

Pacific Islands Monthly

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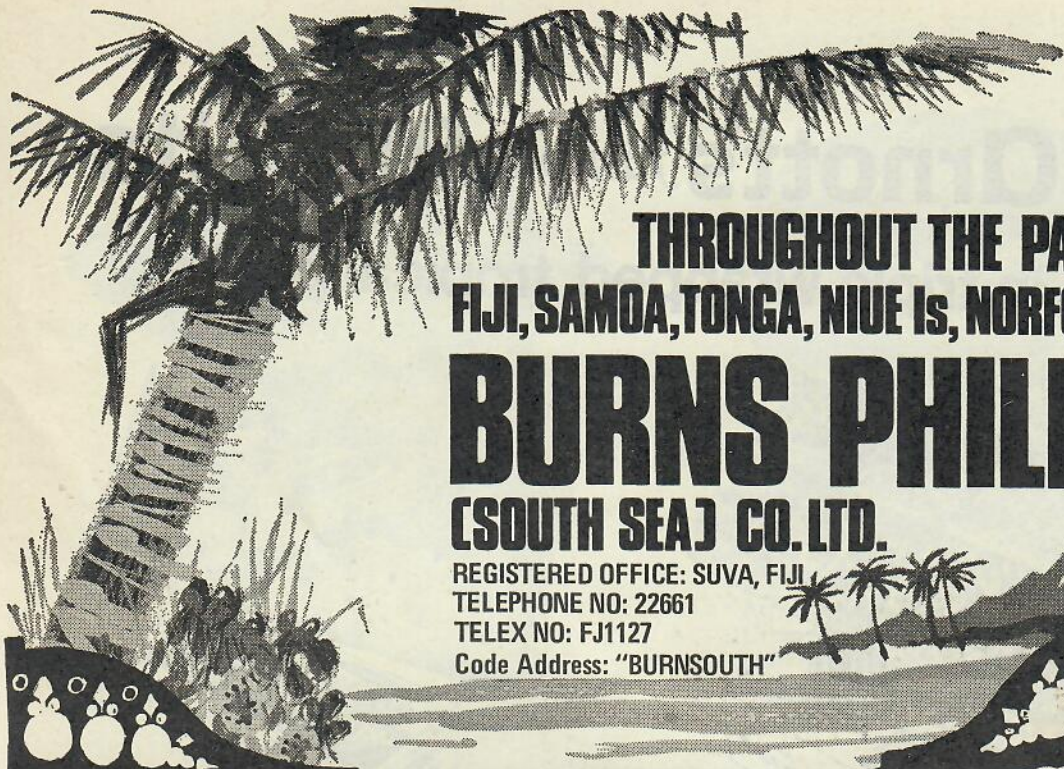


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Up Front with the Editor

The influence of the metropolitan powers is on the decline in the South Pacific Commission. What's more, the powers themselves are not now fighting the inevitable and thus the balance of power in the South Seas begins to shift from metropolitan to islands governments.

This is not a new point. I made it in this column in October, just before the territories sat down to the 9th South Pacific Conference in Noumea. The results of that conference support my point—at the end of 10 days the conference had taken control of the Commission; an Islander had been appointed, for the first time, as Secretary-General of the Commission; and the "exclusive club" that once was the Commission had been disbanded forever. Or had it?

We would all like to think so, and we all hope so, yet the New Order will bring its own new problems.

One problem will lie in the direction that raised some sparks at the Noumea conference: The matter of who is to be responsible for the SPC staff—the Secretary-General or the Conference?

Fight drawn

Fiji's chief minister, Ratu Sir Kamisese Mara, who has been the leader of the Islanders' fight to gain control of the Commission's policies, took the view in Noumea that the Secretary-General was answerable to the Conference and could expect to have his actions queried in the same way as any of his staff.

Sir Gawain Bell, the retiring Secretary-General, was furious. In his view, he controlled the staff and was responsible only to the commissioners.

That fight ended in a draw. It is likely to be refought.

As from January, West Samoa's Harry Moors is Secretary-General of the SPC, and after Sir Gawain handed over and headed for Switzerland for a skiing holiday before

deciding what to do next, I asked him what he had learned in his three years in the post.

Non-interference

What, for example, were the things that Harry Moors had to watch for?

"Interference!" said Sir Gawain.

"The task ahead is to consolidate the progress that has been made. What's happened in the last few years is first-rate. There's much closer participation by the territories and this is what was needed.

"But you can't be too radical all at once and the danger to the Commission, at this moment, is that the horse could suddenly run away.

"The greatest peril facing the commission is that the territories could try to assume full control.

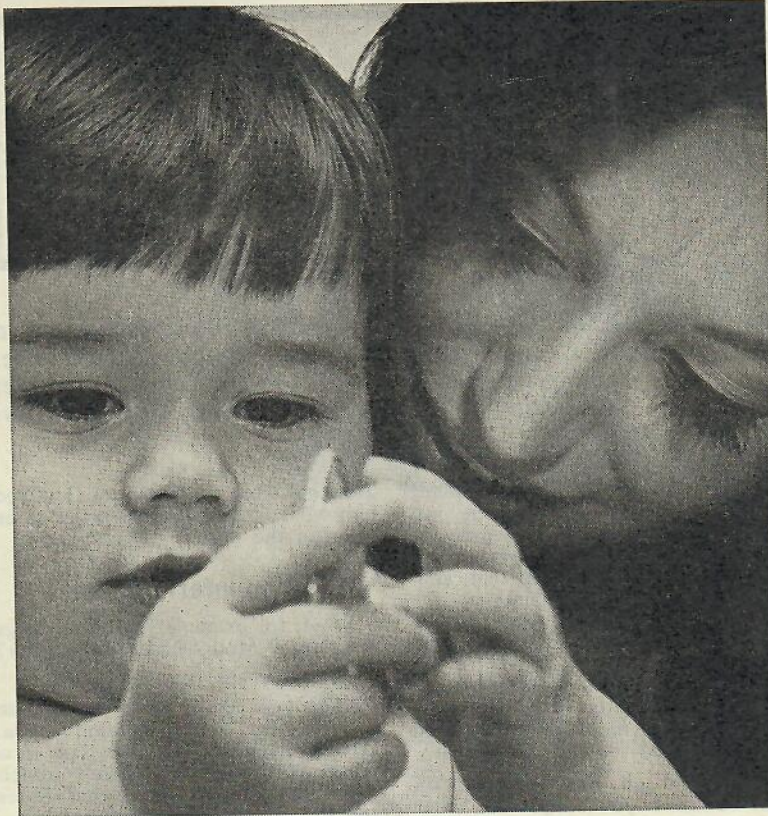
"You can expect this kind of thing in developing territories. I have seen it before. Politicians under a colonial situation observe the public service and assume that it is the public service that has the power. The public servants appear to have the power.

"So when the politicians take over they want to get hold of the public service.

"This might work in one territory satisfactorily but not in a Commission which is responsible for 16 territories."

Before Sir Gawain's departure he spread the message of non-interference as widely as he could. He told islands leaders that they should work together to prevent interference with the operation of the Commission as such.

