

# Pacific Islands Monthly

THE CRUEL SEA, p. 4



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NEWS MAGAZINE OF THE SOUTH PACIFIC

● AUSTRALIA, 40c ● NEW ZEALAND, 45c ● U.S. PACIFIC TERRITORIES, 50c  
● FRENCH PACIFIC ISLANDS, 55 FRCS. CFP. ● P.N.G., FIJI AND ALL OTHER  
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# Prosperous New Caledonia is happy to be French (but it has some gripes)

From KATHLEEN HANCOCK, in Noumea

Rumours kept cropping up all during 1968 about unrest in New Caledonia. The landing of 300 paratroopers in Noumea was publicised in Australia as a move to quell incipient "rebellion". Visits of French warships have been termed a "show of force". A demonstration in a West Coast hamlet against government tardiness in installing a water system was blown up into a call for "independence".

It's all a little silly. France has been a naval power in the Pacific these hundred years and more. What is so surprising in a visit to Noumea of French warships on their way to Tahiti's big naval base? As for paratroopers—or any other troops that might be landed in New Caledonia—there aren't many other French colonies these days where young Frenchmen can put in their 18 months of compulsory military service. Tahiti, Martinique, New Caledonia—you've just about named the lot.

## "Take it as it comes"

On New Caledonia's West Coast the Poya district had been petitioning for a water supply for 20 years. But in this mineral-rich country, anything not directly to do with mining tends to be overlooked—*indefinitely*.

However, the necessary funds were requisitioned by government two years ago. Time passed, still the good citizens of Poya had no water supply. So the local gentry staged a demonstration. It was hardly the harbinger of bloody revolution!

The man in the street in Noumea—European, Melanesian, Tahitian, Martiniquais, Vietnamese, Soamli, Arab—responds to rumours of this sort with little more than a shrug of the shoulders. He certainly has



his gripes about local affairs. But from the political left to the political right—and the distance in New Caledonia isn't very great—all parties want to remain within the French Union.

Among the discontent to be found in New Caledonia is dissatisfaction with the French Government's failure to encourage exploitation of low grade nickel deposits. But the permission recently granted foreign concerns to enter this field has done a lot to allay this. Up-country farmers and planters erupt periodically over government's failure to improve roads and install essential services (such as that water incident), and they have a genuine grievance in this wealthy country.

There is grumbling about the

neglect of agriculture. But both the country's great mineral resources and the Melanesian system of communal land tenure work against any encouragement the government might give to agricultural development.

You have to look very hard indeed in New Caledonia to find a farmer who relies solely on farming for a living or does anything to improve his property or his stock. His attention is always diverted from farming to mining, where the return averages about 30 per cent. on the investment. And all you need is a bulldozer and a few trucks.

## "Sensible fellows"

It's not hard to see how the hard graft of agriculture might come off second best in a situation like this, which is compounded by the difficulty of getting casual labour away from mining or the sweet life of communal living.

Time was when the gendarmerie, those hard-eyed cops-cum-soldiers who are sent from France to keep

● Among the discontent to be found in New Caledonia is dissatisfaction with the government's failure to encourage exploitation of low grade nickel deposits. Nickel is New Caledonia's life blood, and the heart is here at the smelters in Noumea.





New Caledonians don't want closer ties with France, but they don't want independence either. They are happy enough to be French—and they gave a warm welcome to General de Gaulle when in September, 1966, he became the first French President to visit the South Pacific while in office—but they would like more control over local affairs, and their own budget. Here, the President is in Noumea talking to some of the local veterans. Below is one of the fine beaches of Noumea which help keep tourism booming. New Caledonians, with high wages, no income tax, increasing numbers of tourists and better nickel prices, are "having it good".

order in the New Caledonian countryside, were detested by all right-thinking "colons". But your New Caledonian is a sensible fellow, really. It didn't take him long to realise that in a country where everyone is somebody's cousin, or uncle, or brother-in-law, a non-involved peace-keeping body is an essential part of law and order. And even the working-class Union Caledonienne party has a kind word to say for the gendarmerie these days.

### Social security

There's no income tax on this carefree island—the fruits of your labour are for the most part all yours. There are, of course, indirect taxes and heavy duties on imported goods, but social security is largely provided for by a pay-roll tax paid by employers. So it's not surprising that the lone socialist Assemblyman, Mr. Alain Bernut, finds that his call for this hardly revolutionary form of taxation falls on deaf ears.

Even the rank and file of the European-Melanesian Union Caledonienne cannot get excited over this idea. They probably have a weather eye on some day not too far in the future when they, too, might have to fork out income tax themselves.

New Caledonians have quite a comprehensive system of social security and their family allowance is a fine, fat sum. Parents receive \$A5.25 per child—that is, all parents who are neither employers nor self-employed. Neither of the two latter classes is eligible for any other kind of social security either, so it's easy to see why the New Caledonian wage-earner can't get particularly wrought up over Mr. Bernut's cry for social justice. He's got a goodly portion of it already. In fact, any

revolution likely to erupt in this comfortable country would seem to have more chance of originating within the capitalist classes than among the wage-earning section of the community.

All New Caledonians, of whatever race, in whatever income bracket, have got it good these days—with high wages, no income tax, social security, workers' housing schemes, and the magnificent sports facilities that the South Pacific Games brought to Noumea.

Tourism is booming—nickel prices are good. But in spite of all this material prosperity, these French colonials would like to get their hands on more of the rich profits being harvested from their mountains by the big nickel companies.

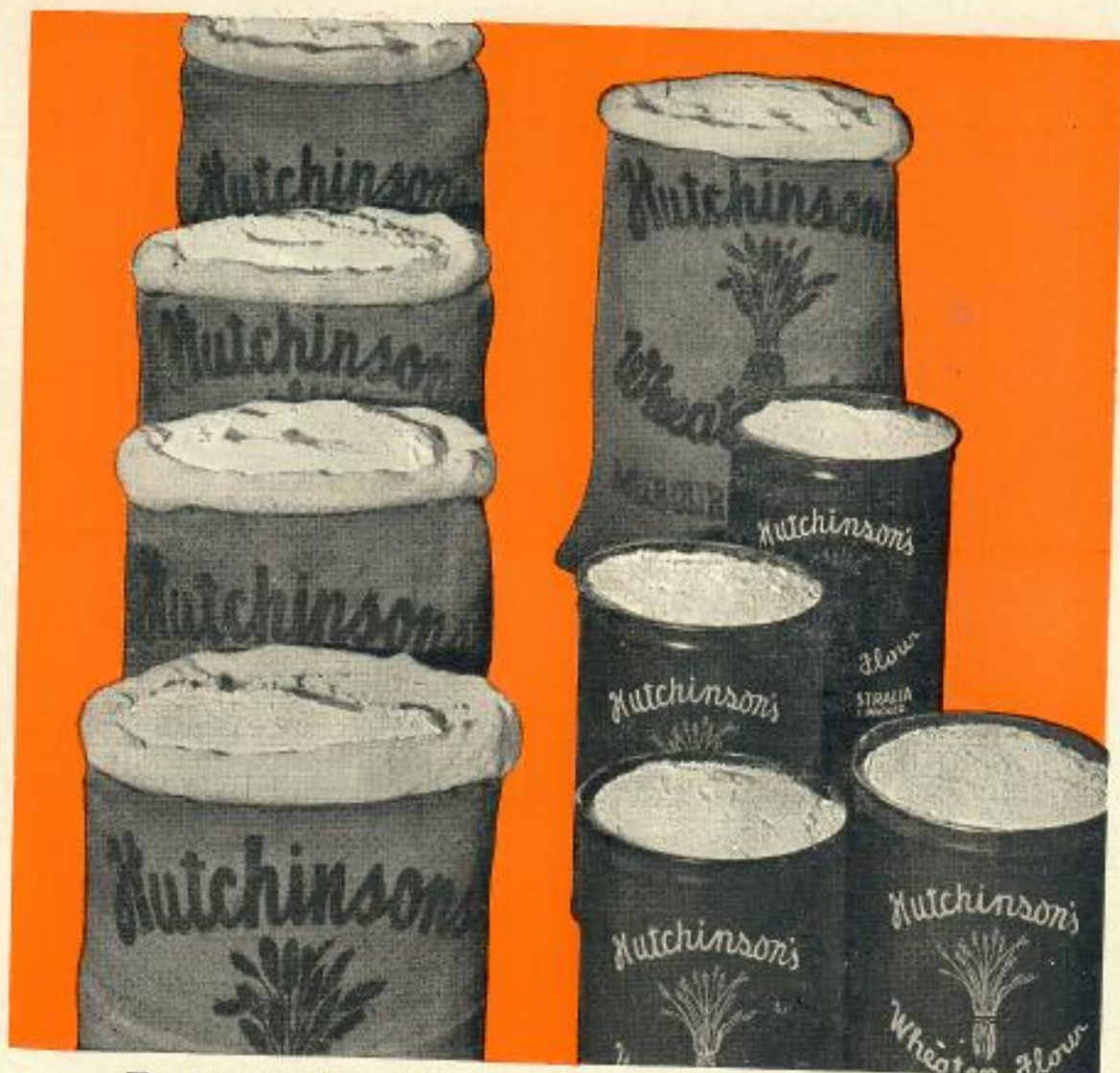
However, they're in a difficult spot. As French citizens, with universal franchise and the right to elect their own representative to the French parliament, they don't really have a leg to stand on. Through their elected representatives in Paris, they already have as much say in controlling their own affairs as any citizen of metropolitan France has in controlling his.

New Caledonians of all parties turn their faces against closer ties with France—they don't want any more "departmentalisation". But they don't want independence either. They are happy for the most part with the judiciary, the gendarmerie and the strong defence force that protects their small but rich island.

But they'd like to have more control over local affairs and more say in matters like the nature and extent of secondary education in the territory. They want to be protected by the mother country but they want to do their own taxing and spending.

They want to have their cake and eat it. In a word—they're human.





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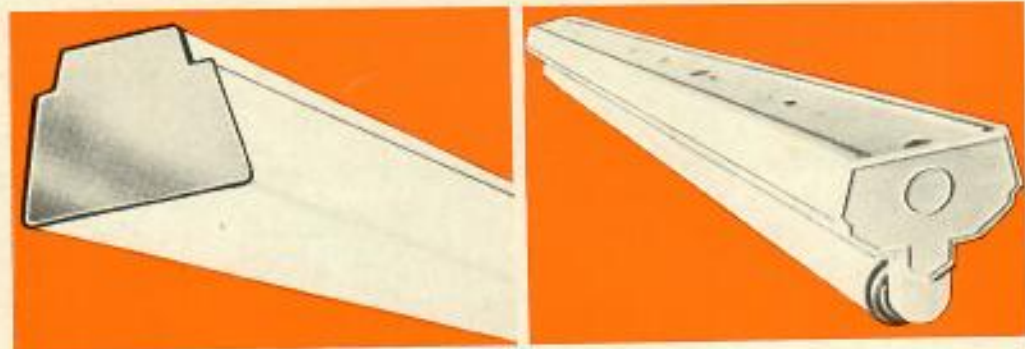
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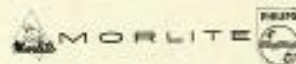
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# Magazine Section

## WHERE HOUSEGIRLS READ THE "TIMES LIT SUP" AND YOU PLAY GOLF ON SAWDUST

By J. EDWARD BROWN

We went to the local Film Society show the other night, and when we came home our housegirl, acting as a baby-sitter, had dozed off to sleep on the floor with the *Times Literary Supplement* open beside her.

A few short years ago, no housegirl would have been able to read the *Times Literary Supplement*, nor would any housegirl even have thought of reading it. And perhaps this one didn't understand the *Supplement*, but it shows the sweeping changes in Niuean education and ideas.

But housegirls are now almost a dying race on Niue. The age of the "cheap" (how cheap has always been debatable) servant is over. Wages are higher than they have ever been, but girls don't want to be housegirls anymore.

And perhaps because of this, the new houses being built by the Administration on Niue don't have housegirl quarters—a radical departure from previous housing.

However, the new houses are easier run than the old ones. They are smaller, they have solar water heaters and bottled gas stoves. The elimination of the wood stove, which was general in Administration houses, is a move to be approved, because the wood stove almost requires a housegirl of its own to attend it, as well as a garden boy to keep enough wood chopped to feed its hungry fire-box.

### Lucky to find one

Everybody used to have two housegirls, and I remember a few years ago a worried woman wondering what she was going to do because, temporarily, she had only one housegirl instead of her usual two. Now she'd be lucky to find one wanting a job.

Though housegirls were never very efficient, they had their uses—looking after children for instance.

And because of housegirls our

daughter, Fiona, speaks three languages — English, Niuean and housegirl's English (this last is a mixture of broken English and Niuean).

Many of the girls who work as housegirls do so because there's nothing else for them to do, or because they want to escape from their parents, or because they come from outer villages far from Alofi and a job as a housegirl gives them a place to live in town close to the pictures and the dances. And many of them have been educated at the Niue High School and speak excellent English, so that housegirl English is disappearing.

The new housegirls, then, are different to the old time girls. One can look back with nostalgia on the old girls, though to call them girls is hardly accurate. Some "girls" were old women, but an old housegirl is a rarity today.

The old girls never worried. They'd doze by the stove half the night, waiting for you to come home, and then produce a hot dinner.

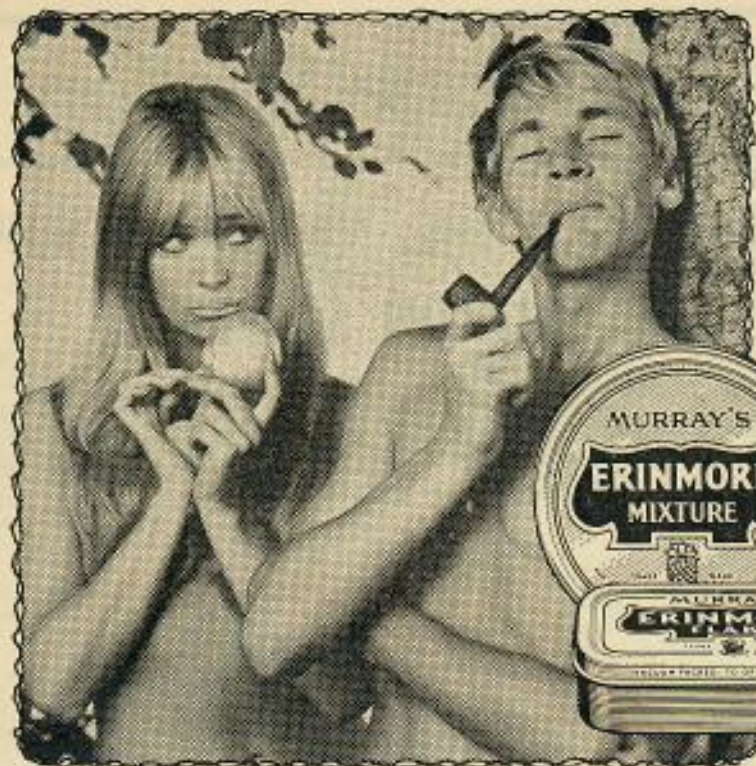
The old time girl, when she was not working, would perhaps pick prickles out of golf socks, or sew or do needlework. She would spend hours doing embroidery on cheap calico to make pillowcases worked with phrases like *Manners Maketh Man*, *Goodnight Sweetheart*, *Sweet Dreams*, *Red Roses I Love You*.

And that wasn't unskilled work. There is a certain amount of ability needed in selecting a motto for a



"The housegirl has very little to do, really!"

Cartoon by Nolanne, on Niue



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## They thought us mad!

pillowcase. It has to be pithy, mean something, preferably something about love—and fit on a pillowcase. In addition, the embroidered pillowcase shouldn't be lumpy when you lay your head on it.

All housegirls made those pillowcases, and our children have them on their beds, even though have resisted them. Some households on wash days have embroidered pillowcases waving like signal flags in the breeze—a touching hoist of love messages.

**S**ATURDAY afternoons on Niue are golf afternoons for the expatriate Europeans. Only a few years ago, when the European community was smaller—so small that it was possible to have a party and invite every European on the island—if you didn't play golf you were considered almost odd.

In those days, no social function would be scheduled on Saturday afternoon if Europeans were to be invited, because everybody knew the Europeans played golf then.

And they probably then thought—and probably still think—that anybody who walks around in the hot tropical sun with a heavy bag of golf clubs, just for pleasure, is mad.

The golf course is on the Fonuakula Prison Farm. Lost balls are retrieved by prisoners who place them on the stone fence by the chief warden's house for sale back to their owners at 5 cents each. On Niue all players initial their balls with fingernail polish.

The golf course is a par 64, and, by other standards, some of the holes are a little short, but there are hidden hazards.

For instance you do a beautiful drive, high and long, the ball falls gently towards the ground—I purposely refrain from using the word earth—and it lands on an outcrop of coral and zooms skyward again with increased impetus but at an acute angle and curves over the wall, out of bounds, which of course means a penalty and having to play another ball.

Expensive soft cover balls don't last very long; one good hit which happens to land the ball on an outcrop of coral and the ball is gashed and unplayable. So cheap balls are the most popular.

Much of the Niue's golf course is made up from rotted down sawdust and wood shavings, which only



No this isn't Niue golf course—the golf course isn't quite this bad. Our picture shows the site for Niue's new airstrip and it will give you some idea of the kind of "earth" found on this uplifted coral island. The airstrip will bring in the tourists and the hoteliers. Will it spoil the charm of Niue as described in these stories by J. Edward Brown?

just cover the coral underneath, and golfers are always allowed a "foot place" when hitting off the fairways, which means you can shift the ball a foot in any direction except nearer the hole.

So before people play a shot there is much tapping of the ground to make sure that there is no coral concealed beneath the ball—actions which might horrify purists, but many broken golf clubs testify to the fact that the Niue coral is very hard.

The bunkers are pure sawdust because sand is a very rare commodity on Niue, and also the sand available sets like concrete in bunkers.

### Natural golfers

But middle-aged desk men, many of whom didn't play golf before they arrived in Niue, are no match for the Niueans who play. The Niueans appear to be natural golfers, with beautiful easy swings which send the ball for hundreds of yards. If they started young enough, and were coached, they'd be championship players.

I've theorised that their beautiful swings, which in vain I've tried to emulate, might be the result of the Niuean's constant use of the *kini*, which is a curious implement for cutting grass. It consists of a long wooden handle on which a piece of steel, often a piece of a strap off a bale of copra sacks, is tied firmly.

The piece of steel is sharpened on

both sides and is bent so that it is parallel with the ground. In use, the grass cutter stands upright and swings the *kini* backwards and forwards in a rhythmic golf stroke movement that lops the tops off the grass and weeds.

I've got a couple of *kinis*, the blades made from copra sack strap, and they're ideal for a few idle minutes of effortless grass cutting, though the use of a *kini* hasn't improved my golf at all.

But I've often thought there'd be a good market anywhere for *kinis*, if they were factory made, because they are unlike any gardening tool I've seen anywhere else.

I could probably play better golf if I used a *kini* instead of a club.

**F**OR a brief period on Niue I used to go to work in a truck. Litaio would call for me in a lumbering old yellow Bedford.

I think it was the oldest truck on Niue. It had a warrant of fitness—I'd seen it—but confidence in it was not engendered when I saw Litaio one day calmly bolting down the steering box at the end of the steering wheel shaft. It had come adrift from the chassis and was floating free.

"Don't you think you should let the mechanics at the Public Works have a look at it?" I asked.

"Oh no, this is always happening," he said casually.

I never enjoyed the ride to work

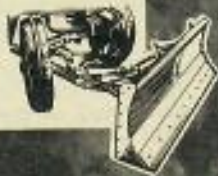
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### LORD HOWE'S OTHER FORCED LANDING

PIM's story some months ago about the forced landing of a Fletcher light aircraft on Lord Howe Island brought to light an interesting picture of the only other recorded successful forced landing on Lord Howe—by a Belgian monoplane 18 years ago. It was turned up by Mr. J. McBean, former superintendent of the island, now living in Sydney, and it shows locals surrounding the monoplane on Lord Howe's lagoon beach with Rabbit Island in the background. Our other picture shows the Fletcher making a forced landing in March last year. Lord Howe, of course, has no airstrip—the island is regularly serviced by flying-boats out of Sydney.

through the hordes of school children going to Tufukia village school. Litaio weaved in and out, accelerating to reach a top speed (all of 20 mph, though it seemed a lot more in the unlined cab of the truck).

The seat was wooden and hard, and though it had once been padded, the cover had long since been torn, and the green foam rubber had escaped in sticky strips which stuck to the passenger's clothes like some tropical plant.

And as Litaio sometimes parked the vehicle at home, out in the open, it was sometimes covered in dew, and the only section of the windscreen which could be seen through at all was the small arc in front of the driver. The arc was cleaned by the erratic motion of the electrically-operated windscreen wiper which seemed to wipe about half an inch in front of the glass, instead of on it, so that I, in the passenger seat, couldn't see where we were going. At times, in moments of horror (at some sudden lurch, for instance), I would poke my head out the side window to check that we hadn't run over somebody.

I'd always thought that Litaio seemed to drive rather fast, but it was hard to judge because the noise from the engine and the rattle of the body tended to cloud judgment. The speedometer certainly never indicated that we were speeding.

But one day, when Umu, Litaio's assistant, was coming back from Makefu village after a morning of cutting trees away from the telephone line, he was stopped by the Chief of Police who told him that he was doing 50 mph when the speed limit was 35 mph. Umu protested that he was only doing 35 mph, because that's what his speedometer said.

The truck was checked at the Public Works Department, and found to be faulty. It couldn't be fixed and the driver then had to remember that an indicated speed of 18 mph on the speedometer equalled 25 mph for driving through villages.

I told Litaio not to call for me in the mornings in future, though the condition of the truck wasn't the reason for this.

One reason was that he always called two or three minute before

I could finish my breakfast in comfort so that I had to bolt it when the truck roared up to the house. And that was too much like having to hurry to catch the train or bus in some civilised city. And that sort of pressure shouldn't exist on Niue.

But the main reason was that I like to ride my bicycle to work in the mornings.

The early mornings are the best part of the day on Niue. The air is cool and clean, wood smoke curls from early morning cooking fires, the Pacific beats lazily on the coral reef below the road, and just off the reef you can see a motionless canoe with a fisherman.

All that was lost in the bone-shaking, ear-shattering ride in the Bedford.

The only disadvantage is that the bicycle had to be ridden home again for lunch at midday. And I usually went back to work in the afternoon in my car because it's hot then. If only there had been some way I could get the bicycle back home without riding it!

As you can see, even on Niue life has its complications.



# SOLVED AND UNSOLVED MYSTERIES OF NORFOLK ISLAND

By MERVAL HOARE



Norfolk Island, which is as rich in history as any other island in the South Pacific, has its share of minor mysteries. Recently one mystery was solved and another partially solved, but there are plenty of others left. A newly-formed body is the Norfolk Island Historical Society, whose members plan to investigate some of these mysteries.

The puzzle solved concerns the whereabouts—on Norfolk Island—of the birthplace of the Australian statesman William Charles Wentworth, who is generally believed to have been born on the island around 1790.

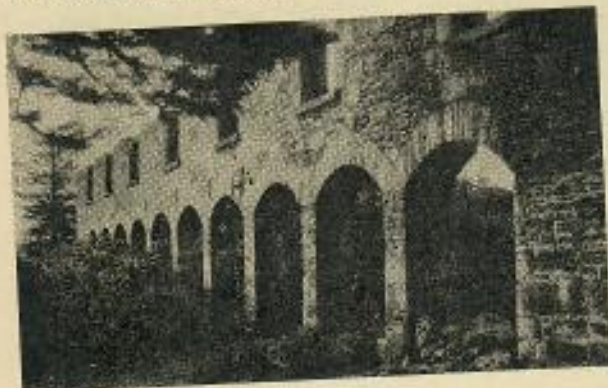
Some say that he was born in the small oblong stone building adjoining the civilian hospital near the Kingston pier. Others say he was born in the large square building now occupied by the Lions Club, which is immediately in front of the small stone building.

