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# paradise

No 102 Jan-Feb 1994

Welcome aboard!

Papua New Guinea has a highly developed airways system but is still building its ground transport infrastructure. Two of our articles deal with the dedicated people who have linked isolated communities with roads and bridges.

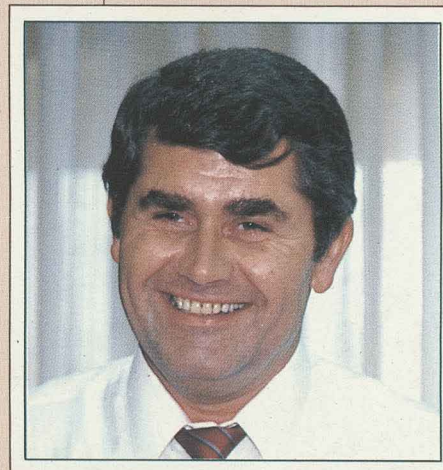
New Ireland, one of the most scenic of the island provinces of PNG, has the Boluminski Highway travelling its length. Construction of the highway began in 1899 and recently students from the Melbourne Grammar School cycled along it.

Surprising as it seems, most anglers who pit their skill against one of the world's greatest fighting fish, the black bass of the PNG river system, return them unharmed after an exciting battle.

Enjoy these and other articles and read also about the famous footballer who has become a Highlands legend.

Have a pleasant flight!

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Chief Executive & General Manager  
Air Niugini



Dieter Seefeld  
Chief Executive & General Manager  
Air Niugini

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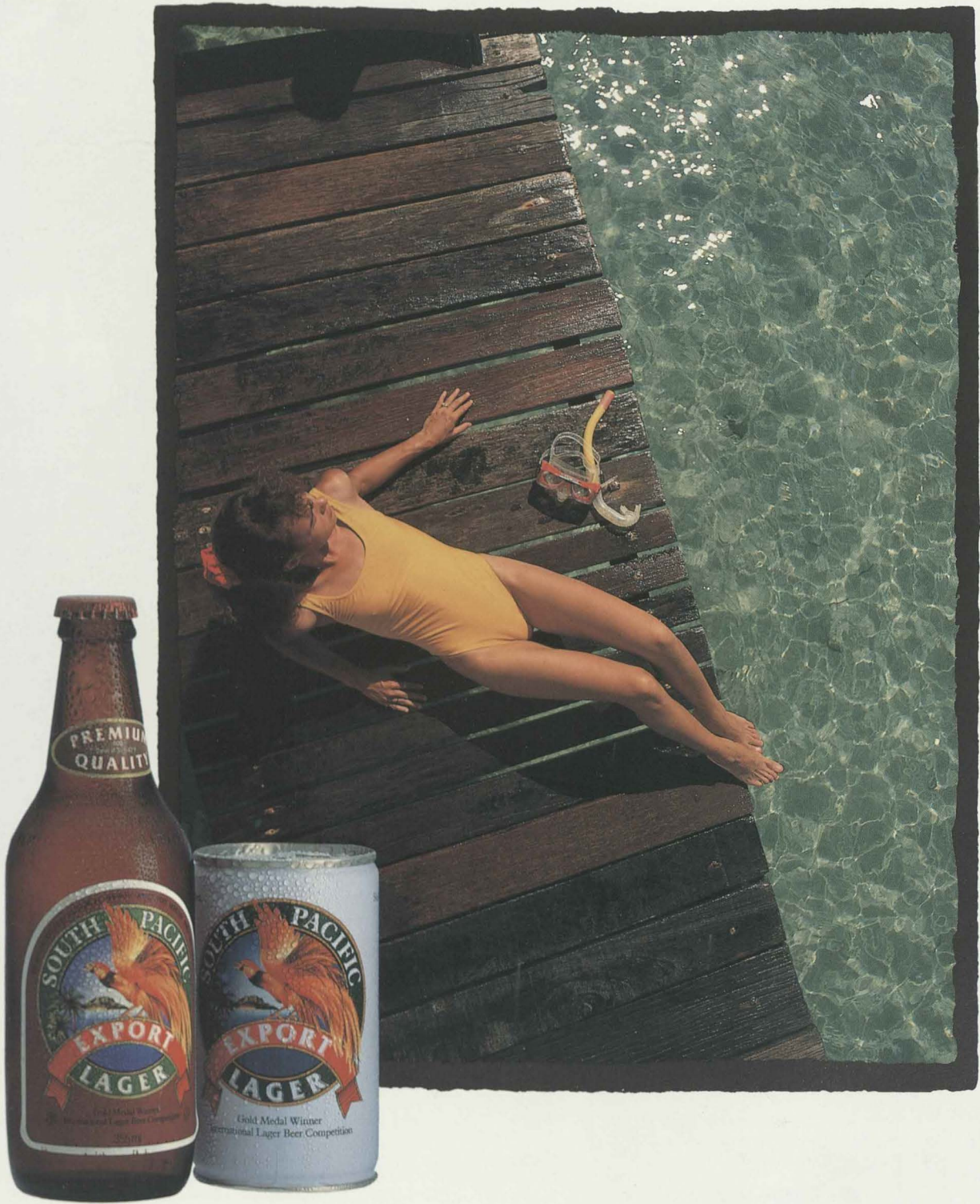
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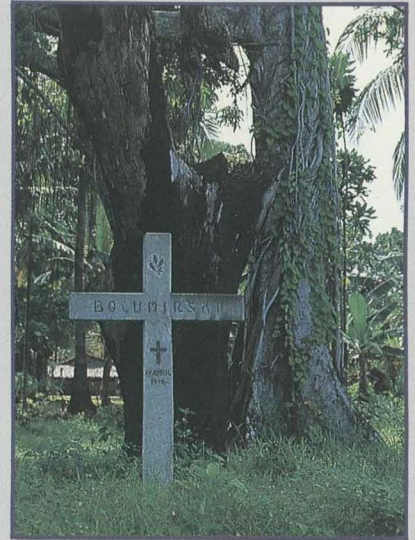
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Cover: Children at play at Hiri Moale Festival, Port Moresby.  
Photograph by Liz Thompson



*THE BEER OF PARADISE...  
SOUTH PACIFIC EXPORT LAGER*




*Left* Boluminski Highway begins at Kavieng market. *above* Baron Boluminski's grave near Kavieng.

**B**y Papua New Guinea standards, New Ireland is well endowed with roads. Running almost the entire length of the province, the Boluminski Highway was the most famous road-building project in the country and remained unrivalled on the mainland until well into the 1950s. The well-maintained highway snakes through picturesque landscapes and thriving villages.

The autocratic administrator who ordered the construction of the passageway, Baron Boluminski, was a colonial officer in East Africa before he came to PNG in 1899. He demanded absolute obedience from the nationals and the German planters and farmers.

# Highway to History

Story and photographs by  
Pat Manly and Danielle Amyot

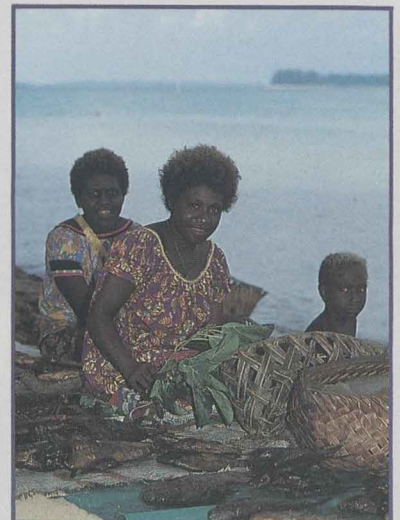
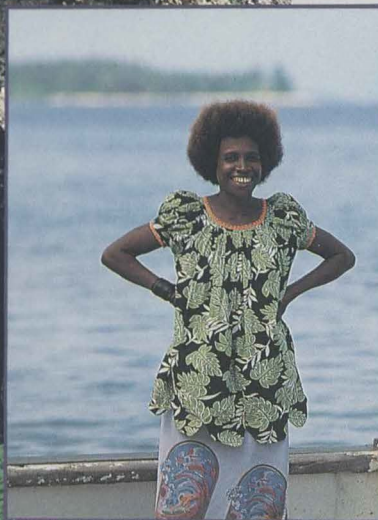


Each village along the coast was forced to construct and maintain a section of the road. Boluminski undertook tours of inspection to ensure that deteriorated sections were repaired, and woe to any village which did not maintain its section.

When World War I cut short German rule, the Boluminski Highway ran 100km out of Kavieng along the north east coast. Under the post-war Australian administration, the road was extended and now it covers some 340km from Kavieng to Rei. Following the crushed coral paving from north to south, the traveller can taste New Ireland, past and present.

The nicest part of Kavieng is the harbor drive, a gently curving road, shaded by huge rain trees with most of Kavieng's historical points of interest dotted along it. Beyond Kavieng's market, a gentle grassy slope leads up to the District Commissioner's home. It was built on the site of Boluminski's residence which was destroyed during World War II. All that remains now of the former grand mansion are a jumble of paving stones, remnants of the imposing stairway.

Down at the shoreline a small, inconspicuous workshop houses another relic from a dark chapter in New Ireland's history. In the workshop are the castings to

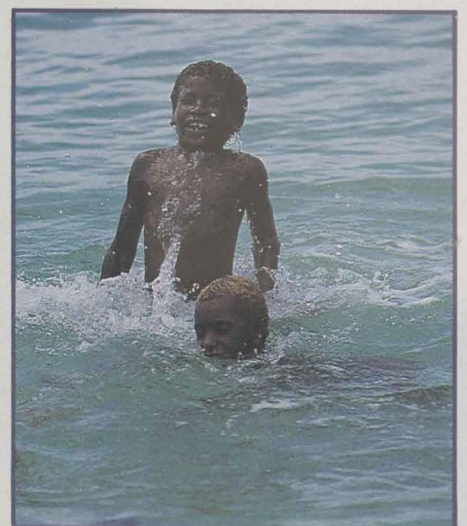




**Far left** World War II bunkers visible from the highway. **insets, facing page** Fishing families bring smoked and fresh fish to market. **above** Fishing from long boats provides a good livelihood. **right and below** Young people of New Ireland.

hold the stone grinding wheel for a Cape Breton (south-west New Ireland) grain mill. The wheel itself is in Rabaul but the castings are in remarkably good shape with their date of manufacture, 1852, clearly visible. These were part of a disastrous project planned by Marquis de Ray.

The Marquis was in fact a penniless European adventurer named Charles Marie Bonaventure du Breil who had an ambitious plan to found a colony in New Ireland. Although he never set foot on the island, he contrived in the 1870s to sell hectares of land around Cape Breton to French would-be settlers. On the promise of a South Sea Paradise, 600 Frenchmen paid a vast sum of money to the marquis, only to find themselves dumped in a tangled jungle with three weeks' supplies. Understandably, the Papua New Guineans who lived at Cape Breton were not friendly towards their perceived invaders, and most of the settlers either succumbed to starvation or




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malaria. The few survivors were rescued and taken to New Britain. The Marquis finished his days in a mental asylum in France.

Across the road from the main wharf, and another 100 metres along, is the old cemetery containing Boluminski's grave. He died of malaria in 1913, before the end of German administrative rule.

A few kilometres out of Kavieng, near Liga Methodist mission, a little pathway leads off the road to a limestone cave filled with crystal clear water. The entrance is framed by a profusion of stalactites and stalagmites, resembling a friendly smile in need of a dentist. The cool air within the cave is an inviting respite from the humidity outside. Strange petroglyphs invite the visitor to decipher ancient mysteries. During World War II Japanese troops used this grotto as a source of drinking water.

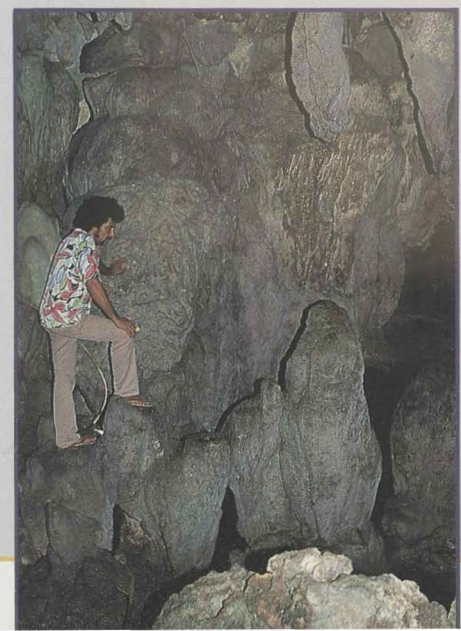
At Utu village the high school has a small museum. Its artefacts include Malagan carvings, ancient stone tools and vessels.

For almost its entire length, the island is only 6km to 10km wide. The high central spine falls straight to the sea on the south-west coast, while the north-east



coast is a continuous fertile strip on which the efficient copra plantations prosper. Many of these were instigated by Boluminski as part of his plan to open up and exploit the province. In places, cocoa trees or rubber plantations fill the gaps between the palms. There are many villages built beside the road, often right on the palm-fringed beach. Visitors to the island are few, and an outsider quickly becomes an interesting diversion. Nearly every village is built near one of the many streams that run down from the central mountains. These streams are cool, clean and wonderfully clear and refreshing.

**Top** Freshwater spring beside Boluminski Highway. **below** The teeth-like stalactites and stalagmites of Liga Grotto. **bottom** Ancient rock carvings on the grotto walls.