The Secretary-General was there to carry out policy and he had to



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OUR COVER

Cargo handling has been revolutionised through mechanisation and containerisation in the last decade — except in some parts of the Pacific. In the outer atolls of the Gilberts, in the Central Pacific, stevedoring methods haven't changed in the past 100 years of trading. Wharves and jetties don't exist but these conditions have produced some of the best workers still in the cargo-handling business. Shown here, crewmen from the GEIC Wholesale Society's *Moanaraoi* shoulder general supplies ashore. The picture is by Captain Peter King.

be free to do the job efficiently as he saw it, and not be at the mercy of every politician who wanted a person employed or that one sack. The Commission could not operate under such conditions, Sir Gawa insisted.

I think he has a vital point. If you have a Secretary-General then there must have room to move and not be apprehensive of attacks from unexpected quarters or from people who may criticise without having real responsibility.

Should the post of Secretary-General become sycophantic, then the South Pacific Commission will be directed, not by Commissioners representing the considered opinion of Islanders, but by a small group of those Islanders with the most dominant personality, the loudest mouths or the most time available in which to meddle.

And that's about the swiftest, bitterest way of getting people to lose confidence in any organisation.

Harry Moors is a man who sees through others, who can work things round the edges to achieve a desired result if need be.

A lot of the responsibility for consolidating the good work done during the SPC's head-long run towards maturity is now his. But he won't do it without a fair measure of agreement, understanding and help from the Islands. For all our sakes I hope he gets it.

—Stuart Innes



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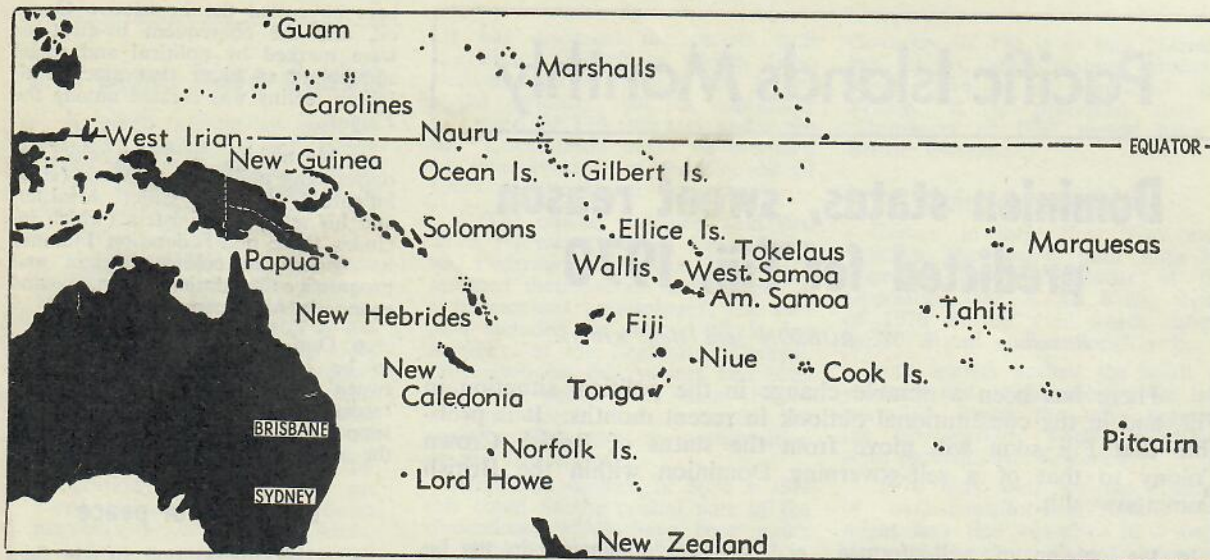
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Wreckage of the DC3 juts from the lagoon off Faleolo airport.—Photo: Andy Forsgren.

Only a gust of wind explains 32 air deaths

To late January the only apparent cause of the disastrous crash of a Polynesian Airlines DC3 near Faleolo airport, Western Samoa, on January 14, was a sudden gust of wind.

Experts from New Zealand, Western Samoa and Fiji continued their investigations by questioning eye-witnesses and examining wreckage, as to why the aircraft crashed into 3 ft of water shortly after taking off from Faleolo for Pago Pago, American Samoa.

Everyone aboard—a crew of three and 29 Samoan passengers—were killed instantly. Only one other air-crash in the islands has cost more lives—that of a Lockheed Hudson at Lae in April, 1948, when four crew and 33 New Guineans lost their lives.

The tragedy brought a shocked Western Samoa to a standstill for the following week. Most of the passengers had been living in New Zealand and had been back to both Samoas to visit relatives. Eight children or infants were among the dead.

The DC3, 15-years-old and sold to Polynesian by NZ's internal carrier, National Airways Corporation, in

1966, had taken off for Pago Pago about 3 a.m., in darkness.

Witnesses said that, minutes after take-off, the DC3's tail-light didn't appear to be working. The plane then banked to the left, as if it were going to re-land, but suddenly plunged nose-first into the lagoon, about 100 yards from the end of Faleolo's strip. Some claim that the plane was on fire before it crashed; others that there was no fire until the plane exploded on impact.

Sudden squall

Onlookers at the airport said a sudden violent squall of wind and rain hit the airstrip seconds after the DC3 took off.

Villagers rushed into the lagoon where the plane was blazing and tried to recover bodies. Initially, the heat of the fuselage drove them back, but eventually, with help from police and hospital staff, all bodies were recovered.

The pilot was Captain S. Arvidson, 37, co-pilot was Jeffery Church, 26, both of NZ. The hostess, Agnes Seanoa, of Apia, was 18.

Following the crash, an investigating team headed by NZ's chief inspector of air accidents, Mr. E. F. Harvie, arrived in Apia to carry out an inquiry.

The DC3 was the only aircraft Polynesian owned. It charters HS748 and another DC3 for its Fiji, American Samoa and Tongan runs.

With a chequered record over the past 24 months because of irregular schedules, Polynesian had, only a month before the crash, tried to create a new image for reliability. The crash is therefore a major setback to the airline whose minor shareholders are Fiji Airways and Air New Zealand.

Fiji Airways, which manages Polynesian and operates associated booking services with Polynesian, hoped to strengthen the airline as

New Sec. General in Noumea

Following the tragic plane-crash death of Mr. Pierre Lenquette, Secretary-General of the French Administration in New Caledonia, these duties have been temporarily taken over by Mr. Michel Levallois.

A former colleague of Governor Louis Verger, Mr. Levallois arrived in late December to ultimately occupy the post of Secretary-General adjoint, in charge of economic affairs.

buffer against American interests in the Samoas, rather than as a genuine competitor on the Islands air routes.

Immediately after the crash, American Samoa's new Governor, Mr. John Haydon, asked the US Civil Aeronautics Board in Washington to speed up a decision on a US carrier to "supplement" services between the Samoas. American, PanAm, Continental and National Airlines in the US have all applied for the route.

In May, 1963, another DC3 of Polynesian Airlines crashed into the sea near Savaii, Western Samoa, soon after taking off from Faleolo. All aboard—two Americans and a New Zealander—were killed and a subsequent inquiry found the "probable cause" was a faulty air stair door breaking loose and hitting the tail structure.

Pending results of the current inquiry, night flying in Western Samoa has been suspended. Polynesian has continued services, with its chartered aircraft, on a restricted basis.



