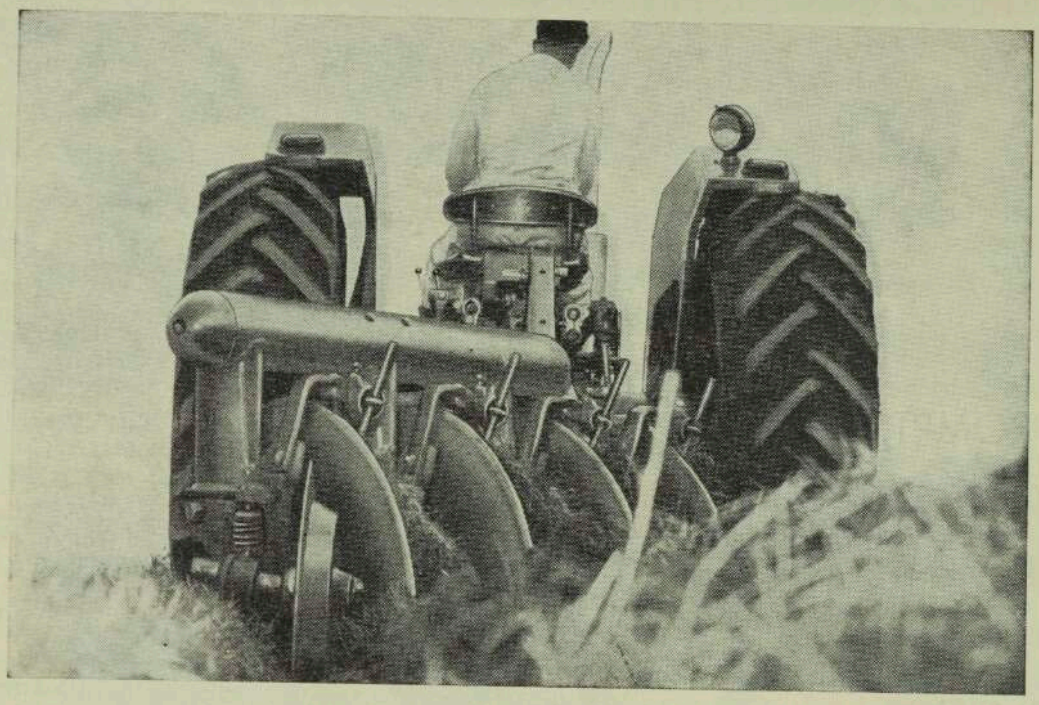

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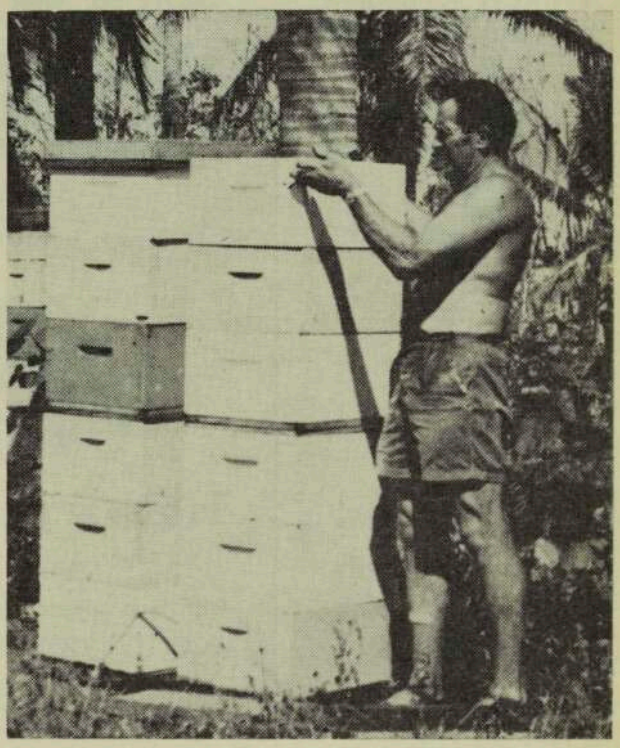
THE PRACTICAL PLANTER

"A huge quantity of honey awaits to be gathered in many Pacific Islands, given the right men, the funds and the ability to work bees under tropical conditions—which is not always easy!" So writes J. B. MACKISACK who in this story describes how he set up a beekeeping business on Niue.