Reminders of World War II in the form of tanks, cannons and assorted other war wreckages, are hidden in the verdant foliage of the forest and plantations.

Much of New Ireland's traditional culture is related to the Malagan concept of ceremonies to honor the dead and celebrate life. Mask carvings made from wood and husks are a hallmark of the society. The images of the masks portray the spirits of the dead, and traditional belief held that the ancestors returned to the village each year to take away the spirits of those who had died since the previous celebration. At the end of the festival period, the objects were burned or discarded.

There has been a revival of the art of Malagan carving, largely due to the efforts of carver Hosea Linge, who lives in the village of Libba. Hosea is the son of a famous carver. By tradition, only one man in a tribal group was a Malagan carver, and this was a prestigious position. Visitors are welcome to view the masks and statues Hosea has on display. These may not be purchased, as they are intended for ceremonial

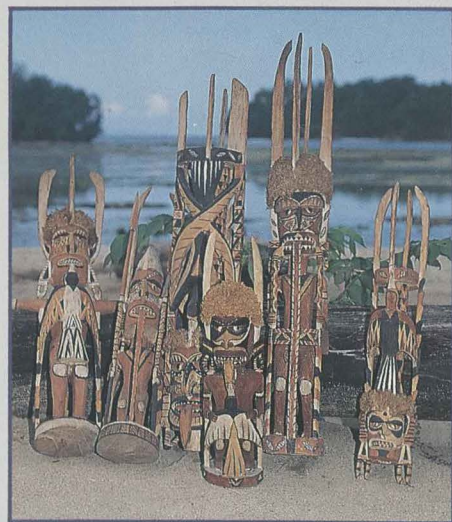
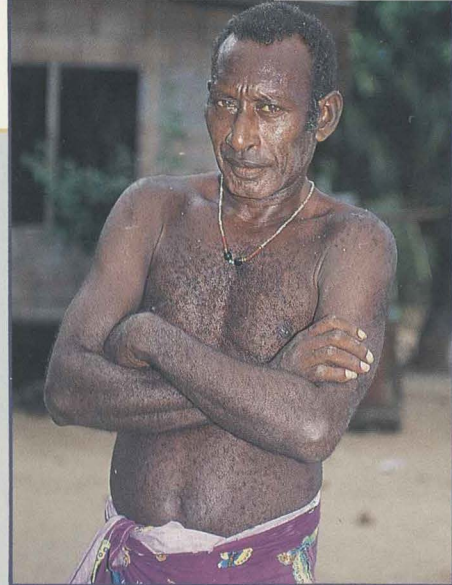
use. After the ceremony, the New Ireland Tourist Bureau in Kavieng buys the carvings from the village, rather than having them discarded. The masks may then possibly be sold to artefact collectors.

Konos, about 22km beyond Libba and midway between Kavieng and Namatanai, is the only large village along the road. Just past Konos, Pinis Passage is a small popular beach.

About 30km from Konos, near the Lemerica Plantation, a road leads up onto the Lelet Plateau in the middle of the island. The elevation of the plateau is 1,500 metres and a very deep limestone cave awaits hikers who trek to the top. There are also bat caves near Mongop.

Namatanai is a green quiet little town midway down the coast. It was an important station during the days of German rule.

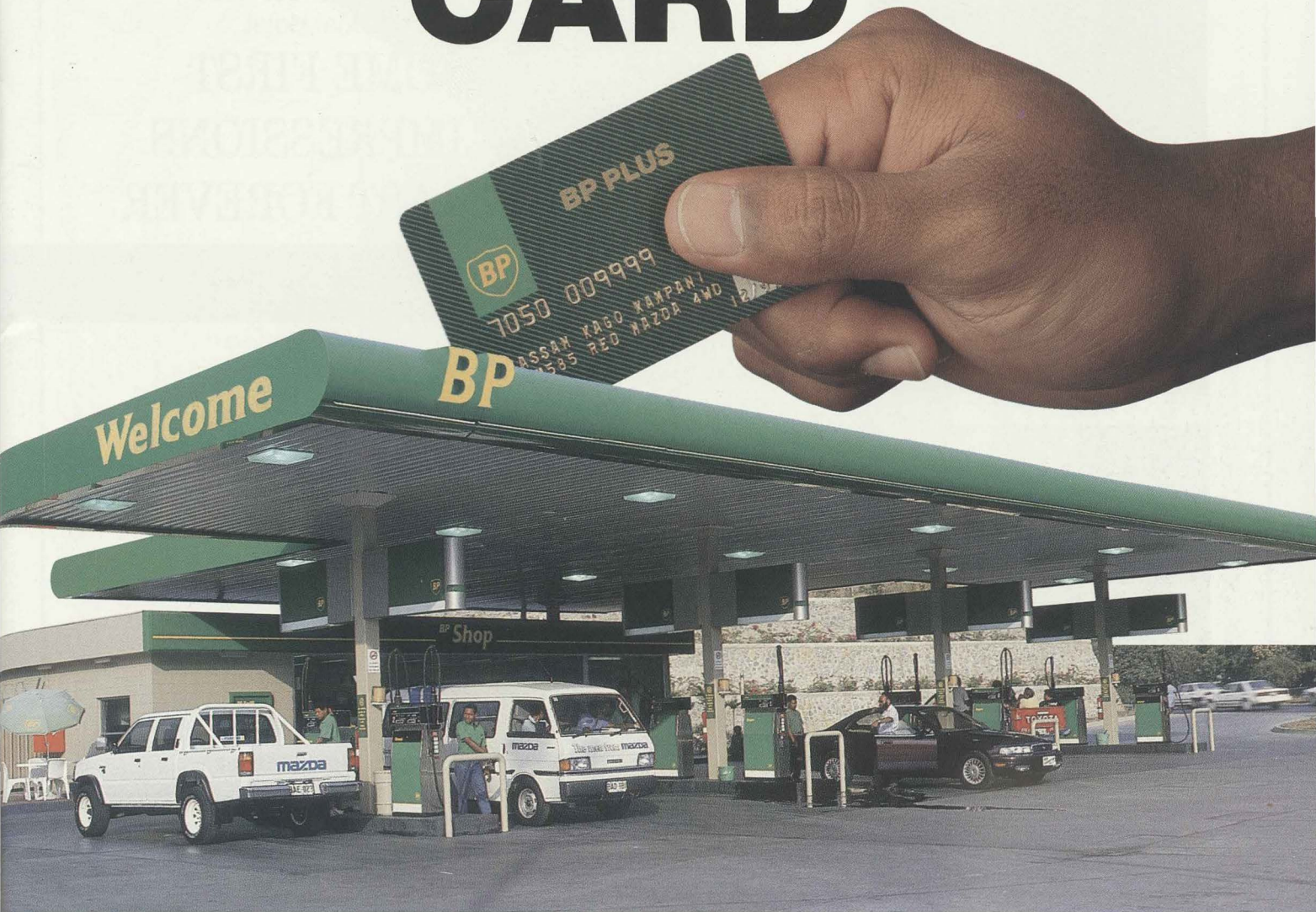
The road continues to Rei, from which point the rest of the island is accessible only on foot or by canoe. And so here, the traveller must turn around, and return to Kavieng by the same enchanting road.



**Top** Hosea Linge, responsible for the revival of Malagan carving. **above** Malagan mask and carvings at Libba village. **below** Rusted remains of military motorcycle and sidecar



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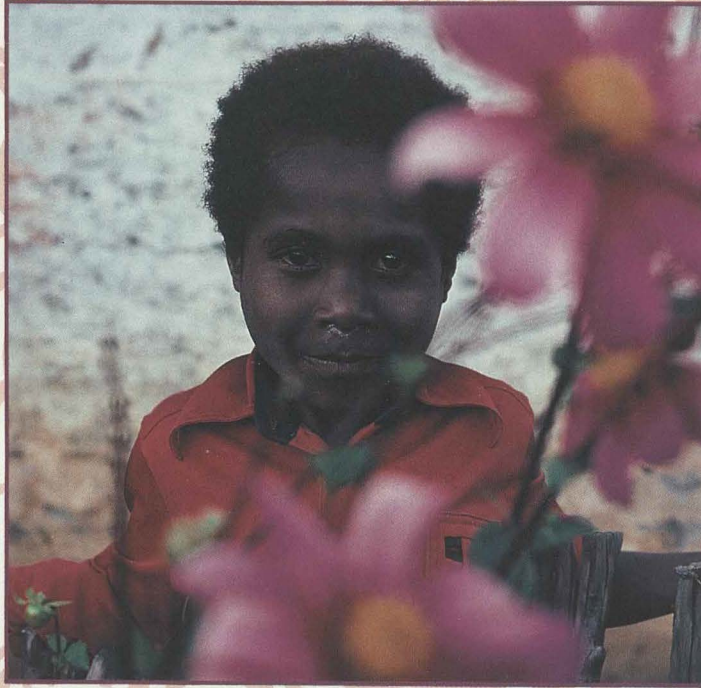
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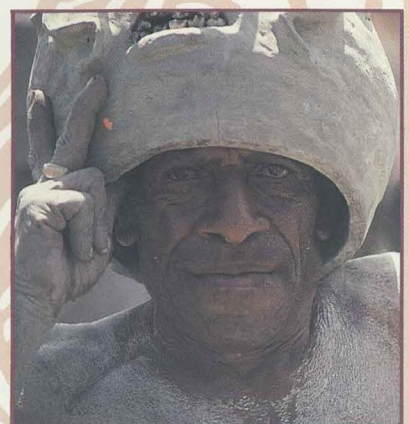
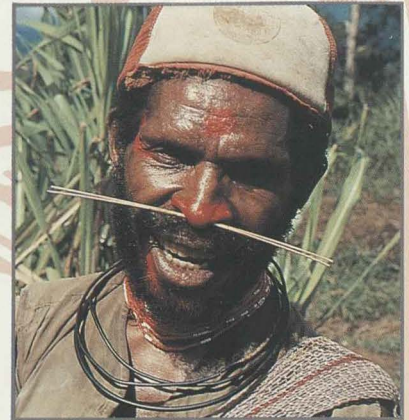
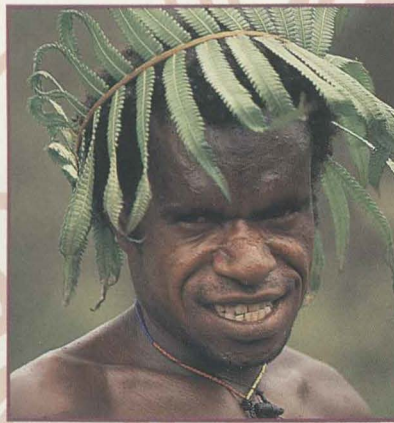
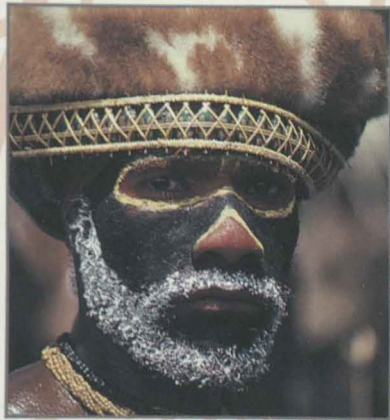
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Above Waitape Child.

# Everyday BILAS

Story and photographs by Liz Thompson



*Clockwise, from top left Highlander at Goroka Show; Waitape man with makeshift leaf hat; Ambunti villager with everyday bilas; Asaro mudman; Gordons market vendors, Port Moresby; Waitape hunter with bow and arrow.*

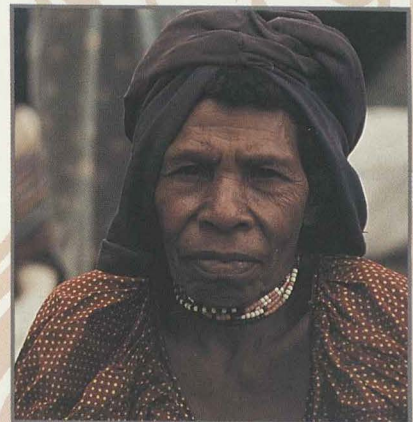
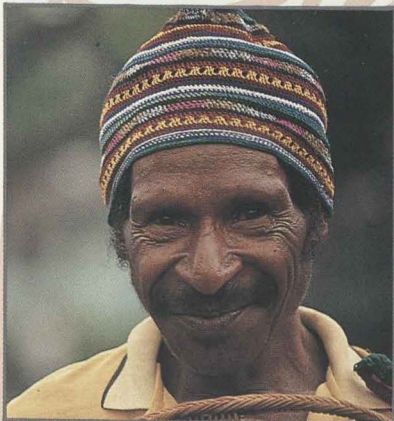
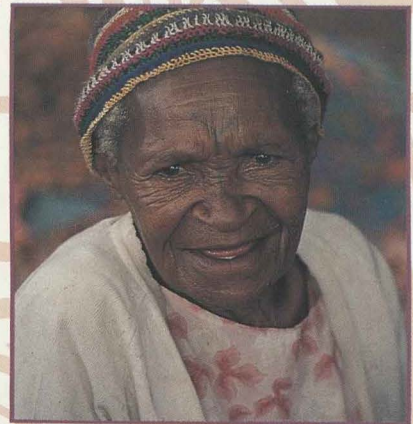
**L**ike most people, on my first visit to Papua New Guinea I was not sure what to expect. I only knew, from countless posters and books I had seen, that PNG was culturally diverse and body decoration was rich and varied. Nothing, however had prepared me for the first Goroka Show I went to, an annual event at which representatives from many of the country's 700 clan groups come to perform. Amid the rising dust and the smell of pig fat and charcoal

smeared on people's skin, the array of colored faces and swaying headdresses crammed with feathers and leaves, furs and insects and flowers of every color and size was breathtaking. It left an impression of life and magic that I will always remember.