Captain S. Arvidson (middle), pilot of the ill-fated DC3, pictured shortly before the crash with Polynesian operations manager, Mr. P. Steele, and an air hostess, Louisa Cordiz. Captain Arvidson died on board his plane, but neither Miss Cordiz or Mr. Steele were aboard at the time of the crash.—Photo: Andy Forsgren.

- Different Pacific Islands have different ideas of what government is all about and how the voice of the people should be best heard. The Solomon Islands are getting a "step away from Westminster", although, in April, for the first time, the whole population of voting age will elect a majority in their Governing Council. In Western Samoa, the right to vote still rests in the hands of the "Matai", and how to become a "Matai" is a pretty important issue. Here's what's happening—

TWO KINDS OF DEMOCRACY

(1) SOLOMONS

The Solomon Islands will have its first general election to vote a majority of members into a new-style Governing Council in April. For the first time the council—replacing the old Legislative and Executive Councils—will have more elected members than appointed civil servants.

Under a new parliamentary system, designed to bring the Solomons another step nearer self-government, the balance of power will be in the hands of the 17 elected members. On the official side there will be only three ex-officio members and up to six public service members.

The new council will be presided over by a chairman who will be the High Commissioner, for the time being. At his discretion, he will be able to appoint a person to deputise for him at public meetings of the council—that is, meetings at which the

council sits as a legislative body as opposed to its meetings as an executive body which will normally be held in private.

The High Commissioner will still retain the reserve powers that he exercised previously. That is, he possesses the power of giving or refusing assent to a bill passed by the council or reserving it for the Queen to give or withhold assent.

In addition, certain matters, such as defence, external affairs, internal security, the police and the public service, are reserved to him insofar as he is not required to consult the council in dealing with them.

The new council will replace the old Legislative Council of 14 unofficial members, three ex-officio members and up to 12 public service members; and the Executive Council, which consisted, in its latter stages, of the three ex-officio members, one public service member and four elected members of Legco.

In the new, combined council great emphasis will be placed on executive committees which will replace the old policy-making body, the Executive Council, the idea being that every elected member will serve on at least one committee and thus have a more direct say in formulating policy.

Executive committees

It has been suggested that five committees will function initially, dealing respectively with finance; social services; land and natural resources; communications and works; and internal affairs.

The new set-up was first outlined at the end of 1968 when it was presented to the old Legislative Council as an attempt to get away from Westminster-type of government and provide something more suitable for Melanesians in their present state of political development.

A special select committee was then appointed by the Legislative Council to examine the proposals. Invitations were issued to the public to submit written or oral opinions

No-one is sure yet

but there were few takers although all media in the Solomons gave the plan full publicity.

A Bill to give legal effect to the new set-up went before the Legislative Council in June, 1969, but passed into law with little debate.

Whether or not it is going to make for better, more efficient government in the Protectorate; or whether it is, indeed, a step nearer self-government is still being debated in the Solomons. No one is sure how government-by-committee will work out in practice.

One of its critics is Mr. E. V. Lawson, a Honiara businessman who served a number of terms on the old Legco. It was a wonderful plan, as a training ground but it wasn't a step towards self-government, he said. Members could learn by being on the committees but they weren't going to be any nearer governing than they had been before.

(2) W. SAMOA

The campaign for the Western Samoan elections in February got off to a good start in December when over 150 candidates were nominated for the 147 seats and there was an abortive scramble of 600 would-be *matai* to get on the electoral rolls.

A woman was among those elected unopposed. She is Fiamala Filipo of Palauli, a NZ registered nurse who has been in charge of the children's ward at Apia general hospital. She will be Western Samoa's first female parliamentarian.

Fourteen other candidates, including Prime Minister Mata'afa and four of his cabinet, were also unopposed when nominations closed on December 19 but battles in some of the other 32 electorates make up for it. Some have as many as 13 candidates and the average is four.

Except for the two seats reserved for people of European status, the only people who vote in Western Samoa are *matai*, the chosen heads of extended families. Some candidates, in recent years, have hit upon the idea of creating dozens or even hun-

dreds of new *matai* for electoral purposes but new laws passed in December cracked down on this.

The Land and Titles Protection Ordinance avoided an avalanche of no less than 600 new *matai* who had demanded to be put on the Roll of *Matai* in the previous few weeks. The registrar's office worked overtime to weed out those who had not proved that they had been elected under full Samoan custom.

Some were found to be under age and others were women and girls who had been made "chiefs" for electoral purposes.

Those refused registration can appeal but appeals will not be heard until after the elections. Genuine new *matai titles* were being registered as usual and, according to the registrar, about 10,000 *matai* will be eligible to vote in February.

Interesting candidate

Probably one of the most interesting candidates, from a Samoan traditional point of view, is Tupua Tamasese Lealofi IV, a nephew of the late Tupua Tamasese Mea'ole, who was joint head-of-state until his death in April, 1963. He has been a medical officer at the Apia hospital but is, like the Prime Minister, a high chief of Western Samoa.

When he announced his candidature it was suggested that, when he takes his seat in the Legislative Assembly, there may be a conflict between Samoan custom and parliamentary procedure.

At the time of independence two High Chiefs (Malietoa and Tamasese) became joint head-of-state with a lifetime tenure of office; and the third, Mata'afa, was eventually elected Prime Minister. However, it seems likely that Mata'afa will continue as PM after the February elections with, perhaps, a cabinet post for Tupua Tamasese.

Five candidates will contest the two seats reserved for people of European status. They are Messrs. Thomas Allen, a trader; Paul Meyer, planter; Thomas Ott, planter, Sam Salli, accountant; and G. F. D. Betham, Minister for Finance in the last parliament. (The second non-Samoan member was Mr. P. M. Paul who is not seeking re-election.)

Local opinion is that Mr. Betham will make it, but it's anyone's guess who the second successful candidate will be.

PLENTY TO EAT IN NOUMEA OVER XMAS

From HELEN ROUSSEAU,
in Noumea

Noumea's newspapers for the last two weeks of the year read like exotic cookery books, and advertisements from local hotels and restaurants tempted clients to their gastronomical Christmas and New Year's Eve feasts.

For most Caledonians, Christmas was a quiet family occasion. Noumean children were taken downtown on Christmas Eve to see Pere Noel arrive by launch, then everyone returned home for the sumptuous Christmas Eve dinner.

But restaurants specialising in the occasion featured oysters and other seafood, followed by pork boudin sausage stuffed with apples, spiced goose and turkey stuffed with chestnut cream, all ending with the traditional European Christmas cake—flavoured with chestnuts and chocolate, and shaped like a log from the hearth.

Buy plum pudding

Those celebrating English style were able to buy plum pudding and Christmas cake imported from Australia. Gourmets then had just one week to recuperate and prepare to face the New Year celebrations—the Fete of Saint Sylvestre, as it is called.

Every imaginable French delicacy was imported for the occasion—from partridge, pheasant, thrush with feathers, lark and quail to deer rabbit and frogs' legs.

The Nouvata Hotel offered a dinner dance at \$18 per head, drink not included. Among the special dishes advertised were New Zealand oysters, stuffed guinea-hen and the traditional mocha calendar cake decorated to mark the New Year.