But Professor Manning Clark, in his recently-published book, *A History of Australia*, volume 2, states that William Charles Wentworth arrived

on Norfolk with his mother Catherine Crowley and his father D'Arcy Wentworth in the *Surprise* on August 7, 1790. So it appears that Wentworth was not born on Norfolk after all!

Next mystery. Residents, and visitors too, have for many years speculated about the "Arches" at Longridge. These are the remains of a convict-built stone structure and consist of some broken walls with a facade of 10 well-preserved arches.

The arches are the only structure of their kind on the island and they have been variously described as the ruins of stables, barracks or a company house for one of the commandants.



Norfolk's famous "Arches"—probably part of a barracks and not, as thought previously, some stables.

Recent research by Mr. David Saunders, of Sydney University, has revealed that they were probably part of a barracks and that the "real" stables were located beside the ancient Moreton Bay fig tree at the junction of New Farm Road and Rocky Point Road.

## Mass grave

Still waiting to be solved are these:

- According to tradition the mound outside the fence at the seaward end of the Kingston Cemetery is the mass grave of 12 prisoners who were executed on October 11, 1846, for mutiny and were buried beyond the boundary fence. The mound was formerly known as Murderer's Mound and although early photos show that it had a headstone to identify it there is one standing there today.

A mass-grave of 12 persons would no doubt contain a well-defined layer of bones, but some excavation would be necessary to confirm the widespread belief that this is the burial place mentioned in history. Dare we disturb the dead to confirm or disprove tradition?

- The whereabouts of the journal of Midshipman Edward Young.

## Is this why Young joined the mutineers?

the *Bounty*, if indeed this document is still in existence, is unknown today.

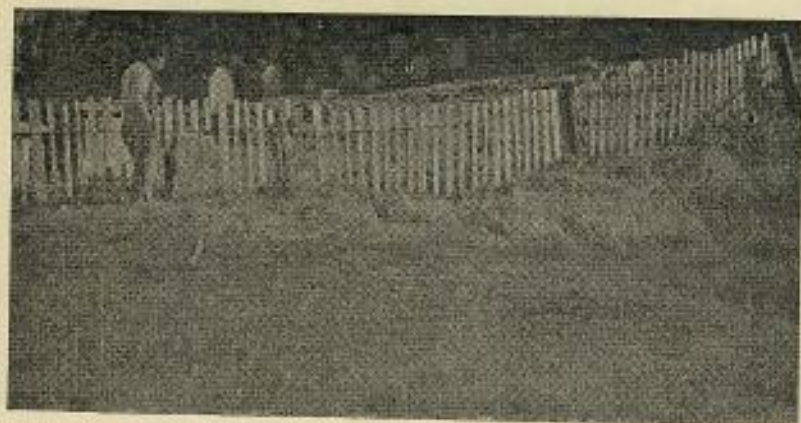
The journal was last reported seen by Captain Beechey when he visited Pitcairn Island in 1825. But it is just possible that one of the Pitcairners brought it to Norfolk when the islanders moved from Pitcairn in 1856. This might have been the document seen by Lieutenant Herbert Meade, RN, who visited Norfolk in HMS *Curacoa* in 1865. In his book, *A Ride through the Disturbed Districts of New Zealand, together with some Account of the South Sea Islands*, published in 1871, Lieutenant Meade mentioned that John Adams, a grandson of the original John Adams, had offered him a desk which had been brought from Pitcairn. Lieutenant Meade declined this gift.

### Missing document

"I took, however," he wrote, "a leaf from Midshipman Young's 'day's-work' book, on one side of which is a prayer written by Adams the mutineer, when teaching himself to write at Pitcairn's Island, and on the other some very wild navigation by Young. I wonder whether punishment incurred for his faulty 'day's-work' had anything to do with his joining the mutineers."

(Here we have an interesting

- This is the mound outside the fence at Kingston Cemetery, formerly known as Murderer's Mound. Note the headstone. Opposite page, top, is an early picture of the ruins at Kingston. The small stone building in the left foreground is, some people claim, where W. C. Wentworth was born. But this now seems to be just another exploded tradition.



## Historic anchor?

Some time over the Christmas-New Year holidays some Norfolk Islanders plan to uplift an anchor stuck in the coral reef at Kingston. Local belief is that the anchor belongs to the "Sirius", one of the vessels of the first fleet to Australia, which was wrecked at Kingston in 1790. It would thus be of great historical interest.

theory on Young's reason for joining the mutineers which apparently has not yet been dealt with by any *Bounty* writer.)

Lieutenant Meade also spent some time "dipping into John Adams Journal". The John Adams referred to was evidently his host, the grandson of the mutineer. Edward Young's 'day's-work' book and John Adams Journal may still be on Norfolk; they may be carefully preserved with family papers or lying forgotten in some old box.

● The precise spot where Lieutenant Philip Gidley King and his pioneers landed on March 6, 1788, has still to be pin-pointed, though it is believed to be somewhere near the Kingston Pier. Likewise the exact sites of the old convict settlements of Queenborough (Longridge) and Phillipsburgh (Cascade) have yet to be defined.

It is difficult today to say which of the Kingston bridges Ensign Best referred to in 1838 when he wrote in his journal that he had walked to "Pampaluna Bridge". And where exactly was the stock-station called "Cheeses Gully" which James Backhouse visited in 1835?

With 180 years of virtually unexplored history behind it, the Norfolk Island Historical Society is certainly in for a busy time.

## SOMETHING ELSE TO PUZZLE THE HISTORIANS

**D**ISCOVERY of a 138-year-old anchor and a mysterious skeleton are among the items recorded in an old diary which came to light on Norfolk Island recently. The diary is for the year 1936. It was kept by Carty Christian, who died in 1956, aged 62.

On January 26, 1936, Mr. Christian recorded finding the anchor, dated 1829, off Kingston.

"The anchor was brought across from Kingston by the *Morinda* yesterday," he wrote. "It got foul of hers when she lifted her own anchor. We lashed it between two boats of the Lighterage Coy. and the Government launch towed it to Ball Bay and to try tow the *Ho-Ho* off the rocks. (The Norwegian vessel *Ho-Ho* was wrecked at Ball Bay late the previous year).

"Ben Christian, Tom Quintal, Jack Buffet, Aldin Buffet, Albert Christian, Cob Robinson, Jack and Spencer Clapp, Tom Atkins Quintal, Bobo Yager, Edgar Young and two of the *Ho-Ho* crew all lent a hand," the diary records.

The *Ho-Ho* was eventually freed. Mr. Christian says on June 21 she was launched and left for Auckland a week later.

What ship the anchor came from is not known but although no one has been down lately to check, the anchor still lies—unsung—at the bottom of Ball Bay.

Then there was the matter of the skeleton.

Two huge downpours on Norfolk on May 21-22, 1936, brought 15 inches of rain and also washed a man's skeleton out of its grave at Emily Bay. Torrents rushing to the sea almost carried the skeleton away.

Carty Christian said the skeleton was re-buried in the Kingston cemetery on June 5.

"After lunch Ben Christian, Jack Clapp and I conveyed the skeleton bones to the cemetery. The box was buried on the front west side of Alfred Nobb's headstone.

"We put a stamped lead on it with the inscription—'No. 608 IHS 1936 Unknown.'"

Interesting? Certainly, but a little annoying—just which ship was the owner of the sunken anchor and also, which early visitor (enforced or otherwise) had the rare distinction of being buried twice?



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The infant South Pacific Commission was getting ready to move from Mosman, Sydney, to its new address in Noumea, New Caledonia, 20 years ago this month. During December, '48, and January '49, members of the Secretariat and the Research Council of the SPC began to assemble in Sydney from overseas to make ready for the move. Among them were Mr. H. E. Ward, formerly Resident Commissioner of the GEIC, and then Deputy Secretary General of the SPC; Professor L. G. M. Baas Becking (Holland), Deputy Chairman of the SPC's Research Council; and Major E. Massal (France), Research Council Officer in charge of health. *PIM* reported that good progress had been made in Noumea to meet the official and residential requirements of the SPC's staff.

Among other items for January, 1949:

In early February, 1949, a workforce of 5,000 Javanese was expected to arrive in France's Melanesian territories—3,000 for New Caledonia and 2,000 for the condominium of the New Hebrides. The Messageries Maritimes Company was arranging transport.

It was reported from Lae that Koranga Gold, which operated sluicing claims in the upper Bulolo Valley, took £25,000 gold out of a new patch in four days. That was good going—but it hardly compares with the possibilities for the territory if CRA decides to go ahead with mining gold and copper on Bougainville. It could bring \$120 million a year in exports.

*PIM* was urging the formation of a Pacific Union, run along the lines of the Atlantic Defence Union, to defend the European countries of the Pacific Basin against communist-inspired aggression from mainland Asia. An editorial said that Asia held more than half the world's population, and predicted: "The day is coming rapidly when the European nations, in and around the Pacific, will have to defend themselves against Asia; and their only sure and certain defence is a sharp sword."

Tongans were drinking too much, wrote our Nukualofa correspondent; but so, too, were the Europeans in Tonga, he said, and they were supposed to give an example. Nukualofa's famous annual club dance had recently been marred because Tonga's crack jazz band had arrived "all more or less intoxicated."

"The announcement, early in De-

## Yesterday

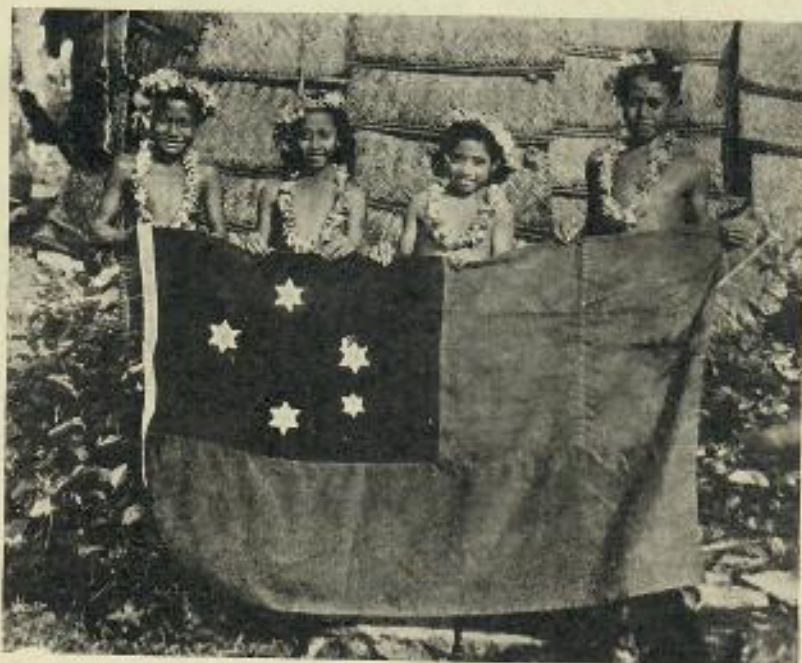
cember, that the international air authority had recommended the selection of Suva Point, only two miles from the town of Suva, to be the site of Fiji's great international airport (in preference to Nadi) came as a complete surprise," announced *PIM* in January, 1949. Readers today will be equally surprised. Why didn't the authorities continue with plans to build an airport within a few minutes of the centre of Suva? Answer, in a nutshell, is that further

investigations showed that the weather isn't suitable. Therefore, Nadi, 130 miles from Suva in the dry north-west of Viti Levu, remained the site for Fiji's international airport.

NG Administration officer Alf Robinson, who survived World War II as a coastwatcher and soldier (he was a survivor of the dreadful Tol massacre), was murdered at Pooasing village, New Britain, in mid-December. Eight native labourers who were with him were also killed. This was the first incident of the kind in the territory for many years.

Due largely to increased expenditure on public works, the Tongan Government estimates for 1948-1949 showed an increase of over 100 per cent. on the actual expenditure of 1946-47. The Estimates for 1948-49 provided for a small surplus, with revenue calculated at £224,000 and expenditure at £222,242. It was envisaged that Queen Salote and her establishment would receive £5,646 for that current year, the Premier and his establishment, £6,712; the Legislative Assembly, £7,076; and Governors of provinces £1,258.

● The Western Samoan flag has become well known since independence in 1962, but when the flag was pictured in *PIM* of January, 1949, it was quite a novelty.



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# Book Reviews

## ISLANDS HISTORY AND THE MEN WHO MADE IT

The first modern migration experiment in the Pacific was the transfer of an initial 700 people from the overcrowded Gilbert and Ellice Islands to three of the uninhabited atolls of the Phoenix Group in 1939. The scheme was called the Phoenix Islands Settlement Scheme and, for obvious reasons, was one of the few enterprises of recent times not known by its initials.

It was, however, an interesting experiment and although it ultimately failed (for meteorological reasons and not until the 1960's) it provided a great deal of basic information about transplanting islanders from one part of the Pacific to another.

The story of the scheme and how it was put into effect is the only modern, first-person account in a book of Pacific studies entitled *Of Islands and Men*, by H. E. Maude.

Maude, then a District Officer in the GEIC, was the architect of the scheme and he physically saw it through until the people had established themselves and had increased in numbers.

Probably no person was better qualified for the job. In a foreword he tells how, as a youngster, he slept with a copy of Stewart's *Handbook of the Pacific* under his pillow and had cut his teeth on *The Swiss Family Robinson* and other romantic tales of the South Seas.

When he joined the Overseas Civil Service (or whatever it was called then) he asked specifically to be sent to the Gilbert and Ellice Islands Colony.

### Got his wish

HMOCS was happy to oblige. All the African colonies were in full working order, at that time. There were also the West Indies and, possibly as a last resort, Fiji. Applications to go to the Gilberts were few and Maude got his wish.

Apparently he was pleased with what he saw and, reading between the lines, we may presume that the

GEIC has remained his first Pacific love to this day.

After the Pacific War, H. E. Maude became Executive Officer for Social Development in the South Pacific Commission. He is now Professorial Fellow in the Research School of Pacific Studies of the Australian National University, Canberra.

His book is a rare old mixture of Islands history and the men who made it. If, on the first glance, the people and events that he writes about seem completely unrelated incidents in 300 years of history, the view is superficial. Taken together they present something basic in the pattern of development in the Pacific area, binding Australia and the Islands together in a way that can't be undone by politicians newly believing that Australia is now just a part of Asia.

### Invaluable material

The whole book is excellent; it is also academic and because it is academic it contains invaluable source material for not-quite-so-academic writers who may come afterwards. For anyone with an eye for a Pacific story, there is the germ of at least 20 novels and a dozen other books in its 370-odd pages.

Several books could come out of the long chapter on "Beachcombers and Castaways", upon whom the author seems to look with an indulgent and non-academic eye; and several more out of the sections on traders—both the pork-traders who, for some 30 years after the founding of the New South Wales colony, supplied it with salt pork from Tahiti;



The young William Mariner, in Tongan dress—one of the many excellent illustrations in H. E. Maude's book, which deals, among other things, with the early beachcombers and castaways of the Pacific. Mariner was probably the most famous castaway, and certainly produced an account of his experiences more valuable than any.

and the coconut oil traders who paved the way for the copra industry.

"The particular position of the beachcomber," says the author, "in and out of the indigenous society made him an excellent mediator . . . and in performing this function he probably made his major contribution to the ultimate welfare of the people among whom he lived, cushioning by explanation the inevitable onset of culture change."

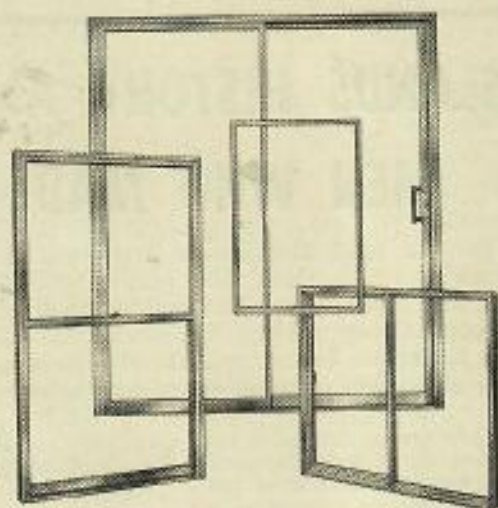
Beachcombers, when they had attached themselves to some chief or community (and there was no other way in which they could exist), were expected to expound on the white man's country, his habits and the way he thought. They were also the first European artisans in the islands and as such were the first instructors in Western techniques.

### Beachcomber literature

The majority of the early beachcombers were seamen, but pretty versatile seamen, who could build anything from boxes to houses, and who could use firearms and maintain them. As far as the islanders were concerned these were all valuable accomplishments.

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## But oh the footnotes!

contribution was beachcomber literature which they left behind and which covers the 70 years of the beachcombing era from about 1780-1850. Maude lists 21 of these works, written either by the beachcomber or castaway, or by someone who had access to him.

### "A classic"

The best known, of course, is the two-volume work now generally called *Mariner's Tonga*. Of it Mr. Maude says: "With Mariner producing the facts and Dr. [John] Martin the editorial expertise, a classic eventuated which includes a history of the islands, a narrative of the political and other events which occurred during Mariner's stay, an epitome of Tongan society, including the social structure, material culture, economy and customary observances and a grammar and vocabulary."

Other chapters in Maude's book deal with the *Bounty* mutineers' search for a home; the unsuccessful attempt to resettle the Pitcairners on Tahiti in 1831; Spanish and post-Spanish discoveries in the Pacific; and the discovery of Rarotonga by

traders searching for non-existent sandalwood.

The book is illustrated with black and white prints of historical interest and naturally it has a multiplicity of footnotes. One presumes that publishers like Oxford University Press would not consider a manuscript that had no footnotes and that academic types for whom they are primarily published are used to their eyes doing a yo-yo dance up and down pages.

This reviewer, however, can tolerate footnotes only when they tell her something extra. For the most part those in this book say merely: "Smith 1844:203-4"; or "Earnshaw 1959:26" and refer to the bibliography at the back. If the references had been put at the end of each chapter it might have served the same purpose and at the same time not created a visual distraction.

There is an extensive and valuable bibliography but a curious omission—no index.

A friend of mine who writes travel guide-books refuses to put in an index because, he says, he wants people to read *all* the book. I've read *all* of Mr. Maude's book and I know that I'll want to dip into it for information in the future. But I'd still like an index to help me to do it.—JT.

(OF ISLANDS AND MEN, Oxford University Press, 88.75.)



## IN THE TRACKS OF THE CATTLE

Most people at some time or another want to become cowboys. And some people actually do become cowboys—especially in Australia. Except that in Australia they are called drovers or overlanders.

Australia is one of the last frontiers for cattlemen. Texas has been fenced in, but there is still wild country in Queensland, the Northern Territory, Western Australia and South Australia, where men live free in the saddle and muster huge herds.

This country and these men are brought vividly to life in Jeff Carter's *In the Tracks of the Cattle*. This 128-page book contains scores of Carter's superb photographs and is accompanied by his most readable text. There are also some fine drawings of cattle pioneers by Julie Mattox.

The book tells the story of Australia's great cattle migration—from 11 head at Farm Cove in 1788 to 19 million throughout Australia today.

Carter's pictures are as authentic as the flies and dust in the drover's life, yet many of them look like stills from a John Ford Western. This gives his book a double attraction—it's real and glamorous (at least it's glamorous to the city reader).

To gather material for his book, Carter travelled Australia's droving tracks—in a Land-Rover, though, not on a horse—and his book rings with historic cattle-country names. Names like Charleville, Birdsville, Alice Springs, Wave Hill, Glencoe Station, Victoria River Downs and many more.

*In the Tracks of the Cattle* is a handsome picturebook and the printing is good (although the colour work is just a little disappointing).—SR.

(IN THE TRACKS OF THE CATTLE, Angus and Robertson, 85.25.)

## Aborigines, Polynesians in colour

Two new coffee table books by the active New Zealand publishers A. H. and A. W. Reed Pty. Ltd., vary in standard but not in price. *The Australian Aboriginal in Colour*, with photography by Douglass Baglin and text by Roland Robinson, does more for its subject than *Polynesia in Colour*, pictures and text by James Siers, does for the South Seas. Both sell for \$4.50, and at that price both are good value. The aboriginal book is simply better value of the two.

*Australian Aboriginal* gives us a detailed look at aboriginal life, and the superb colour pictures illustrate intelligent, informative text. Both men understand their aborigines, and they have produced a book in which that fact shines through.

James Siers has given us a superficial account of life in the Samoas, Tonga, the Cooks, Tahiti, New Caledonia and Fiji. It's the kind of thing sponsored by the airlines, and quite satisfactory as an introduction to the South Seas.

Most of the colour pictures are excellent in themselves, and yet one gets the impression of unevenness. This may be due to the layout putting colours into conflict.

From people to fish. If you want to go rock fishing it would be a

good idea to get hold of Frank Marshall's *Let's Go Rock Fishing* (Angus and Robertson, \$3.25). This well-illustrated book tells in simple terms which fish to look for and where to look for them, what gear to use, how to tie knots and bait hooks (the drawings make these last two temper-fraying jobs look quite easy) . . . and, importantly, how to prepare the fish for the table. This is a book for Australian fishing, but the principles are the same, and often the fish (but the names may change).

Rock fishing can be dangerous, and Frank Marshall has included in this book, with his own comments in brackets, a list of "do's and don'ts" for rock fishermen prepared by the NSW Amateur Fishermen's Association.



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## Swansong of a Territorian heading north

*Geography notwithstanding, there is little community of interest between Australia's Northern Territory and Australia's Territory of Papua. But Port Moresby has recently inherited from Darwin one of Australia's best-known journalists. He is Douglas Lockwood who represented the Melbourne "Herald" group there from 1941 until recently and who, while he was about it, managed to write about a dozen books.*

**H**E will now take over control of the Melbourne company's interests in Papua-New Guinea (*South Pacific Post*, etc.).

His swan-song as far as the Northern Territory is concerned is another book, *The Front Door*, which covers Darwin's first 100 years.

Australia's Top End has always attracted the odd and the eccentric—people probably had to be that way to stand it in the early days. Eccentricity when mixed with a liberal dose of Australian-type trade union principles produced some extraordinary kaffuffles.

Lockwood describes them with gusto and is probably at his best when writing about the four newspapers that have delighted and enraged Darwin people in its 100 years of existence.

It will be interesting to see how Papua-New Guinea affects Mr. Lockwood. Possibly Territorians (P-NG variety) will seem tame by comparison with those from the Top End.

(*THE FRONT DOOR*, Rigby, \$4.25).

**COLIN SIMPSON**, once best-known for his several books on Papua-New Guinea, now travels much further afield for raw material.

His latest book, which was just in time for Christmas, is *Greece—The Unclouded Eye*. It is in the now-expected giant-sized Simpson's format, with lashings of illustrations, many of them in colour, and with about 400 pages of text which cover past history, present experience and what to do and see.

It would be appreciated by a ship traveller who was on his way to tour Greece. Air travellers with weight problems might take a different view.

(*GREECE—THE UNCLOUDED EYE*, Angus & Robertson, \$8.95).

**PEOPLE** who buy books by the square yard and like to look as much as read will be interested in a new coffee-table specimen, *Portfolio of Australian Birds*. The plates, from original paintings, are by William T. Cooper who is recognised as one of the most accomplished



painters of birds in Australia. The text is by Keith Hindwood, who already has a number of books on ornithology to his credit.

While being scientifically accurate the illustrations are delightful to look at and each one of the plates is worthy of framing—if anyone cares to cut up a \$10 book.