But, what I came to realise over the years of travelling to PNG was that this body decoration was not something which took place only during the performance of particular events and ceremonies but



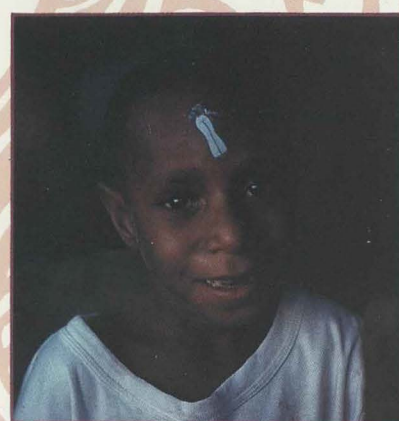
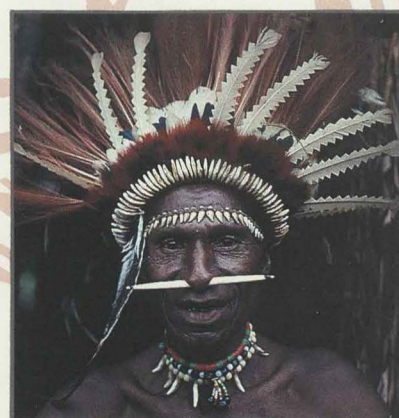
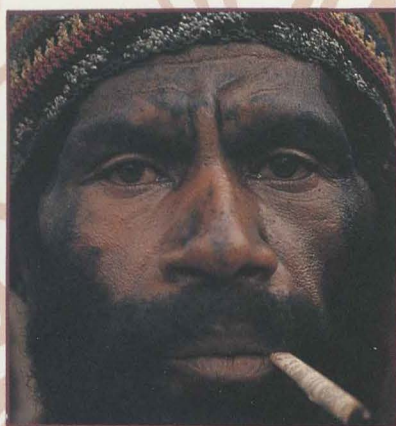
**Clockwise from top left** Goroka Woman; Gordons Market seller, Port Moresby; dress seller, Goroka market; customer, Goroka market; Wewak youth; Goroka local wearing woven Highlands cap.



was an integral part of everyday life throughout the country. There is a beauty and charm when, in the city, public servants wander into the office wearing hibiscus in their hair. PMV drivers string bougainvillea around the mirrors of their buses and war feathers or flowers in their hair. Small children pick up leaves and frangipani on their way to school and stick them nonchalantly behind their ears. Nature is worn like jewellery by almost everybody, shopkeepers,

hotel receptionists, politicians alike. I have seen pig tusks and flowers worn in parliament sessions. In the often dry and arid environs of Port Moresby it is a source of great joy to see people wander the busy streets with bright and beautiful flowers and green ferns protruding from their hair.

Not only in towns but in the villages, bilas (finery) is a natural part of dressing for the day. In the Trobriands, young boys and girls thread strands of sweet smelling



**Clockwise, from top left** Faint tattoos on forehead of Sissano Lagoon girl, West Sepik; woven cap and Spear tobacco cigarette distinguishes Highlands man; traditional ceremonial bilas of Woitape man; Sepik youngster with bubblegum transfer; hundreds of green beetles color Highlands Show performer's headdress; pig tusks, kina shell, charcoal and animal fat are the ingredients for this Highlands Show participant.

white flowers which they wear about their head all day and make fresh ones each morning. In the Highlands, men wear strands of cuscus fur around their heads and small, colored hats made of rolled bark or colored string and cuscus fur. Young children who have not been tattooed decorate themselves with marker pens or transfers that are sold with candies and cereals, or they break open the pods of 'paint' trees and smear themselves with the red dye they

contain. In coastal areas, people wear shells and crush sea plants into a greeny white paste which they paint on the sides of their faces.

Bilas or body adornment is not reserved for special events, it is as natural as walking in PNG. Nature provides jewels and the people wear them and this habit is part of the country's beauty.





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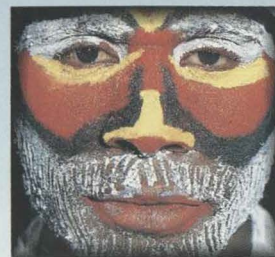
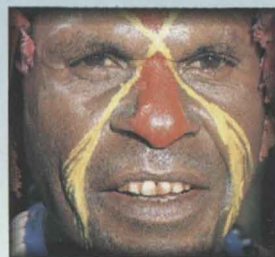
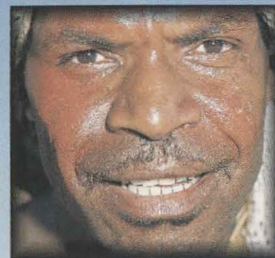
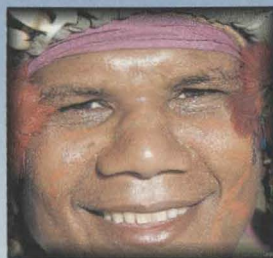
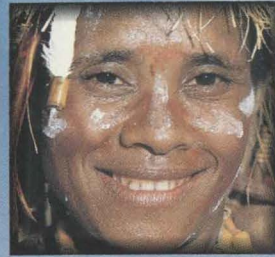
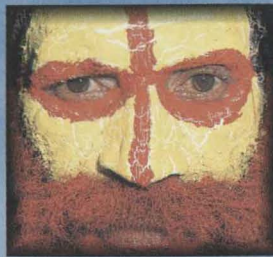
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# CYCLING

Story and photographs  
by Chester Cunningham



When 25 students and three staff from Melbourne Grammar School embarked on a six-day excursion to New Ireland Province in Papua New Guinea, they rode 10-speed mountain bikes over the dirt road that winds along the spectacular coastline of this island. On the journey we had crystal-clear water to one side and jungle and the villages of Utu, Namatanai, Karu, Messi, Kontu, and Panaras on the other.

The following are extracts I have taken from the diary I kept:

*Left A shady nook along the delightful coastal road. below Cyclists enjoy the hospitality of a New Ireland village.*



## in New Ireland

## DAY 1

Weather - fine, warm.

After some minor adjustments to our bikes we began our tour of this most inviting island. Along the way on our first stretch of 41km to the mission of Karu, I was informed that New Ireland had an average of 100 tourists each year, and all of a sudden 25 had dropped in.

On our arrival at Karu, I was greeted with fresh coconuts and watermelon that both certainly hit the spot. The final cyclists made it to camp around 6.30pm.

After preparing our beds for the night, under the canopy of brilliant, shimmering stars, we were all treated to a feast. It was delicious! The pig, bananas and rice, were all part of the festivities that accompanied us that night. The night was capped off with a singsing and a traditional dance.

## DAY 2

Weather - fine, hot.

We began our ride and I found that I was still half asleep from the previous night's activities.

The first hours, we rode from the east coast, over the range and on to the west half of New Ireland. Hill after hill emerged before my weary eyes. Finally, I met some of my student friends at the top of one of the hills, who were quick to both inform and bless me with the news that we had reached the highest point. We eventually reached our destination of Messi, each of us fully satisfied that we had completed our task, even though our behinds were feeling a little tender after 56km!





*Below* Outrigger canoe beached alongside the road traversed by the school cyclists. *far left* Rain puddle helps locate puncture. *centre left* Villagers farewell cyclists whose machines are loaded onto a truck. *centre right* Welcome shade as the trekkers rest. *above* Road ahead winds through palms and forest.

## DAY 3

Weather - see yesterday's report.

We remained in this quiet village of Messi until midday. We were taken to the village gardens. The villagers had converted a small slice of land which was previously occupied by lush forest, in to a likeness of the fruit and vegetable section of a supermarket. Experiences such as this encouraged us to open our minds and learn of the different culture.

Twenty-eight kilometres of rivers and flat dirt roads were all navigated with a great deal of enjoyment and enthusiasm. I ended up removing my shirt, so that river water could splash my skin and cool me down. I later regretted this move, as the sun had a ripening effect on my back.

We arrived at Kontu village and immediately jumped into the warm, murky waters of the small bay that was so prominent at this village.

## DAY 4

Weather - ditto!

We woke with the sun and entered the communal chapel for a special service that was held in honor of the premier of New Ireland Province and us, the members of the Melbourne Grammar expedition to PNG.

As we walked into this simple chapel, we were greeted by the brilliant voices of the children's choir. The sound they produced was tremendous. Following a 70 - minute sermon we were asked to bid farewell to the folk of the village with a handshake.

On the way to Panaras, our next host village, I was given a coconut-leaf bag by a gentle man named David.



## DAY 5

Weather - same again.

We rode along the flats of this magnificent coastline on a paved surface, to the splendid site of our final destination, Utu High School.

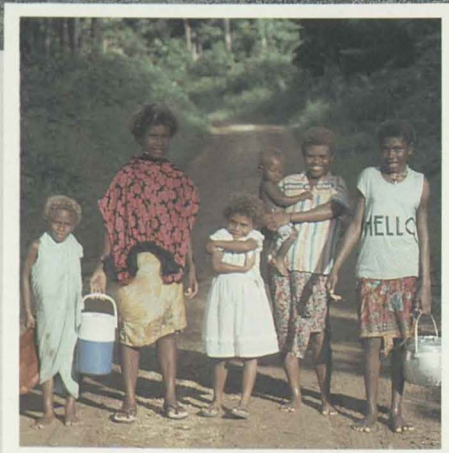
Being our school's delegates as they called us, we were, at the stroke of 4pm, seated on the oval and entertained by the now familiar sight of a traditional singsing. After a sumptuous feast prepared by the high school, we were treated to some post-dinner entertainment. We, in fact, saw some interesting and admirable pieces of drama. Included, was a dance performed by girls from Utu. Unfortunately, the heavens opened and rain fell by the tank load. They continued to dance! It was incredible! Some of our group stood up and performed for the entire school. Great stuff, yet extremely embarrassing!

## DAY 6

Weather - rewind!

Last night (30° Celsius), which was our last in PNG, I had one of the best night's sleep that I have had in a long while. I woke with the others at 5.45am and crawled over to breakfast, in a classroom next door. We were driven to Kavieng airport and eventually said our final thank yous and sad goodbyes. Yet most of us have a burning desire to revisit this superb island at least one more time in our lives. Through the various activities we undertook it soon became clear that we were among a people who were gentle, generous and most welcoming. These characteristics in Papua New Guineans were probably most readily seen in New Ireland, an island forming one of the northern most parts of the country and almost on the equator. This bicycle trip was a first for New Ireland and our party and travelling by this means enabled us to meet the local people.

Thank you, people of Papua New Guinea.



*Above* Touring cyclists prepares to depart New Ireland. *left* Friendly faces of New Ireland. *below* Preparing sleeping arrangements at Karu.