The Kings Cross restaurant downtown advertised an unlimited quantity of food and drink "a gogo", for the price of \$27 per person. The food was offered with aperitifs, red and white wine, champagne and liqueur. Onion soup, the traditional French stomach-settler, was scheduled on the programme for 3 a.m.

DELAYED HAPPENING

Sir,—John Ryan's article "In New Guinea it's been a happening political month" (*PIM*, Dec., 1969, p. 22) says:

"The ministerial vehicle (in Australian political colours) took to the road on November 19 when the six native MHA's called Ministerial Members were given departmental status equal to the directors. And if MHA's and directors squabble behind the wheel, the Administrator, Mr. D. O. Hay, is in the back seat to settle arguments."

This is interesting in comparison with your May editorial (p. iii) which reads:

"Under last year's amendments to the Papua-New Guinea Act, which is the territory's constitution, the seven Ministerial Members in the 94-member Assembly have far more authority than any of them has yet taken.

"They are empowered (your italics) to exercise joint authority with the departmental heads and to initiate and formulate policies. If they can't get their departmental head to agree on a matter they can refer it to the Administrator for decision."

I would be interested in hearing your comments on these two articles in the light of which it would appear that the Canberra decision of November was not such "a momentous political move". Or was it?

JULIENNE PULLMAN.

Rabaul, P-NG.

● If our correspondent really wants our comment it's just that in New Guinea happenings, like most other things, take a long time to happen.

FOOTLOOSE, THEY SAY

Sir,—A friend and I plan to work our way to the South Pacific area before we settle down to our life's work. I am 23, a graduate of a business accounting school. He is a mechanical engineer. We are still single and footloose and hope to see, enjoy and explore all those lands we have read about — Tahiti, Australia, Tonga, the Solomons, New Zealand, Ellice and Gilberts and New Caledonia and all the rest.

I hope that dozens of your readers will write me and tell me something about any or all of these places — or others — so we will have a better knowledge of where to go and what to do.

M. B. SLEDGE.

1101 Washington St.,

Macon, Mississippi, 39341.

● What an optimist. It's well-known that Islands residents never



Baptising Christians at a remote Anglican outstation in the Jimi River area of New Guinea's Western Highlands. Altogether more than 400 people were baptised and then confirmed at the outstations of Togban and Bokabai. They were the first Christians at these places. They were prepared by the priest-in-charge of the Jimi Mission District, Canon Peter Robin, during periods of instruction ranging from eight to 10 years. Here, at Togban, the people had made a dam in the creek and fed the baptismal water through bamboo pipes.

write letters if they can avoid it. Mr. Sledge should buy a copy of the "Pacific Islands Year Book" which tells all, including the fact that he'd have to be dead lucky to get a job in Tahiti, Tonga, Gilbert and Ellice and even New Caledonia. The rest should be easy.

DR. LAYCOCK'S PIDGIN

Sir,—I quite enjoyed Dr. Don Laycock's article on Pidgin (*PIM*, January, p. 45), at least up to the point when he considered something "so obscene that it cannot even be translated here". I suggest that he recheck his "indispensable" Mihalic dictionary, only this time look under the K's. A reasonably natural mistake, if one considers the normal territory-wide fixation in this regard.

Anyway, not to worry; but it is amazing what a small gravy stain can do to louse up an otherwise immaculate white shirt.

JAMES L. KOESER.

Angoram,
New Guinea.

Is it treasure on Tonga — or just plain bunkum?

Does a \$37 million horde of gold bullion lie hidden in a Tongan reef? Many Tongans wondered in January.

They saw a \$80,000 research vessel *Maraenui* at Tongatapu and Haapai, where the treasure supposedly is, and listened as a Hong Kong millionaire, Mr. Paul Dunworth, asked for filming rights regarding the search for the bullion.

It all followed last August's assertions (*PIM*, Sept., 1969, p. ii) by New Zealanders that they had found 10, and possibly 30, tons of bullion in a strong box the size of a room, 14 ft by 8 ft. They claimed to have hidden their find, presumably from the wreck of the privateer *Port au Prince*, which came to grief off Lifuka Island (Haapai) in 1806, pending negotiations with the Tongan Government for a share of the booty.

Complete survey

In December, the *Maraenui*, owned by the Nauruan-registered Harrison Shipping Company, in which Mr. Dunworth has a shareholding, arrived. Mr. Dunworth asked to assist the government in a complete survey of the Haapai area, in return for exclusive film rights.

With typically Tongan indecision, government "deferred consideration" of his proposals.

Undeterred, Mr. Dunworth initiated extensive research through the archives of London, Lisbon and Spain into wrecks of the South Pacific. His main objective was film rights, but he was also interested in salvage.

He bought hereditary titles to a number of wrecks, and in late January news had it Mr. Dunworth had come to an agreement with the Tongan Government for a "properly supervised" search.

Meantime, many remained sceptical that any treasure existed at all. Tonga's Harbour Master, Captain C. H. Hill-Willis, said: "There is no indication that treasure, privateers, or old Spanish plate ships were lost in the Tongan area. The only recorded wreck is the *Port au Prince* and her record does not include treasure of any great value."

Homespun Fiji and brash Honolulu both have something going for them

From SUE WENDT, in Suva

"Sent my wife and kids to Hawaii for a month last year and, man, it cost me sixteen hundred bucks! But I been down here alone for close on five weeks and I haven't even gone through \$600 yet."

The speaker, festooned with cameras, and hailing—so he informed anyone who was interested and anyone who was not—from Alberta, Canada, was a fellow-passenger on a Suva day-cruise recently.

He was volubly enthusiastic about the cruise itself—particularly the price aspect. The trip cost \$6 and included reef viewing, a live display of tropical fish and sea creatures gathered by lithe Fijians, several hours of sun and sea, a satisfying chicken lunch and a visit to a gen-u-wine tropical island—value for money if there ever was and better than anything in Honolulu.

The Canadian observed that Fiji "had it all over the 50th State" and he sure hoped we were aware of it.

Fiji's tourism moguls, understandably obsessed with the idea of *NOT* becoming like Hawaii, purr happily when they hear praise for the simplicity, the authenticity, the friendliness of Fiji and its people, the cheapness of its ground transport and hotels.

A concrete jungle

Quite right, they say, Hawaii is definitely too commercialised . . . it's a concrete jungle . . . it's over-priced and over-built. Nothing false about Fiji, they declare (though some renegade has begun to manufacture plastic *bilos*, and, for practical reasons, members of a *meke* group wear plastic and tinsel instead of *voi voi* and fresh flowers). Fiji, they insist *MUST* remain "unspoiled" if it is to continue netting large numbers of visitors, particularly North Americans, each year.

Until recently, I've heard only the warnings about not imitating Hawaii, without having seen Hawaii. As a destination holiday, it didn't attract me much. Other people's impressions

had evoked an image of a massive, though tawdrier and bawdier, Surfers Paradise; perhaps a little lush and a lot more lavish, but no more truly paradise than I remember Australia's Gold Coast to be.

After a week's holiday at one of the newer Waikiki hotels, looking down from our 12th floor suite upon the burnished bodies of the original Beautiful People, dining at restaurants where the service was impeccable and the food unbeatable, enjoying world class entertainment, buying at shops where fashions reached the ultimate in uninhibited creation, spending money, certainly, but enjoying every minute of it. I'm convinced that Fiji will *never* be like Hawaii. Maybe better, maybe worse, but never the same.