THE (BEEKEEPING) DREAM THAT BECAME A REALITY

● The author laying out honey combs for the bees to clean.

About four years ago in New Zealand I read an article about a part-time beekeeper on a Pacific Island who worked bees in shorts, in almost perpetual summer, and received few if any bee stings. Since I was down in the dumps (it was cold and wet and my bees were stinging), I thought what a great sort of life this would be. But at that time it was just a happy thought, nothing more.

The following autumn I happened mention the article to a staff mber of the NZ Honey Marketing thority in Auckland. He told me t the authority was receiving small oments of honey from a few hives t on a place called Niue.

A year later the subject came up in during a conversation that I with Mr. Colin Rope, Govern- nt Honey Grader at the Honey rketing Depot. He gave me a nple of Niue honey and worked the amount of Niue honey sent Auckland over past years. Those ires renewed my interest in bee- ping on Niue.

Shortly after my conversation with . Rope, I heard that Mr. R. S. lsh, Apicultural Advisory Officer the Department of Agriculture, been asked to go to Niue to make a survey of the possibilities of commercial beekeeping following reports received from Mr. Colin Goose, manager of the NZ Honey Marketing Authority.

I rang Mr. Walsh and told him of my interest in beekeeping in the Islands. I asked him to let me have a report on Niue's beekeeping possibilities on his return from the island.

Trial run

While Mr. Walsh was away, I asked the Department of Island Territories' Auckland Office for all available information on Niue. Soon afterwards I met Mr. A. J. Neil, Economic Development Officer for Niue, who had just returned from the island, and who was later to become a great help in making the necessary business arrangements.

On the return of Mr. Walsh, from whom I received a detailed and favourable report, I wrote to the Resident Commissioner of Niue, Mr. L. A. Shanks, putting up a tentative proposal for a beekeeping business. Things now began to move rapidly, and it was agreed that we should undertake a trial run with 55 hives of bees. The purpose of this was to test how the hives would travel in the ship's cooler, how they would stand being unloaded in lighters at Niue, and whether they would establish themselves after their journey. He also discussed what form the business would take and how much assistance we would need from the Administration of Niue.

The result of these discussions was the formation of the Niue Island Honey Co. Ltd., in which the Niue Development Board became a shareholder. The purpose of the company was to purchase 650 hives of bees and ship them from New Zealand to Niue, together with a light truck

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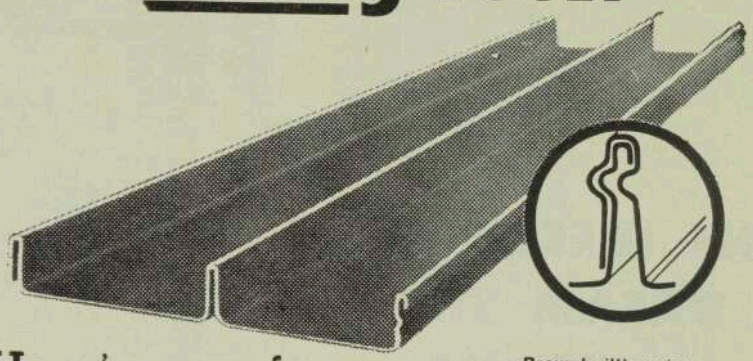