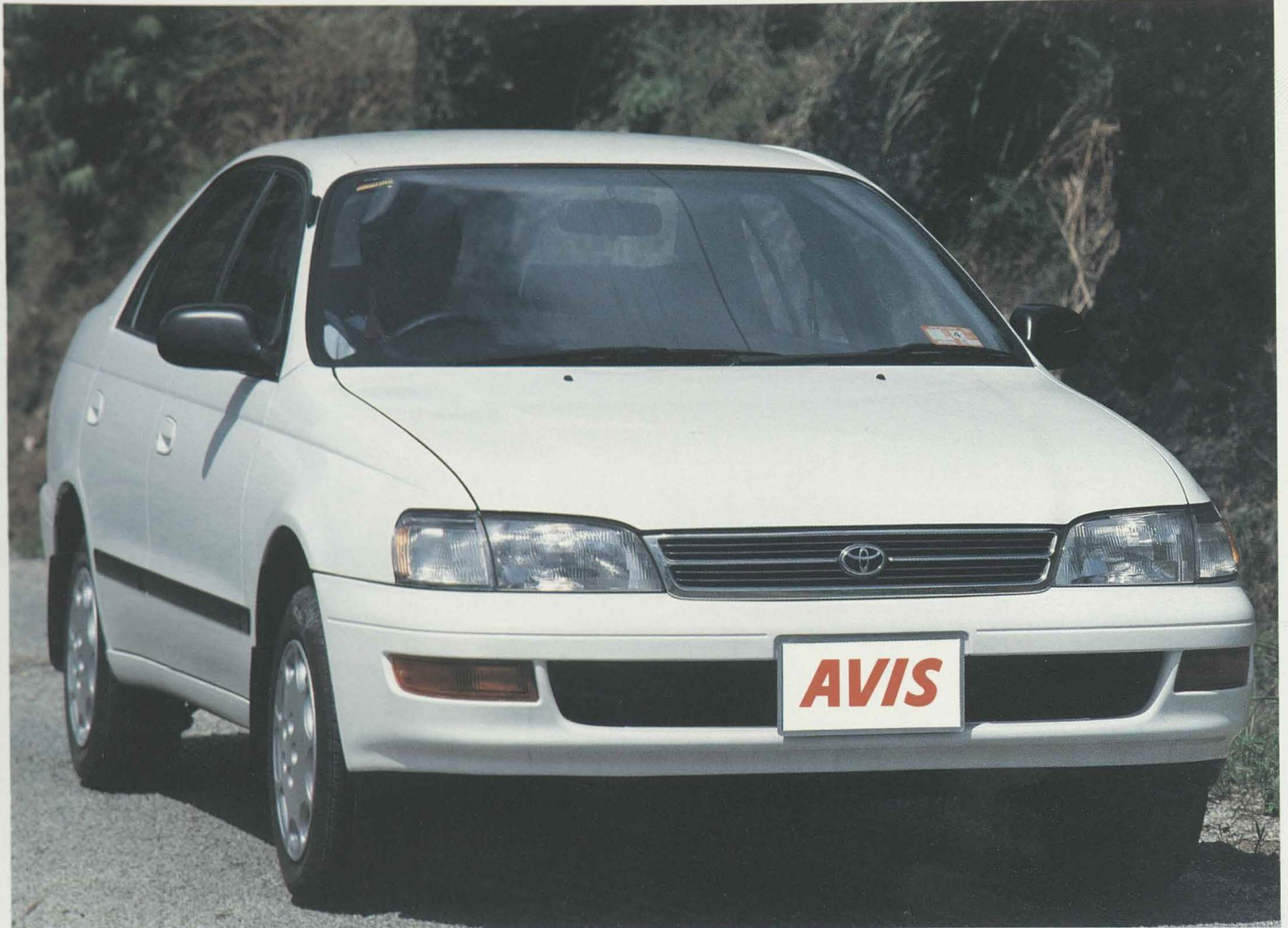


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NORTH PACIFIC OCEAN

COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS

Saipan  
Guam

FEDERATED STATES OF MICRONESIA  
Caroline Islands

REPUBLIC OF THE MARSHALL ISLANDS

Majuro

NAURU  
Yaren

Santa Cruz Islands

VANUATU

Port Vila

New Caledonia

Noumea

FIJI

Suva

Norfolk Island

Lord Howe Island

Auckland

North Island

Wellington

South Island

Stewart Island

SOUTHERN OCEAN



Manila  
Hong Kong

Jayapura  
Vanimo

Bewani  
Sissano  
Aitape  
Imonda  
Lumi  
Amanab  
Green River  
May River  
Sepik  
Ambunti  
Nuku  
Maprik

HINDENBURG RANGE  
Telefomin  
Oksapmin  
Tabubil  
Ningurumi  
Rumginae

Kiunga  
Nomad  
Moro  
Lake Kutubu  
Lake Murray

Morehead  
Bensbach  
Daru  
Daru Island

Singapore

Mulgrave Island  
Moa Island  
TORRES STRAIT  
Horn Island  
Prince of Wales Island  
CAPE YORK  
CAPE YORK PENINSULA  
AUSTRALIA

Manus Island  
Lorengau  
Momote

Wewak

Angorum  
Manam Island  
Hansa Bay  
Bogia  
Karawari

Wabag  
Bayer River  
Wapenamanda  
Mt Wilhelm

Tari  
Mount Hagen  
Mendi  
Kagua  
Kundiawa  
Goroka

Erave  
Kikori  
Baimuru  
Ihu

Kiwai Island

Madang

Karkar Island  
Bagabag Island

Long Island  
Umboi Island  
Stassi  
Gloucester

Kainantu  
Okapa  
Kaiapit  
Nadzab  
Lae

Mumeng  
Bulolo  
Wau

Kerema  
Kukipi

Bereina  
Yule Island  
Hisiu

Popondetta

Kokoda  
Mt Victoria  
Sogeri

Kwikila  
Kupiano

OWEN RANGE  
STANLEY RANGE

Port Moresby  
Bootless Bay

Cairns

Brisbane  
Sydney

CORAL SEA

BISMARCK SEA

Manus Island  
Lorengau  
Momote

Wewak

Madang

Lae

Popondetta

Port Moresby

CORAL SEA

New Hanover

St Matthew Group

Talasea

Kandrian

Finschafen  
Tami Island

Morobe

Mt Albert Edward

Wanigela

Tufi

Rabaul

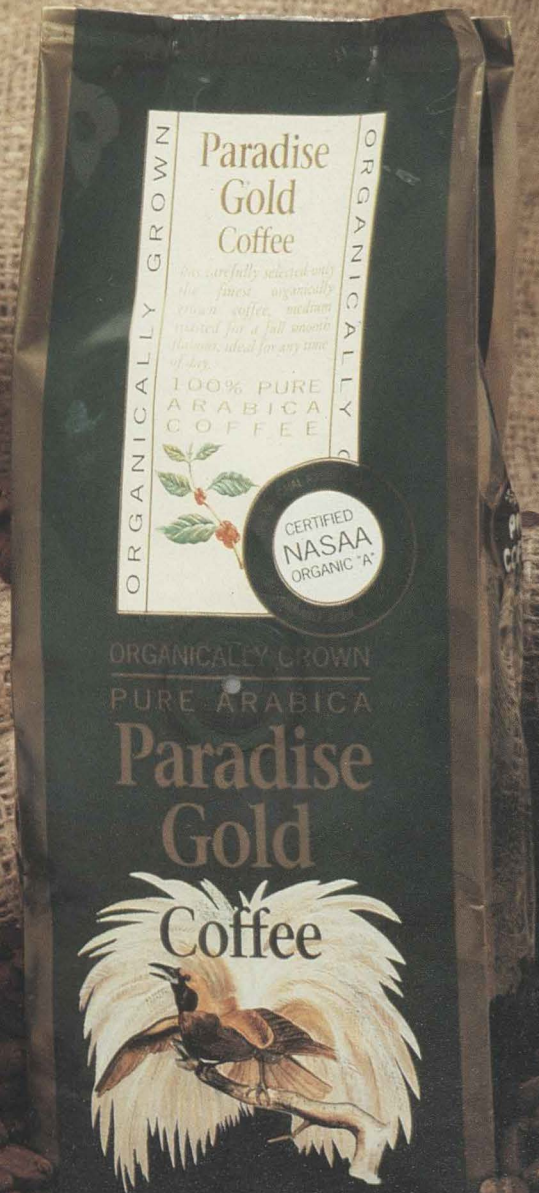
# Papua New Guinea



## Air Niugini



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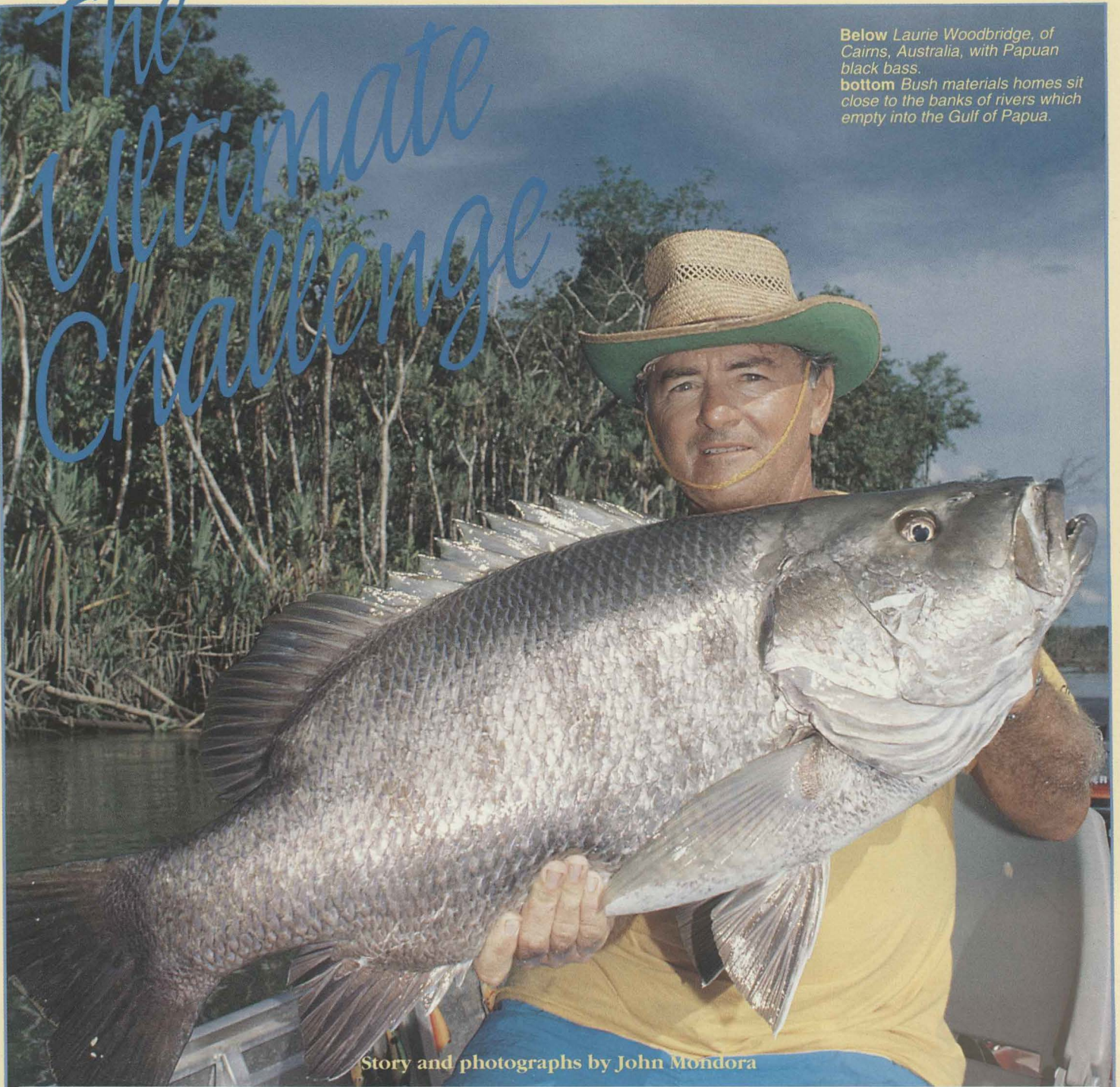
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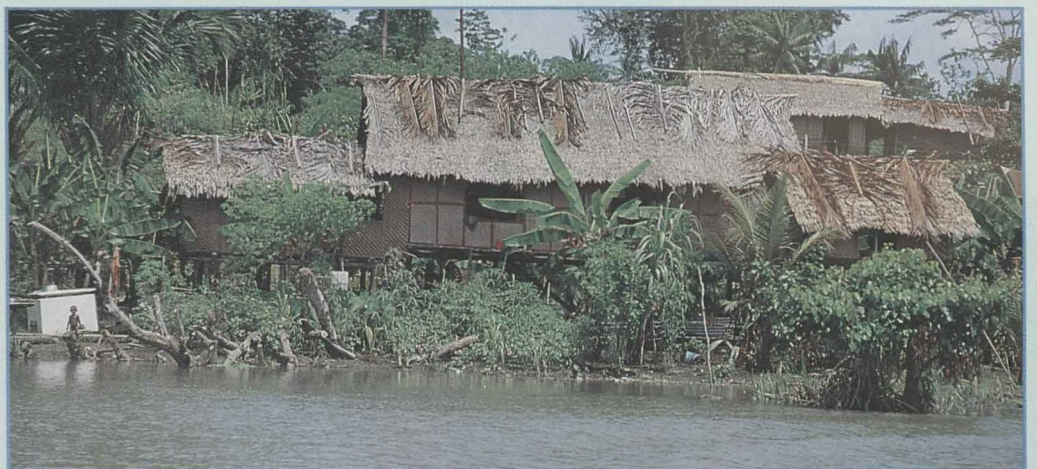
# The Ultimate Challenge

**Below** Laurie Woodbridge, of Cairns, Australia, with Papuan black bass.  
**bottom** Bush materials homes sit close to the banks of rivers which empty into the Gulf of Papua.