For one thing, it's hard to imagine Fiji (which had 138,175 visitors in 1968) absorbing more than a million

visitors annually, as Hawaii does now. The projected estimate for Hawaii—where tourism has been described as an "instant giant", whose growth exceeded all expectations—is for 2,200,000 visitors by 1972. They are expected to spend \$US790 million and tax revenue to the State and the counties will be \$US126 million. Even back in 1955, when Hawaii had a mere 110,000 visitors the total revenue gained from tourism was \$US55 million.

Holiday yearning

Obviously, the impact of tourism on Hawaii's economy is immense, almost beyond measurement—and despite its critics, the 50th State is satisfying a holiday yearning that commercialisation and concrete jungles do little to despoil.

Boomtown Honolulu — its popula-

Fijian mekes, such as this one performed for cruise passengers at Savusavu, are unique and must be counted as one of Fiji's major attractions.



tion increasing by 3 per cent. every year—is not the paradise of everybody's dreams. Certainly not in the sense of peace and tranquility, virgin beach and unchanged customs and people.

The noises of traffic and building projects vie with the twang of the ukeleles and the strong voices of Hawaiian entertainers. Leis, though colourful, are frequently false and the first taste of *poi* can be awfully disillusioning. Food is expensive and liquor exorbitant. Hippies gather on corners, hold protest marches, and sleep, like bums, on the beach.

But it is a happy town, where every night is Saturday night; where the atmosphere is definitely South Seas carefree; where the poignancy of re-union happens 10,000 times a month when jaded soldiers arrive from the battlefields of Vietnam to meet with wives and fiancées for brief "Rest and Recuperation" leave; where buildings tower 20 storeys and the people boast of many racial strains.

Above all—looking at it purely from a tourist's viewpoint—it is a town that welcomes tourists and turns itself inside out to make them happy.

One doesn't, of course, have to stay in swinging Honolulu—the Neighbour Islands possess the real assets of paradise and a million visitors were expected to sample them during 1969. Here, one can still pretend to be Getting Away from It All—and it costs rather less to get there from the US Mainland than it does to go to Fiji.

Hawaii far ahead

In terms of comfort, spectacular accommodation and luxury facilities, Hawaii is unbelievably far ahead of Fiji. You can't bridge a gap of maybe 15 or 20 years overnight—and by the time Fiji does catch up (with the help of investors, for the locals can't afford it), Hawaii will be that much further ahead again.

When one realises that there's not a hot dog rotisserie or a hamburger joint to be found in Fiji, not to mention the dearth here of blue movie houses and topless waitresses, one realises the width of the gap between the two societies!

For Americans, however, and probably for many Australian and European travellers as well, part of Fiji's attraction is its homespun air, its impression of being just a little bit behind. But one mustn't imagine that Fiji is going to stand still for the sake of pandering to tourist tastes—nor, as recent moves indicate, does

THIS . . .



Whether it be Yanuca Beach, Fiji, above, or Waikiki Beach, Honolulu, below, there's still plenty of sun, palms and water. Whether or not you like crowds of people, and high-rise apartments . . . it's your choice.—Photos by Qantas, below, and FVB.

. . . OR THIS!



it seem inclined to make undue concessions.

The recent abolition of Sunday trading in Suva—although one hopes it is temporary—is an example of Fiji's reluctance to please the tourist no matter what the sacrifice.

In terms of service, it's difficult to see the time when Fiji as a whole might be on a par with Hawaii. In Fiji today, hotel service is either haphazard, but delivered with an enormous amount of good humour, or else it is fairly efficient, while lacking the ready smile that tourists talk of as being Fiji's biggest asset.

Little time to smile

At one particular Suva hotel, one of the newer ones, the dining room is as efficient as any I saw in Honolulu, Los Angeles or San Francisco—but as a natural outcome of trying desperately hard to do anything properly (even to the extent of asking how you'd like your steak done!) the Fijian waiters and waitresses find little time to smile. Their endearing spontaneity has gone, along with their lackadaisical way of doing things.

At another high-standard hotel, the staff members grin broadly most of the time, and jig in rhythm to the music on their way to the kitchen, but their service is not always what one expects!

Hard to forget

A young advertising man had an experience there last month he'll find hard to forget. Because his boss was away, it fell to him to entertain a visiting Sydney newspaper publishing executive—a pretty important man to the advertising agency concerned—and his wife, when they were in Suva for a day during a Pacific cruise.

The day started badly when the large air-conditioned car he'd hired broke down before they'd even left the wharf. But the real blow came at the end of the day when the young man and his two charges were dining at the hotel. About half-way through the meal the wife half rose from her chair with the intention of pulling it towards her. The Fijian waiter darted forward, zipped the chair from under her and watched wide-eyed as she crashed to the floor.

Then, overcome by the enormity of his mistake, he burst into prolonged laughter. Fortunately for all concerned, so did the wife. But the young advertising man says his own humiliation was palpable.

There are many stories like this in

LUXURY ON FIJI'S ROADS NOW

The greatest boost yet for Fiji's comfort-conscious visitors—those travelling the road, at least—was the arrival in January of three 36-seat Mercedes-Benz coaches, acquired by Pacific Transport Ltd. at a cost of about \$100,000.

The coaches—the most luxurious vehicles yet bought for Fiji's public transport industry—arrived in the Dutch cargo ship *Neder Lek*. Pacific Transport's general manager, Mr. C. E. Chun, said it was hoped to put them into service on the Queen's Road between Suva and Lautoka within a week.

The German coaches, he said, had proved suitable for rough conditions in Africa and Europe, where the British company, United Transport, has its operations. United Transport bought the major share of Pacific Transport last year.

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Broad Fijian grin

Fiji, but this one I know to be true. The message seems to be that while you can teach a man to give service, it's pretty hard to school him to use judgment.

A broad white Fijian grin has made up for many a mistake in the past but as he learns to become more proficient at his work, more conscious of the probability of being tipped for service and less casual about being sacked from his job, the Fijian worker in tourism might find he has too much to think about to smile at every passing stranger. And if he doesn't smile—there goes one of Fiji's number one attractions.

On the other hand, Fiji should guard against the kind of slick superficiality of the Hawaiian Greeter Girl I saw at Honolulu Airport.

Smile for the camera!

A pert, pretty part-Hawaiian with waist-length tresses, whose job was to go up to a group of new arrivals, slip her arm through that of the nearest male and, without even a word of introduction, smile for the camera. She would then pass the phone number of the photographic agency on to the somewhat bemused tourist and move on to the next group. The photograph might make a nice souvenir to show the gullible boys back home, but it was an example of the worst kind of tourist "con".

It's not hard to decide what makes Fiji unique among tourist resorts. It's certainly not the sunshine alone, the beach-ringed outer islands or the faintly seedy Colonial air, the duty-free shopping nor the multi-racial population. But the combination of them all, held together by Indian and Fijian cultures, makes these islands different from most other holiday destinations.