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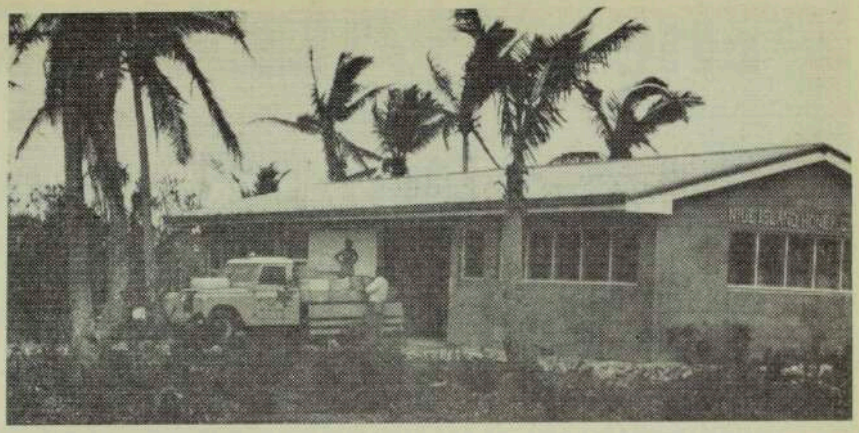

The recently-completed honey house of the Niue Island Honey Co. Ltd.

nd trailer, and all the necessary ant and equipment to set up a oney processing factory on the and.

Work on the factory began soon ter the formation of the company.

The trial run with 55 hives took ace in March, 1967. Strong hives ere selected, which were loaded to the cooler space in the Union ompany's vessel *Tofua*, and kept at temperature of approximately 55 g. in the dark.

Anxiety

The bees were watered daily rough screens in the top of each ve. By the time the ship had en at sea for seven days many es were impatient to get out, and e bees rushed to the screens as soon any light was shown. During this st voyage there was considerable xiety. If the crew and passengers the *Tofua* had been terrorised by varms of bees on this trip, there ould have been little hope of future ips on the same ship.

On arrival at Niue the unloading ent smoothly enough, although me of the Niuean cargo workers ere not very happy when they w a few bees escaping. The sudden se of temperature from 55 deg. in e hold to approximately 85 deg. utside gave us some anxiety. The ves were loaded into containers in e hold for their trip ashore in ghters.

In spite of being "lightered" hore, loaded onto trucks, and ansported two miles to an unload- g area, no hives were lost—as nits. However, some hives lost any bees by being partly smothered ith the high temperature during the me taken to complete their unload- g and release.

It was estimated that approxi- ately one-third of the hives lost alf strength of bees, the balance aving fewer losses. As a result of is trial shipment, 300 hives were ansported in the following July nd another 300 in August without e loss of a single hive.

For the main shipments, the hives ere trucked to a central checking nd packing area in the Waikato, en trucked 90 miles to Auckland, aded into the ship's cooler and rried more than 2,000 miles over e normal route of the *Tofua*, rough Suva, Pago Pago and Apia the port of Alofi, Niue. After nloading, less than one per cent. of e queen bees were found to be lost—no more than is often lost in a major trucking operation in New Zealand.

I will say that I lost a lot of weight after each unloading. The worry and anxiety took more out of me than the actual physical work and the heat, both of which were considerable.

Relief

A huge sigh of relief went up when the first 300 hives were set out in one big field as a staging area. The hives were checked for release, the screens were removed and the lids put on. The screens were then packed and sent back on the same ship for use with the next lot of hives. It was a big day.

The next big job—in settling those first 300 hives—was to clear 300-odd apiary sites in the bush, and fit up a workshop and extracting plant in the new factory building. My son Murray, who had come to assist at this stage, and our worthy Niuean assistant, Foster Ikimau, had plenty to do, as extra hive equipment had to be made up in addition to all the other work.

The weather during the first two months or so was not favourable to the build-up of hive strength, and the hives didn't reach full working strength until November. They were at their best shortly before Christmas. Honey was taken and extracted from August onwards in increasing amounts, until a peak in January which held until a most unwelcome hurricane in February cut off production completely.

During this period we extracted and shipped to New Zealand approximately 40 tons of honey. Although production for the period was not as high as had been hoped for, we feel sure that we would have reached 10 tons per 100 hives if it had not been for the hurricane. Until that wretched hurricane things were booming.

A preliminary warning of the hurricane came during Thursday, February 8, 1968. After the "final" warning, early the following morning, hives that were not already "strapped" had to be attended to by several very frantic and anxious men with a strapping machine. The work went on during the Friday right until the wind became too strong, and conditions became too dangerous.