To go with the plates there are detailed and interesting descriptions of the 25 Australian birds that are in the book. The book was produced in Japan and is of top quality.

(A PORTFOLIO OF AUSTRALIAN BIRDS, Reed, \$9.95).

## Capitalism, Primitive and Modern

*Some Aspects of Tolai Economic Growth*

T. SCARLETT EPSTEIN

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# Pacific Shipping

## Fijians will crew Levuka's life-giving fishing fleet

By A. F. TINSLEY, in Suva

In Arctic sub-zero temperatures of minus 30 degrees, at Levuka, Fiji, is stored an almost constant supply of from 800 to 1,000 tons of fish in the huge deep-freeze storage plant of one of Fiji's more recent commercial enterprises, the Pacific Fishing Company, jointly owned by Japanese and Fiji interests.

Stacked high in their rock-hard icy shrouds are thousands of tuna and other South Pacific fish, caught for the firm by Japanese, Formosan and Korean fishing-boats for transportation to American, Japanese and other overseas markets, and for consumption in the colony itself.

All the fishing vessels have been under charter to the firm, but recently, with the arrival at Suva of the first ship of its own, the *Neptune I*, it's been announced that the company is to operate its own fishing vessels and crew them exclusively with Fijians, whom the Japanese regard as natural fishermen and seamen.

*Neptune I*, came to Suva to have her bunks altered so that she could accommodate the Fijians, who are more bulky built than Asians.

### Fascinating

The story of the firm is fascinating. It began in 1960. At that time, Levuka, former capital of Fiji, was dying. Its copra industry had disintegrated with the removal of the copra to Suva for processing and shipment, and the sun was fast setting on the historic site of the 1874 signing of the Deed which ceded Fiji to Great Britain.

Levuka had no other industries worthy of the name, tourist visitors were rarely seen at Ovalau Island on which Levuka stands, and it could not live on history alone.

Today, the lovely old town is slowly rising from its economic ashes,

thanks primarily to the wisdom and acumen of certain Fiji and Japanese interests in forming the Pacific Fishing Company.

An astute Fiji businessman, the late Mr. A. G. McCown, suggested that the company be formed just when the Japanese were casting around for an ideal South Pacific base for a fishing industry.

Every week these days, white-hulled little fishing craft leave Levuka to range distant fishing grounds and return weeks later, holds crammed with 50 tons of fish each, either refrigerated, or packed in crushed ice manufactured ashore by the firm.

All the unloading, and the stacking and storing of the fish carcasses in the sub-zero rooms is done by Fijians, of whom the company employs more than 70.

"*Neptune I*", first ship to be owned by the Pacific Fishing Company, has an all-Fijian crew.



### In The News This Month

Airymouse	Neptune I
Brane	Pacific Chieftain
Energy	Rangi III
Havaiki	Robyne Leo
Hoana	Toirambi
Kelasa	Thakla-Christine
Malaguena I	Talagi
Moana Rea	Simon Ruiera
Monterey	West Wind V

In the deep-freeze rooms so intense is the cold—it can kill quickly—that one hour at a time is the limit allowed for a man to remain, swaddled in special warm clothing. For protection against head injuries, perhaps from some giant frozen fish falling upon them, the labourers wear steel crash-helmets. Outside the storage rooms, in the tropical sun, they are a cheerful lot, these young Fijians, laughing and joking while they transform themselves into the appearance of Eskimos, before disappearing into Polar surroundings.

### 1,000-lb. tuna

With great hooks and their strong hands and arms, they handle fish of prodigious size and weight, though rarely anything quite approaching the 1,000-lb. giant tuna once caught, the largest fish the company has so far brought back from the deep.

In my "winter woolies", though they were not the full regalia necessary for an hour inside the rooms, I was taken on a tour of the factory by a most knowledgeable young Fijian employee. The deep freeze so intensely chilled me that I was glad to beat a retreat after only a few minutes.

Stacked carcass upon carcass in



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"NUI TAKI", FIJI TUG

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their frigid coatings of ice, I saw great hulks more resembling Egyptian mummies or hunks of hard grey iron, than fish that not long before had swum the warm South Pacific.

In the large ice-making section I saw hundreds of tons of ice being made into huge blocks, and then crushed for consignment to the holds.

Particularly striking was the spotless condition of the whole factory, where one might have expected it to be a rather messy, smelly one. There was very little odour.

Each fishing craft carries 35 miles of stout rope which is paid out over areas chosen by the skipper to be fished, and is kept floating by numerous small buoys spaced out along its length. From the master-line, dangling far down into the depths, are 2,000 perpendicular lines with baited hooks at their extremities.

Handling the great fish coming aboard is a man-sized, risky job, as the deck becomes a wildly-animated scene of frantically leaping, slithering, lashing giants whose tails can kill with one strike, and whose bites can inflict painful or serious injuries.

But the fishermen are experts, and the fish are quickly clubbed to death with special instruments handled by highly-skilled operators.

### Welcomed

International friendship has developed between the Japanese and the local Levukans. Most people have welcomed them and like them.

Mr. H. Morita, a Japanese, and director of the firm in Fiji, was sent to Levuka long before the firm began operating in 1964, to supervise the building of the factory and otherwise prepare for business. He and his wife have been most happy in Levuka, and one only has to mention their names around town to find how well liked they are and how much they have become a part of Levuka life.

Other Japanese have settled down well and the children of one or two of their administrative staff attend the local Levuka Public School, where they are popular and have made great strides with their studies, especially English. The story is told of a Japanese brother and sister who, when reduced to quarrelling, now do so in English so that mother,

who does not speak the language, is kept out of the argument.

If an occasional spot of bother breaks out, perhaps when fishing crews return from long spells at sea and celebrate over-boisterously, the company can be a tough employer. Speedy banishment home is one way used of punishing those who bring discredit upon the company and their country.

An especially harmonious relationship exists in local sports. Many Japanese have learned snooker and billiards from the Levukans, and

pleasant games are enjoyed on tables at the Royal Hotel. In Nassau Park, the township's beautiful public playground, the shining Pacific on one side, with a ring of mountains dominating the fields from behind, Japanese baseball teams play with local teams. At the tennis and bowling clubs the membership includes men of the fishing company. A Japanese is also captain of one of the local Rugby XV's.

Mr. Morita, who comes from a land where bowling on the green is little known, has become a bowling "addict", and finds in a game at

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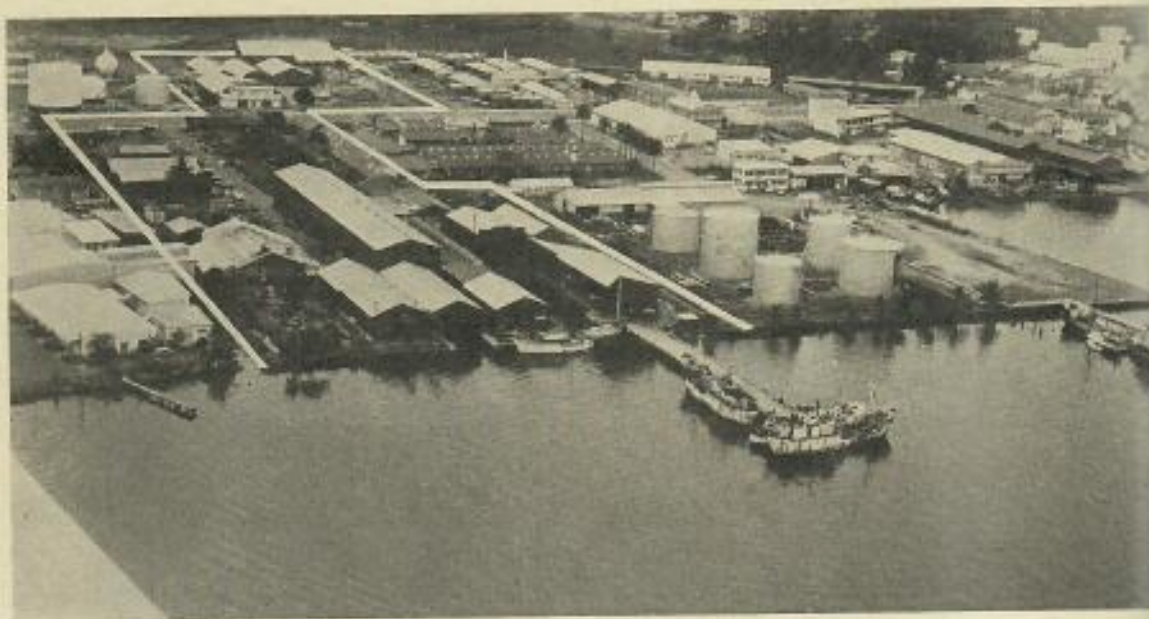
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the Levuka Bowling Club relaxation from the world of fish.

The Royal Hotel's two motor launches take international parties to nearby islands for picnics, and Fijians in Ovalau villages invite the Japanese fishermen and others out for magitis (feasts) and mekes (dancing) in the evenings. There are regular "Kimono Evenings" at the Royal.

During the last Cession Day observances in October, Ovalau schools staged colourful mekes in Nasau Park, and among her school-mates from Levuka Public School was the small daughter of Mr. Kurihara, an official of the fishing company, looking a dream in her ancient Fijian costume, singing in Fijian and performing all the symbolic gestures as if she had lived all her life in Fiji.

The Japanese and Levukans have much in common in their happy outlook on life, and inherent politeness. The locals found Japanese politeness catching. Said one, "We found their habit of bowing a bit strange at first, but after a while found we were doing it ourselves".

The Japanese presence there, as today's harbingers of a better Levuka tomorrow, is a tonic for the town-ship.

#### FISHING BOAT'S TWO DRIFT VOYAGES

The latest drift voyage story to come out of the South Pacific concerns not the usual blown-away fishing canoe, but a motor fishing vessel which made two drift voyages in succession.

The first was from Panama to Bora Bora, and the second from Bora Bora to Rarotonga.

Early in August, 1968, the 48 ft MFV *Energy* was ten days out of Panama on a delivery voyage to New Zealand when the generator powering the ship's radio broke down and could not be repaired.

Four days later, the 88 hp Kelvin diesel stopped working owing to badly corroded injectors. There was only one spare injector on board and the engine could not be started again.

With Captain John Moorhouse, were Colin Kennedy, Michael Blong, Mathias Nilsson, and Tony James, who acted as engineer.

Captain Moorhouse is a deck officer in the mercantile marine, and neither he nor his crew are qualified engineers. He took delivery of *Energy* in Gibraltar and was sailing the vessel to Wellington, NZ, for her new owners. Capt. Moorhouse advertised for a qualified engineer in

"Energy" at Avatiu Harbour, Rarotonga, in December after a five-month drift-and-sail voyage from Gibraltar.



London and Gibraltar, but there were no takers.

*Energy* left Balboa on July 27 and was halfway to the Tuamotus when the engine died. Capt. Moorhouse then used jib, gaff-mainsail and mizzen to keep on course. But a fishing boat under sail does not perform like a yacht, and progress was slow. The average daily log was only 32 miles, but occasionally this was increased to 90 miles when winds and currents were favourable and when two extra "sails", made from tent covers, were used.

During the fortnight before the engine broke down they had sighted only one vessel, and that was hull-down on the horizon. No more ships were sighted until they sighted the Tuamotus 65 days later and spotted three other vessels.

They attempted to signal two of them by flashlight, but the ships did not read them well and sailed on into the darkness without understanding the urgency of the *Energy's* position. The third craft was a small fishing boat several miles distant, and communication was not established.

"We had ample supplies of drinking water," Captain Moorhouse said on arrival at Rarotonga, "but three weeks before we arrived at Bora Bora food had to be rationed."

When the *Energy* lay becalmed fish rested in the shade of the hull and the hungry crew waited at the gun-wales with fish spears. When the fish swam lazily upwards, they were easily speared by the half-starved men.

"We caught a total of 16 fish with spears and handlines," Captain Moorhouse said. "The biggest was a dorado which measured 4 ft, 6 inches. But during the last three days before we reached Bora Bora the food situation was getting grim. We were down to eating a mixture of jam,

mayonnaise, and old stocks of dried, and very hard peas."

The fishing boat with its bearded and half-starved crew reached Bora Bora on September 30 and was towed to an anchorage by a local launch.

Mr. Tony James, the Australian member of the crew, returned home from Bora Bora and six weeks after arrival at Bora Bora the fishing boat left for Rarotonga.

Fifteen hours out of Bora Bora the engine failed again, but they pressed on for Rarotonga under sail.

They would have drifted past the island altogether except for the alertness of a local resident who possessed a high-powered telescope.

Mr. Ian Forbes, chief of Rarotonga's Philatelic Bureau, was relaxing on his verandah that Sunday evening when he spotted the vessel drifting, although under sail. He brought his telescope to bear and found that she was flying a flag which he could not understand. He also observed that the ship was drifting far to the west and required immediate assistance if it was to reach Rarotonga.

He telephoned the Union Steam Ship Co. manager who told him that the unusual flag meant "assistance required". A launch crew was found and *Energy* was towed into Avatiu harbour at 9.30 p.m. on December 1. She had taken 18 days from Bora Bora instead of the estimated three. Both radio and engine were repaired at Rarotonga and she sailed direct for Wellington on December 11.

#### AVARUA'S NEW WHARF OPEN FOR BUSINESS

After only seven weeks' work, the new wharf at Avarua, Rarotonga, was completed in late November. It extends 60 feet into the harbour and is solidly constructed with sheet pil-





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ing, solid fill, and a capping of reinforced concrete. It includes a small boat pen capable of holding one lighter.

The old wooden wharf, badly damaged by a storm in 1966, and again by the December 1967 hurricane, has been demolished. The new wharf was built with an \$18,000 grant from the New Zealand Government.

The wharf was used for the first time on November 27 when passengers from the Matson vessel *Monterey* landed there. Cargo from the *Moana Roa* was brought ashore in early December, the first time incoming and outgoing cargo has been handled direct from Avarua for about a year.

After the old wharf was damaged by the hurricane, cargo had to be discharged at Avatiu harbour one mile away.

This meant a slower turn round of the *Moana Roa*, and increased costs for cartage, electricity, and a higher wage bill for lighter crews and night watchmen. These extra costs, where the *Moana Roa* was concerned, were carried by the Union Steam Ship Company for a year.

During the past 12 months, and as a direct result of the December 1967 hurricane, sea walls of coral rocks cemented together have been built along the Ruatonga waterfront—from Avatiu harbour and extending towards Avarua harbour—and at

Ngatangia. The walls had to be built to protect the coastal road, houses and other buildings which lie close to the inland verge of the road.

In effect this was land reclamation as the empty areas behind the sea walls were filled in with, in the case of the Ruatonga wall, spoil obtained by dredging Avarua harbour during the building of the new wharf; and in the case of Ngatangia sand and soil obtained from other areas. Grass and trees will be planted on these reclaimed areas.

Retaining walls of similar construction have been built along the banks of the Avatiu and Takuvaine streams which empty into Avatiu and Avarua harbours.

#### DEATH OF "TULAGI" OFFICER IN SANTO

John Merrit, 26-year-old assistant purser on the Burns Philp motor vessel *Tulagi*, died as a result of head injuries received in Santo in December—despite a mercy dash by an RAAF Hercules from Australia to the New Hebrides to save him.

Merrit was admitted to Santo hospital after receiving the injuries, and hospital authorities made an emergency call to Australia for specialist aid.

Flight-Lieutenant Hyland flew his Hercules, with a medical team on board, the 3,000 miles from Richmond, NSW, RAAF base to Santo.

After examining the patient, the team's surgeon, Squadron-Leader G. Nelson, and the anaesthetist, Flight-Lieutenant P. Degotardi, realised that Merrit needed immediate surgery.

With nurses M. Gale and O. Hines and Medical Orderly LAC J. Drew, they performed a two-hour operation.

In an operating theatre, with the temperature at 110 degrees, two holes were bored in Merrit's skull to relieve pressure on his brain. On the return flight to Sydney an oxygen resuscitator was used to keep Merrit breathing.

On arrival in Sydney he was rushed to Prince Henry Hospital, where he died some 12 hours later.

In Sydney in late December, the City Coroner's Court was awaiting a police report from Santo before deciding whether an inquest would be held.

#### CHARTER VESSEL LAUNCHED IN SUVA

Fiji's latest charter boat is the 46 ft *Rangi III*, built by Mr. Hector Harman and launched at Charles Whippy's boatyard in Suva in late November. Mr. Harman, a retired civil servant, will base her in Suva for charter as a game-fishing.

  
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The *Rangi III*, which has a 14 ft 6 in. beam and 4 ft draft, has sleeping capacity for 10 people and fuel and water capacity allowing a wide range. She is built from well-seasoned timber from a Harman property at Wainunu and lined throughout with Formica.

Two 120 h.p. Perkins diesels give her a cruising speed of nine knots. She will enter the fishing charter and tourist field when the fitting-out process has been completed towards the end of January.

### "PACIFIC CHIEFTAIN" A TOTAL LOSS

*Pacific Chieftain*, owned by Mr. Clive Wilson of Lord Howe Island, was a total loss after striking "Flat Rock" off Lord Howe during bad conditions in November.

Mr. Wilson, his party (Mr. and Mrs. I. Packer, Mr. and Mrs. R. Shaw, Mr. and Mrs. S. Grimmond, Mr. and Mrs. P. Rayner, Mr. and Mrs. L. Holmes and Miss T. Waldram) and two crew, all of whom escaped the wreck in an inflated raft, were picked up near the Admiralty Islets two-and-a-half hours after striking the rock by Mr. Carl Dignam in his vessel *Centauri*.

Mr. Clive Wilson, who received a bad wound under the chin, and several passengers with minor injuries were later treated at Lord Howe's hospital.

### FINDINGS OF INQUIRY INTO LOSS OF "BEV"

The Administrator of P-NG, Mr. D. O. Hay, in late November approved the report of the findings of the Marine Board of Inquiry held in Samarai in July into the loss of

The "Teirambi", the first of several fishing boats planned by the Rabi Island Council, was launched at Miller's boat yard, Suva, in October. She will be used, with a crew of four, for commercial deep-sea fishing ventures. The 26 ft "Teirambi's" sail is intended as a steadying device, with the main source of propulsion being a diesel engine. A spokesman for Millers said the Rabi Island Council intended to have a further two or three fishing boats built this year.



the 39-ton coastal trading vessel *Bev* in November, 1967. Nine people died.

The Board of Inquiry found that the *Bev* was properly manned, equipped and seaworthy as required by law and that she had adequate stability at the time of her loss.

The probable cause of the loss was the rolling effect of the wave which caused the vessel to broach to, coupled with the force of the wind under unusual cyclonic conditions on the superstructure, which held the vessel in a position of extreme heel. The loss was not attributable to error or neglect and nothing ad-

ditional could have been done to save life on the vessel.

The *Bev*, a 62 ft single-screw wooden motor vessel departed from Samarai on November 11, 1967, on a voyage to Misima and anchored off Gubagabatau Island in the Conflict Group the next day. In the evening of the same day the wind velocity began to increase and soon had reached such force that the anchor cable parted.

Although by this time the main engine had been started, the weather made the vessel unmanageable. An attempt was made to run before the wind but at about midnight the vessel broached to and lay on her beam end. The engine room filled with water and she eventually sank by the stern.

The vessel carried a master and a crew of nine and also had on board six passengers.

All but one passenger were able to get away on two life-rafts and two lifebuoys. Seven people, including the master managed to make Bunora Island, although one European passenger died. They were found on the island by searching aircraft and subsequently picked up by FRV *Tagula*. A further survivor was sighted by searching aircraft on November 16, 1968, and picked up later on the same day by the MV *Yelangli*. No trace was found of the remaining eight people.



Flying a 150 ft paying off pennant BPs "Malekula" leaves Port Moresby on her last voyage. In late December BP was still negotiating with buyers for her sale.

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## NEW ON THE FIJI REGISTRY

The former New Zealand coastal vessel *Onehunga* was re-registered in Suva as the *Jean Philippe* in November. The owners are a Fiji company, Reef Shipping Ltd.

Another ship expected to go on the Fiji registry before long is the Australian crayfish vessel *Ata*, which operates in Tonga.

The *Ata* is also owned by a Fiji company, Fathom Fisheries, but she was originally registered in Sydney, where she was built last year.

## CAPTAIN, CREW OF "CHIN CHING FWU" FINED IN P-NG

The captain of a Formosan fishing vessel, the *Chin Ching Fwu*, was fined a total of \$435 on three charges, and 13 of his crew members were each fined \$20 on one charge, after a hearing in the Milne Bay District Court, P-NG.

The captain, Hsu Liang, was fined \$400 in default of two months imprisonment on a charge of having entered the territory other than at a port. This charge was laid under the Migration Ordinance.

He was fined \$15 in default of one month imprisonment on a charge laid under the Criminal Code, of having in his possession copper to the value of \$US100 unlawfully taken from a wrecked vessel on Rossel Spit.

He and 13 crew members were each fined \$20 in default of two months imprisonment, on a charge, laid under the Migration Ordinance, of having entered the territory without being holders of an entry permit.

The Reserve Magistrate, Mr. E. R. Johnson, gave them one month to pay the total fines of \$695.

Charges against two of the crew members of having entered the territory without a permit, were dismissed by the Magistrate when the interpreter was unable to communicate with the men. All gaol sentences, if they were to be executed, were to be concurrent, the magistrate ruled.

## CONTRACT WON FOR KIETA WHARF FACILITIES

The P-NG Ministerial Member for Works, Mr. O. I. Ashton, has announced that a tender has been accepted from Dowsett Engineering (New Guinea) Pty. Ltd. to construct facilities at Kieta Wharf. The contract, which is worth \$133,518, is expected to be completed by July.

Included in the facilities to be built are a customs shed, a fertiliser store, a Copra Marketing Board

shed, a stevedores' mess with an ablution block, a gatehouse and toilets.

Associated site services such as water supply, sewerage, drainage, paving and sealing, fencing, floodlights and a fire alarm system are also included.

When complete, the wharf and facilities will have cost the Administration approximately \$400,000.

## "BELAMA" HELPS TO SALVAGE JAPANESE SUB

The Solomons' biggest ship, the motor vessel *Belama*, has recently been taking a big hand in current efforts to salvage a Japanese sub-

marine in about 90 ft of water off Komimbo Bay, Guadalcanal.

*Belama* was used to try to raise a 19-ft-long gun from the submarine. She was able to recover the gun's 6-in. barrel, breech lock and some of its pivoting mechanism.

The submarine was said to be one of the biggest in the Japanese fleet. It was sunk in 1943 during an engagement with two NZ corvettes, *Kiwi* and *Maa*; 150 Japanese died.

Mr. Cyril Ashton, in charge of salvage operations, plans to give the gun to a NZ frigate expected in the Solomons early this year. It will be carried back to NZ and displayed in a museum.

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# Cruising Yachts

● **WEST WIND V**, 47 ft auxiliary ketch, with New Zealanders Sandy and Muriel Lowe and their two sons, Jim, 12, and John, 10, Brisbane. The Lowes planned to Brisbane. The Lowes planned to see the start of the Sydney to Hobart yacht race before sailing to Tasmania and then on to Perth.

The *West Wind V* left NZ in April and sailed to Brisbane via Norfolk Island. She then took a five-month cruise from Brisbane to Cairns and back, visiting almost every resort and island on the way.

● **AIREYMOUSE**, 33 ft yawl, with Allan and Jean Batham, was expected to leave Suva in December for Auckland. The Bathams, who have a home in the West Indies, left Tahiti in July (where they had been since April awaiting delivery of a new engine) and made their way to Suva via the Windward Isles, Penrhyn, Suvarrow and Pago Pago. *Aireymouse* was last mentioned in *PIM* in June, 1968, p. 109.