Tourists want more

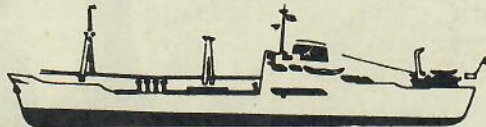
When he spoke at Fiji's ninth annual tourism convention last October, Mr. Robert H. Burns, general manager of the sumptuous Kahala Hilton Hotel, Honolulu, pointed out that the visitor who travels several thousand miles is not just interested in sunning on the beach. Most travellers can do that pretty close to home.

He claimed that to most tourists, travel is a status symbol—a fact that is to Fiji's great advantage. Being able to discuss with his contem-

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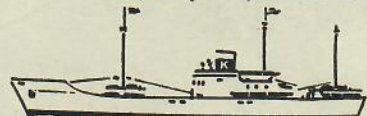
M.V. SALAMAUA. Incorporating the side-port loading technique. 345 feet 1 inch, bale capacity 219,560 cu. ft.



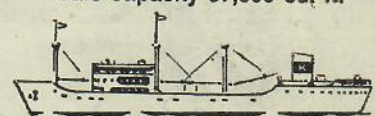
M.V. Slott 290 feet
bale capacity 160,640 cu. ft.



M.V. Slidre 258 feet
bale capacity 97,900 cu. ft.



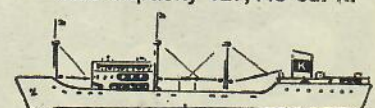
M.V. Sador 264 feet
bale capacity 114,000 cu. ft.



M.V. Sletholm 264 feet
bale capacity 127,443 cu. ft.



M.V. Slidre Timur 240 feet
bale capacity 71,000 cu. ft.



M.V. Sletfjord 264 feet
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Madang—B. J. Back Pty. Ltd.
Lae—N.G.G. Trading Co. Ltd.
Honiara—E. V. Lawson Ltd.

New culture emerging

poraries the far-away places he's been able to visit carries far more prestige for today's American than a new Rolls or a Lincoln Continental.

"Anyone can have one of those but how many people on his block can travel to Fiji and talk knowledgeably about its population and its culture?" he asked.

"Fiji, like Hawaii, has its own unique culture—this should be emphasised. Even if it's a little ersatz. In Hawaii, there are very few Polynesian or Hawaiian shows left on the islands—very few places you can still experience the old Hawaiian culture. There is a new culture emerging now—the blending of many races—and we are trying to emphasise that.

"But the visitor, we find, is so starved for something new and exotic that he flocks to the places that still provide a glimpse of another world.

"So—you have the chance now—be careful to preserve a little bit of what you consider unique that the visitor will be interested in—it's going to pay handsome dividends in the future."

There seems little doubt that Fiji, with commendable foresight, is determined to preserve its customs and traditions as zealously as possible. The Chief Minister has made that clear.

At the same time, the problem is how best to continue pleasing the tourist—the very tourist who has helped provide the people of Hawaii with a healthy economy and varied opportunity. Making cruise passengers feel unwelcome on a Sunday, for instance, will not please them—but this is only a small matter, affecting a few ships.

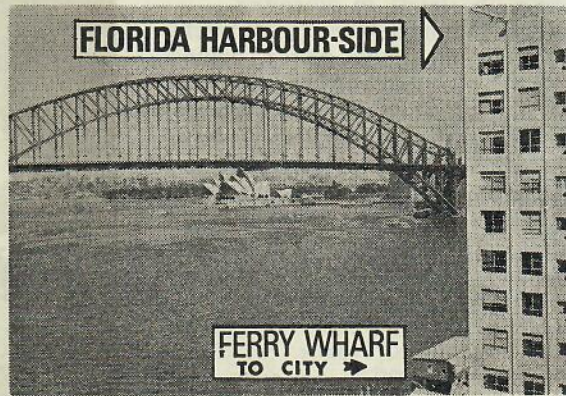
It will be the task of the proposed Fiji Tourist Commission (the bill was debated during December's Legislative Council session) to decide how far "the true culture and customs of the people of Fiji" can be sacrificed—and utilised—in return for Mr. Burns' "handsome dividends in the future."

● Mr. Tom Huxley, owner of the Plantation Hotel, Madang, New Guinea, has applied to lease a hotel site on nearby volcanic Karkar Island. The site, near Karkar's light aircraft airstrip, will be serviced by air from a small strip. Mr. Huxley will build an airstrip near the Plantation hotel, should his application be successful.

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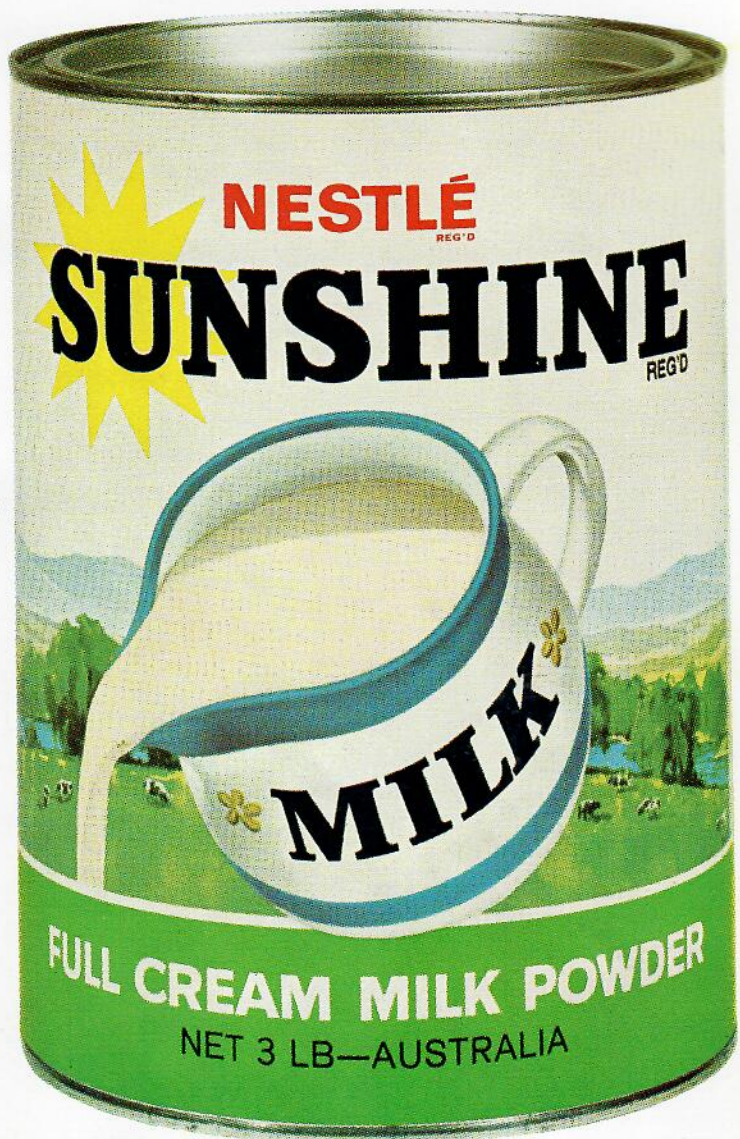
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PACIFIC ISLANDS MONTHLY — FEBRUARY, 1970

79

them do the mosquitoes seem to cause much trouble.