It was a very unpleasant experience. The winds reached 100 miles per hour, first from one direction and then from the opposite direction, and almost all the trees and shrubs were stripped bare of leaves.

Narrow escapes

No hives were lost, although many had narrow escapes from falling trees and branches. Some hives could scarcely be seen for the debris and rubbish strewn over them, but they were all right underneath, although the bees were very bad-tempered.

Seldom in 30 years of beekeeping have I seen bees so cross as during and immediately after the hurricane.

And that, briefly, is how the beekeeping industry started on Niue. We came, of course, to produce honey. We also came to help the island's economy, and to train Niueans to take over the business eventually. The shares held by the Niue Development Board, and probably my own shares, will be available to any Niueans who can prove themselves capable and willing to carry on this work.

For myself there has been the challenge of setting up a new industry from scratch, and the satis-

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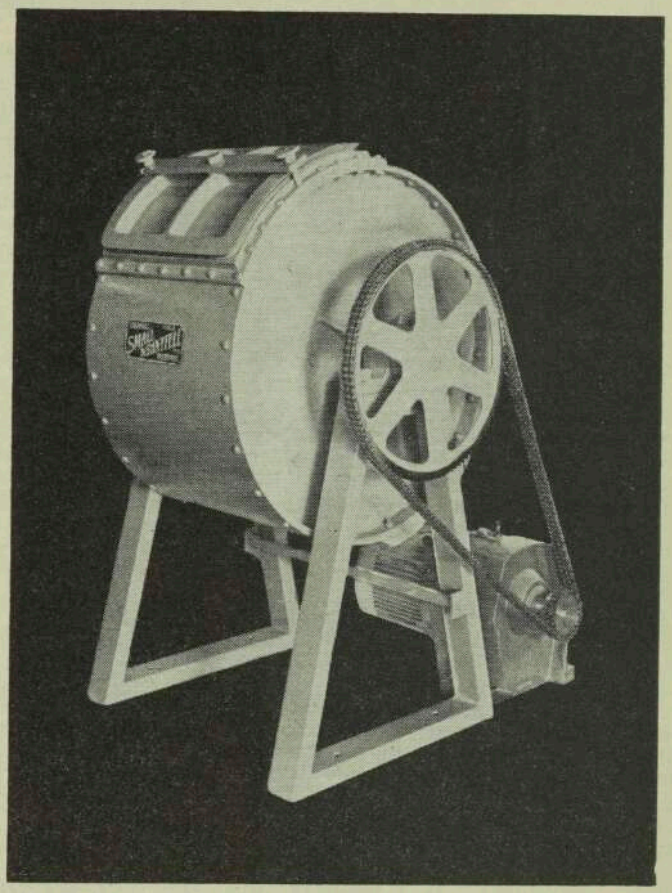

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action of building up a unit which must benefit the economy of Niue, both with income from exports and the service the bees give in pollination. The benefits will be felt most keenly when the industry has been built up to 2,000 hives, which is estimate to be the island's potential.

A huge quantity of honey awaits to be gathered in many Pacific Islands, given the right men, the funds, and the ability to work bees under tropical conditions—which is not always easy!

Problems

There are problems with hives in the Islands which are not found in temperate climates. Bees clog up the queen's brood nest with nectar and so retard breeding, and it is a continuous job moving combs to overcome this. Often extra brood boxes are put underneath so that the queen works down to empty combs. Honey flows almost invariably come in short breaks. There is no swarming and generally little, if any, stinging. When working at the hives, the flies are usually more troublesome than the bees.