● **THEKLA-CHRISTINE**, 60 ft all-steel ocean racing cutter, arrived at Rarotonga from Tahiti and Bora Bora in November. She was previously in Rarotonga in June and July. On board were owner-captain E. G. Eggers, Wolfgang Eggers, and two Americans. The yacht is equipped with a depth sounder, an automatic pilot, hydraulic steering gear, a deep freeze, a refrigerator, a showerbath and central gas heating. *Thekla-Christine*, which has taken part in three Sydney-Hobart ocean races, left Rarotonga in December for Sydney with calls scheduled for Tonga, Fiji, Samoa and the New Hebrides.

● **ROBYNE LEE**, Australian-owned sloop, reached Rarotonga in November with owner-captain Edward W. Smith and Terrence J. Corridan on board. She left for New Zealand in December.

● **HAVAIKI**, 20 ft fibreglass yawl, with owner-captain Dr. Rockne



"Sylvia", with Bob and Sylvia Welles of Los Angeles and their three sons, in Russell Harbour, NZ, recently.

Johnson, his Hawaiian wife, Ruby Kawena, their four children and Dr. Johnson's niece, left Rarotonga for NZ in October. Dr. Johnson, family and crew, who left Honolulu in July and had sailed to the Cooks via Maui Island, Fanning and Penrhyn, planned to spend three months in NZ. Dr. Johnson is on leave from his post as a geophysicist with the University of Hawaii.



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"Nightingale", the Bennetts' 36 ft ketch, in Russell Harbour, NZ, recently.

● **MALAGUENA I**, 26 ft sloop with singlehander Dave Thomas of Wellington, NZ, left Rarotonga, Cook Islands, for NZ in October via Niue, Tonga and Samoa. Before arriving in Rarotonga, the sloop had called at Aitutaki.

● **HOANA**, Australian sloop, with Captain Joseph Adams and his wife, Anne, left Rarotonga for Sydney in October. The Adams had arrived in Rarotonga earlier in the month from Tahiti and Moorea.

● **KELASA**, with Harry Gilbert and his attractive fiancée Adrienne Matzenik, was in Rabaul, New Britain, in December en route for Singapore. The cutter had previously been in Suva and Honiara (BSIP). Adrienne tells us in a letter that the visibility between Honiara and Rabaul was shocking, "due to, of all things, smoke haze from Aussie bush fires!" Also in Rabaul in December were the 50 ft steel yawl, *Nomad*, with the Williams family, and the 25 ft sloop, *Kittiwake*, with singlehander Ed Boden.

#### OUTSIZE CATAMARAN ALMOST FINISHED

Mr. Roy Jackson's giant catamaran—he believes it may be the biggest in the Southern Hemisphere—is expected to be ready for its first long cruise by May, 1969.

The former cattle-man has been building the super-size craft—75 ft long and 28 ft wide—at Kadavu, Fiji, for the past nine months.

"My Fijian builders appear to be very much at home with double-hulled boats—and they have great expectations regarding its potential

speed," Mr. Jackson said during a recent visit to Suva.

"When she's finished, we'll make a few long cruises to see how she goes and then return to Fiji waters.

"I'm very pleased with the workmen on Kadavu—I hope my catamaran will be the forerunner of a village boat-building industry for them."

Mr. Jackson said building would be completed by May next year, providing his supplies of hardwood from Vanna Levu high country were maintained.

The catamaran will have a fibre-

glass finish, and Scottish terylene sails are being imported.

Accommodation will provide for a crew of four, with bunks for a total of 20 people—although Mr. Jackson said he didn't expect to be carrying large numbers of passengers.

Headroom would be 7 ft, he said, and the galley would be quite as large as the kitchen of any medium-sized house.

Mr. Jackson's catamaran may be the largest in the Southern Hemisphere but Mr. Ray Paton, of Rotorua, NZ, will launch in March or April a 75 ft steel-hulled trimaran, *Laron*, which, he says, is the world's largest.



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PFTA68/9

**B**EING a vendor in the Suva Market, on many occasions I have seen people fighting, stealing or selling stuff in front of other vendors' stalls, for which they have never paid market fees.

This means that the holder of the stall is losing his business.

It has happened to me on many occasions and when I have gone to see the Market Master or the staff, I can't find them easily and by the time I come back to my stall everything is over.

I would be very pleased if the Suva City Council would give the matter some consideration. — Letter from R. Newal in "The Fiji Times", Suva.

## From the Islands Press

**I** ENTER a plea for the lives of porpoises which may be killed in the proposed "Porpoise Hunt" in the next year's "Festival of the Solomon Seas".

I hope that the porpoise hunt is not adopted. Porpoises are loved and respected by seamen around the world and rank next to man as a big-brained mammal. These engaging creatures have an extensive language and a lively and friendly sense of humour.

I suggest that to make a spectacular sport out of their killing seems to be something straight from the pages of Gibbon. Perhaps a shark hunt would be a suitable substitute? — Letter from J. H. Page, New Georgia, in the "BSIP News Sheet".

**O**N the first day of service of the GEIC ferry *Nei Auti*, I was at Betio and I was proudly planning to return on the 3.30 service. . . . Unfortunately, the service failed. Worse, the great crowd was harmed by the great heat of the sun. . . . While the crowd was waiting . . . an old man gave a speech publicly. The people were laughing at him, taking it as a joke. But I did not, for in his complaining speech there was much truth. To summarise . . . he firstly mentioned the failure of this service. He took an example of the babies present who were crying of hunger, thirst and the great heat during that long interval. Secondly, he mentioned the separation of the first and second classes in the ferry.

Let us think back to the second

complaining fact. . . . Isn't it a true step to that of the African Apartheid? . . . Unlike the African Apartheid, it is the separation of rich and poor. . . . The separation of rich and poor on the ferry can echo the "Colony Apartheid". The poor old man and the poor old widow could not afford the 20 cents for the first class. They could not rush to get seats for the tremendous amount of second class passengers. As a result they were standing at the back of the new ferry under the great heat of the Tarawa sun until Bairiki, even though there were empty seats on the launch. — Letter from Eti Kine (Student at Tangintabu) in the "Colony Information Notes", GEIC.

generally hard working, pleasant and well liked. They have improved the American image in Samoan eyes, no mean thing in the days of Texan brashness and the brutalities of Vietnam. But in Samoan eyes they have not accomplished much. . . .

This of course is largely because too much was expected. But the fact is, not considering the dubious standards of much American education, many of the volunteers are less qualified than the Samoan themselves when it comes to solving Samoan problems.

The Peace Corps is of undoubted value. It has contributed much towards human relationships, many individual volunteers have done much in their various fields, economically they have provided some boost to the money they bring in (meagre as it is) and their very presence has forced the government to effective action instead of talk, especially in the field of rural health. But the Peace Corps is only substitute for what the country really needs—highly trained experts and development.

Until America, and even NZ and Australia, place a greater premium on peace it looks as though Samoa will have to continue to rely on the goodwill of volunteers, and loans from the Asian Bank at over 6 per cent.—Editorial in the "Advertiser", Apia.

**S**EVENTEEN persons have been arrested on charges of littering a public place since a five-man detail in plain clothes was ordered to crack-down on littering earlier this week. Police Chief Larry Tu'ufulu said yesterday the detail will be considered permanent and the drive against littering will continue on a full time basis. Citations are not being issued. Anyone who is seen littering is physically arrested and taken to the gaol for booking. They are being released on their own recognizance but will have to make court appearances. Maximum fine for littering is \$200.—News item in the official daily "News Bulletin", Pago Pago, American Samoa.

**T**HE Office of Parks and Recreation today issued a reminder that all sportsmen and sportswomen must keep their monthly fees paid to the Amateur Athletic Association. The fee is only 10 cents a month and it may be paid in advance at the Parks and Recreation Office. Players also are required to carry a passport-sized photograph of themselves. Players who do not meet the requirements will be barred.—News item in the same issue of the "News Bulletin", Pago Pago.

**I**N the latest issue of *PIM*, I noticed a cartoon which came from Nolarae of Niue. I am glad to know that Nolarae has a sense of humour—but I really think that the cartoon was in very poor taste. Very poor taste indeed.

I for one am not denying that the cartoon in question is not applicable to Niue—but must we advertise the fact to the whole world? — Letter from Miriam Campbell in "Tohi Tala Niue".

[The cartoon in question showed a Niuean girl saying to another who is nursing a baby: "It's a nice baby. . . . but I'm holding out for marriage".]

**S**ERGEANT Riley has informed us that in view of the number of persons not adhering to the speed limit on Norfolk Island (30 mph), no warning in future will be given. Offenders will be taken before the court. — Item in "The Norfolk Islander".

**T**HE Peace Corps has now been in Western Samoa one year. This is perhaps far too soon to evaluate the intangible effect on human relationships and attitudes with which the corps is largely concerned. But the Samoans were not thinking of improved human relationships when they asked for the Peace Corps—they were thinking of ways and means of improving their standards of living. In this respect, the Peace Corps, as U Thant might say, has not realised fondest hopes.

No one would deny that the volunteers are among the finest types of Americans — highly motivated,

# People

*Rarotonga won't seem quite the same without Chief Judge H. J. Morgan, OBE, who retired to New Zealand in December. He had spent over 32 years in the Cook Islands and was regarded as something of an institution.*

He closely identified himself with the Cooks and took a practical part in the social and cultural life of the people. He held office, at one time or another, in most of the service organisations in Rarotonga.

His active interest in the preservation of Cook Islands Maori culture was a vital factor in the establishment of the Cook Islands Library and Museum in 1963. He remained president of the Library and Museum Society until his retirement. A considerable amount of his own money plus his valuable collection of books and marine shells, went into the establishment of the project.

He was patron of almost every sporting body in Rarotonga and was the donor of a miscellaneous assortment of cups, shields and other trophies.

Over 200 people attended the farewell function at the Hotel Rarotonga on December 10. Parting gifts presented to Judge Morgan included a carved figure of a Polynesian god (presented by Premier Albert Henry on behalf of the government); a gold watch from the Library and Museum Society; and a pearl-shell ornament on behalf of local school teachers and their pupils.

● Mr. Peter Brooks, formerly on the staff of Fairfield College, Hamilton, New Zealand, was due to arrive in the New Hebrides at the beginning of this year to become headmaster of the Onesua High School. He was to be accompanied by his wife and family.

● Solomon Toma, of Walaha, Aoba, New Hebrides, at present studying Education at the Institute of Education, Dundee, Scotland, has written home to say that he is happy, strong and well, and that he is enjoying the course. Only one complaint: it's so cold, says Solomon, that he wears two layers of clothing and sleeps under four blankets with two hot water bottles.

● A school teacher from Milne Bay, P.N.G., believes he is the first New Guinean to climb Ayers Rock, Central Australia. He is Mr. Israel Sabbath who returned to the territory in December after teaching woodwork and metal work for almost five months at the James Ruse Agricultural College in Parramatta, Sydney. His trip was sponsored by the Parramatta Rotary Club.

Mr. Sabbath said that he and a group of students from the school visited Central Australia during the second term holidays. While in Australia, Mr. Sabbath was guest speaker at a number of Sydney Rotary Clubs.

● Mrs. I. M. Bowden, who was born in Lautoka, Fiji, in 1875 celebrated her 93rd birthday in Auckland, NZ, in November. She was guest of honour at a "Fiji afternoon" given by Air New Zealand. Mrs. Bowden spent her first 16 years in Fiji and was educated at local primary and convent schools. She still has vivid memories of early Fiji. She can remember shaking hands with the last of the cannibal kings, King Cakobau; and recalls a German woman's attempt to kidnap her in a schooner. In 1885 a hurricane demolished her father's warehouses and the family subsequently moved to New Zealand.

● Saïad Anwar Shah, managing director of Amalgamated Transport Co. Ltd. in Suva, returned to Fiji in December after a three-month tour of South-East Asia.

● Mr. Ulrich G. Pawlitzki arrived in Apia from West Germany in late November on a four month appointment as civil engineer (hydro-power projects) in Western Samoa under the United Nations Development Programme. He is carrying out an engineering study on the technical feasibility of the proposed Afullilo Falls hydro-power project.

● Sir John Field, KBE, CMG, staff liaison officer for HM Overseas Civil Service, spent 13 days in Tarawa in December, visiting government departments.

● Mr. K. R. S. Miller has been appointed Nauru's Secretary for Industry and Island Development. Mr. Miller, with his wife Judith and four of their five children, is already a resident of Nauru, having been Senior Administrative Officer both under the former Administration and the Republic. For a time following In-

dependence Day this year, Mr. Miller acted as Principal Executive Officer pending the arrival of Mr. Q. V. L. Weston as Chief Secretary.

The new Secretary will be responsible for liaison with the Nauruan Phosphate Corporation when it takes over control of the phosphate industry, and for the development of new industries.

Mr. Miller is well known and respected in Nauru. With Mr. Ivan Dedogi, he has been engaged recently on a complete overhaul of the Nauruan Public Service, and early in October, they both flew to Fiji to examine the public service there for comparable problems and procedures.

● One of the keenest fishermen off Betio Islet, Tarawa, at the weekends is Captain Willie Schultz, a top boy in the GEIC's big marine department. Willie likes taking his family reef fishing on a Sunday and usually the happy result is that his favourite dish, raw fish in oils, is available during the rest of the week.

Now in his forties, Willie is one of the handful of Pacific Islanders with Master Mariner Certificates—he has behind him many years service on inter-island vessels in the GEIC, and one time worked his way around the world in ships.

● Peter Barker, the affable 26-year-old manager of Tarawa's Otintal Hotel, is similar to Rudy Ritcher, manager of Pago Pago's Intercontinental Hotel in one way—they both delight in taking guests out for sailing trips. Peter likes sailing, Gilbertese style, and regularly "cons" guests into trying out a Gilbertese "flying" canoe he has hidden near the hotel. Guests can expect at least a drenching, with perhaps an enforced swim thrown in, but they will get one of the fastest—and most thrilling—sails in the Pacific Islands.

● One of the GEIC's inter-island masters, Captain Tom Murdoch, expects to put in a few weeks in Sydney later this year to study for advanced navigational certificates. Tom, the regular master of the 71-ton *Temauri*, has two favourites on his regular stops in the Gilberts—Abemama and Kuria, Kuria was where Tom was born 30-odd years ago and Abemama is one of the best spots for catching the colony's giant clam shells. On a recent Abemama stop Tom and his crew found some massive clams, several of which were too heavy to bring to the surface of the lagoon.



Miss Fiji 1968 steadies her new headpiece after the crowning ceremony performed by the Minister for Communications, Works and Tourism, Mr. Charles Stinson, at Nadi on December 7. The tall beauty is Miss Agnes Thomas, ledger machinist from Lautoka. She will represent Fiji at the Pacific Quest held in conjunction with Melbourne's Moomba Festival this March.



Many old Fiji families were represented at the November wedding of Faye Kennedy and David Broome at Mosman, NSW. The newlyweds are shown with the bride's parents, Mr. and Mrs. Freeman Kennedy, who are former residents of Suva. The Kennedy family settled in Fiji pre-Cession and had large land holdings including part of the present Nadi international airport.



George Vaa'au clocked up another West Samoa "first" when he became the only Samoan fully-qualified commercial pilot in November. He will stay another year in New Zealand to study aviation administration before returning to Apia.



A group of ex-Fiji-ites at a recent Islanders' Association of Sydney social night. Left to right: Messrs. J. Minslow, J. Merle and B. Mason (standing); Mesdames Minslow, Merle and Mason (sitting).



High Talking Chief Pita Alailima created a lot of interest in Bangkok, Thailand, recently when he appeared in Samoan dress. He was attending a special seminar in agricultural development planning.



Top: Captain Tom Boraga, shown here wearing his Long Service Medal which he received in 1959, has retired after spending 44 years in the Papua-New Guinea coastal trade.

Top Right: After 32 years of Administration field service District Commissioner J. J. Murphy will retire to Australia in March. He went to New Guinea in 1936 as a Patrol Officer and became a DC in 1957. He has spent most of the years since in the still largely undeveloped Western and Gulf Districts. Mr. Murphy is author of "The Book of Pidgin English".



Another NG retirement is that of Mr. L. F. Butler, Senior Public Service Inspector, after 39 years as a public servant, 17 of them in the territory. He and his family will live in Sydney.



Miss A. S. Chandulal, from Lautoka, Fiji, graduated from the New Zealand Post-Graduate Nurses' School, Wellington, NZ, recently. She is seen here after receiving her diploma.



When the Queen of Tonga's brother, the Hon. 'Ahome'e, recently wed Miss Lavinia Velongo, sister of the Hon. Kalanieuvalu Fitofiti, in Nukualofa, it was with full Tongan ceremonial. The bride and groom are shown here in traditional Tongan wedding dress.

—Photo: Hettig.



A party of banana growers from Tonga, Fiji and Western Samoa toured three countries under the sponsorship of the Pacific Islands Producers' Assn., in October-November. The photo here shows them ready to leave Suva for Western Samoa. SEE STORY OPPOSITE.

BELOW, a recent aerial photograph of some of the swamp timber to be felled in the \$4 million project announced for McFarlane Harbour, Marshall Lagoon, Papua, in October (PIM, Nov., p. 121). Partners in the project are ANG Holdings, Jardine Matheson & Co. (Aust.) Pty. Ltd. and several Australian finance houses. The aim is to export logs and sawn timber to Australia and Japan; and wood chips to Japan.



# Business and Development

## New boost for inter-territory trade organisation

From a SUVA correspondent

Although still feeling its way in the field of inter-territorial trade co-operation, the future looks promising for the potentially powerful Pacific Islands Producers' Association, presently based in Suva.

In December its members—Fiji, Western Samoa, Niue and the Cook Islands—were eagerly awaiting news of a permanent secretary, to be provided by the UK Ministry of Overseas Development.

Once the secretary is installed—hopefully, within the next month or two—and a constitution drawn up, real progress can be made towards expanding PIPA's functions beyond that of protecting the banana-marketing interests of member-countries.

The possibilities for inter-island trade are numerous, since there's currently a great imbalance. Fiji's exports to Tonga, for instance, far outweigh its Tongan imports. There is scope for increased shipments of Tongan vegetables—and corn, for Fiji's livestock food mill. The Cook Islands could supply citrus juice—and purchase cement.

### Exchange of information

The desirability of centralising all copra-processing activities at the Suva oil mill has also been discussed—with members envisaging a time when the marketing of all copra and coconut oil may be handled by PIPA. But those plans are for the future. For the time being, PIPA's business is bananas.

In October-November a party of 36 banana growers and government officials from Tonga, Fiji and Western Samoa toured those three territories as part of the association's scheme to step-up exchange of information, ideas and technical developments in the banana-producing areas.

The tour organiser, Mr. John Deering, who is information officer for the Fiji Department of Agriculture, described the 2½ week tour—the first to be undertaken by the

growers themselves—as “completely successful, well worth doing again.”

The growers—who were selected, according to John Deering, because they were men of considerable experience and influence within their own communities—visited plantations and inspected cultural methods, watched banana cutting and packing and studied inspection methods in each territory.

The long-term benefits of such a tour were hard to define, Mr. Deering felt, but it was obvious that growers who made the trip came to appreciate each other's problems. And the problems of the New Zealand fruit-importing body, Fruit Distributors Ltd.

“The growers were quick to appreciate the company's complaints that Islands fruit tends to be bruised, that Fijian packs are slack, that Tongan fruit is shorter than the market requires and the stem-end rot disease is frequently present in bananas from Western Samoa,” he said.

“During the visit to Fiji packing stations, the group discussed the problem of slack packs with those doing the packing and members made some suggestions.

“It may be of significance that the Fiji Produce Inspector, Mr. A. L. Hazelman, commented at the subsequent banana shipment that he noticed an impressive improvement.

### “Impressed”

“The Tongan growers on tour were impressed by the size of fruit commonly packed in both Fiji and Western Samoa—and they were the first to criticise packs shown to the group in Tonga.

“It was felt that the problem of



Fiji's Chief Minister Retu Mara. He's invited to become PIPA's first president.

stem-end rot in Western Samoa was not so simple but growers and officials discussed possible techniques to reduce it to reasonable proportions. “Tongan packing sheds and the various layouts designed to suit local conditions were of particular interest to the Fijian and Western Samoan growers.”

In Fiji, the group visited the key banana-producing centres of Waidinn, Wainibuka and Lomaivuna. They spent five days inspecting banana-growing villages on Upolu Island, Western Samoa and a further five days in Tonga.

### “Inadequate”

Mr. Deering said tour members had agreed that in all three territories visited, the washing of fruit prior to packing was inadequate—and New Zealand's complaints of sap stain generally justified.

Fijian and Tongan growers showed considerable interest in the clean weeding of Samoan plantations—and Tongans and Samoans were sympathetic when they saw Fiji's hill plantations. One large Tongan grower was heard to remark that if he had land like that, he wouldn't be growing bananas at all.

Whatever the immediate benefits



of the recent banana growers' tour, it's evident that future tours, in other spheres and under the auspices of PIPA, will do much to strengthen the desire for common quality standards and a united approach to marketing among the member countries.

The beginnings of PIPA go back to late 1964, when a Fiji delegation led by the Chief Minister, Ratu Mara, visited New Zealand to negotiate on quotas and prices for Fiji bananas supplied to New Zealand.

It was evident then that closer co-operation was needed between the island territories supplying bananas to the New Zealand market. Early in 1965, the Fiji delegation visited

Western Samoa, where it was decided to set up a Pacific Islands Producers' Secretariat (PIPS). Tonga was invited to join.

The first official meeting was held in Western Samoa in 1965, with delegations from the three initial member countries. Representatives from the Cook Islands also attended as observers and the Cooks later became a full member. Some time later, Niue also joined the fraternity.

As a result of the first meeting, the Secretariat commissioned a survey of the New Zealand banana market by the Economist Intelligence Unit. At the second meeting—held in Suva in February, 1967—it was

resolved that all future negotiations concerning bananas should be conducted jointly on behalf of all PIPS members.

It was agreed that the bananas imported from Ecuador and Costa Rica to New Zealand to make up the shortfall from the Islands had shown the housewife a completely new standard in presentation. Though Islands bananas were probably preferable in flavour, it was clear that if they failed in quality and quantity, there were very ready substitutes.

It was obviously desirable—in view of the vulnerability of the Pacific area to climatic disturbances and the haphazard incidence of disease—to plan for a surplus in each territory. In this way, shortfalls to New Zealand from one South Pacific country could be taken up by another—rather than by South America.

And, looking towards new future markets, the meeting agreed that only by aggregating surpluses from all the territories could a significant quantity be realised.

### Recommendations

This second meeting also set up a technical sub-committee, consisting of the Directors of Agriculture from the countries represented by PIPS. The committee undertook tours to Fiji, Tonga and Western Samoa in 1967 and 1968—and produced reports on the existing methods of banana production, with recommendations for improvements and the exchange of technical information.

At the third meeting, held this year at Nukualofa, it was decided that the organisation should assume a more dynamic role, that it should have a permanent office and executive staff and that it should become known as the Pacific Islands Producers' Association.

Application was made in July to the UK Ministry of Overseas Development, requesting the appointment of a permanent secretary to be based in Suva.

Fiji's Chief Minister, Ratu Mara, was invited to become PIPA's first president—an office he'll hold for two years from the acceptance of a constitution. Until the permanent secretary is appointed, the office of the Fiji Minister for Natural Resources is handling PIPA's affairs.

### All-time high in Cook Is. copra

In late November Cook Islands' Copra Officer, Mr. R. W. F. Thomson, estimated that 2,000 tons of copra would have been exported from the Cook Islands before Christmas and

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that this would bring an income to producers and traders of \$NZ300,000, less the 5 per cent. copra levy.

Spurred on by high prices, Cook Islanders produced a total of 1,650 tons of copra between January and November, with the atolls of the northern group providing three-quarters of it.