"On a piece of mareg land near one of the mouths of the Mamba, the Government have had a Rest House erected. It is approached by means of logs, and is quite a large building with a fairly sound roof (just new), and anyone may stay there any length of time. It is used chiefly for storing cargo, before it—the cargo—commences its journey up the river to Ioma, the Government Station about 50 miles away. The name of this spot is Totoadari. . . .

"A number of people from surrounding villages came round on the day of our arrival at Totoadari, including the leaders of a curious cult which has lately been started at Manau. The latter stood in a line and serenaded me with an incantation of great length, at the termination of which I thanked them suitably and took the opportunity to hold a public meeting! I explained to them, through an interpreter, what we had come for and what I expected of them.

Prepared by a vision

"I told them that it was chiefly because the people of Manau had expressed their desire for Christianity—a man there, the leader of the cult already mentioned, claimed to have had a vision, in which Our Lord appeared to him and told him that he and his people were living in great sin, and that they must 'Hear the words of the missionaries'—that we had left a place called Boianai, and come to them. They were all most friendly, and the leaders said they knew we would be coming, and had been expecting us, on account of the vision.

"I paid a visit to Manau on the next afternoon, and inspected a small hill-ridge behind the village as a possible site for a station. The Manau people are really charming; the children are natural and not at all self-conscious (chiefly, I suppose, because only the older ones wear anything but ornaments).

"The people were very anxious that I should come and live with them. I told them that I should almost certainly want to place a Base Station somewhere about there on the coast, but that where I should make my Headquarters was a matter that I could not decide until I had been over the district.

"After a couple of days I was ready to make the first journey up the Mamba with some of the stores, and all the teachers. It took us a day and a half to do these 45 miles to

Ave, where we have a small Mission Station (St. Andrew's). The river is about as broad as the Thames at Richmond, with a current varying between 3 and 5 knots. The journey up is an anxious business, especially when the water is low.

"One has to stand by the engine during the whole time and be ready for instant decisions. Snags and sandbanks are innumerable, and the dangers to both hull and propeller are incessant. One passes a number of villages on either bank, and, as a rule, somewhat dreary in appearance. Everywhere is mud and swamp.

"For mile on mile, one passes through wild sago belts without a sign of human habitation, and then the sago gives place to dense forest country. If you go up forward, away from the whirr of the machinery, you can hear that it is alive with the screams of multitudes of birds. And from the trees lining the river bank great bats hang in EVIL SILENCE waiting for darkness—'Great birds that fight and tear!'

On reaching the mission station at Ave, Gill wrote: "I found that almost the entire male population of the near district was in gaol!—

ostensibly, because the 'roads' were out of repair; probably, because the Magistrate needed workers on the Gov. Station and plantation. Certainly the roads are in a very bad condition, in fact they can scarcely be said to exist in many places, but owing to the very great scarcity of food, due to the destruction of large areas of garden land by floods, the people are spending most of their time digging for edible roots, and making sago, away in the bush.

In prison again

"Then, when the land dries a little and there is opportunity to get on to garden work again, they find themselves in prison because of the 'roads'! However. . . .

"After a few days I returned to the Mamba Mouth with Charles and Robert for a second load of stores. The journey down the river is comparatively simple, and can be done in about six hours. Two days were spent at Totoadari, and I had another nice meeting with the Manau people. I asked them to clear the ridge behind their village, as I had decided to put my Base Station there."

- The history of a trading firm might be the last place, one would suppose, to find references to gun battles and treasure hoards. But Canberra's Pacific Manuscripts Bureau recently received a history, written by the late Mr. L. Hallett of Auckland, of the old-established firm of Henderson and Macfarlane . . . and when that company extended its interests into the Pacific, aided by one Handley Bathurst Sterndale, life became anything but easy.

AN EPIC DEFENCE!

The founders of Henderson and Macfarlane Ltd. were two Scottish immigrants, Thomas Henderson and his brother-in-law John Macfarlane, who arrived in Wellington (then called Port Nicholson) in 1840. They acquired land in the area when the first lots were put up for sale in April, 1841, and in 1842 Henderson built the most pretentious building in town, the Commercial Hotel.

In the same year, Henderson and Macfarlane went into partnership as merchants and shipowners. For the next 20 years, they were the largest employers of labour in the colony, both of European settlers and Maoris. The kauri timber and gum industries kept 300 Maoris busy.

To export the timber, Henderson and Macfarlane acquired their own ships, and designed a house flag for these featuring a circular saw. It

was thus that the Circular Saw Shipping Line was established.

In 1849, when the gold rush to California began, Henderson and Macfarlane started a passenger and cargo service to California from NZ. This was the beginning of a shipping service that was to last for 110 years. A few years later, the company also opened up trade with Australia, China, South America and Mauritius. Henderson, who was the

Marooned for a year

more active of the two partners, was also closely associated with the founding of the New Zealand Insurance Company in 1859, the Bank of New Zealand in 1861, and the Mercantile Agency Company and Auckland Gas Company.

In 1870, the firm began to look into the possibilities of trade with the Pacific Islands. All Circular Saw Line ships not engaged in the timber trade were sent to investigate the potential of sandalwood, pearl shell, vanilla, copra, etc. In 1874, the company became associated with a well-known Pacific personality, Handley Bathurst Sterndale.

"This man Sterndale," Hallett says in his history, "had been marooned on the island of Suvarrow for 12 months and had been rescued by the notorious 'Bully' Hayes (perhaps the only time anyone had been pleased to see him) and when he came to Auckland he wrote a report for the government on the trade possibilities of the Pacific.

"It was not hard to interest Mr. Henderson, for Sterndale had a wealth of knowledge of trading in the Pacific, an extensive experience of most types of Islanders, an understanding of the missionaries and their methods, and a first-hand acquaintance of the successful trading procedure used by Godeffroy, the dominant trading concern at that time in the Islands.

"On his suggestion the island of Suvarrow, lying 2,000 miles NE of NZ and 500 miles due east of Samoa, was to be annexed by Henderson and Macfarlane and used as their main trading base.

"Early in 1875 the company dispatched the 85-ton brigantine *Ryno* under Captain Miller to establish a trading station there under Sterndale's management. She was loaded with trade stores, timber, arms and material of all kinds necessary to build the post. To protect the station Sterndale persuaded the firm to supply three ship's guns for use against South Sea adventurers, also a supply of rifles, ammunition and cutlasses.

"Sterndale's first act was to erect a fort of concrete, earth and timber in a position overlooking the anchorage, and mount the three small cannon on wooden carriages. He did not have long to wait, as the first caller was a strange cutter which anchored in the lagoon.

"It turned out to be from Samoa

with a Chinese in charge of a Polynesian crew seeking pearl shell. Sterndale gave them the order to quit and backed it up with a shot from one of his guns. They lost no time in beating out from the island.

"With this invader vanquished, Sterndale set about getting the place in order and had natives from another island planting coconuts for the company, although there were already wild groves of them on the island. Incidentally, in his excavations he found traces of old concrete dungeons presumably from earlier Spanish settlers.

"Suvarrow was to be an important station for many years to come, until it was abandoned when Henderson and Macfarlane withdrew from the South Sea trade. During those years they had built a small lighthouse, a large brick reservoir and a coral wharf at the anchorage.

"A few months after the establishment of the trading post, there was a difference of opinion between

to the captain, he was refused permission to land; so he awaited his chance in the middle watch and dived overboard.