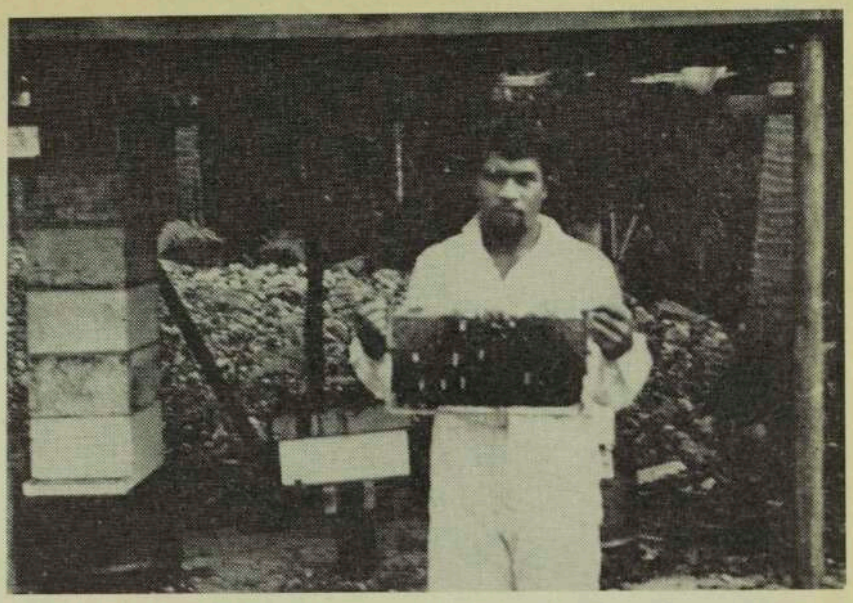
With an average relative humidity of 90 per cent. and an average summer temperature in the high 80's, it is not easy to do sustained physical work. I have never been cold here, seldom even cool. A day spent bobbing hives, with the high loss of body liquid through perspiration, leaves one physically exhausted. However, the average annual temperature of 76.6 deg. is ideal for continuous beekeeping—and I mean continuous. There are no winter lack periods, as in cooler climates.

Faith in Niue

Most of the honey comes from forest trees and shrubs, with which most of Niue is covered. A small amount comes from tropical legumes which have been introduced for pasture. Some trees flower twice a year; one has been known to flower in December and again in March; and another species flowers in July and again in early December.

In spite of some setbacks, I have faith in Niue, to the extent that plans are now being made to purchase and import another 600 hives. The dream that I had more than four years ago of running a tropical beekeeping industry, clad in only shorts and sandals, has now become a reality.

Practical Planter



Niue beekeeping assistant, Foster Gufi Gufi, holding a frame of queen cells.

Beekeeping prospects in the Islands

By R. S. WALSH, Apicultural Advisory Officer, NZ Department of Agriculture.

Honey bees arrived in the Pacific many years ago. In all the Islands I have visited, with the exception of Niue, the German strain of black bee is firmly established. However, in countries where beekeeping is carried out on a large scale, a programme to eradicate the German bee, and replace it with the Italian or some other strain, has been vigorously undertaken. These strains are considered to be quieter and generally more prolific. Nonetheless, I have found the pure German bees in the Islands are good workers and not unduly difficult to handle.

By using the local (i.e., German) bees and housing them in hives made from local timbers, a comparatively inexpensive industry could be started in most Islands. But there are problems, and the biggest is a lack of knowledge of beekeeping. Another problem is that many Islanders have little or no English. For a European to teach beekeeping to these people, it would be necessary to train one or two English speaking natives from the various groups and then leave it to them to teach others who are interested.

Good quality honey is at present in demand overseas—and in the Islands—and beeswax was recently fetching the highest price ever. Although the honey market fluctuates, it is unlikely that a serious glut in honey could occur, because crop failures, or near failures, hit some part of the honey producing world almost annually.

Boost incomes

Although I consider beekeeping in a small way by individuals or groups supplying a central packing plant would help boost incomes, it does appear that large commercial operators will soon start beekeeping in the Islands. Niue Island is already in this category (see story p. 143), although the Islanders themselves have some interest in the venture.

A New Zealander proposes to establish 300 hives in Fiji, and in Tonga the nucleus of what could

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ecome a large commercial concern is been formed.

Most of the Islands-produced oney I have sampled is of good iality. There is some that is rather ark, such as the honey from the coconut palm, but generally speaking avours are good, with colours overing a fairly wide range between hite and dark brown. If the flavour good, light honeys will always ing a better price than dark oneys, but there will always be a od sale—at a good price—for dark oney to health conscious people, id this trade is increasing.