During the July-September, 1968, period, Cook Islands' copra producers received around \$180 per ton, the highest ever price. Although the price fell to between \$120 to \$125 per ton during the latter part of the year, copra production was still considered lucrative; 1968 should be a record year for copra revenue.

The Cooks exported 2,440 tons of copra in 1965, plus 100,000 coconuts, but prices then did not compare with those of 1968.

Copra exports rose sharply again in 1965 when the Cooks exported 1,750 tons.

In recent years, exports have been as low as 1,000 tons. In common with most Islands territories where copra is indigenously produced, there is a great variation in exports from year to year. When the price is high, the people will cut copra; when it is low, they won't be bothered. As far as the Cooks are concerned, the availability of shipping also has a lot to do with exports. Some of the northern islands, where the bulk of the copra comes from, are completely isolated for long periods.

Considerable thought has been given to overcoming these stop-go practices; and efforts have also been made to produce better quality copra.

Mr. Thomson has designed a small, prefabricated hot-air copra drier which has done much to improve quality. The driers are inexpensive, easy to install and copra producers may buy them with loans from the Economic Development Fund.

Six or seven years ago most Cook Islands copra was sun-dried and often of poor quality. Over 100 hot-air driers are now in use, including four at Palmerston Atoll, and more recently, four at Nassau.

The December, 1967, hurricane did considerable damage to the coconut palms of the southern group islands with the result that copra output from there was low in 1968.

Aitutaki and Manuae could have produced another 300 tons in 1968 but for hurricane damage.

The people of Atiu are showing interest in clearing and planting Takutea, a small, uninhabited atoll which belongs to the Atiuans and lies 15 miles from Atiu.

Copra officers have been appointed for Atiu, Mauke, Aitutaki, Penrhyn, Manihiki, and Rakahanga. One officer

is responsible for Pukapuka and Nassau, and two others are employed, on a casual basis, one at Palmerston and the other at Mitiaro.

Thinning out coconut palms on the northern group islands is planned for 1969, and this is expected to double copra production. Owing to its high cost, and the percentage of wastage, fertiliser is used on young coconut palms only in the northern atolls.

Other methods to boost production include:

Injection of coconut palms infected with chlorosis; ground clearance and planting leguminous creepers as cover crops; and plant selection designed to produce vigorous palms in future years.

## BP'S shipping losses may tumble this year

The sale of the *Bulolo* and the proposed sale of the *Malekula* could reduce Burns Philp's shipping losses by 50 per cent. in the current year. This was stated by Mr. J. D. Burns, chairman of BPs, at the company's annual meeting in Sydney in December.

He said that other economies, such as re-routing the more expensive shipping services and adopting improved cargo-handling facilities in some vessels, should make it possible to reduce shipping losses even further in 1969-1970. However, he warned that it was not advisable to hope for profits for at least two years.



Mr. J. D. Burns, chairman of Burns Philp. BP's shipping losses may be cut by 50 per cent.

The Burns Philp group turnover was revealed for the first time at the meeting. Mr. Burns said that in 1967-1968 turnover was about \$110,737,000 for Australian, New Zealand and Islands operations. This shows a profit-to-sales ratio of 4.89 per cent. in the latest year.

Islands trading subsidiaries were reported to be enjoying buoyant trading conditions and merchandising results for the year were "up to expectations".

However, he warned of lower production from cocoa and copra plantations due to irregular rainfall in some districts. Costs were expected to continue to rise, and Mr. Burns said that plantation results would depend on world prices.

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## Fiji happy with new sugar agreement

The conditions under which Fiji sells sugar under the Commonwealth Sugar Agreement will be maintained until 1977—subject to a provision concerning Britain's application to join the European Common Market.

Announcing this in Suva in December, the managing director of South Pacific Sugar Mills Ltd., Mr. A. S. Hermes, said the outcome of 1968's CSA talks in London were "a tribute to the far-sightedness of forces in Britain which still strive to strengthen Commonwealth relations".

"Fiji's negotiated price quota of 140,000 tons is maintained and there will be no change in the negotiated price during the next three years," he said.

The basic price is £43/10/- sterling a ton, plus a special supplement of between £1/10/- and £4, depending on the level of the world price.

"The agreement is now one of indefinite duration, continuous in nature but subject to periodic review, the first of which will take place in the autumn of 1971," Mr. Hermes said.

"The vitally important provisions of the agreement dealing with negotiated price quotas at a reason-

ably remunerative price are subject to six years' notice for the developing countries—in effect, these provisions, subject to a provision regarding the UK's application to join the EEC, will now continue for Fiji until the end of 1977."

In the event of Britain joining the Common Market, there is a clause covering Britain's obligations under the CSA from 1975 onwards.

"Although the UK cannot be committed now to continuing contractual obligations under the agreement after December 31, 1974, we have been given satisfactory assurances that, in this event, they will consult with the other parties to the Commonwealth Sugar Agreement with a view to seeking other ways of achieving the agreed objectives of the agreement," he said.

Mr. B. Dowling, who represented Fiji during the London talks, has commented from London that the satisfactory outcome means Fiji can look forward to reasonable income stability in the years ahead.

"A strong, efficient industry must strengthen our negotiating position at the next triennial review, in 1971," he said.

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## NZ increases Pacific trade

Good and regular shipping runs between NZ and New Caledonia and Tahiti are helping NZ exporters to increase their share of those rich markets. This view was put forward by the NZ Trade Commissioner for the Pacific, Mr. G. M. McLaren, on his return from a fortnight's tour of the two French territories.

Between 1967 and 1968 NZ's trade with Tahiti jumped 71 per cent. NZ exports to Tahiti in 1968 were worth \$3.6 million plus, compared with \$2.1 million in 1967.

Mr. McLaren told reporters that while Tahiti has global exchange control duties, NZ would continue to increase its share of the Tahitian market.

## Mineral search

Two companies—Le Bureau de Recherches Géologiques et Minières, of France, and Rio Tinto, of Britain—have been granted permits to look for several types of minerals on Santo and Malekula, New Hebrides.

The French company will search on Santo and the British group on Malekula. Minerals mentioned include nickel, bauxite, manganese, phosphate, zinc, chrome and iron ore.

## Hopes for practical Islands fisheries

Over \$800,000 will be spent over the next three years to help Pacific Islanders fully exploit the fish life of their reefs and lagoons—if the United Nations agrees to contribute half the funds to finance the project.

The UN Development Programme Division is expected to allocate funds in January, and things could get moving by May or June.

The project was approved by the South Pacific Commission at its meeting in Noumea in September and member governments of the SPC are ready to put up \$409,300 in cash, technical assistance and equipment.

A body called the South Pacific Islands Fisheries Development Agency (SPIFDA) based in Noumea, would run the project and, in theory, conduct 10 schemes.

They would be:

- A survey of marine turtles, found in most low-lying atolls and islands;
- Scad mackerel fishing methods demonstrated to Islanders;
- Tahitian pearl-shell lure methods demonstrated to Islanders;
- Information to be made available on handling, marketing and distribution of fish;
- Encouragement of beche-de-mer fishing and processing;
- Edible oysters examined as potential industries in selected areas;
- Trials of improved methods of mother-of-pearl and pearl production;
- Intensified research into fish poisoning;
- Investigation of fish farms;
- Investigation of coastal and lagoon fisheries resources, including bait fishes.

Mr. Val Hinds, Fisheries Program Officer for the SPC, is hopeful that the project would have practical results and not be confined to academic findings.

"Pacific Islanders are sick to the teeth of experts doing surveys," he told *PIM*. "They've had surveys. They want practical help and someone who can come down and show them how to do things instead of putting their turtles or crabs under the microscope inside the concrete walls of an institute."

"SPIFDA won't be an institute or a convenient study centre for overseas personnel. Noumea will merely be a base from which practical experts can go to places like the Gilberts or the Carolines and actually help Islanders get fishing projects going," declared Mr. Hinds.

"Fish resources have been neglected

by Pacific Islands territories. There are only seven fisheries officers in the Islands and only New Guinea is doing something to train Islanders as officers. Islanders as assistants are no good," he said.

Mr. Hinds said the SPC, in September, had also approved a project for tuna fisheries. This plan differed from one that was rejected by the SPC in 1967, because it featured short-time offshore operations, similar to current day-long operations out of Papeete.

He said this project, like the reef and lagoon scheme, was dependent on the UN contributing funds on a dollar-for-dollar basis.

## Record copra exports for Penrhyn atoll

Penrhyn atoll, in the northern Cooks, exported a record 430 tons of copra from January to September. The islanders produced between 12 and 15 tons a week.

Manihiki produced 300 tons of copra during the same period when the high price of \$180 per ton encouraged copra producers to extra efforts.

Penrhyn's former *rahu*, a period when coconuts are not allowed to be taken from the motus, lasted six months, and this caused the loss of many nuts. The *rahu* has now been reduced to two months with greatly improved results.

Copra production in the southern group islands was poor last year due to damage to coconut palms caused by last December's hurricane and it may take another year before production is back to normal.

## BSIP is now exporting rice

Guadalcanal Plains Ltd., which harvested rice commercially for the first time in 1968 in the Solomons, has begun exporting rice and sorghum to two overseas markets and has received inquiries from nearly 10 other countries interested in buying Solomons rice.

The company has sent five tons of rice on the Solomons trader *Belama* to Tarawa, GEIC, for sale to the Wholesale Society and is now hopeful it can supply a big share of the 1,225 tons of rice the GEIC imports from Australia at a cost of \$176,000 a year.

In late October it shipped 300 tons of grain sorghum on the China Navigation vessel *Chengtu* for sale to Mitsui and Company, of Japan. Future exports of sorghum are likely to depend on prices offered and the

yield per acre sorghum can be grown.

Mr. Paul Brown, the company's general manager, told *PIM* that GPL was examining rice exports prospects in the New Hebrides and New Caledonia.

C. Sullivan (Export) Pty. Ltd., of Sydney, has been appointed overseas agents for GPL's rice, and the company has received inquiries for Solomons rice from Fiji, New Zealand, Hong Kong, Britain and Nationalist China.

"There is little doubt that if the Solomons can produce the rice, buyers will easily be found overseas," a company officer said.

GPL is growing rice at Tetera, east of Honiara, on Guadalcanal (*PIM*, June, p. 33). In August it installed a rice processing mill at Okea, 14 miles outside Honiara, which will be able to process two tons of polished rice an hour.

The mill came from the Japanese firm of Sataka.

In mid-January the first of three big rice drying machines for GPL is expected to arrive in Honiara. Ordered from Norlin Products Pty. Ltd., of Sydney, it is worth about \$7,000 and is the biggest ever exported from Australia.

The machine will dry 110 tons of rice a day in storing sheds which are 216 ft long by 30 ft wide (much larger than the storing sheds normally used).

## Prouds for Norfolk Is.

Sydney jewellers, Prouds Pty. Ltd., which already operate a branch of the business in Suva, in December were to open on Norfolk Island. Manager will be Mr. Ron Orphin, of Sydney.

## Undersea mineral search in Fiji

If there is any gold, copper, lead or zinc to be found at the bottom of the sea around Fiji's two main islands, a team of American scientists—from Crawford Marine Specialists Inc., of California—hopes to bring it to light.

Following similar programmes in many countries, Crawford Marine Specialists has obtained off-shore prospecting and mineral concessions all around Vanua Levu and in parts of Viti Levu.

The scientists began their undersea probe in mid-October in the belief that gold and other heavy minerals may have been washed out of the soil and deposited on the seabed centuries ago.

(Over)

A team of five, headed by geologist Dale Y. Anderson, spent the early part of October in the Tavua area, conducting a mapping survey to enable boundaries to be fixed for underwater exploration.

## Copra market should remain firm

Mr. Ian McDonald, chairman of the P-NG Copra Marketing Board, gave the following report on P-NG and world copra market trends on December 26:

Market prices of practically all edible oils and oilseeds advanced slightly during December. Philippine copra moved from \$US200 at the beginning of December to \$US208 by mid-December. At these levels, the average Philippine copra price, on which the board's contracts are based, will be around \$US177 for the three months period, October/December.

There are several factors currently bearing on the edible oil market. The possibility of a longshoremen's strike in US ports could affect exports of soyabean and soyabean oil.

Other factors which have contributed to uncertainty in the oilseed market include the very much reduced offerings of sunflower seeds, the uncertainty of effects of typhoon damage to the coconut growing areas in the Philippines, the unrest in world money markets and the continuing civil war in Nigeria, which has restricted exports of nutkernels and oil from that country.

Indications are that over the next few months a general firmness will continue in edible oils.

An interesting development in the Philippines is the installation of a coconut plant which will absorb about 7 per cent. of the total Philippines' copra production.

The plant will produce about 7,000 tons of plasticizer, some 400 tons of glycerine as well as coconut oil, fatty acids and fatty alcohols.

Later the plant is expected to produce detergents and margarine and the plant will probably have some effect on the European market as far as copra is concerned—though perhaps not a very serious effect.

The year 1968 has been a record production year for P-NG. Copra receipts for the 11 month period from January to November reached about 123,000 tons. December receipts were expected to be well up on the average of 8,500 tons. Therefore an overall receipt of 130,000 tons was assured—7 per cent. better than the previous record year in 1965.

# Tight French rein for New Caledonia's nickel industry

From a Noumea correspondent

A bill passed by the French National Assembly in December will eventually give the French Government complete control of the immensely rich nickel-mining industry of New Caledonia.

The bill was passed despite the unanimous opposition to it of New Caledonia's Territorial Assembly, and despite delaying tactics by the territory's deputy in the French Parliament, Mr. Rock Pidjot.

Mr. Pidjot also opposed two other bills introduced at the same time—one creating a new system of local government in New Caledonia, and the other concerning the economic development of the territory.

A Gaullist spokesman for a legal committee on the mining bill told the National Assembly that because of the increasing value of nickel, particularly from a strategic point of view, it was indispensable that the government should have control of all prospecting and mining.

Mr. Pidjot retorted that a decree of November 13, 1954, already assured the nickel industry of State guardianship, and that there was no risk of New Caledonian nickel being used for purposes contrary to the national interests.

## Less say for locals

Mr. Pidjot went on to say that the three bills would reduce the prerogatives of local authorities in mining, municipal and economic affairs, and added: "New Caledonia gives a lot more to France than it costs it".

The Secretary of State for Overseas Territories, Mr. Michel Inchauspe, replied that New Caledonia cost France about 1,200 million francs annually. The State also provided considerable assistance to the mining industry.

Motions by Mr. Pidjot to have the debate on the bill adjourned, and to have the bill referred back to an investigating committee were defeated by 284 votes to 184 and 285-183 respectively.

A series of amendments to the bill by Mr. Pidjot were also defeated.

Under the bill, the French Government will have the sole right to issue prospecting and mining licences in New Caledonia, although existing

licences and concessions will not be affected until they expire. Until now, the licences have been issued by New Caledonia's Governor.

In an editorial on the new law, Noumea's conservative *Bulletin du Commerce* wondered what criteria the French Government would use for issuing new prospecting and mining permits, and renewing old ones.

## Political opinions

"Will the small New Caledonian prospector," it asked, "have to go to Paris to show that he's a clean-skin and to discreetly reveal his political opinions?"

Communist deputies who supported Mr. Pidjot in his opposition to the mining bill also supported him when he opposed the bill on the creation of communes in New Caledonia.

The communes bill, which suspends and dissolves the existing municipal councils and revokes the appointments of their mayors and deputy mayors, is designed to establish new local government districts and a new system of local government.

According to the French Government, the new system will give the local authorities greater responsibilities and greater control over their finances.

The third bill pushed through the French Parliament in December concerns the attraction of new capital to New Caledonia, and gives the French Government the right to intervene where investments exceed 15 million francs.

● The GEIC's new Wholesale Society manager, Mr. William Hardie, has been quickly settling into his job and has proved very popular. Locals told a PIM staff writer recently, Mr. Hardie is on a nine-months contract, but it would not be surprising if the colony tried to keep "Bill" longer.

# Produce Prices

Unless otherwise stated, quotations are in Australian currency. Australian dollar equals \$1.00 New Zealand; 9/7 Fiji; 98 French Pacific francs; 59 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 December were hot-air dried, \$151 per ton; FMS \$148 per ton; smoke-dried, \$146 per ton.

**FIJI:**—The Fiji Coconut Industry Board fixes the prices to be paid for Fiji copra on a formula based on that for Philippines copra, and taking into account freight, taxes, selling costs, shrinkage, etc. The copra must be graded at centres in Suva, Levuka, Lautoka, Savusavu and Tavuni. Prices in Suva until early Jan. were: 1st grade, £P94/2/8; 2nd grade, £P94/5/-; CAS, £P95. 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 Abela Ltd., NZ. Prices in Dec. were: \$WS104 for grade one, \$WS104 for grade one sun dried, and \$WS91 for grade two.

**TONGA:** All copra is sold to the Tonga Copra Board which sends it to Europe and the open market. December prices to growers were: \$T88.50 1st 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 December were: 1st grade, \$140; 2nd grade, \$136; 3rd grade, \$126 per ton. BSI ports (Honiara, Vandina and Gizo).

## EXCHANGE RATES

**FIJI:**—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Heroda. Australian dollar on Fiji pound, buyer 2.0235, seller 2.0376. P/L-London, £P104.5 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 (CFF) are used in New Caledonia, New Hebrides (jointly with Australian dollars), Wallis and Futuna Islands and Fr. Polynesia. French Bank, Sydney, on Dec. 19, quoted: Selling, Noumea and Papeete, 98 Pac. francs to \$ Aust.; approx. 99 Pac. francs to US \$; Noumea 13 Pac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc). Paris-London: Buying 11.90 francs to £Stg. Also, £Stg. equals 215.50 Pac. francs.

PACIFIC ISLANDS MONTHLY—JANUARY, 1969

**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 \$87.20 per ton for first grade.

**NEW HEBRIDES:**—Copra sold direct by planters to France and Japan. Official market price in December was \$88 (8,500 Pac. France). French price was 1,000 francs per metric ton, c.i.f. Marcellis.

**COOK IS.**—Copra goes to Abela, 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 January, February and March, have been fixed, subject to freight adjustment, at: \$NZ157.41 first grade, hot air dried; \$NZ158.32 first grade, sun dried, and \$NZ153.78 standard grade, all per ton packed f.o.b.

**AMERICAN SAMOA:**—Copra Board buys all copra, for export to the US; Dec. price was US84 cents per pound, dry.

## OTHER PRODUCE

**BECHÉ-DE-MER:**—Chang Sing Loong Co., Suva, quoted P2/- (4 in. to 7 in.) to P3/- (9 in. to 11 in.) lb for "Suewaku" and "Lolosa" varieties.

**Hemlani:**—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 Dec. 23 was £Stg 480 per ton, c.i.f. UK Spot.

On Dec. 24, Quote No. 1: In store Rabaul, export quality \$300 per ton, ex-wharf Sydney, \$370, and steady. Quote No. 2: Best quality, ex-wharf Sydney, \$330, in store NG ports \$342 (for UK, Continent and USA shipments).

**W. Samoa:**—Latest price quoted in Sydney on Dec. 11, was: Grade 1, £Stg 440; grade 2, £Stg 420, f.o.b. New Hebrides. — beach, Vila, Santo, \$250 per ton.

**Solomons:**—5 cents a lb delivered to a fermentary, 4 cents a lb at buying points.

**COFFEE:**—P-NG: Dec. 23, Quote No. 1, good quality A grade 38c to 41c per lb; B grade 36½c to 40½c; C grade 32½c to 35c; X grade 35c to 39c and native X grade 34c to 35½c (ex-store Sydney).

**CROCODILE SKINS:**—On Dec. 24, Sydney buyers quoted for 12 in. and over, first grade quality as follows: P-N.G.—\$2.90 per in., f.o.b. main ports, small scale (salt water); large scale (fresh water) \$1.90 per in., B.S.I., Honiara; \$1.80 to \$2.10 per in.; Oizo: \$2.10 per in.

**GREEN SNAIL SHELL:**—On Dec. 24 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 \$180 per ton, f.o.b., Samarai, ungraded gum \$174, f.o.b. NG.

**PEANUTS:**—P-N.G.: Sydney agents reported Dec. 24, f.o.b., Lao; Kernels—white Spanish 150 lb.

**PEARL SHELL:**—Tarres 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, \$1,320; K, \$240 and EE, \$600 f.o.b. Thura, Ia.

**Solomons:**—\$148 per ton (orders over blacklip 150 lb, goldlip 200 lb).

**Cook Islands:**—Penrhyn Island, \$NZ2700 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. Sydney or Melbourne. Vitamin enriched white rice, 40 lb bags \$145 per ton. Other Pacific Islands: Polished white (56 lb bags) or dried brown rice (112 lb bags), \$161 per ton, f.o.w.

**Solomons:**—\$150 per ton (orders over 2 tons), \$148 per ton (under 2 tons),

# Stock Market

## LAST SALES SYDNEY

	Nov. 25	Dec. 20
A. Lemon 50	.85	.85
ANG Hold. 1.00	.90	.90
Bali Plantations 50	1.08	1.00
Burns Philp 1.00	5.90	6.12
Burns Philp (88) 2.05	3.50	4.20
Camelec 50	.84	.68
Carpenter 50	2.78	2.80
Choiseul Pntn. 1.00	3.97	3.85
C.S.R. 1.00	5.76	5.94
Dylop Pntn. 50	1.05	.90
Pij Industries 1.02	2.50	2.50
Kerema Rubber 50	.17	.25
Kaitaki Rubber 50	.70	.90
Lolosa Rubber 50	.34	.30
Makurapu Pntn. 50	.82	.84
Maribol Rubber 50	.80	.30
Plantation Hidge. 50	.65	.58
Queensland Ins. 1.00	7.00	5.70
Ruberlands 50	.25	.25
Soper Rubber 50	.55	.60
St. Pac. Ins. 50	3.00	2.00
Steamships Tdg. 50	1.80	.80
Watkins Cons. 50	1.38	1.40

## OIL AND MINING SHARES

C.R.A. 50	18.80	22.00
Cultus Pacific 25	.78	.40
Emperor 10	2.83	2.85
NG Gold Ltd. 35	.88	.78
Oil Search 50	.68	.58
Pacific I. Mines 25	.27	.24
Papuan Adm. 50	.40	.38
Placer Dev. 50	34.30	34.00

\* No par value  
Sydney stock exchange share price index for ordinaries on Dec. 20 was 384.22. On Nov. 25 it was 386.05.

**RUBBER:**—P-NG price is based on Singapore rates, which on Dec. 23 were: Prompt nominal shipment 57½ Malayan cents per lb; Jan., 55½ cents per lb and Feb., 55½ 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 P4/6 per lb for well-dried fins of commercial quality. ICEP Pty. Ltd., 22 Taylor St., North Curt. Sydney, duces: Dec. 24 — Papua — \$170-\$180 according to quality.

**TROCHUS:**—A Sydney buyer indicated the following quotations to Islands producers: Dec. 23 — Papua — \$170-\$180 per ton — Honiara — \$140-\$145 per ton, f.o.b. Islands ports—direct shipment to overseas markets.

**TURTLE SHELL:**—BSI: first grade unmarked 60c to \$1.50 a lb at Gizo.

**VANILLA BEANS:**—Victor Karp Talk & Co., Sydney, buy mainly from Tahiti for Sydney and Melbourne essence makers. Prices on Dec. 24 were: white and yellow label processed, standard packs, \$5.50; green label \$5.50, c.i.f. Sydney. Tonga, \$T14.20, f.o.b., Nukualofa; \$4.50, Melbourne.