Story and photographs by John Mondora

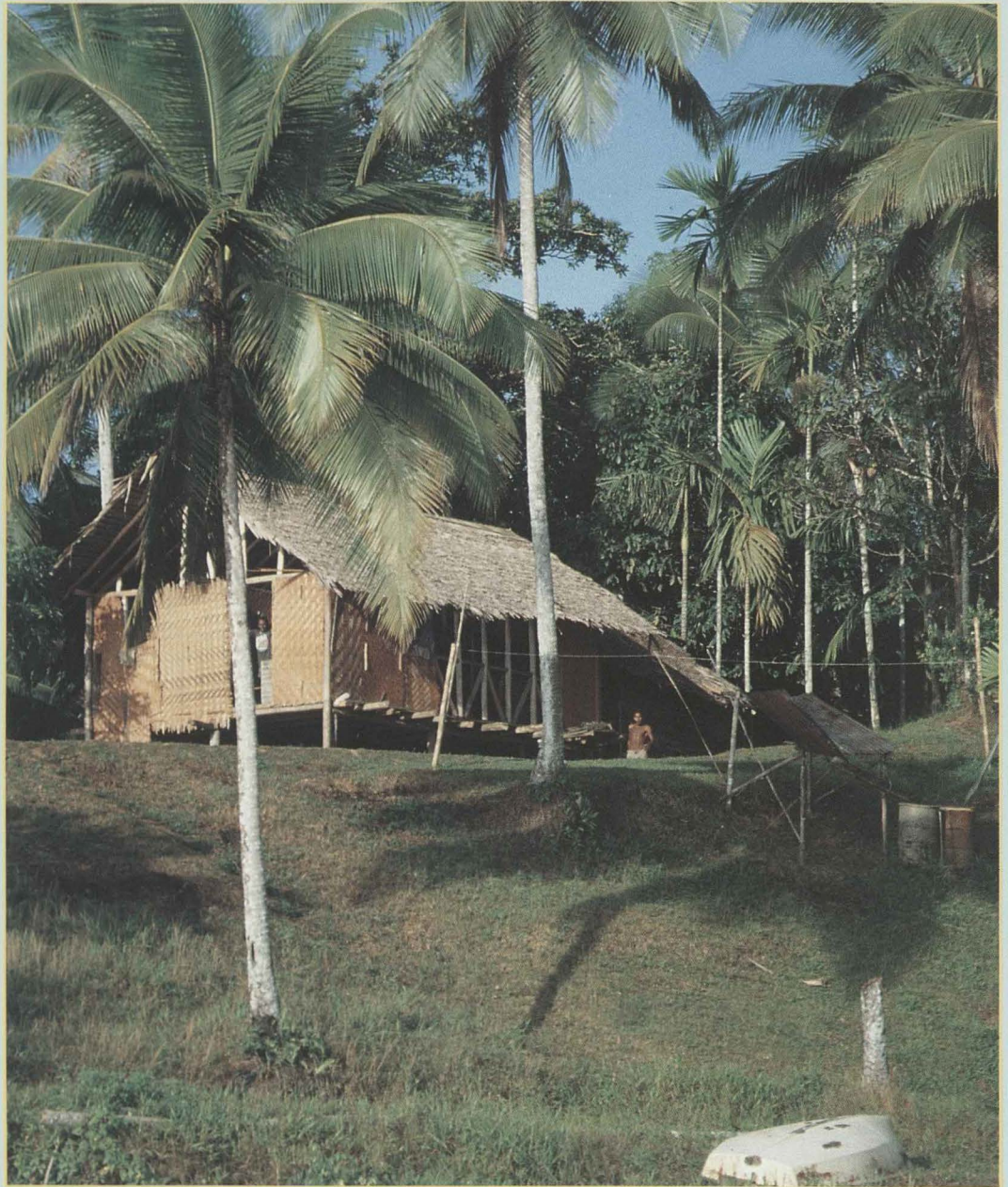
**P**apua New Guinea has almost everything a visitor could want, from cobalt blue seas kissing sun drenched tropical islands to snow capped mountains. PNG has another attraction which will surely become a magnet to globe-trotting anglers in the future as they learn about the billfish and tuna grounds around the cities of Lae and Madang, and the national capital, Port Moresby.



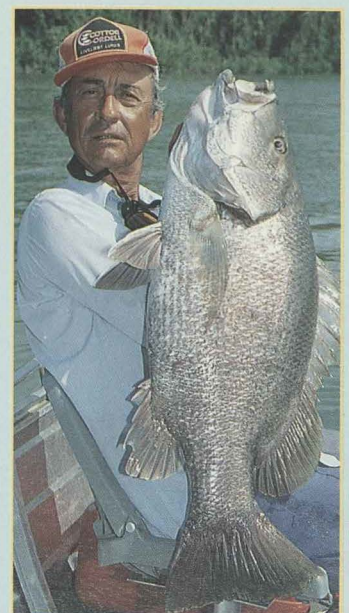
There is even more, a fish that can only be described as the ultimate challenge. It is the black bass (*Lutjanid goldei*), and very little at all is known about it. Black bass are thought to grow to 30 or 40kg, and live in the freshwater reaches of the rivers. This fish is unquestionably, kilogram for kilogram, the toughest fighting fish in the world, and anyone who has ever hooked them will back up that statement.

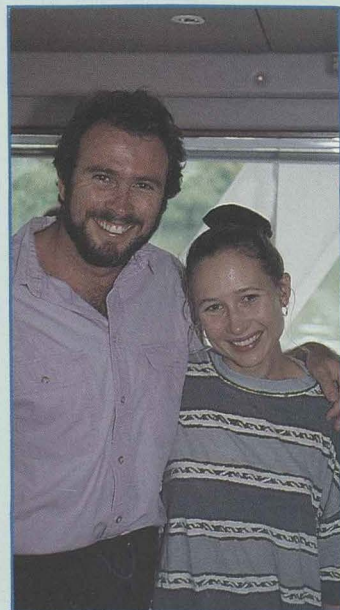
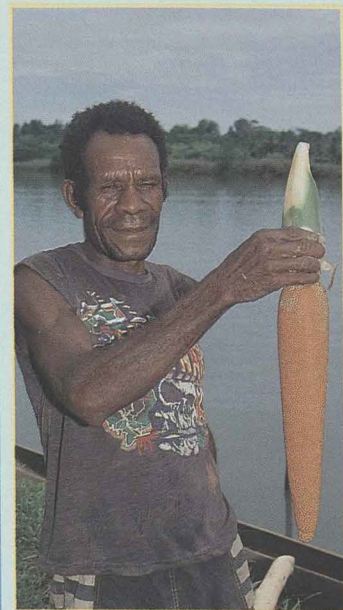
The black bass is possibly the most aggressive fish of all, snapping its prey to pieces with razor-sharp, dog-like teeth. It inhabits clean water and will take lures and bait. It can be fooled into eating a fly which of course makes it the absolute challenge to fly fishermen.

The deep, heavily muscled body and wide tail of black bass means that as soon as they are hooked they power off at breakneck speed and try either to snap the line or bury themselves irretrievably in a deep snag.



**Right** *The living is easy along the banks of Gulf of Papua rivers.*  
**below , from left** Australian fishermen, Tom Winkworth, Laurie Woodbridge, David Prosser and the author with some of the Papuan black bass they caught.





**Above** Rivers like this are home to the Papuan black bass. **below , left** Wild fruit is as spectacular as the wild life. **below , right** Skipper of the Golden Dawn, Craig De Witt and chef, Jay.

To catch a line class black bass – a 20 pounder on 20lb breaking strain line, a 30-pounder on 30, or a 40 pounder on 40, is the ultimate challenge for any sportfishermen.

I have fished all over Australia, and Central America and no other fish is equal to their ferocity, speed, power and determination when hooked. On top of these qualities, they are far better eating than the legendary barramundi.

Until now these mighty PNG native fish were difficult for the tourist angler to reach owing to distances

involved, lack of knowledge and accommodation. However all that has changed and trips can be arranged to the pristine and as far as sportfishing goes, the almost unexplored rivers of the Gulf of Papua. There, visitors can experience some of the best freshwater fishing on Earth, and experience rivers so beautiful they take the breath away.

I was in a party of 12 fishermen who explored some of these rivers to assess their tourist potential. I can report all of us voted it the trip of a lifetime and we feel every fisherman should

be able to see and experience what we did. We fished for seven days, but this was an exploratory trip and we spent time running around instead of fishing. Future trips will reap the benefits of our exploration.

Even taking that into consideration we hooked more than 400 bass and landed 186. There were three over 40lb (18kg), and probably 40 over 35lb (16kg), and the average weight was 20lb (9kg). I believe there is nowhere else in the world you can catch freshwater fish that average 20lb in weight.

We lost more than 100 lures to monster fish we could not control. We also landed barramundi, including one Tom Winkworth of Cairns caught that weighed 11.2kg (24.7lb) on 24lb test line that is a pending world record for that class of tackle.

Sportfishing Adventures in Australia have done all

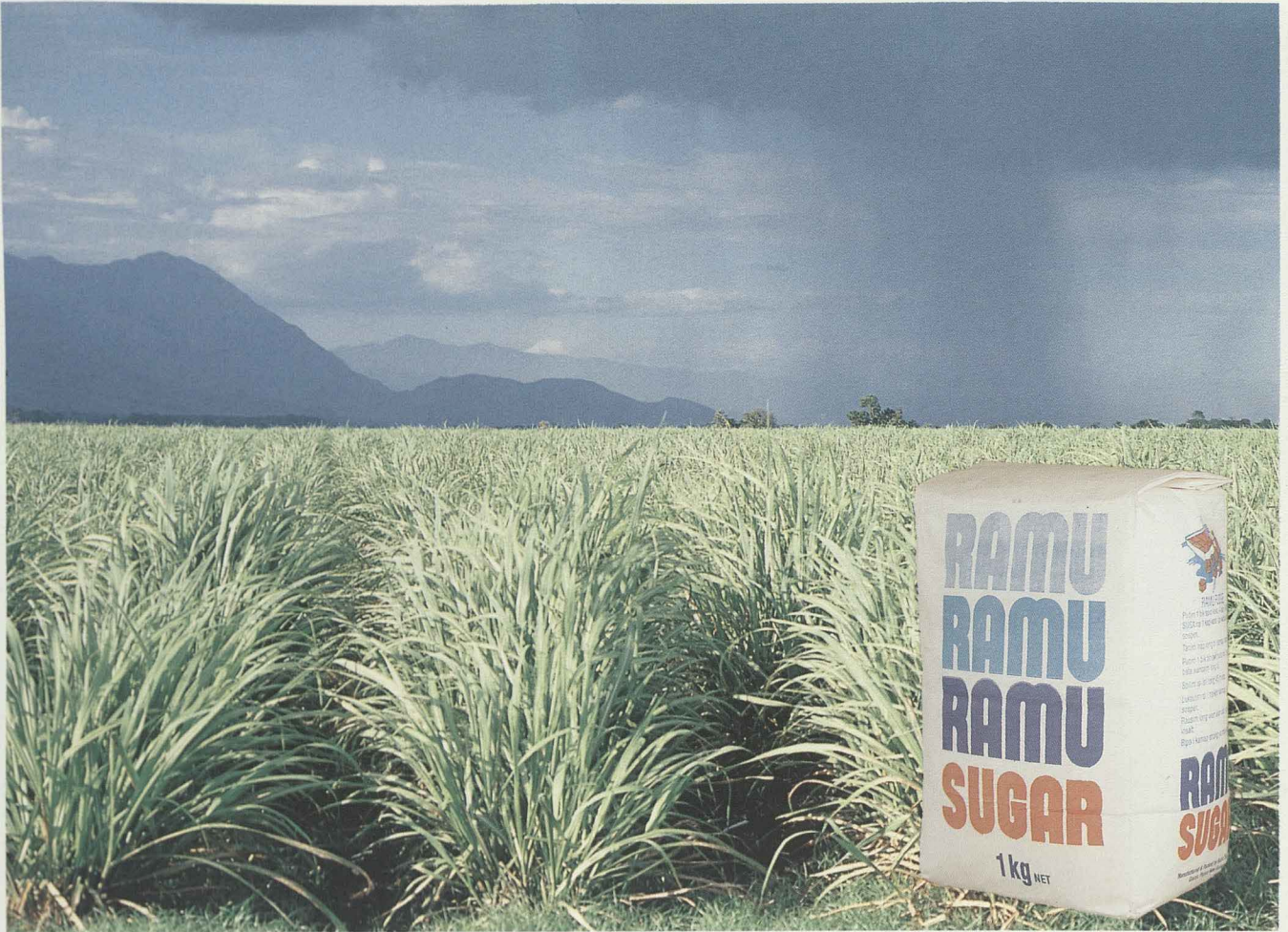
the hard work of exploration of the Gulf of Papua and offers 10-day trips from Port Moresby on the Golden Dawn, a 24-metre, air-conditioned sea-going 'lodge'.

Four excellent aluminium dinghies with 25hp outboards have guides to drive them. Guests can fish from daylight to dark, or anything else they choose to do.

However should they want the ultimate challenge in the fishing world, they fish for black bass. Ninety-nine per cent of all black bass are released unharmed, so that the species is protected as much as possible.

October to March is the best time for black bass.

*For more information, contact Air Niugini*



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# CONCRETE

## AGENDA

### Story and photographs by Kevin Glennon

**H**igh in the Star Mountains, near the western border with Indonesia, the Din River cuts a deep gorge through rugged rainforest. Robert Weni, a technician, flies into Munbil airstrip with a small

team, walks down to the Din River, camps for six weeks, and builds a footbridge. The footbridge provides safe access to the aid post and community school at Munbil for the surrounding Min tribes.