I have studied the results of otanical surveys covering various oups of islands, and, from a know-dge of honey sources gained in iue and elsewhere, I have been able trace honey plants, common to ost Islands, that produce good iality honey.

Excess water

The humidity in some islands is ely to increase the water content honey to a point where its keeping ialities would be endangered and market value seriously jeopardised. his can occur, even when every ecaution for its prevention is taken. Equipment is available for the re-oval of excess water from honey).

NIUE ISLAND: The first indica-ons that Niue could produce a fine iality honey came a few years ago hen Mr. Percy Walsh (no relation), Ministry of Works employee and nateur beekeeper, sent samples of e Niue honey to New Zealand for praisal.

Subsequently at the request of the iue Island Administration I was ked to visit the island and assess e possibilities of commercial honey oduction there. I found the island be a beekeepers' paradise. There is an almost continuous honey flow hich kept the bees contented and, cause of this, beekeepers could ndle the hives without protective othing. (The bees on Niue were e gentle Italian strain, obtained a w years previously from an Auck-nd beekeeper).

In most beekeeping countries, arming is one of the beekeepers' gbears but on Niue it appeared be a rarity.

There are disadvantages as well as vantages to these Utopian con-tions. Honey comes in so fast that e bees fill the comb cells in which e queen should be laying her eggs

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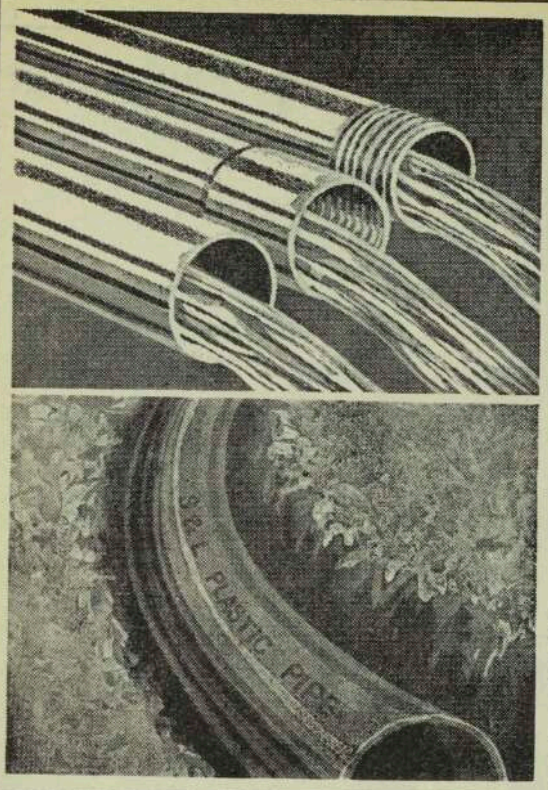

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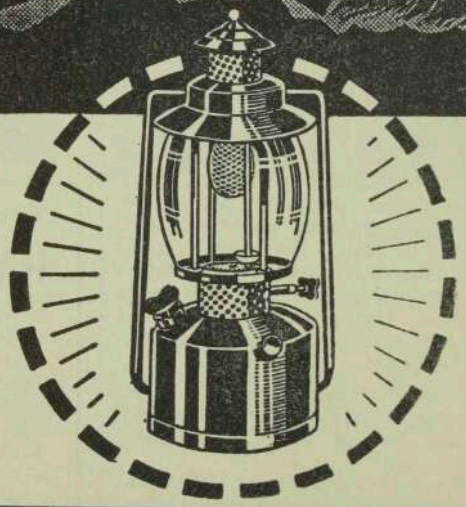

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r the production of worker bees. he result is a much smaller work- g force than one would like to see.

Nevertheless, each hive was pro- icing about 200 lb of honey per ar.

Beekeepers have to make pro- sion to replace queen bees at regu- r intervals and also breed them for e purpose of increasing the number hives. This I found difficult on iue. It may have been the time of e year, but should queen breeding a large scale be possible, it ens up tremendous possibilities for e island's beekeeping, particularly hen the airstrip is completed. It uld mean the raising of thousands queen bees for sale overseas at a ne when breeding in other untries is very difficult.