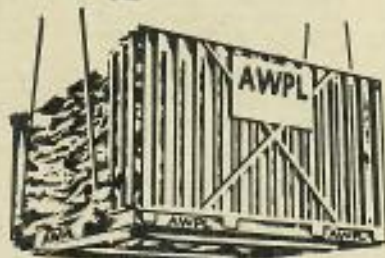
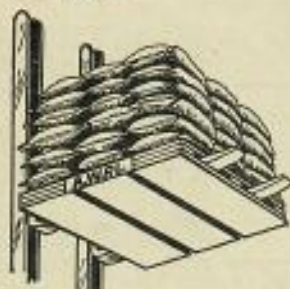
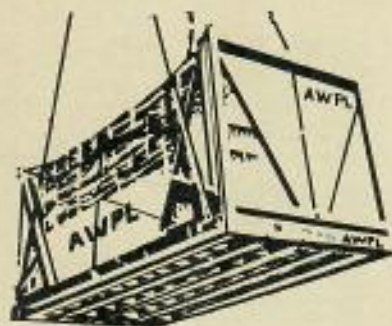
## UK, US QUOTES

**COPRA:** LONDON, Dec. 20, Philippines, in bulk, \$US209 per long ton, c.i.f. UK/Nth. European ports; US Pacific coast, \$US187 per short ton.

**COCONUT OIL:** LONDON, Dec. 20, Ceylon, 1c in bulk, £Stg 156 per ton, c.i.f. UK/Nth. European ports.

**RUBBER:** LONDON, Dec. 23, Spot 21-1/16d Stg. lb; Jan. 21 1/4d Stg. lb, Mar. 21-3/16d Stg. lb.

# PAPUA / NEW GUINEA CARGO — **YOURS?**



**ALL DRESSED UP  
AND  
SOMEWHERE  
TO GO...**

**SAFELY WITH  
A.W.P.L.**

Australia-West Pacific Line is geared to the most advanced cargo handling techniques. Take advantage of A.W.P.L.'s terminal facilities at Sydney, Melbourne and Lae.

**Ship A.W.P.L.—Your cargo will like it!**



For further information please contact:  
With. Wilhelmsen Agency Pty. Ltd.—Sydney, Melbourne, Brisbane  
Australia-West Pacific Line (N.G.) Pty. Ltd.—Lae  
New Guinea Company Ltd.—Port Moresby, Rabaul, Madang



# Shipping & Airways Information

## SHIPPING TIMETABLES

### AUSTRALIA - FIJI - USA - CANADA

Pacific-Australia Direct Line, owned by the Transatlantic Steamship Co. Ltd., of Sweden, operates a fast cargo service, departing Adelaide, Melbourne, Sydney and Brisbane every three to four weeks for Lautoka and Suva en route to West Coast, USA, and Canada. Details from Trans-Austral Shipping Pty. Ltd., 275 George Street, Sydney (29-2551).

Oriant Overseas Line, with four cargo vessels, operates a monthly service from Adelaide, Melbourne, Sydney and Brisbane to Suva, Lautoka, San Francisco, Puget Sound and Vancouver. Details from H. C. Sleigh Ltd., 115 York Street, Sydney (2-0253).

### BRISBANE - SYDNEY - WEST IRIAN - INDONESIA

The P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service from Indonesia to Brisbane, Sydney and Melbourne. Calls are also made every 8-10 weeks at Sukarnegara. Details from John Manners and Co. (Aust.) Pty. Ltd., general agents, 4 Bridge Street, Sydney (27-9164).

### SYDNEY - FIJI

CSR operates a passenger/cargo run with the MV Rana, departing Sydney every three to four weeks for Suva and Lautoka and return. Details from Colonial Sugar Refining Co. Ltd., 1 O'Connell Street, Sydney (2-0515).

### SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains a six-weekly cargo service with the Waimata from Sydney to Lautoka, Suva (including transshipments for Vavau and Niue), Nukunono and Apia with return to Sydney via Auckland. The return trip occasionally takes in Maloe (Fiji) and Tauranga (NZ) for timber. Details from Union Steam Ship Co. of NZ, 247 George Street, Sydney (2-0528).

### SYDNEY - NZ - FIJI/TAHITI - UK

Chenris liners Australia and Elinis maintain a two-monthly passenger service from Sydney via NZ, Suva (Australia only), Papeete (Elinis only) to Southampton, returning via South Africa. Details from Chenris Line, 135 King Street, Sydney (28-2451).

Sitmar Line, with four liners, operates a monthly passenger service from Sydney, Melbourne or Brisbane to Southampton, UK via Balboa, Panama, via NZ, Fiji or Papeete. Details from Sitmar Line, 22 Bridge Street, Sydney (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 transshipments to Majuro in the Marshall Islands) and Honolulu to Los Angeles or Vancouver. Details from Shiptaco 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, Tahiti and Caledonier 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 Street, 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 Street, Sydney (2-0317).

### SYDNEY - NZ - FIJI/COOKS - TAHITI - PANAMA - UK

Southern Cross, Northern Star and Akroa 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 Street, 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 Streets, 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 With. Wilhelmsen Agency Pty. Ltd., 13 Bridge Street, 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, Pt. Moresby, Sydney, Melbourne.

Moresby maintains a service from Sydney and Brisbane to Lae, Madang, Rabaul and return to Brisbane and Sydney.

Montero calls every four weeks from Sydney to Brisbane, Pt. Moresby, Samarai and return. BP, as agents for Queensland Papua Line, run a five-weekly service with Jo-Tar to Brisbane, Wewak, Lombrum, Lorengau and Kavieng.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

China Navigation vessel Papuan Chief runs a service every 17/18 days from Sydney to Brisbane and Pt. Moresby. China Navigation's Island Chief runs a service every 21 days from Sydney to Brisbane, Lae, Madang and Rabaul. Details from Swire and Yullif Pty. Ltd., 2 Spring Street, Sydney (27-4701).

Korlander 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, Fulliborn, Gizo, Honiara, Buka and Vanimo. Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

Amplox NG Lines, with the freighter Jette Bee, operates a three-weekly service from Sydney to Rabaul, Lae and Fulliborn, and return. Details from Ascen Shipping Pty. Ltd., 68 Pitt Street, Sydney (27-9886).

Maasrs, Keith Holland Shipping Company uses a small motor vessel Jardine to operate fortnightly services from Cairns, Queensland, to Pt. 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 Street, Sydney (27-1271).

China Navigation Co. Ltd. vessels Changsha and Taiyuan provide a monthly passenger-cargo service calling at Pt. Moresby when north-bound between Australia, Manila, Keelung and Hong Kong.

Details from Swire and Yullif Pty. Ltd., 8 Spring Street, 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 - NEW CALEDONIA - NEW  
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 Street, Sydney (27-2654).

**EUROPE - TAHITI - NEW CALEDONIA -  
AUSTRALIA**

Messageries Maritimes vessels Marquisien, Malais, Mauricien and Moori, run monthly between France and New Zealand or Australia via Panama Canal, calling at Papeete and Noumea.

Messageries Maritimes passenger-cargo vessels Vivalais, Vanoise, Valoy, 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 Street, 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 Street, 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 Yull Pty. Ltd., 8 Spring Street, Sydney (27-4701).

**FAR EAST - FIJI - NZ**

Royal InterOcean Lines operate a monthly return service with the Straal Torres, Straat Madura and Hautman from Hong Kong, Bangkok (opt.), Pt. Swatzenham and Singapore to Fiji and NZ, calling at Suva and Lautoka, and returning via the Philippines.

Details from Royal InterOcean Lines, 261 George Street, 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 Yull Pty. Ltd., 8 Spring Street, Sydney (27-4701).

**GEIC - SYDNEY**

The GEIC Wholesale Society operates a seven-weekly passenger-cargo service between Tarawa and Sydney, using Msonorooi.

Details from Kerr Bros. Pty. Ltd., 4 O'Connell Street, 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 MG ports, and return.

Details from McIlwraith McEldowney Ltd., 247 George Street, 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, Lebae, Lautoka, Noumea, Vila, Santo and Honiara.

Details from Burns Philp (SS), Suva.

**NEW ZEALAND - COOK IS.**

NZBS Moana Rea (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 Tavuni leave Auckland alternately every two weeks. Tofua calls at Suva, Niue, Pago Pago, Apia, Vavau, Nukualofa, Suva and Auckland. Tavuni calls at Lautoka, Suva, Pago Pago, Hoapai, Nukualofa, Suva and Auckland.

Details from USS, Quay and Commerce Streets, Auckland (379450).

**NZ - COOK ISLANDS - TAHITI**

Holm and Co. Ltd. vessels Luhasand and Fehmannsand maintain 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., Customs-house 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, Pt. Moresby, Lae, Rabaul, Norfolk Island, and return.

Details from Maritimes Service Ltd., 22 Kitchener Street, Auckland, or Shiptraco, Sydney (27-4149).

**UNION STEAM SHIP 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.

**Ship your cargo by a Union Company  
Vessel.**

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

**PACIFIC ISLANDS TRANSPORT LINE**

Owners: Thor Dahls Hvalfangerselskap A/S—Sandefjord, Norway.

**Motor Vessels "THORSGAARD" and "THOR I"**

Regular Freight and Passenger Services between Pacific Coast Ports of U.S.A. and Canada  
and

**TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA  
NEW HEBRIDES**

**GENERAL STEAMSHIP CORPORATION LTD.**

*General Agents*

**400 California Street, San Francisco, 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 — Compagnie Francaise de Nouvelles Hebrides.

**NZ - NORFOLK IS. - NEW 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 Street, Auckland (41-873).

**NTH AMERICA - TAHITI - AM. SAMOA**

Polynesia Line vessel Graziella Zela maintains a regular seven-week cargo route (with limited passenger space) from Los Angeles, San Francisco, Cook Bay (British Columbia) to Papeete and Pago Pago and return the same way.  
Details from Marine Chartering (Aust.) Pty. Ltd., Box 1431, GPO, Sydney (26-6701).

**TONGA - FIJI - AUSTRALIA**

Tonga Copra Board vessel Niuvakal 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 Anie. 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, Lee, 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 Street, Sydney (27-2041).

**UK - TAHITI - NZ - AUSTRALIA**

Cogener Line vessel Flavin, operates a passenger service four times a year from Southampton, via Panama, Papeete and Auckland, to Sydney.  
Details from agents: H. C. Sleight, 115 York Street, Sydney (2-0253).

**USA - AM. SAMOA - HAWAII - AUSTRALIA**

Matson-Oceanic Line operates a monthly passenger-cargo service from Los Angeles with the Summa, Sierra and Ventura. Regular calls include Sydney, Brisbane, Melbourne, Adelaide, Burnie, Pago Pago and Honolulu.  
Details from Matson Lines, 50 Young Street, 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 Street, Sydney (27-2041).

Matson Line liners Mariposa and Monterey maintain a regular passenger/cargo service every three weeks from San Francisco and Los Angeles to Bora Bora, Papeete, Rarotonga, Auckland, Sydney, and return via Noumea, Suva, Niuvakal, 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 makes three-weekly calls at Tahiti on southbound voyages.

Details from Wilh. Wilhelmsen Agency, 13 Bridge Street, 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 Street, Sydney (29-2551).

**AIRWAYS TIMETABLES**

**TRANS-PACIFIC SERVICES**

**SYDNEY - BRISBANE - HAWAII - US**  
Gantas, with 707's, operates weekly services from Sydney and San Francisco, departing on Thurs.

**SYDNEY - FIJI - HAWAII - USA**  
Gantas, with 707's, operates daily services, except on Thurs., from Sydney to San Francisco, and from San Francisco daily, except Thurs.  
BOAC, with 707's, operates services on Tues., Thurs. and Sun. out of Sydney and Tues., Thurs. and Sat. out of San Francisco.



**DAIWA LINE**

JAPAN/HONGKONG/PHILIPPINES/WEST NEW GUINEA SERVICE  
JAPAN/SOUTH PACIFIC SERVICE

**DIRECT MONTHLY SERVICE**

**JAPAN/GUAM & SOUTH PACIFIC**

**M.V. "TOKAI MARU" Voy. 9**

Guam March 5/6	Tarawa March 14/14
Pago Pago March 18	Apia March 19/20
Suva March 22/23	Lautoka March 26/27
Noumea March 29/30	Vila April 9
Santo April 13	

\*Subject to cargo inducement.

Heavy Lift Available.

Subject to alteration with or without notice.

Next Sailing—M.V. "SAMOA MARU" Voy. 11, End March.

**THE DAIWA NAVIGATION CO., LTD.**

OSAKA "DAILINE"

TOKYO "FUNEDAILINE"

**AGENTS:**

- GUAM: Atkins, Knoll (Guam) Ltd.
- APIA: Burns Philp (South Sea) Company, Ltd.
- PAGO PAGO: B. F. Kneubuhl, Inc.
- 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.

● PIM'S shipping and airways timetables are correct to time and publication.

#### SYDNEY - FIJI - TAHITI - MEXICO

Qantas, with 707's, operates weekly services out of Sydney on Wed. and return out of Mexico City on Sat. Stops are made en route at Acapulco.

#### SYDNEY or AUCKLAND - FIJI - HAWAII - CANADA

Canadian Pacific, with DCB's, operates weekly services out of Sydney and Vancouver on Fri., and fortnightly services out of Auckland on alternate Wed.

#### SYDNEY - NZ - HAWAII or TAHITI - USA

Air-NZ, with DCB's, operates services out of Sydney and Los Angeles on Wed., Fri. and Sun.

#### SYDNEY - USA (VIA N. CAL., NZ, FIJI, AM. SAMOA OR HAWAII)

PanAm, with 707's, operates nine return trans-Pacific services a week out of Sydney and Los Angeles. Planes connect with through services to the Far East, London and New York. Two services operate out of Sydney on Mon. and Wed., and two services operate out of Los Angeles on Sat. and Mon.; other services daily.

#### SYDNEY or NOUMEA - USA (via FIJI, NZ or TAHITI)

UTA, with DCB's, operates out of Sydney on Fri., and Noumea on Mon. and Thurs. Mon., Thurs. and Fri. services operate from Los Angeles.

#### NZ - AM. SAMOA - TAHITI OR HAWAII - USA

PanAm, with 707's, operates services out of Auckland on Mon., Wed., Thurs., Fri., and out of San Francisco on Tues., Wed. and Sat. Mon. flights depart Honolulu for Auckland, via Pago Pago.

#### INDONESIA or MALAYA - USA (via DARWIN, NOUMEA, NZ or TAHITI)

UTA, with DCB's, operates a weekly service out of Jakarta to Los Angeles on Wed. and return on Mon., flying non-stop Noumea-Singapore, excluding Jakarta.

## AUSTRALIA-FAR EAST

#### SYDNEY - P-NG - FAR EAST

Qantas, with 707's, operates services out of Sydney on Thurs. and Sun. to Pt. Moresby, Manila and Hong Kong, and return from Hong Kong on Fri. and Sun.

## AUSTRALIA-NEW ZEALAND

Qantas, Air-NZ, BOAC and PanAm operate regular trans-Tasman services. The Qantas and Air-NZ services link major NZ cities with Australian east coast cities.

## AUSTRALIA-PACIFIC ISLANDS

(For other schedules touching these islands see also trans-Pacific services.)

#### SYDNEY - FIJI

Air-India, with 707's, operates weekly services to Nadi on Tues., returning to Sydney on Wed.

#### SYDNEY - LORD HOWE IS.

Airlines of NSW, with flying-boats, operates twice weekly, return services from Rose Bay, Sydney, to Lord Howe. More frequently as traffic demands.

#### SYDNEY - NEW CALEDONIA

Qantas/UTA, with 707's and DCB's, operate return services on Mon., Tues., Thurs. and Sun. Qantas operates Mon. and Thurs., UTA on Tues. and Sun.

#### SYDNEY - NEW ZEALAND - FIJI

BOAC, with 707's, operates services out of Sydney on Mon. and Sat., and out of Nadi on Tues. and Sun. NZ call is at Auckland.

#### SYDNEY - NORFOLK IS.

Qantas, with DC4's, operates at least two return services a week. More in holiday periods.

#### AUSTRALIA - P-NG

TAA and Ansett, with 727's, each operate five times a week from Sydney or Melbourne to Pt. Moresby. Ansett doesn't operate on Tues. or Thurs., TAA doesn't operate on Mon.

or Wed. Planes leave Melbourne on Mon., Fri. and Sat. and Sydney on all other days. Both airlines operate a weekly DC4 with cargo to NG.

#### QUEENSLAND - PAPUA

TAA and Ansett, with Fokkers, operate weekly services. TAA leaves Townsville, via Cairns, for Pt. Moresby on Tues. and returns on Thurs. Ansett leaves Cairns on Thurs. for Moresby and returns on Fri.

## NEW ZEALAND-PACIFIC IS.

(For other schedules touching these islands see also trans-Pacific services.)

#### NZ - AM. SAMOA

PanAm, with 707's, operates from Auckland to Pago Pago on Wed. and Thurs., and returns on Mon. and Wed.

#### NZ - FIJI

Air-NZ, with DCB's, operates daily return services from Auckland to Nadi; there are extra Auckland-Nadi services Thurs. and Sat.

#### NZ - FIJI - AM. SAMOA

Air-NZ, with DCB's, operates services out of Auckland on Thurs. and Sat. and from Pago Pago on Wed. and Fri.

#### NZ - NEW CALEDONIA

Air-NZ/UTA, with DCB's, operate twice weekly services from Auckland on Wed. and Sun.

#### NZ - NORFOLK IS.

Air-NZ, with chartered Qantas DC4's, operates a weekly service, leaving NI on Sat. and Auckland on Sun.

#### NZ - TAHITI

UTA, with DCB's, operates from Auckland on Thurs. and from Papeete on Tues. Air-NZ, with DCB's, operates from Auckland on Sun. and from Papeete on Sat.

## INTER - TERRITORY SERVICES

#### CHILE - EASTER IS. - TAHITI

Lan-Chile, with DC6-B's, operates fortnightly services, leaving Santiago on alternate Tues. and Papeete on alternate Sun. Trips include a 24-hour stopover at Easter Island. Schedules are subject to frequent change. Details from Mr. J. Federer (31-4365), Sydney, or Tahiti Tours, Papeete.

#### FIJI - GEIC - NAURU

Fiji Airways, with 748's, operates weekly return services to Tarawa, leaving Nadi on Sun. and making a stop at Funafuti, Ellice Islands. Planes return from Tarawa on Mon. On alternate Sun. planes operate to Nauru, and return on the following Mon.

#### FIJI - NEW HEBRIDES - BSIP

Fiji Airways, with 748's, operates from Nadi on Thurs. and Sun. via Vila and Santo, to Honiara. Planes leave Honiara on Fri. and Mon.

#### FIJI - TONGA

Fiji Airways, with 748's, operates to Nukunono from Suva on Tues., Thurs. and Sat. and returns to Suva on the same day.

#### FIJI - WESTERN SAMOA

Fiji Airways, with 748's, operates from Suva to Apia on Wed. and returns the same day. NOTE: All above Fiji Airways times will operate from mid-January.

#### HAWAII - AM. SAMOA

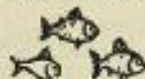
PanAm, with 707's, operates from Honolulu on Mon., Wed., Thurs., Sat., and Sun. and operates from Pago Pago on Mon., Thurs., Fri. and Sat.

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#### HAWAII - AM. SAMOA - TAHITI

PanAm, with 707's, operates from Honolulu on Thurs. and Sat. and from Papeete on Thurs. A Sun. flight from Papeete overflies Pago.

#### HAWAII - MICRONESIA - SAIPAN

Air Micronesia, with 727's, operates from Honolulu on Wed. and Sun., via Johnston Is., Majuro, Kwajalein, Truk, Guam and Saipan, and returns on Thurs. and Sat.

#### NEW CALEDONIA - NEW HEBRIDES

UTA, with DC4's, operates two return services a week, out of Noumea on Tues. and Fri., making calls at Santo and Vila.

#### NEW CAL. - WALLIS IS. - NEW CAL.

UTA, with DC4's, operates a fortnightly service, leaving Noumea on the second Wed. of the month.

#### NEW GUINEA - WEST IRIAN

TAA, with DC3's, leaves Lae fortnightly on Mon. and returns from Sukarnapura on Tues.

#### P-NG - SOLOMONS

TAA, with Fokkers and DC3's, operates weekly services out of Moresby on Tues., via Lae, Buka and Munda. The planes return from Honiara to Moresby on Wed.

#### TAHITI - USA

UTA, with DCB's, operates on Mon. and Thurs. from Papeete to Los Angeles, and return, the same day. The same flight on Sat. out of Papeete makes an extra call, at Honolulu.

PanAm, with 707's, operates to Los Angeles from Papeete on Mon., Thurs., Fri. and Sun. The Thurs. flight takes in Pago Pago and Honolulu; the Sun. flight is via Honolulu. Planes return from San Francisco on Wed., Thurs., Sat. and Sun.; Thurs. flight takes in Honolulu and the Sat. flight includes Honolulu and Pago Pago.

Air-NZ, with DCB's, flies to Los Angeles from Papeete on Sun., leaves Los Angeles on Fri.

#### W. SAMOA - AM. SAMOA

Polynesian Airlines, with DC4's, operates from Apia to Pago Pago three times a day, Wed., Fri., and twice a day, Tues., Sat.; once Sat. Pago Pago to Apia services operate on the same frequency (all flights, 45 min.).

#### W. SAMOA - TONGA

Polynesian Airlines, with DC4's, DC3's, operates a weekly service from Apia, leaving on Sun. and returning to Apia from Nukunono on Mon.

#### W. SAMOA - WALLIS IS. - FIJI

Polynesian Airlines, with DC4's, DC3's, operates from Apia on Thurs., and on Fri. planes return from Nadi.

### INTERNAL SERVICES

#### FIJI

Fiji Airways, with Herons, DC3's and a HS748 operates regular services to Lebusa, Mateti, Nadi, Nausori and Savusavu. Details from Fiji Airways, Victoria Parade, Suva.

Air Pacific, with Beech Baron aircraft, operate regular services to Ba, Bureta, Korolevu, Nadi and Nausori. Details from Air Pacific Ltd., Suva (Phone 25137).

#### FRENCH POLYNESIA

RAI, with DC4's, Twin Otters and a Bermuda flying-boat, operates regular services to Bora Bora, Huahine, Moorea, Papeete, Raiatea and Rangiroa.

Details from RAI, Quai Bir Hakeim, Papeete, or any UTA office.

#### GUAM - US TRUST TERRITORY

Air Micronesia, with 727's, DC6's and Grumman SA-16 flying-boats, operates regular services to Guam, Koror, Kwajalein, Majuro, Pohnpei, Rota, Saipan and Yap.

Details from Continental Airlines, International Airport, Los Angeles, California.

#### PAPUA - NEW GUINEA

TAA, operates regular services to Baimuru, Beyer R., Balimo, Bona, Buni, Bulolo, Buke, Cape Gloucester, Cape Hoskins, Chimbu, Dara, Finschhafen, Garaina, Goroka, Gurney (Semarai), Jacquinot Bay, Kairuanu, Kandrian, Kavieng, Koroma, Kiata, Kikori, Lae, Madang, Malaleu, Manus, Mim, Misime, Mt. Hagen, Munde, Nandabai, Nissan Is., Popondetta, Pt. Moresby, Rabaul, Telesai, Volimo, Wabag, Wewak, Wau, Wapenamanda and Wewak.

Ansolt-MAL, with Fokker Friendships, DC3's and Pagglog, operates regular services to Ailepe, Ambunti, Angoram, Barz, Bulolo, Erave, Goroka, Heyfale, Isilba, Kainantu, Kogua, Kavieng, Kundawa, Lae, Lumi, Madang, Mendi, Mini, Mt. Hagen, Momote, Nuku, Pt. Moresby, Rabaul, Tari, Telefomin, Vanimo, Wabag, Wapenamanda, Wau, Wewak and Yangoru.