Because Djaul Island in the eastern province of New Ireland is surrounded by

*Above: Footbridge over the Wahgi River in Simbu Province, built by the Local Government Technical Service.*

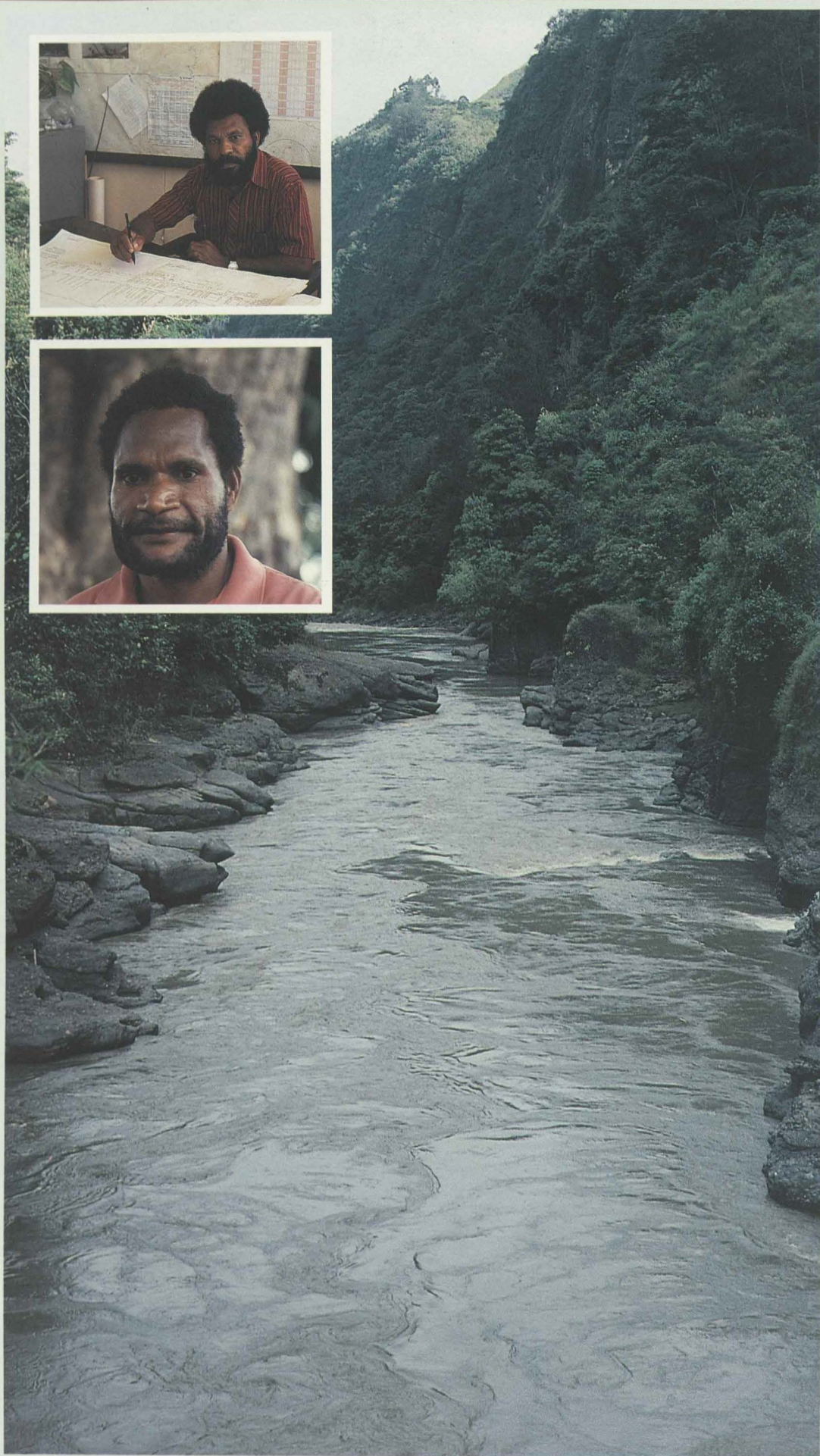
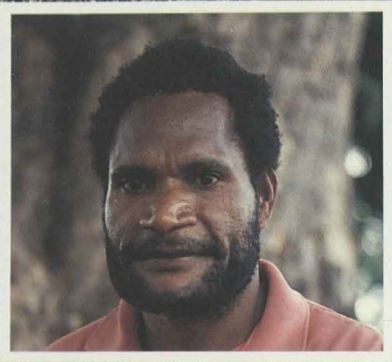
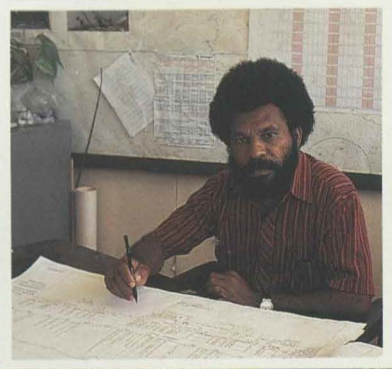
open seas, the marketing of cash crops is difficult and haphazard. Another small team, five in total, sail four hours from the provincial capital on a work boat, camp for four months, and build a small ship's wharf and copra storage shed. The wharf provides secure all-weather loading for copra produced on the island.

These two projects, at opposite ends of Papua New Guinea, have two common elements - their isolation, and construction by the Local Government Technical Service (LGTS) of the Department of Works. Since well before Independence, LGTS designed and built projects throughout the rural areas of PNG.

The service began in 1965 by providing technical assistance to local government councils. Following Independence, LGTS began to assist Provincial Governments and today provides technical support for rural development projects to governments, councils, and community groups.

Headquartered in the pleasant north coast town of Madang, the LGTS is managed by Marus Gemo, an engineering graduate from the University of Technology in Lae, and a Madang local. Marus runs a section that employs 90 staff throughout PNG including trainees and a design unit of 20 persons. Most projects are designed in Madang.

The section has operated for close to 30 years and occupies a unique place in the Department of Works. Appropriate technology, a catchcry in development circles during the 1980s, had



**Right** Lower Wahgi River, Simbu Province, from a newly completed LGTS footbridge. **upper inset** Marus Gemo, Manager of LGTS at Madang head office. **lower inset** Robert Weni, LGTS bridge builder.



been practised at LGTS since the 1960s. Some of the innovations are seen elsewhere, others are unique; pile driving using a light frame and hand operated winch; ferrocement water tanks, cheap and suited to coastal locations where galvanised steel tanks corrode quickly; labor-based road construction in remote areas where normal earthmoving machines are impractical.

Demand for services and infrastructure greatly outstrips supply in the rural areas of PNG. The heavy demands result in inadequate funding for many rural projects. LGTS projects intentionally use large amount of locally recruited labor. Using labor-based construction can lower the cost and enable projects to proceed even where funding is low. For remote locations this is the only practical alternative. And local labor results in wages being spent locally, boosting rural economies. The line of people wanting jobs when an LGTS

construction crew hit a remote area is nearly the total head count.

Self-help, where the villagers who will benefit work unpaid, is used when village water supplies are constructed. Costs are considerably lowered when labor is free and the result of lower costs is more completed projects.

The money to run LGTS comes from the national government. The money for project materials and labor payments, however, comes from many different sources. In the village of Sein, a short drive out of Madang, a survey and design for a water supply were completed in 1988. The drawings lay gathering dust for two years as there was no money to buy pipes and the pump.

The Canadian High Commission recently provided funds to purchase materials. A technician from LGTS supervised the work. At Sein, the construction force was completely self-help, enabling the project to proceed without further

funding. Fuel to run the motorised pump is purchased from a monthly levy collected from all families.

The LGTS team comes from all over PNG. Robert Weni hails from Lumi in the West Sepik Province. After attending Aitape High School in West Sepik Province he started with LGTS in 1977. As part of his training, Robert attended Lae Technical College in the early 1980s on a course while working with LGTS.

**Above left** LGTS staff at completed footbridge in Simbu Province.

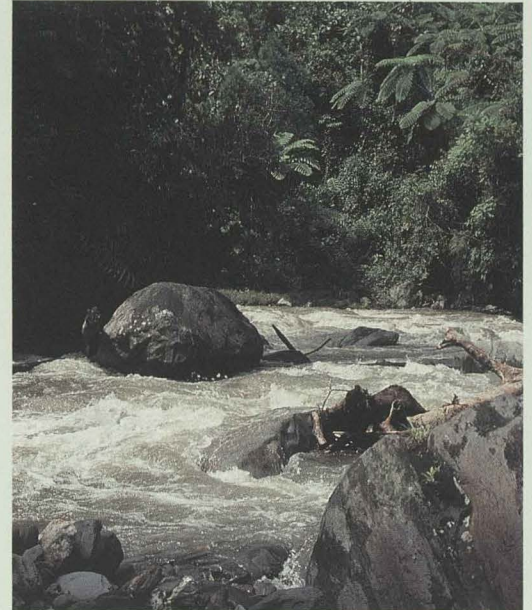
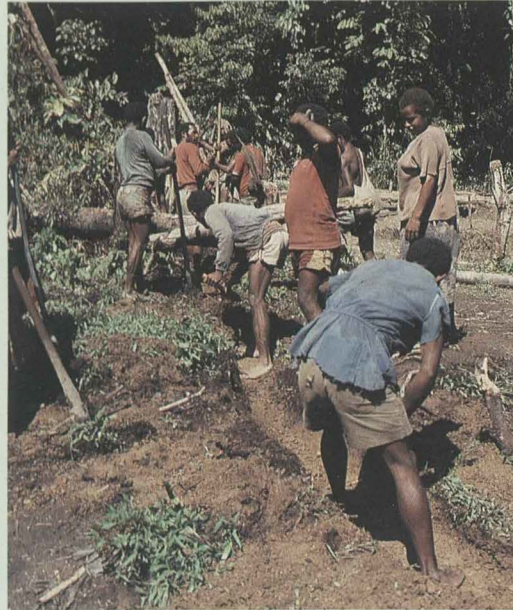
**upper inset** Tower base raises footbridge above flood levels. **above** Sealing top of ferrocement water tank. **below** Wharf construction crew on a lunch break.



Married with three children, Robert has settled into Madang community life and is heavily involved in Four Square Church activities. He has now built four footbridges in the remote Telefomin district near the Indonesian border.

Many man-hours of work preceded the arrival of Robert and his team at the Din River site. Twelve months before, a surveyor walked in and gathered the necessary data for the design. Drawings and material lists were prepared in Madang, sent to Port Moresby for signing, and then to Telefomin for approval by the sponsors. Materials were ordered, delivered to Madang, checked, and packed ready for shipping.

As for many LGTS projects there is no road access to Din River. Materials were transported on a two-day trip along the Highlands Highway as far as it goes, to Tari in the Southern Highlands. From Tari they were airlifted into Munbil airstrip, a small

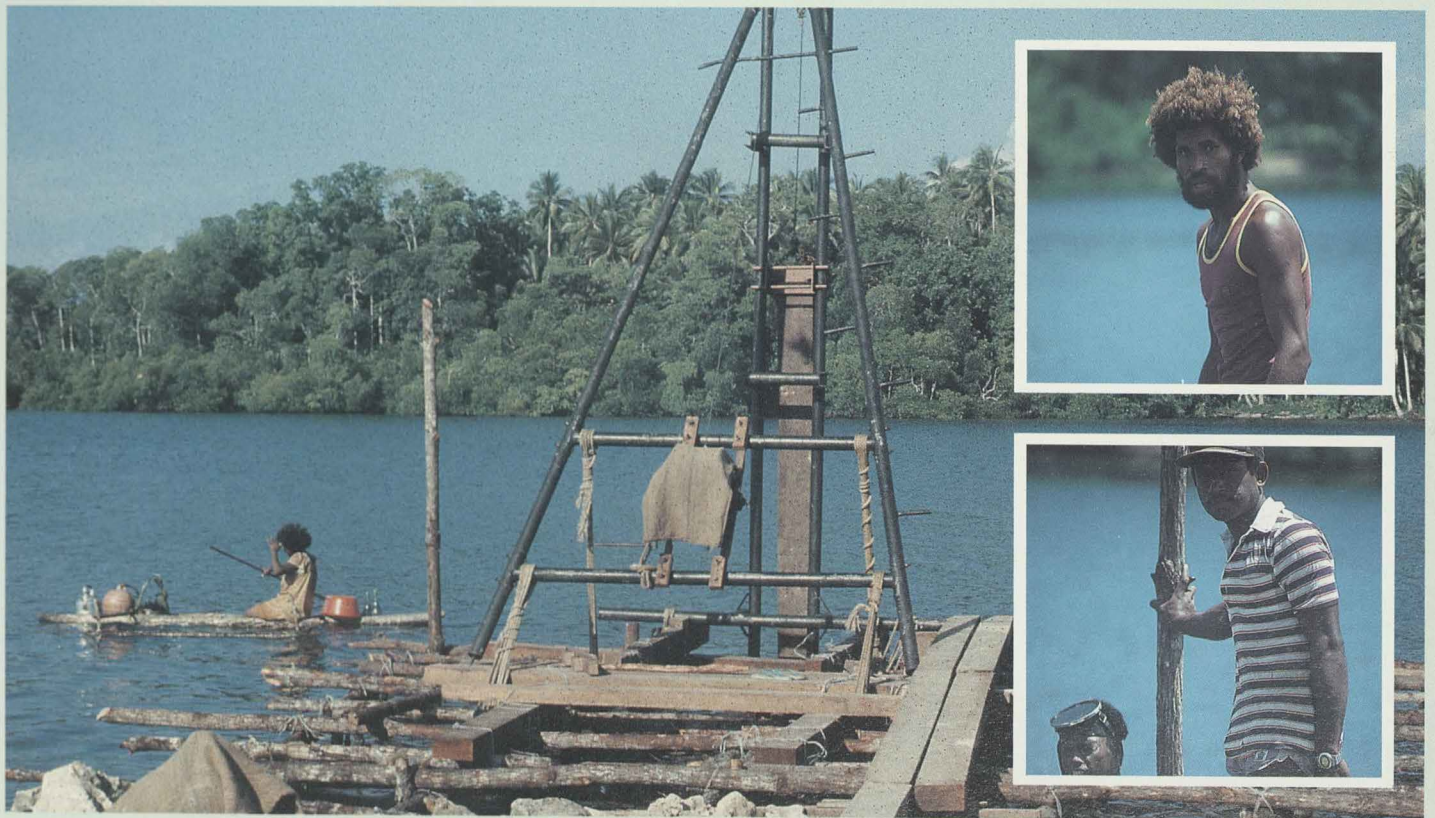


government station in the rugged Star Mountains. Munbil boasts an aid post, a community school, a UHF radio and a vital airstrip. At Munbil, hundreds of local carriers were employed with loads of up to 15kg each for the half-day trek down to the footbridge site. The Min people carried piece by piece the seven tonnes of materials and equipment.