No diseases

There are no bee diseases in Niue. rds and rodents do not disturb e hives, and there are no wasps, ch as the vespula Germanica ecies, to plague the hives as in ew Zealand.

FIJI: The islands of Fiji should ove excellent country for bee- eping. There are numbers of fine ney producing plants similar to ose in Niue—and many as yet un- sted. Some areas will undoubtedly better for honey production than hers and these will be found as iaries are spread out over the lands.

Beekeeping on a medium scale as carried out in the dry south- stern part of Viti Levu for many ars, and the honey examined New Zealand was found to be good quality though rather thin died.

Earlier this year a New Zealand ekeeper loaded 300 hives on a ship und for the coconut plantations on anua Levu. However, the bees died route, and shipments from Aus- alia are now being made to replace em.

Whether the serious brood disease own as BL exists in the colony is certain.

TONGA: The islands of Tonga ave great possibilities for honey oduction. The similarity of the getation of Vavau to that in Niue quite striking. Wild hives estab- shed in trees and buildings were und to have ample supplies of ney in a variety of colours and avours, and the bees showed no gn of disease.

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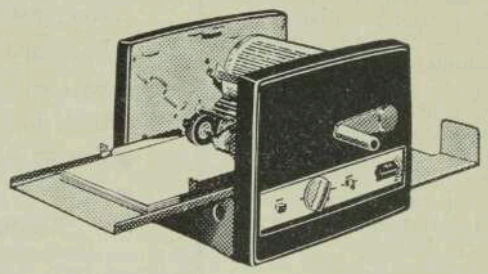

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Practical Planter

ives promise of supporting many olonies of bees. One particularly ne honey tree that is found in Niue as noticed in abundance.

Good progress

The main island of Tongatapu oes not have as much forest area s other islands in the group but does ossess a wide variety of honey-roducing plants. A number of hives ere sent to Tongatapu earlier this ear and were found to be making ood progress. However, since it as winter and relatively cool, there as not the spectacular flow of oney experienced in Niue—little ore than was necessary to support e colonies was being gathered by e bees. The honey was light in olour and a number of flavours ere detected, all of them extremely easant. The Tongatapu hives were ipped to the island on the deck of e *Matua* and were watered as re-uired. The success of this shipment f bees has shown that hives can be ccessfully sent to the Islands as eck cargo during the winter months.

WESTERN SAMOA: Earlier this ear, Western Samoa planned to nport 300 hives from NZ, with the ltimate aim of setting up 200 olonies. The staff of Alafua Agri-ltural College—where one hive is ept—are interested in bees, and at e time beekeeping was taught ere. A boy who had assisted me hen I was at Niue, had been trained Alafua College.

The New Zealand High Com-ission in Western Samoa has shown terest in the suggestion that bee-eeping could be the means of earn-g overseas funds, and has inquired out the possibilities of finding some erson qualified to teach beekeeping.

Much of the flora and timber und in Western Samoa is similar that on Niue. The climate, apart om the high humidity, is ideal for oney production, and, apparently, serious bee diseases exist.

Bees are not useful only as honey oducers; they are useful also as llinating agents. In most honey-oducing countries, beekeepers are id to locate their colonies in the cinity of crops for which pollina-n is essential. The coconut palm ill produce more nuts if ample llinating agents are available.

Planters—for information on workboats, please turn to p. 155.

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WORKBOAT MAINTENANCE

WHAT TO LOOK FOR IN A NEW WORKBOAT

A lot has been written about routine maintenance of workboats, their fuel consumption and general operation, but comparatively little has been written about the selection of a new craft and the equipment to go in it. Here are some hints on the new workboat by *PIM's* marine engine specialist.

Workboats are general utility ssels, and many "work" features n be included at the time of buying. r instance, the correct power can installed for maximum speed at out 80 per cent. of engine output which is often the best fuel conmption point.