Incredible treasure found

"Nerves on edge, fearing each moment that man-eating sharks would get him, he swam the long distance to the shore, where he lay exhausted; and while he was thus he had a strange experience. Hearing a clink of metal he strained his eyes and saw a small dark shape slowly moving by a clump of bush and on investigation it proved to be a turtle digging in the sand. At the bottom of the hole was a broken chest of buried treasure. Since he was clad only in a singlet and shorts, he put a few coins in his pocket and two or three of the rings on his fingers, and buried the rest again. Then he made his way to the flimsy house where Sterndale was living.

"He found Sterndale sick and



Anchorage islet, Suvarrow atoll.

Sterndale and Henderson and Macfarlane on its control and the firm took steps to remove him.

"Since there was no direct control by the authorities in the Pacific in those days over these scattered islands, it was necessary for the firm to dispatch the schooner *Kreimhilda* late in 1876 under the command of Captain Fernandez (of the gunboat *Pioneer* fame) to take possession of the station and bring back Sterndale.

"However, Sterndale refused to give up the management and he and Mrs. Sterndale withstood a siege for two weeks, for when the schooner's people tried to destroy his water tanks by gunfire he replied with his rifle and the two parties reached a stalemate.

"It was at this stage that the brigantine *Ryno* arrived with Henry Mair (brother of William and Gilbert) as supercargo. When Mair learned of the position, he was desperately anxious to help his friend Sterndale. In spite of his pleas

temporarily helpless, with Mrs. Sterndale very business-like with a large revolver. Her relief at the sight of him was overwhelming, and after a short consultation they decided to abandon the house and move to the fort, which they accomplished without mishap. But it was a bad move.

"Next day Captain Fernandez moved in behind the fort and had green brushwood placed round their shelter to smoke them out. With the water supply running low the manoeuvre was successful.

"On his return to Auckland Captain Fernandez, his slim soldierly figure in a close-fitting jacket, argued very strongly against a charge of attempted murder being brought against Sterndale for his part in the resistance at Suvarrow, and was successful. After a few months of futile litigation on the part of Sterndale regarding his employment by Henderson and Macfarlane he left for America where he lived for a few years before he passed away."

The Bounty Bible, from the ship which brought the original mutineer settlers to Pitcairn Island in 1780, was on its way back to Pitcairn in early 1950 after many adventures and an absence of 110 years. The Bible was taken from Pitcairn in 1839 by American whaler, *Cyrus of Nantucket*, and had remained in the US before being presented to Britain in 1948, after a request for its return had come from Mr. A. W. Moverley, headmaster of the Pitcairn school.

Other items in *PIM* for February, 1950, 20 years ago this month, included:

Solomons missionary, Dr. C. Fox, reported that islanders of Guadalcanal and San Cristoval believed a race of undiscovered islanders lived in the mountainous interior of Guadalcanal. The unknown islanders were "naked, brown, prehistoric savages who had never learned the use of fire".

Whales had left the vicinity of Norfolk Island but the local whaling company extracted about 2,200 gallons of oil during 1949—with more luck, *PIM's* man said, this figure could have been quadrupled.

A civilian government, operated by the US Department of the Interior, was tipped to take over control of Samoa from the U.S. Navy. However, the takeover was not to occur until July 1, 1951.

A motor-cutter, *Gaumata*, owned by traders O. F. Nelson and Co. Ltd., was stolen from its anchorage in Apia, Western Samoa, and later located by police at Tau, Manua, American Samoa. *Gaumata's* crew were arrested.

Six men died, the windows of Government House were shattered and wharf facilities were severely damaged when a petrol tanker caught fire, exploded and sank in Pago Pago Harbour, American Samoa.

Northern Hotels Ltd., of Fiji, purchased its sixth hotel—the Sigatoka Hotel—from Mr. and Mrs. C. A. Monk to strengthen its operations on the north-west coast of the colony's main island of Viti Levu.

Rubber prices rose to their highest level in 21 years—15 pence sterling per pound—but major Papuan producer, Koitaki Para Rubber Estates Ltd., disclosed a loss of £A367 for the year ended June 30, 1949.

Major H. G. Gregory-Smith, the Solomons new Resident Commissioner, arrived at Honiara on Janu-

Yesterday

ary 6. Cocktail parties, inspections and discussions with government department heads soon followed.

A French businessman, Mr. A. Naturel, had begun recovering some of the hundreds of thousands of dollars worth of machinery, vehicles and equipment dumped by the American forces off Segond Canal, Santo, New Hebrides, during World War II.

Mr. Andrew Kelly, a former Rabaul barrister, was appointed Papua-New Guinea's fourth Supreme Court Judge. The other judges were Justices B. Phillips, R. T. Gore and E. B. Bignold.

With an overall shipping loss of £A73,000 in 1948-49, Island trader Burns Philp was rumoured looking for a purchaser of its 6,000-ton flagship, *Bulolo*, for a reported asking price of £800,000.

Mr. Henry Kuper, pioneer Hamburg-born planter of the Solomons, died at Santa Ana, aged about 90. He served in sailing ships before arriving in the Solomons about 1900, settling on Santa Ana, where

he grew coconuts and made a special study of Solomons traditions.

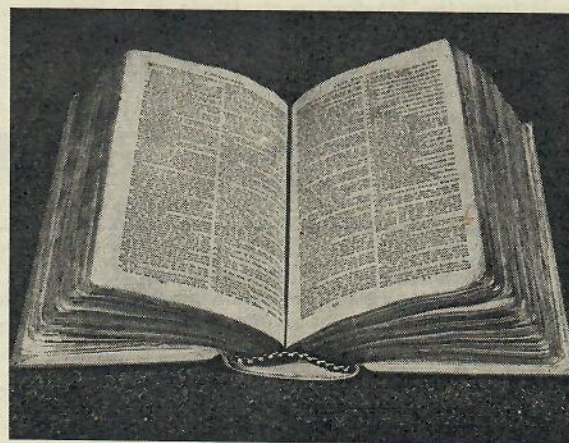
A Canadian journalist, Leslie Brodie, announced plans in Sydney to start Port Moresby's first newspaper since World War II, "in a matter of weeks".

The new Liberal Government in Australia had just taken office and a new Minister for External Territories had been announced. He was Mr. Percy Spender, who also held the portfolio of External Affairs. In the event Mr. Spender (later Sir Percy) was not to hold the job long. He became Australian Ambassador in Washington and later a Judge of the International Court at the Hague.

Someone blew up a Qantas Catalina flying-boat at anchor in Rose Bay, Sydney, and the operator of a rival air service to Lord Howe Is. was charged with maliciously causing damage estimated at £24,000—but was subsequently found not guilty.

First shipments of four million gallons of crude oil left Sorong oilfields, on the western tip of West Irian, for refineries of the Vacuum Oil Company in Australia. Vacuum, now called Mobil Oil, was to the forefront with several other companies in exploiting that territory's oil reserves. Production dwindled to almost a trickle by 1962.

European planters of Kessa, Karoola and Jame Plantations, north Bougainville, were wondering whether fires which were occurring in local copra driers were due to carelessness or the actions of a fire bug. The District Officer had been asked by the Bougainville Planters' Association to find out.



The Bounty Bible

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