More small ship's wharves on tiny offshore

islands and more footbridges deep in the Highlands remain to be built. LGTS is one of several organisations that are making slow but steady progress. As Marus Gemo observes: "At times the size of the task is overwhelming. Our 90 staff have a huge task in bringing services to over three million people. But together with other organisations we can make a significant impact."

**Above left** Digging earthworks for a footbridge over the Din River, West Sepik. **above right** Din River near the new footbridge. **lower left** Pile driver at Djaul Island wharf. **lower inset** wharf construction workers. **upper inset** wharf construction supervisor Lapah Leaman.



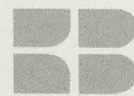


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Mount Hagen



Port Moresby



Madang



Lae



Popondetta

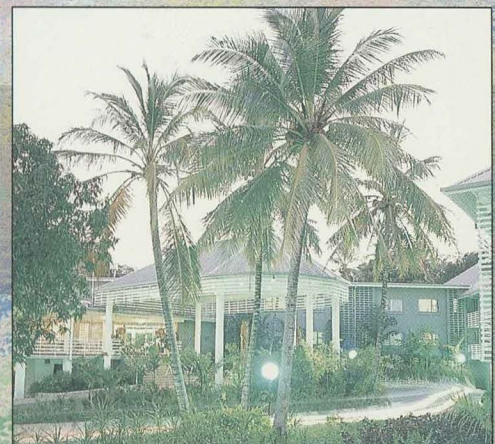
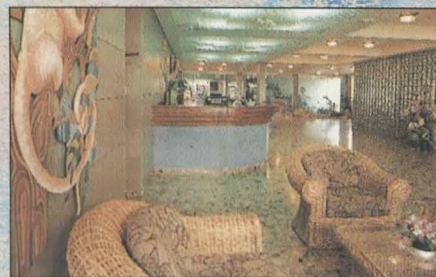
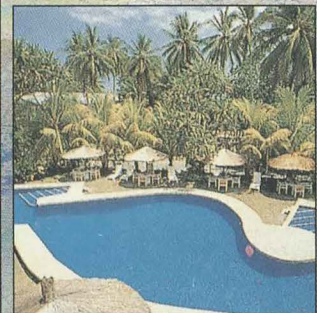


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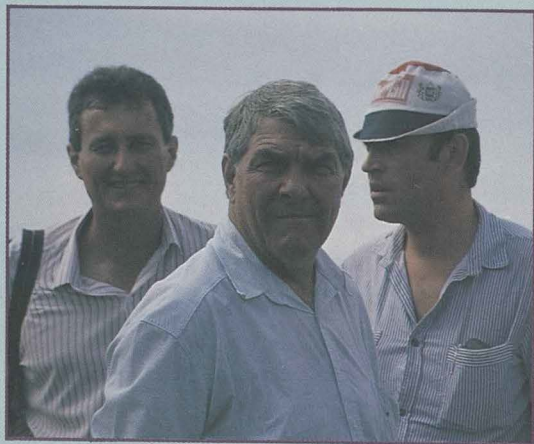
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No wonder he is called the Papa of the Highlands. To many, Sir Daniel Leahy – or Danny as he is known in the Highlands – is indeed a paternal figure.

The 63 year-old Australian, erstwhile Iron Man of New Guinea from his youthful years of representing Papua New Guinea in rugby league, is a bastion of moral support to all who seek him out in his adopted hometown of Goroka.

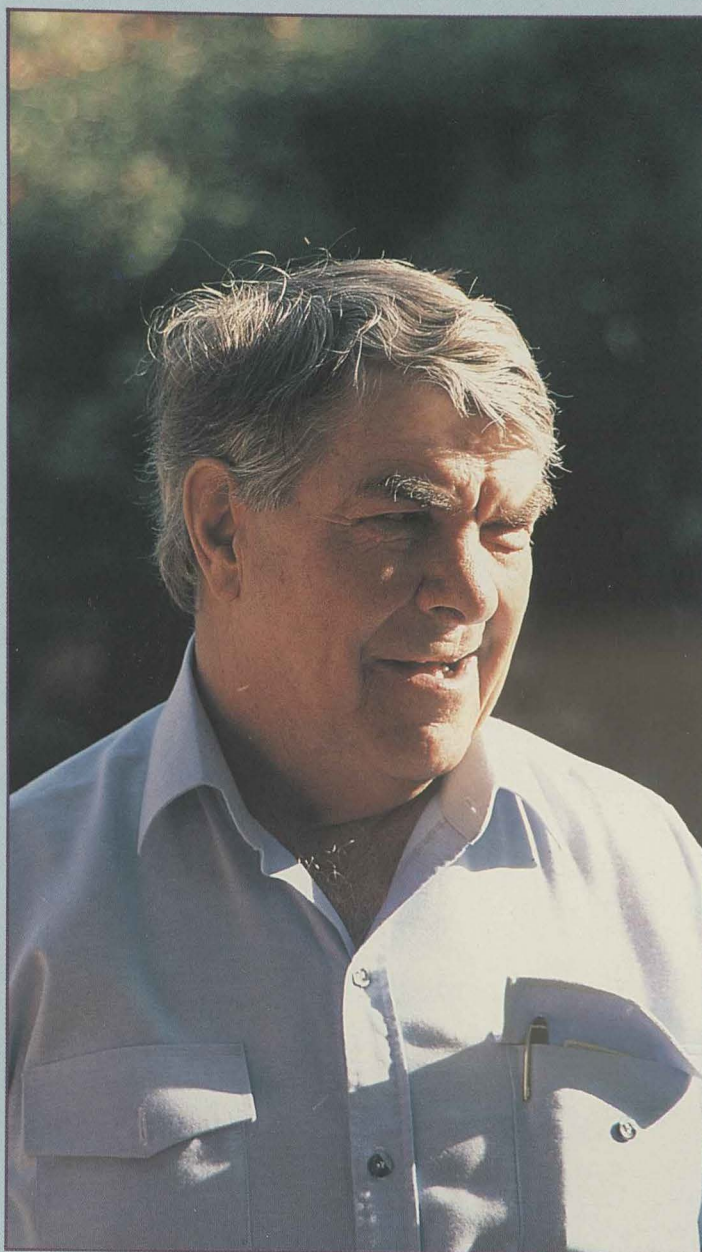
Born in Toowoomba, Queensland, of Irish descent, Sir Daniel first came to PNG in 1947 to follow in the successful footsteps of his famous exploring uncles, Mick, Jim, Pat and Dan Leahy. As the first explorers in to the Highlands' deep interior, their names entered into pioneering fame with another Goroka settler, Jim Taylor. Dan's father was the only one of the six Leahy brothers who did not come to PNG at some stage to seek his fortune. Instead, Dan's uncle Mick and his wife, Jeannette, originally brought Sir Daniel to their Zenag home in the Morobe Province, looked after him and gave him his start in the country.



Right Sir Daniel Leahy. above, from left Mike Bromley, Managing Director, Collins & Leahy; Sir Daniel, and Russian aviator.

# IRON DAN

Story and photographs by Shirin Moayyad





Like his uncles, Sir Daniel's first aim was to find gold. Having left school in war-depressed Australia after finishing grade 6, PNG represented opportunity and adventure to him. For five years he pursued his dream, working the gold fields of Edie Creek and farming in the Wau-Bulolo area. Wau in those days was not only the site of the world's busiest airstrip, but also home to PNG's first commercial coffee plantation.

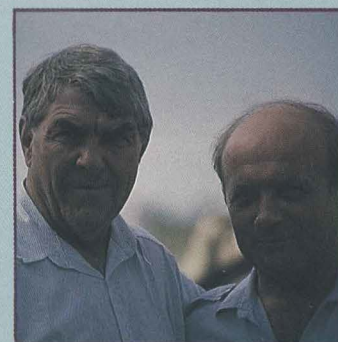
In 1956, Sir Daniel began commercial coffee cultivation in the Goroka Valley and started a fledgling trading business. Goods were brought up the old Highlands Highway in army trucks, sometimes taking two weeks on a drive that today is made in three hours. The road was unpaved, landslides were encountered, rivers had to be forded and so the value of goods that made the trip was immeasurable. Staple goods came up from the coast, and coffee was sent to Lae for export. Only essentials were sold, and so the business that was then

known as Collins & Leahy was successful in both coffee and trade stores.

Over the years, Collins & Leahy expanded beyond its traditional Chimbu-Goroka base and amalgamated other businesses as far reaching as Tari, Porgera, Vanimo, Rabaul and Manus, to name a few. But always Sir Daniel's spirit has prevailed, that of trading in goods for the grass roots people. The range of Collins & Leahy's activities also expanded as it moved into trucking, manufacturing, aviation and several other businesses.

Today, Sir Daniel presides over a wide

ranging business group of which he is chairman and chief executive. His second-floor office overlooks the main streets of downtown Goroka and is walled with large glass panes enabling him to see over the town's



**Top** Sir Daniel Leahy with local singing performers in his Goroka garden **centre** Sir Daniel with a Russian pilot. **above** The Russian Antinov which delivered helicopters.



**Below** Russian helicopter goes through its paces before joining Sir Daniel's fleet.

**bottom Left** Giant Antonov transport disgorges its cargo.  
**bottom right** Ellis Lee, Financial Director, Collins and Leahy, and Sir Daniel.



activities and keep his finger on the pulse of the people to whom he is a fatherly figure. Notwithstanding his knighthood, no one is too lowly to be awarded his attention and it is fairly common to see him leaning out of his windows to engage in friendly conversation with the townsfolk below.

The stairs to his office are often impassable with the droves of people who seek his attention on some matter or another: a child has died and a bereaved mother seeks assistance in finding a coffin; a village dispute cannot be settled and his judgement is sought; sponsorship is required for innumerable non-profit,

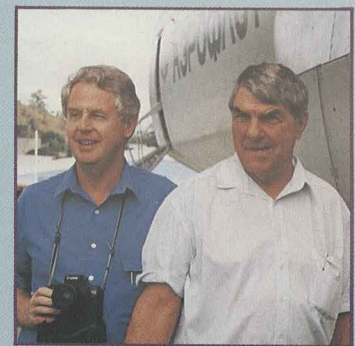


educational or charitable causes and Danny is looked to for help.

Most often, when Sir Daniel's business advice, support and direction is sought out, it is provided free of charge. He has been instrumental in developing the rural cattle industry in PNG with his relentless support of all small holders who are willing to help themselves in getting ahead in business. He has stocked their land for them, bred their stock off prime imported bulls and, short of running their business for them, has provided continuous support and advice.

While legends about Danny abound, with all Highlanders proud to claim an association with him, one of the more colorful depicts him as an abandoned orphan in the Mt Otto foothills behind Goroka. The locals there claim to have discovered the infant Danny and raised him to early adulthood. Although bemused by the claim, Sir Daniel is never one to reject the villagers. Perhaps it has something to do with his training circuits as a young footballer, as these included the hard trek up 3,540m (11,600ft) Mt Otto and back in a day. Thus he would have passed through these villages.

Indeed, not one to shirk from mountainous obstacles,





Sir Daniel's courtship of his wife and mother of six children included a walk over the 2300m (7,500ft) Bena Gap and into the Ramu Valley where she was serving as a governess on a cattle station. This tenacity and fortitude of character is evident in everything Sir Daniel undertakes. Once convinced of an idea, he is unlikely to let it go easily.

More recently, perhaps harking back to his own youthful prowess in football, Sir Daniel undertook the sole sponsorship and coaching of the Goroka Lahanis rugby league team. He coached, gave pep talks, trained, instilled discipline and, more than anything, stood behind the young men, teaching them that if they worked hard enough at something they wanted, they would get it. And so he led them to Goroka's first title cup amid a blaze of patriotic pride in the Goroka Valley.

"I had to hit myself in the head to bring myself back down to earth," he says of the euphoria that followed the Goroka Lahanis' victory

over the Port Moresby Vipers. Accorded a hero's welcome home, he was escorted through the town streets by police, singing groups and cheering masses.

In his quiet North Goroka home of many years, Sir Daniel sits philosophically reflecting on the course of his life, almost as if unaware of his tremendous status as the 'Papa Bilong Hailans'.

Amid the flowers, trees and birds of the idyllic garden that he loves so much, Sir Daniel's true nature shows. A humble, kind and generous man to

whom the neighborhood children are free to go for an apple, an ice cream treat or, better yet, a joke and a smile.