Where to install the engine is a cky problem, and there are no hard d fast rules. However, here are me pointers:

- If you install the engine for'd, u get a lot of room amidships, but iciency is impaired.
- If you install the engine amidps, you get normal efficiency.
- If you install the engine right (driving for'd to a V drive return x and back through the conventnal stern tube with a normal SS opeller shaft) you get maximum ace for cargo, and, provided that engine is not very heavy, this is good, safe position. (Among other ngs it keeps water and exhaust es short and the noise right aft.)

Safe, reliable

Some owners prefer a twin screw cause it is safe, reliable and noeuvrable—but it is relatively exnsive.

A small auxiliary set can be useful the workboat operates in remote as, otherwise an alternator rung off the main engine can give teries that extra boost.

There are two types of steering r to choose between for a new rkboat; the manual gear and the draulic gear (controls can also be nual or hydraulic).

Exhaust systems vary, and Island workboat owners have distinct preferences in this regard.

Dry exhausts have their advantages, particularly when overhead. Wet exhausts (with circulating water going into the exhaust pipe for silencing and cooling) are also popular.

The wet section is a special rubber which does not corrode or rust away.

Excellent

With a new craft, fit up-to-date stern or underwater gear; excellent shafting is now available and very fine propeller alloys.

However, it is advisable to fit anode pads near the propeller.

On the original electrical section, good batteries are essential, and while the nickel alkaline tyres are excellent trouble-free units, there are very good reliable lead-acid types.

To save space, fuel tanks (preferably of heavy gauge black iron) can be built in on a new craft.

The building of the workboat, whether timber or steel, should be supervised by a reputable naval architect, who will ensure that both materials and workmanship are entirely satisfactory.

Designs and specifications are available in Sydney by competent designers, the majority of whom are prepared to vary the general layout arrangements to suit specific requirements.

Practical Planter

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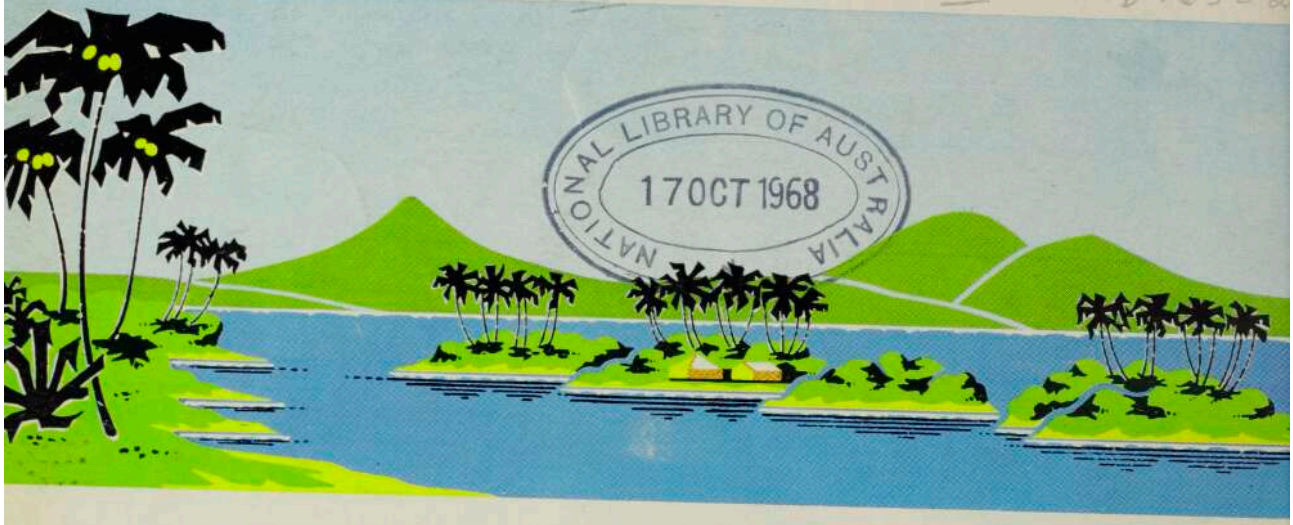

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