Papuan Airlines Pty. Ltd., with a variety of aircraft, operates regular services to Arob, Balimo, Sarima, Cape Rodney, Daru, Gurney,

Kairuku, Kokoda, Lomla, Mendi, Mt. Hagen, Paili, Popondetta, Pt. Moresby, Koroma, Tapini, Vivicani, Woniweia and Waitape.

#### NEW CALEDONIA

Air Caledonia, with Twin Otters, Herons and Aztec operates regular services to Hienghene, Houailou, Isle of Pines, Isle Owen, Kane, Kouaoua, Koumac, Lifou, Mare, Noumea, Ouvéa, Poindimié, Touho, Voh.

Details from Air Caledonia, Noumea.

#### NEW HEBRIDES

Air Melanesia, with Drovers, operates regular services to Aniway, Espi, Erromanga, Lamap, Longana, Norsup, Santo, Tanna, Tongpa and Vila.

Details from Air Melanesia, Vila.

#### SOLOMON ISLANDS

Solomon Islands Airways, with Dove and Beach Baron aircraft, operates regular services to Auki, Avu Avu, Berakoma, Honiara, Kira Kira, Marau, Mono, Munda, Soge and Yandina. Details from Solomon Islands Airways Ltd., Box C25, Honiara, 831P.

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## DEATHS OF ISLANDS PEOPLE

### Mr. Edward Taylor

One of the most popular pre-war field officers in New Guinea, Mr. Edward E. Taylor, died suddenly at his home in Ballina, NSW, on November 16. He was born and educated at Mt. Morgan in Queensland and was 79 when he died.

Ted Taylor was a World War I veteran and joined the New Guinea Administration right after his discharge—in May, 1921, immediately the civilian service was set up.

He served in several districts and was a highly regarded, "unflappable" District Officer of Morobe and of New Britain at various periods. In 1936 he was offered the job of Assistant Director of the Department of District Services and Native Affairs but declined the appointment. When it was offered to him again in 1939 he accepted it and, after war service, returned to the provisional Papua-New Guinea service in the same position in 1945.

He was in New Guinea at the time of the Japanese invasion but joined the Army in Melbourne in August, 1942. He served, with the rank of Lt.-Colonel, with Military Intelligence.

During his pre-Pacific War service in New Guinea he was awarded the MBE, but it is typical of his modesty, that no one, including his wife, appears to know in which year he received it, and few people knew about it anyway.

He did not remain long in the territory under the circumstances that prevailed immediately after World War II. He resigned at the end of 1946 to return to Australia. He worked for a time in the Department of Post-war Reconstruction and in 1948-49 spent some time in Nauru, during a period of unrest there, as a Territories Department trouble-shooter.

His services were again called on by the Department in 1958-59 following the Navuneram shooting incident in August, 1958. [Twenty-two men of Navuneram, a village in the centre of the Gazelle Peninsula, refused to pay a head-tax imposed the previous year. A government patrol consisting of European officers and about 80 police went to the village with the idea of collecting the tax. The villagers began to throw stones and the police were ordered to "fire over the heads" of the villagers. Two natives were killed—by ricochet bullets, it was claimed].

The whole Navuneram affair was

a *cause celebre* at the time and was symptomatic of a general feeling of discontent among the Tolai people. Mr. Taylor's task was to move among them and try to get to the bottom of the trouble and, eventually, to report back to Canberra. He did his usual painstaking job and his report was fearlessly critical of many Administration developments and personnel.

He remarried in 1955 and he and his wife Marion made a new life for themselves in Ballina, in northern New South Wales. In the 14 years that he lived there he became as popular with local people as he had been with Territorians. He spent the last afternoon of his life playing bowls and, according to fellow players, was on top of the world. Shortly after he returned home that night he collapsed. He had no children.

### Mr. H. J. Murray

The death in Queensland recently at the age of 70 of Harold John Murray reduces still further the dwindling band of Allied Intelligence Bureau heroes of the Pacific war.

Murray was a veteran of Gallipoli at 17 and later served in France, was twice wounded and, as a sergeant, was awarded the DCM. In World War II he collected the Military Cross and the US Silver Star.

Like a great many other returned soldiers he went to New Guinea after World War I and eventually became the owner of Lukurahau Plantation, on the east coast of New Ireland.

He was at his plantation when the Japanese landed at Rabaul in January, 1942, and it was largely through his initiative that a party of New Ireland residents eventually reached safety and lived on to fight another day.

That escape, down the coast of New Ireland and then out by sea, with the Japanese everywhere, was successful because of Murray's sheer determination to win through at all cost; many others simply waited for the Japanese, believing they would be safe if they surrendered.

The entire European male population of New Ireland, with the exception of the seven men who escaped under Murray's leadership, were captured and died in various ways. Another party of 16 who had escaped to Rabaul were captured and also lost their lives as prisoners.

Murray himself joined both Z and

M special commando units and later the Coastwatchers under the late Eric Feldt.

He established and became commandant of a camp in Queensland which trained Coastwatcher parties going into the field, including natives selected from compounds in Port Moresby.

This was most valuable work, which he did with great competence, but the time came when the World War I veteran, who had already had a good crack at the enemy in World War II, insisted in becoming even more active. So B. Fairfax-Ross took over the camp and Murray was landed on New Ireland by submarine to give the first reports of enemy strength received in 15 months.

Later the same year, 1943, Murray made a second landing in the New Ireland area, this time on one of the off-shore islands. His party fought it out on occasions with parties of Japanese, and caused havoc among them. In September, 1944, Murray was posted to Nissan Island to establish the Allied Intelligence Bureau camp there and to clean up the Japanese resistance on the off-shore islands to the east of New Ireland.

After the war he returned to his plantation on New Ireland and in 1950 married, Mrs. Mary Murray subsequently became his biographer and wrote two books about him. The first, *Escape*, described how he escaped from New Ireland in 1942; the second, *Hunted*, described the 1943 sorties into the Japanese-held island, and of other experiences with the AIB.

The Murrays had been living in Queensland for the last eight or nine years.

### Father Francis Guivarc'h

Father Francis Guivarc'h, a Catholic missionary who was highly regarded by all races in P-NG, died in December aged 60. He had spent nearly 35 years in the territory.

Father Francis, who at the time of his death was parish priest at Badili, arrived in the territory from France in 1934 and established a mission at Kerau in the Gollala sub-district. He spent many years working with the Gollalas before moving to other mission stations in western Papua.

In 1954 Father Francis moved to Port Moresby where he became priest at the Christ the King Church Badili.

Father Francis spoke five languages including Suyuge and Tanada, two Papuan dialects.

Nearly 1,000 people attended his funeral at Badili.

### Mr. Hargovind Damodar

Mr. Hargovind Damodar, Fiji businessman who formed the Suva firm of Shantilal Brothers, importers and exporters, died in Suva recently aged 61.

Born at Navsari, India, he moved to Fiji in 1925 and began business. Mr. Damodar leaves a widow, three sons, two daughters and 18 grandchildren.

### Major J. S. McConnachie

The death occurred in Sydney on November 28, of Major James Simpson McConnachie who retired as Director of Police, Nauru, in 1966 after 12 years of service there.

He was born in Aberdeenshire in 1908, served in the Scots Guards from 1928 to 1931, when he joined the Colonial Police Force in Palestine.

During World War II he was with the British Eighth Army in North Africa and East Africa, from 1941 with the rank of major. Subsequently his service was with the British Army of the Rhine and as OC Army War Graves Concentration, Germany and Denmark.

He migrated to Australia in 1949 and in 1954 was appointed to Nauru.

His role of Police Chief on Nauru included numerous other duties—such as meeting and dispatching ships and aircraft. As a result Major McConnachie and his Guardsmanlike figure are remembered by many visitors to Nauru as well as by local residents.

He is survived by his wife, Lucia, five daughters and a son.

### Mr. W. S. Nicholas

The death occurred suddenly at Nambour, Queensland, on December 29 of William S. Nicholas, a former Government Printer for Papua-New Guinea. He was 61.

Mr. Nicholas lived at North Curl Curl, NSW, and was visiting his daughter, Mrs. Bob McInnes, at the time of his death. He had appeared to be in excellent health.

He joined the staff of the Government Printing Office in Port Moresby in 1934, after having for a time been engaged in mining in the Gulf District of Papua. He retired as Government Printer in 1962. During the war he served with Angau in New Guinea.

He leaves a widow, a daughter and three grandchildren.

## Tui Lau findings

(Continued from p. 20)

by the fact that a close scrutiny of the chart reveals that an identical calculation has at some time been written in pencil on the chart and subsequently erased," the court found.

In giving its decision it was completely satisfied that in laying the course, Wendt had failed to comply with elementary procedures of navigation.

It was satisfied that the calculation now appearing on the chart in pencil, namely 278 degrees true, minus 13 degrees error; 265 degrees standard, misrepresented the course laid by Captain Wendt and was false. The court recommended the owners to ensure in future that the bridge log book is effectively kept.

In Tonga, the 160-ton Korean fishing vessel, No. 255 *Nam Hai*, was badly damaged when she hit a reef some 250 miles from Nukualofa in December.

The crew of 19 managed to struggle ashore on Tongatapu's south coast.



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## Funds available for tourist authority

ahead of target by  $\frac{1}{2}$  million cu. ft and it was expected to reach  $4\frac{1}{2}$  million cu. ft by the end of the year. The target for 1969 was 6 million cu. ft.

Outlining the BSIP's pattern of trade, Mr. Russell said that Britain's share of exports increased from 42.8 per cent. in 1967 to 47.4 per cent. in 1968, while Japan's dropped from 40 per cent. in 1967 to 30.2 per cent. in 1968. Australia's share of BSIP exports increased marginally from 15.1 per cent. to 17.5 per cent.

Australia (42.4 per cent.), Britain (21.4 per cent.) and the US (10.6 per cent.) remained the chief countries from which the BSIP imported, said Mr. Russell.

### **Less than expected**

In 1966, said Mr. Russell, there was an overprinted definitive issue revenue from stamps amounting to \$293,400, and it had been hoped to realise \$420,000 from stamps this year. Crown Agents' sales however, had been less than expected and this target could not be achieved.

Like every other island group in the South Seas, the BSIP has its eye on the tourist trade. It was estimated that by the end of 1968 some 1,850 tourists would have visited the BSIP—a huge improvement on the figure of 813 in 1967.

Mr. Russell reported that the Fiji Visitors Bureau had advised the BSIP to set up a tourist authority so that the industry could be developed along the right lines. Funds had been made available in the 1969 estimates for setting up such an authority, he said.

• Work is almost completed on the BSIP's first comprehensive, prefabricated housing estate, which will have houses and amenities for 78 families. The estate is at Tuvaruhu, Honiara, about a mile upstream from the Mataniko Bridge, and near the water pumping station.

Intended for local government employees, the estate will include a shopping site with car park, a recreation ground, a community hall, a church and a four-classroom primary school with playing field.

The 78 homes will comprise an equal number of two-bedroom and four-bedroom houses, built of timber and asbestos on a concrete base.

## Taxes up in N. Hebrides (condominium) budget

From a Vila correspondent

The approach of the end of the year saw many Islands' Treasurers presenting budgets for 1969. The New Hebrides was no exception although, being a condominium, the mechanics of such an exercise differ from the norm.

The New Hebrides has three budgets—the French budget, the British budget and the Condominium budget. No particular fuss is made over the first two; but the Condominium budget is presented to the New Hebrides Advisory Council in its last meeting of the year and is introduced in a joint speech from the Resident Commissioners—the French Resident Commissioner making the speech in French, and the British Resident Commissioner in English.

The French and British each have their own methods of financing their own national budgets but the Condominium Government's main source of revenue is Customs duties, both import and export.

In the joint speech on the 1969 budget, delivered at the Advisory Council meeting in December, it was disclosed that the treasurer was aiming for a balanced budget at the equivalent of \$A2,786,077, which was about \$A10,000 less than in 1968. However, it was subsequently decided, during debate, to raise taxation to cover further expenditure and the total budget therefore became \$2,859,106.

### **Loss of 5 per cent.**

The Condominium was expecting a loss of about 5 per cent. in revenue due to the closure of the Forari manganese mine. In addition, recent revisions of Condominium employees salaries added an extra burden.

The other sectors of the economy were, however, buoyant, as indicated by a rising volume of trade, which is again expected to have an excess, in value, of exports over imports—one of the few Pacific territories that ever achieves this.

The amount of copra exported has remained steady although unlike other Pacific territories which enjoyed high prices in 1968, French prices fell. (All New Hebrides copra goes to Marseilles). Exports of cocoa, meat and fish are expected to be up, although final figures are not yet available.

On the political front the Resident Commissioners expressed regret that the Advisory Council, which in 1964 was designed to have a tenure of office of two years, has had a life of almost four, due to successive extensions.

This was regarded as its final appearance. When the next Advisory Council meets, it will have an increased membership and a big proportion of members will be elected rather than appointed.

Following the Resident Commissioners' joint "speech from the throne," there was plenty of other speech-making and some action.

A majority of members finally agreed that an increase in taxation was warranted but at the time of going to press no details had been announced in Vila. As most of the Condominium budget is financed by import and export levies, presumably this means increased duty on some items.

The increased expenditure, which will be covered by the additional taxation, amounts to an estimated \$74,430. This includes \$35,000 for improving airstrips (see below); salaries of specialist officers, \$5,000 for maintaining airstrips; and a \$12,000 deficit in respect of royalties from Forari which now will not be forthcoming in 1969.

The motion that caused the greatest amount of discussion during the council meeting was one relating to civil aviation—due largely to the recent accident to one of Air Melanesia's planes.

General dissatisfaction was expressed about the handicaps that any internal airline would be under in trying to operate an internal air service under existing conditions.

It was agreed that the need for improved facilities on the Condominium's airstrips is great. Finally it was decided to embark on a five-year plan to bring the airfields up to a more reasonable condition. It was also agreed that provision be made in the 1969 budget to enable the first stage of this plan to be put into operation.



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# The Practical Planter

## BRAHMAN BLOOD FOR BETTER BEEF

By Geoff Little

Looking forward to celebrating its 5th anniversary of successful breeding of tropical cattle next year, Cherokee stud at Tanby, near Rockhampton, Queensland, has prepared a simple breeding programme to help clients introducing Brahman blood into a basically British-breed herd.

THIS FINE STUD is part of the holdings of the Brahman Cattle Company headed by Lionel De Landelles on his Tanby property, "Canomie".

At their second annual stud sale in September, Cherokee bulls sold to \$8,000 with buyers from as far afield as the Mornington Peninsula in Victoria.

Lionel is an esteemed show judge of tropical cattle and his property shows evidence of his methodical approach to all cattle raising activities with an orderly array of neat out-buildings, firm fences and well-managed pastures, with a sound use of natural rainfall and stored water.

"Canomie" is in rolling hill country within sight of the sea where it washes the coast at the popular seaside resort of Yeppoon. The soil supports a thriving pineapple-grow-

ing industry all around "Canomie" and the hills were originally heavily-timbered with eucalyptus scrub.

From his chair on the lawn in front of his home overlooking 100 acres of improved tropical pasture, Lionel lamented some of the changes which 25 years of progress have brought to the surrounding countryside.

As the great changeover from natural pasture to improved pasture proceeds all over the State he sees a steady destruction of the environment which sheltered the native animals in the past.

He hopes to set aside about 100 acres of the 3,600 in "Canomie" as a nature reserve stocked with the wildlife of the district and fenced against predators (including man).

"I don't like to see the native birds

and marsupials vanish from our pastoral scene and here some will find sanctuary . . . and food," he said.

This move will find support from more than the local people, for "Canomie" and its Brahman cattle have become a tourist attraction drawing 1,500 visitors a year.

Lionel De Landelles is not a man who talks easily about himself or what he is trying to achieve. He knows what he is about and goes about it successfully . . . breeding, culling that which does not fit into his picture of the ideal animal and, above all, recording from day to day what happens on the property. Gradually, by listening and questioning, he drew and sorted out his experience of the years as a breeder and a judge.

"The good stud breeder is controlled in his aims by the commercial beef breeder," he said.

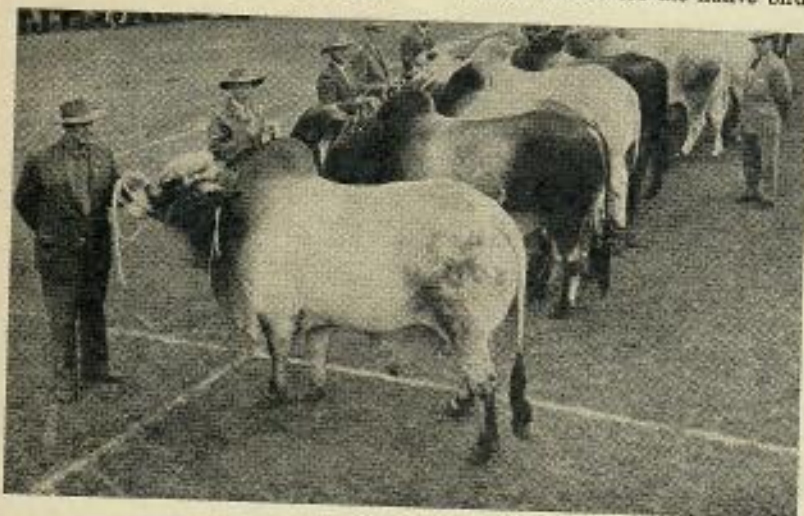
### "Showy" animals

"I think in the main, Queensland stud men are following this rule but there is certainly some hobbyism in the business—people breeding a showy animal not necessarily aimed at getting better returns of beef for the dollar spent. Some stud breeders do not give enough thought to what the commercial beast of tomorrow must be like," he said.

"The beefy characteristic of the animal bred is the most important feature for which we must be looking.

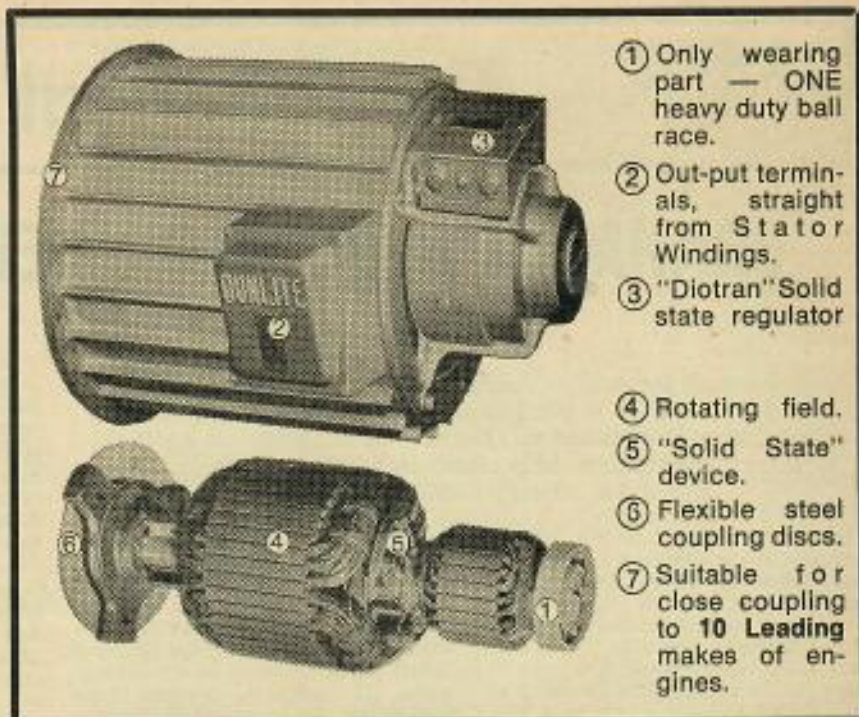
"Then, in breeding a particular line of cattle, the animals must be characteristic of the breed concerned. When we are breeding a particular line of cattle we must be bound by the typical beast of the breed . . . Brahman must have what we might call the 'Brahman look', a Braford must look like a Braford, Brangus like Brangus and so on.

"Ideally, in the production of the tropical breeds we should be looking for enough Brahman motor com-



Brahman bulls meet the judge at the 1963 Brisbane Royal Show. Cherokee Little Chief, owned by Gatton College, is nearest the camera.

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"Canomie" Cherokee stud, looking seaward.



Lionel De Landelles (left), head of the company that owns "Canomie", with Alan MacDonald, Queensland manager for Grasslands.

bined with enough British body for the resultant body to absorb the vibration of the Brahman motor."

While it does not take the visitor long on "Canomie" to see that the typical Cherokee Brahman can be the silver-grey, popular idea of Brahman beasts, one soon notes a shrewd eye for quality where red colouration is concerned.

Quite reasonably Lionel would not be drawn into any discussion on the relative merits of the various Brahman hybrid lines being raised in Australia. He breeds Brahmans, has done so for a long time now and they have been sufficiently sought after to bring up to \$15,000 for a single bull. Cherokee sires are being used in New Guinea, Alice Springs and from Darwin around the eastern coast to Albany and Derby in Western Australia.

### Improved country

Lionel's expressed preference is for a masculine silver-grey or dark-grey colour for a Brahman bull but he has his successes as a breeder of Angus and Brangus in the dark coloured breeds and on "Canomie" there are red bulls and bulls with Braford colourations which would make any breeder of red animals reach for his cheque book.

Most of "Canomie" is in improved country, under natural pasture, well subdivided for easy and efficient management of feed and stock. There are 100 acres of tropical pasture worth looking over closely. Siratro and stylo are the chosen legumes entwining a mixture of setaria, green panic, pangola and Rhodes grass.

"Our practice is to wean calves early and lot feed them a mixture of roughage and grain," Lionel said.

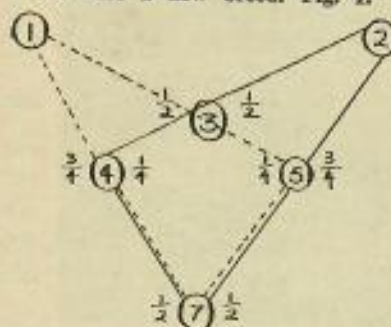
He stated that lot feeding was the most economical way to use pasture land. Queried on the apparent lack of interest in Queensland in lot feeding he stood by his belief and gave strong reasons for his faith in the future of lot feeding systems.

### Big demand

Lionel has an eye to the future as the director of a company ultimately wholly concerned with beef production.

"In the past 10 years we have seen a big demand for lean beef develop for Australian cattle raisers. Feed lots are not the accepted way of raising lean beef but they offer the most economical way of using available pasture. Some day we are going to have to face up to the

To start a new breed: Fig. 1.



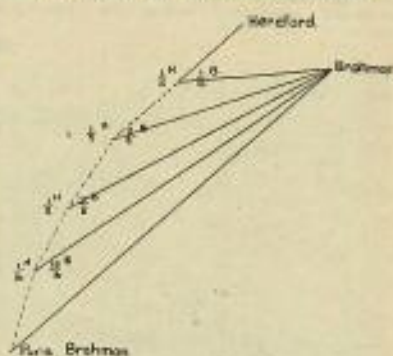
economical use of pasture and then we will have a reassessment of lot feeding methods," he said.

He'll find a lot of solid cattlemen who will go along with that idea.

His advice to men moving into the breeding of hybrid tropical cattle is fairly simple and easy to follow. It is handed out as a typed sheet with simple diagrams.

1. "When breeding in any method it is the eye of the breeder that

To grade up to pure Brahman:



moulds the type of animal he produces.

2. "In upgrading or selecting look for the Brahman characteristic as this is a must in either parent. Most Brahmans carry some British genes and as much as 15 per cent. could be British blood.

3. "When making a breed one must spread genes and then start intensive line breeding. The line breeding culls out your herd in the early stages and makes progress easier.