**Top** A Russian helicopter shares tarmac with Air Niugini F28. **below** Sir Daniel and Erue Tanoa, Sales and Marketing Manager for Papua New Guinea Travelodge



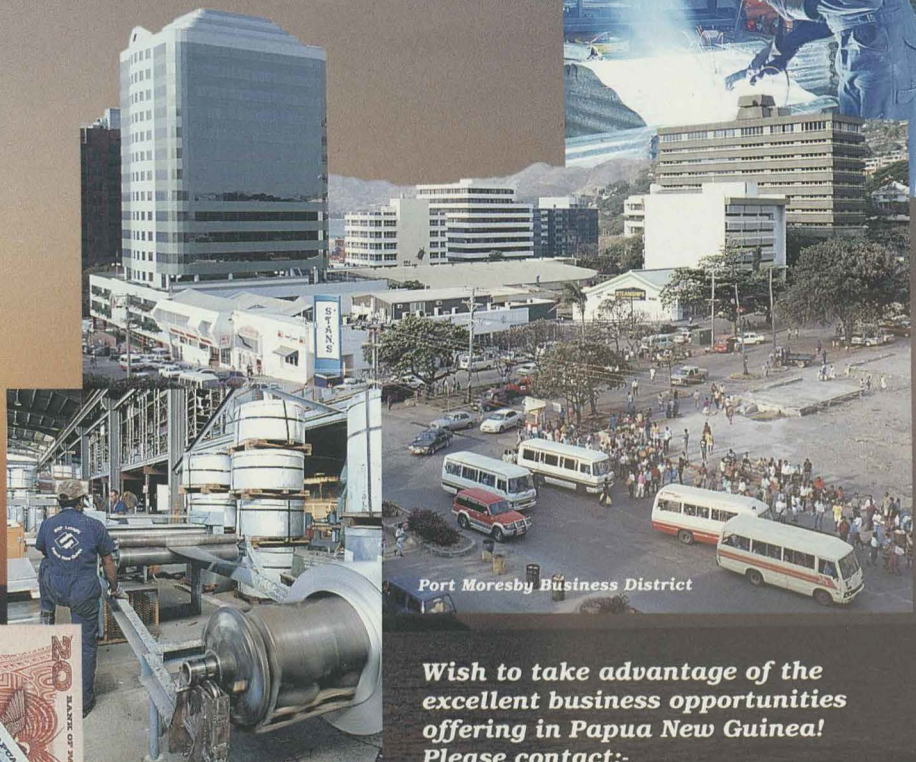


# Investment Corporation of Papua New Guinea

The Investment Corporation was established in 1971 by an Act of Parliament by the National Government.

Papua New Guinea is known worldwide for its mineral wealth, but there is also enormous potential for agricultural/agro based industries, particularly for value added products. In keeping with the Government's policy of encouraging investment in Papua New Guinea, the Corporation is keener than ever to identify and implement viable new projects in conjunction with overseas partners.

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Aviation  
Papua New Guinea.

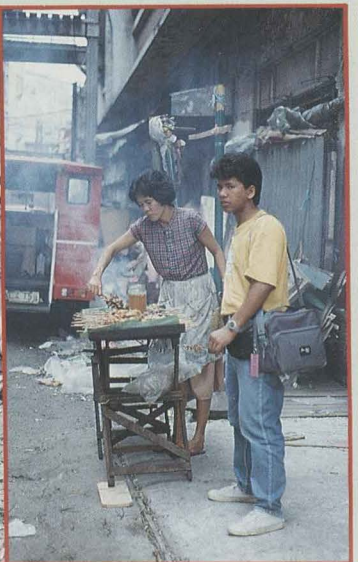


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# MANILA

## Street Life

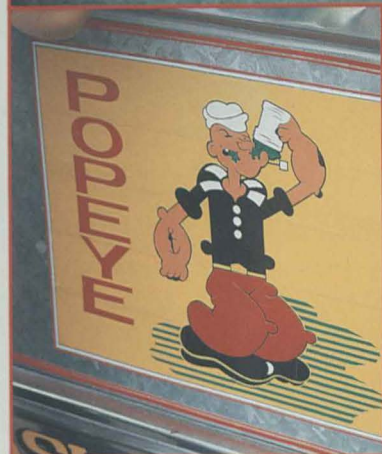
Story and photographs by Petra Koci



**D**arkness has already fallen as Air Niugini's Airbus dips its nose towards Manila. Underneath, a sea of lights, worthy of a city of almost 9 million people, stretches into the distance. The lines of street lights form spider webs, traffic headlights flow on the roads and dissolve into a single mass.

The most striking appearance on Manila's roads are the jeepneys. These public motor vehicles have the front of an

American jeep with an extended, covered rear. A jeepney is the pride of each owner. Each is lovingly baptised, colorfully painted and artistically decorated with mirrors, radio antennas and bonnet symbols. Normally, about 14 passengers are comfortably seated on the inside benches. In rush hour however, 20 travellers or more squeeze into the vehicle and bunches of people stand on the bumper bars and hold on to whatever they can.

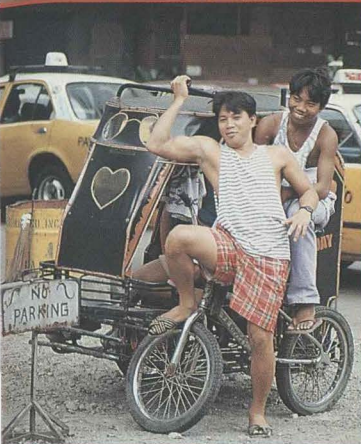


To take a ride in a jeepney is an adventure in itself: while jeepneys stop anytime anywhere on request, they do not really stop, they just slow down from their usual high speed.

A slower, less adventurous transport, is a trishaw or tricycle (motorbike/pushbike with

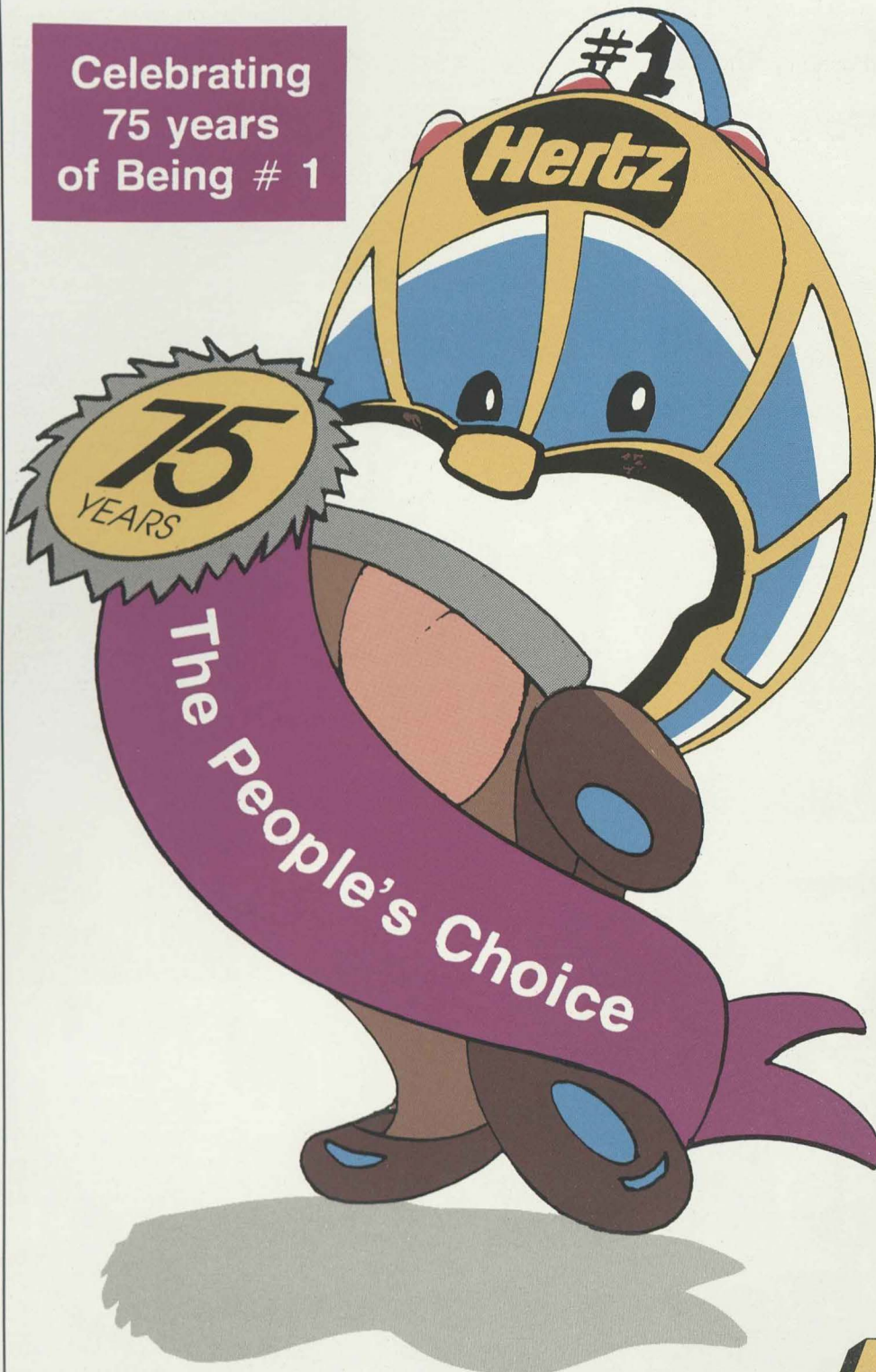
side wagon). It is amazing how much space these small contraptions offer. For nostalgics, the calesas, the horse drawn coaches and relics of old Spanish colonial days, still share the roads with motorised vehicles in northern parts of Manila.

Manila's charm lies in the variety of street life – an open, Western atmosphere in the commercial centres; ancient Spanish tradition and architecture in the heart of town and oriental shopping in the malls.



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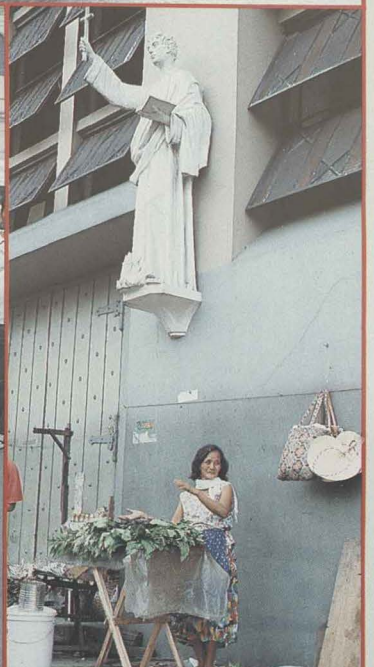
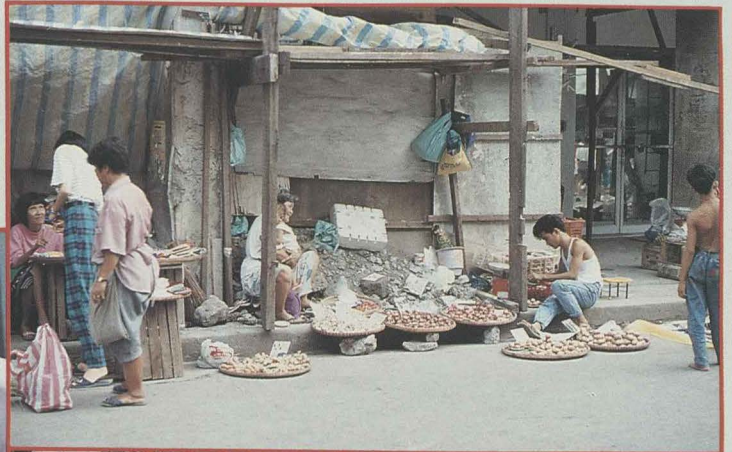
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On offer one finds everything – underpants, Chinese herbal tea, dried fish, toy helicopters, school books and peeled giant oranges. A street sign is used to hold market scales, where fresh appetising fruit is weighed. On the busy traffic lanes peanut vendors with their heavy loaded wheelbarrows thread their way through columns of cars; shouting boys, selling newspapers, cigarettes and candy, compete with the unabating chorus of car horns.

City life is sparkling and hectic and Manila's people are open, interested and very friendly.

On Manila's streets, food stalls and street vendors cover the sidewalks. How about freshly roasted peanuts straight from the pan? Or spicy kebabs barbecued on makeshift tin fires? And at night time, people sell 'ba-lut', a national delicacy. These half brooded, hard boiled eggs are believed to give special strength to the Philippine man.



One culinary tip for windowshoppers: at the Seafood-Market-Restaurant in central Manila (Malate), passers-by can look directly into the busy woks of the chefs. Every creature that lives, crawls and swims under water is carefully arranged and kept fresh on market stands. Each guest takes a shopping trolley and

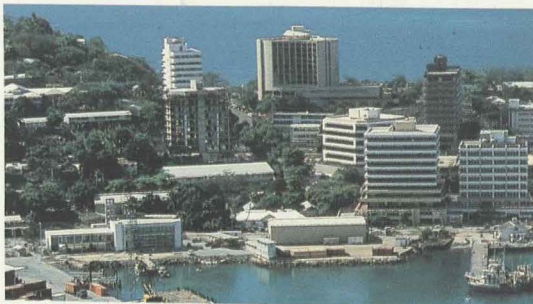
creates a raw meal, from mussels to sea urchins, from dozens of different fishes to all sizes of lobsters, prawns, crabs and also such exotic delicacies as sea cucumbers. Diners give their shopping trolleys to one of the waiters and in no time one of the chefs prepares the most delicious meals.



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