4. "The breed type you require is

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Illustration shows a special Forestmil for operating in a log yard or semi-permanent location. Wheels are attached to each corner post. Steel track is laid on the ground at each end of the machine—the track can be any length. Logs are stacked between the rails, which also become a log storage area. This method enables the Forestmil to be in continuous production, cutting the logs placed between the rail track.

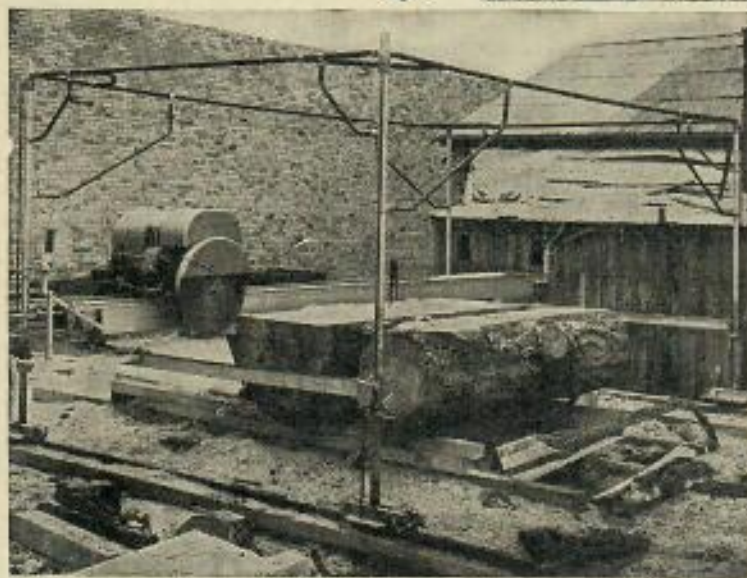
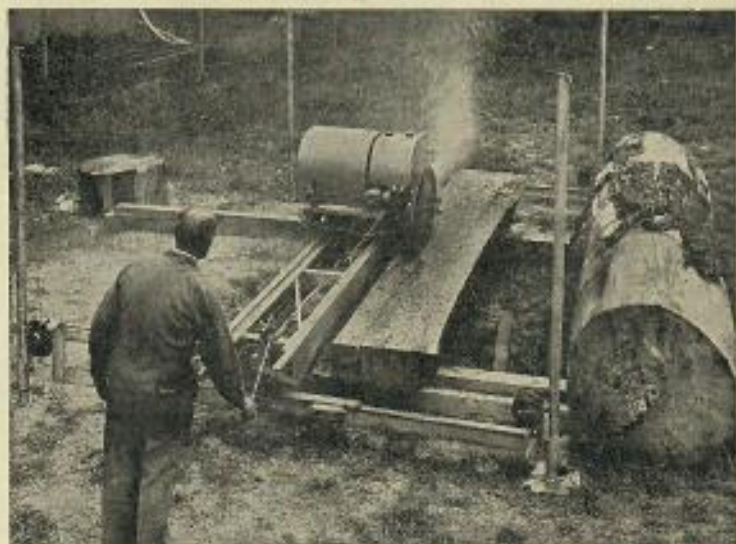


Illustration shows the machine cutting a flitch. The four support corner posts are fitted with winches for raising and lowering the unit to desired cutting depth. The operator is holding the power feed lever which controls the variable feed speed.

Standard machine cuts from logs up to 18 ft long. Special units are available for cutting longer than 18 ft.

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## Practical Planter

subjected to re-sale value and this particular type must be bred. If herds are only small, do not cull females till they produce. Sometimes a poor-type female could produce and re-produce your top animal.

In the diagram is set out the procedure for starting a new breed (Fig. 1). Each black line denotes males. Each dotted line denotes females.

1. Female No. 1 mated with male No. 2 produces group three, which is half blood of sire and dam.

2. Females from group three mated with sire No. 2 produce group five, which is  $\frac{3}{4}$  blood of sire No. 2 and  $\frac{1}{4}$  blood of dam No. 1.

3. Males of group three mated with dam No. 1 produce group four which is  $\frac{3}{4}$  blood of dam No. 1 and  $\frac{1}{4}$  blood of sire No. 2.

4. Males of group five and females of group four (or vice versa) produce group seven. This is mathematically half blood of each original pair No. 1 and No. 2.

To grade up to pure Brahman (see diagram, p. 139), all half-bred males must be steered. Three-quarter and upward males have a sound market value at present and for some time to come. Colour would have some bearing on the quickness of producing the right colour for pure breed.

### No colour selection

When breeding a sucker mother for meat production, no colour selection required and only females kept. Brahman conformation is a must with a very feminine appearance. This goes hand in hand with milk production.

#### Producing for the market:

● Pure Brahman females x Pure British bull gives very top animals.

●  $\frac{1}{2}$  Brahman and  $\frac{1}{2}$  Hereford x Pure British bull gives very top animals.

●  $\frac{3}{4}$  Brahman and  $\frac{1}{4}$  Hereford x Pure British bull gives very top animals.

(If females have been graded up this is as far as you can use British bulls.)

●  $\frac{3}{4}$  Brahman and  $\frac{1}{4}$  Hereford x Very strong beef type half or  $\frac{3}{4}$  blood Brahman bull. This bull would want to be outstanding.

●  $\frac{3}{4}$  Brahman and  $\frac{1}{4}$  Hereford x Pure Brahman if high returns are needed.

# HINTS ON DIESEL MAINTENANCE

Many Islands estate managers have stationary diesel engines for generating electricity or for pumping water. Here are some tips on how to look after these engines.

The general stationary diesel generating set of, for example, 7½/10 kva is a very useful piece of equipment. It has a fairly long life, it will stand a light overload and it will give sufficient electrical output for the "comfortable" use of electricity.

Of course, time and care must be spent installing such a stationary diesel. It can be mounted on two wooden bearers of 4 in. by 4 in. or 4 in. by 3 in. on which are laid strips of industrial felt, usually about  $\frac{1}{2}$  in. thick.

### Prevents noise

This prevents noise transmission through the base. An alternative silencing method is to mount the set on "Silent Bloks".

With these generating sets, oil should be changed once every 100 hours of engine use, and the filter at least once every 200 hours. If the diesel is water-cooled, use rain water and, for good measure, "dope" the radiator water with sodium silicate—this will lengthen the life of the water jackets. It is important also to remember to flush out the radiator and water jackets occasionally.

### Important

Fuel cleanliness is important with a diesel generating set, and particular attention should be paid to the governor—the efficiency of the alternator or generator depends upon it.

The makers of the engine will let you have full details of general maintenance of the generator or alternator (i.e. bearing lubrication, brush attention and care of fuses, etc.). One tip: sprays such as WD 40 are excellent in warding off the troubles caused by dampness and condensation.

Once in a while it is a good idea to clean out the silencer since restriction due to choking by soot can cause a slow, almost imperceptible, drop in power—and this will continue if not checked.

A diesel used for pumping water needs the same attention as a generating set—though in some cases the water cooling is direct instead of by radiator.

Pumps, like generators, need regular attention, and the normal centrifugal pump requires regular inspection of the gland. Make a practice of changing the packing regularly as it tends to harden and wear the pump shaft.

In the case of the plunger-type pumps, try to avoid sandy water and do not over-tighten the gland packing. Pump valves need frequent checking—worn seats and weak springs lower pump output.

### Timetable

Where deep well pumps are concerned it is best to contact the maker for a maintenance schedule since there are so many types.

For readers with diesel engines, here is a timetable for engine overhaul:

● 10 hours (less if engine worn), check oil level and replenish.

● 25 hours, check radiator and cooling water.

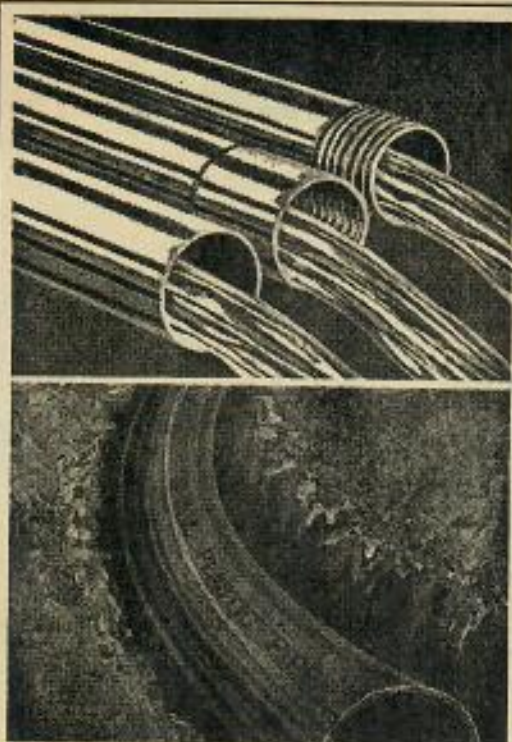
● 100 hours, change lubricating oil and renew filter element. (If engine not running on full load, extend to 150 hours).

● 250 hours, check injectors. (If engine is running smoothly and with clean exhaust, defer check).

● 750/800 hours, arrange top overhaul and have injectors cleaned and re-set; renew cylinder head gasket; wash out cylinder water jackets.

● 1,500 hours, repeat as above.

● 2,200 hours, if the engine has been working consistently the matter of a general overhaul should be considered; check bearings and piston rings, also liners for wear.



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## INDONESIAN CASSIA NEEDS HILLS AND HIGH RAINFALL

By E. G. BROWN, Colonial Products Laboratory

The main centre of cultivation of Indonesian cassia is the west coast of Sumatra—at Padang (between 1,800 ft and 4,000 ft), in the lower regions of Priaman and Loeboek-Bassoeng, and further south as far as Moera-Laboek and Soengai-penoeh. The tree from which the cassia bark is derived is cultivated on smallholdings and plantations on steep, often stony, hillsides. The rainfall in these areas is between 80 and 100 in. a year, with short dry periods in May and September. The bark grown at high altitudes is of a better quality than that grown in the lower regions (below about 3,600 ft).

Although the tree can be propagated from cuttings or runners, seed is generally used. Ripe seed from vigorous mature trees, which give a thick bark of good aroma, are chosen. The fruits, about the size of a currant, are attractive to birds and the trees must, therefore, be protected with nets so that good ripe seed may be obtained.

The fruits are usually heaped for two or three days to ferment the pericarp which is then removed by washing; the seeds are dried by sprinkling ashes over them, and they are then ready for planting. Well-ripened seed from the tree can be sown directly into the seed-bed, germinating in five to 15 days, with very few failures.

### Rich soil

Seed-beds, 3½ ft to 5 ft wide and slightly raised, are prepared well beforehand. Rich soil with water available nearby is preferred, and is deeply dug, stones and roots being removed. The seeds are sown in these beds at 2 in. intervals and covered with ¼ in. of soil.

When two leaves have developed, the seedlings are transplanted 8 in. apart into another bed and here they remain for eight to 12 months, before being transplanted into their permanent positions. The beds are shaded with screens of plaited palm leaves. After five or six months, the

shade can be reduced gradually to accustom the plants to full sunshine.

Although it is customary to transplant year-old seedlings raised in nursery beds, plants are sometimes grown in small bamboo baskets, the whole being planted out when the seedlings are five or six months old.

### The best cassia

One authority recommends that the land should be sown with a green manure such as *Tephrosia candida* six months before transplantation. If sown, after the land is cleared, in rows about one yard apart, it will form a thick stand for at least three years, effectively smothering all weeds except climbers.

The young trees are planted in clearings about 2 or 2½ ft in diameter made in the rows. The *Tephrosia*, by this time, will have reached a height of 3 to 5 ft, sufficient to provide the plants with the shade they require and also with shelter from strong winds. As the plant requires more light, more *Tephrosia* can be cut away around it. When the plant is established, the *Tephrosia* can be cut down to about 6 in. and spread between the rows, to the benefit of the plants.

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trunk, and the bigger the trunk, the thicker and the more valuable the bark. Thick branches yield a bark of lower quality, its value being so low that it barely covers the cost of production. The trees are, therefore, planted closely to encourage the formation of tall straight stems with as few branches as possible.

The best spacing is 3 to 4 yards between plants; a spacing of 3 yards gives most profitable results, but native farmers often plant much more closely, 2 to 2½ yards between plants, and then the bark is of lower value.

**Harvesting:** When the plantation has become too thick for further profitable growth—usually three years after planting, though sometimes sooner—it is thinned.

An early thinning is only necessary in closely spaced plantations, but shortage of money is frequently the reason for early thinning, although the bark from the first thinnings has very little value.

The first proper harvest is taken two years after the first thinning, when bark of fair quality can be obtained. Subsequently, the plantations can be thinned annually for 12 to 15 years, by which time all the trees will have been harvested.

In ten years, however, healthy, vigorous trees can attain a circumference of 3½ to 4 ft. Such trees may be left standing for several years, the bark increasing all the time in quantity and thickness.

### After the rains

Harvesting takes place at the end of a dry period after the first rains have fallen. The trunk of the tree is first scraped with a small knife, so that cork, mosses, etc., are removed and the bark is exposed.

A horizontal cut, 8 to 12 in. long, is made with a sharp knife about 4½ ft above ground level, and, from this, vertical cuts are made down to the foot of the tree.

After loosening the bark a little at the top, it can be pulled off without much difficulty in strips 2 to 4 in. wide and a yard or more in length. This is repeated round the tree until the lower part of the trunk has been completely stripped.

The tree is then felled, leaving a stump 8 to 12 in. high; the valueless twigs are trimmed off and the bark is removed from the remainder of the trunk and the branches.

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mats or wire netting to dry; this is often done under a temporary shelter so that the bark is protected from rain. As the bark dries it curls up into quills, which, after two or three days of strong sunshine, are ready for marketing. If the bark is not dried sufficiently, it is liable to become mouldy and lose its value.

The dried quills are bought by merchants and resold to exporters in Padang. Here the bark is carefully sorted into three grades, "A", "B" and "C", according to quill-length, colour, thickness and aroma, and is tied tightly into bundles with rattans; the bundles are then sewn up into jute sacks. They range in weight from 66 lb to 130 lb, bales of 117 lb being usual in the US trade.

### Yield varies

The yield is very variable, being dependent on such factors as altitude, soil, and whether the tree is cultivated or wild; trees of average size yield about 6½ lb of stem bark and about half that quantity of branch bark. Over a 10-year period the yield per tree is reckoned to be between 6½ lb and 11 lb; trees planted 13 ft apart would give about 1,850 lb per acre.

When the trees are felled, as many as 20 or 30 shoots grow up from the stump and if one or two of these are allowed to grow into new trees, a very fair plantation can be developed in this way. When this is the intention of the grower, the cut surface of the stump is allowed to dry and is then painted with hot tar to prevent rotting.



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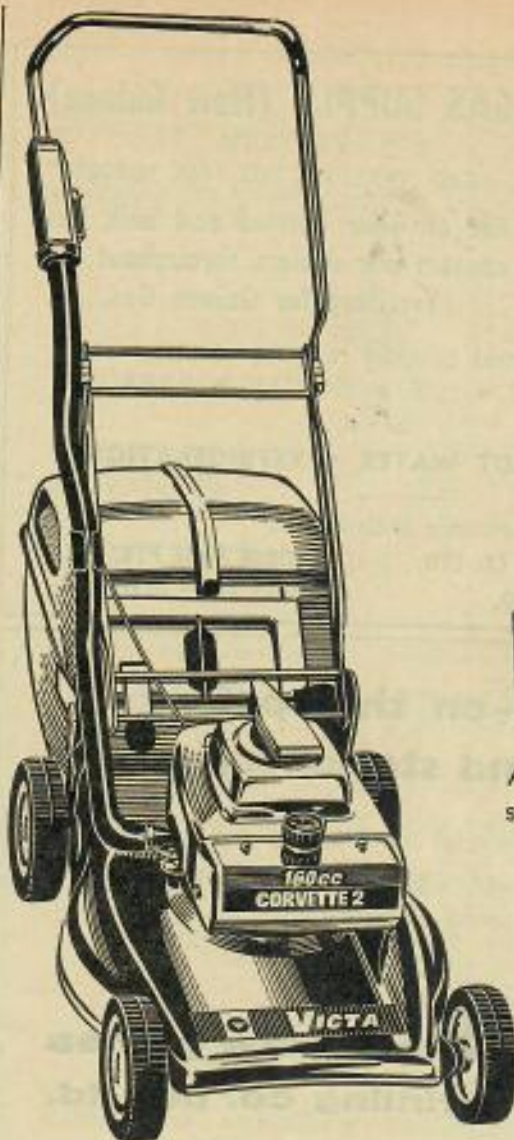
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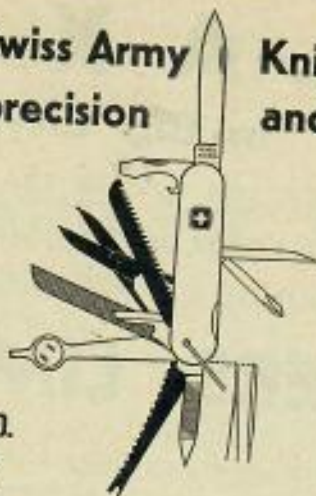
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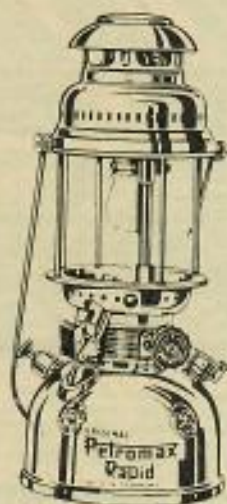
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## They were scared out of their lethargy

(Continued from p. 84)

tribal chiefs and orators, concerned that the activities of the Democratic Party would result in loss of American voice in Washington, formed the American Samoa Party (ASP).

The party's objectives: "To protect the interests and the property of our people from encroachment and exploitation by outsiders and modern civilisation".

One hundred members pledged to promote and protect the chief and communal land ownership systems from "foreign invasion".

The chiefs, scared out of their lethargy at the prospect of oblivion, are reacting violently at every little thing.

### **Furious**

One of them, President of the Senate, got irked because Governor Aspinall referred to the election of a high chief to the Senate as an "appointment". They were furious when Speaker of the Assembly urged US citizenship for American Samoans in mid-August.

The Speaker said that the US Congress should pass an organic act in three years, and that the question of statehood could come up later. Why hadn't the Legislature acted on the popular mandate of 1959? he wanted to know.

"The Constitution must be revised to permit this once and for all," he declared. "Each time it has been revised in the past, 'faults' have been discovered". In such a manner, he accused, the chiefs of the Legislature had contravened the wishes of their people for 10 years.

Governor Aspinall poured some oil on the troubled waters by saying that he was prepared to give more authority to the village councils, and that he intended to incorporate chiefs and orators into the government structure. The chiefs countered by advocating that American Samoa become a US protectorate such as Puerto Rico.

As of September, two political parties were going strong. The inevitable then happened. A third group, the Republicans, was organised and became affiliated with its mainland counterpart. Prime mover was Pete Sunia.

It declared itself against both enforced US citizenship and the chief system: the people should decide

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(ignoring, like the Governor, that the people had already decided). The party also came out against educational television, urging that more classroom teachers be hired.

### Changing mood

When the people went to the polls in early November to vote for 20 members of the House of Representatives, only five previous members of the legislature were returned. The other 15 were new—and this, surely, is an indication of the mood of change in the territory.

Last reports from American Samoa showed that the House would contain nine Democrats, five Republicans, four independents and two ASP men. However, various parties were claiming more supporters. The ASP, for instance, claimed that it could count on 13 supporters in the House.

### NG WOMEN'S CLUB FOR 1969

The first meeting in 1969 of the New Guinea Women's Club will be held on Wednesday, February 5, at 10.30 a.m. at the Lyceum Club, 6th Floor, 77 King Street, Sydney.

The second meeting will take place at the new address on Wednesday, February 19, after which the club will meet on the FIRST and THIRD Wednesday of each month. The Feminist Club rooms are not available to the NG Women's Club in 1969.

### Continental gets Pacific service

The American airline, Continental, which last year beat a Pan American bid to operate the US Trust Territory air service, has now scored another victory over another favoured US rival, Eastern, to operate from the US to Australasia, via the Pacific Islands.

In late December, President Johnson overruled an earlier US Civil Aeronautics Board examiner's recommendation that Eastern be the second US carrier to fly the South Pacific (PIM, May, 1968, p. 41). At present PanAm is the only American airline to fly the South Pacific.

President Johnson authorised Continental to fly from the US west coast to Hawaii, American Samoa, the US Trust Territory, NZ and Australia, Fiji was not mentioned.

Continental hopes to begin the service before 1970. The airline is expected to build several hotels and a site had already been selected near Pago Pago.

One of Continental's Pacific executives is Mr. Carlton Skinner, who is on the board of the US Trust Territory's airline, Air Micronesia (in which Continental has a 31 per cent. stake) and who is US Commissioner on the South Pacific Commission.

Continental's latest victory—the South Pacific—is a far bigger one than its Micronesia service, and when its jets start running from its probable takeoff point—Los Angeles—it is bound to give headaches to its competitors, particularly PanAm and Qantas.

Trans-Pacific jets are not even filling half their seats now so extra planes are going to make the struggle a lot harder.



### In A Nutshell

● The first Shortland Islander to become a priest in the Roman Catholic Church was ordained at a ceremony held at Nila on December 17. He was the Reverend Laurence Isa, of Aleang, Shortlands, a son of a church catechist. Isa will work under Bishop E. J. Crawford, of the Diocese of Gizo.

● An emergency call was made by the 6,400 ton phosphate ship, *Tri-Ellis*, at Honiara on December 16, to transfer a crewmember to Central Hospital. The ship was sailing from Geelong, Victoria, to Nauru and Ocean Island. The crewmember was later operated on for ruptured appendix.

● The new Honiara cathedral of the Diocese of Melanesia was used for the first time on December 15, when about 1,500 people attended the blessing by the Bishop of Melanesia. Consecration of the cathedral will be in June, on the Sunday closest to St. Barnabas' Day—for whom the new cathedral will be named.

● Sir Robert Foster, High Commissioner of the Western Pacific

High Commission, and Lady Foster left the Solomons on December 20, after a busy round of farewell ceremonies and visits. They flew to Fiji where Sir Robert takes up his position as the new Governor replacing Sir Derek Jakeway.

● Basic salaries, local allowances and conditions of services will be among the subjects contained in a report which will be presented in 1969 by the BSIP Public Service Commissioner, Mr. J. R. C. Pincombe. As well as a British Solomons report, he will also cover the New Hebrides and the GEIC in two further reports.

● Election of officers at the annual general meeting of the BSIP branch of the British Red Cross Society included Mr. Solomon Dakei as president—the first Solomon Islander to be elected. Mr. Dakei has been a member of the Red Cross since its inauguration in 1952. Another Solomon Islander, Mr. Stephen Pita, has joined the branch to train as Field Officer.

● Right Rev. Monsignor Raymond Etteldorf has been appointed Apostolic Delegate to New Zealand and the Pacific and has been made titular Archbishop of Tandarí. His seat is in Wellington.

The Sydney office, which has controlled these areas since 1914, will still control NG and BSIP affairs. The Wellington office will control Catholic operations in the Cooks, French Polynesia, New Caledonia, Fiji and Tonga.

● Tonga announced in December that the Bank of Hawaii and the Tongan Government were near agreement on the establishment of a Bank of Nukualofa. The bank would not be a branch of the Bank of Hawaii but a Tongan bank with participation capital and the management by the Bank of Hawaii.

● BOAC Associated Companies Limited is to make an investment in New Hebrides Airways. A 25.01 per cent. shareholding is being acquired from Qantas and represents half of the Australian airline's recently acquired interest.

● King Taufa'ahau and Queen Mata'aho, of Tonga, arrived in London from the US in December on the second leg of their world tour. It was expected that while in London the King would have talks with the British Government which would lead to full independence for Tonga. The party will return via the East, stopping over for five days in Rome.

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