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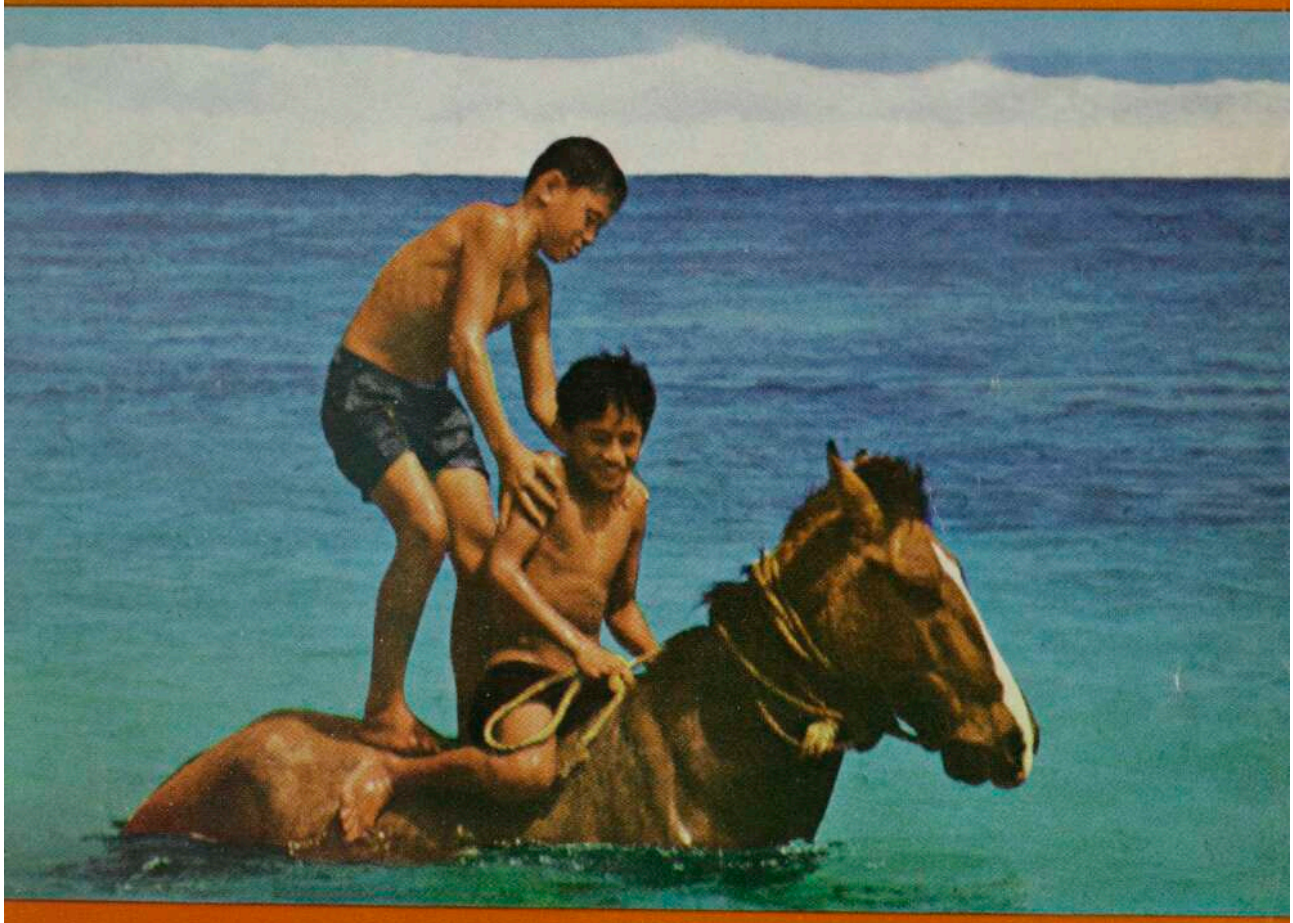

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JUNE, 1969

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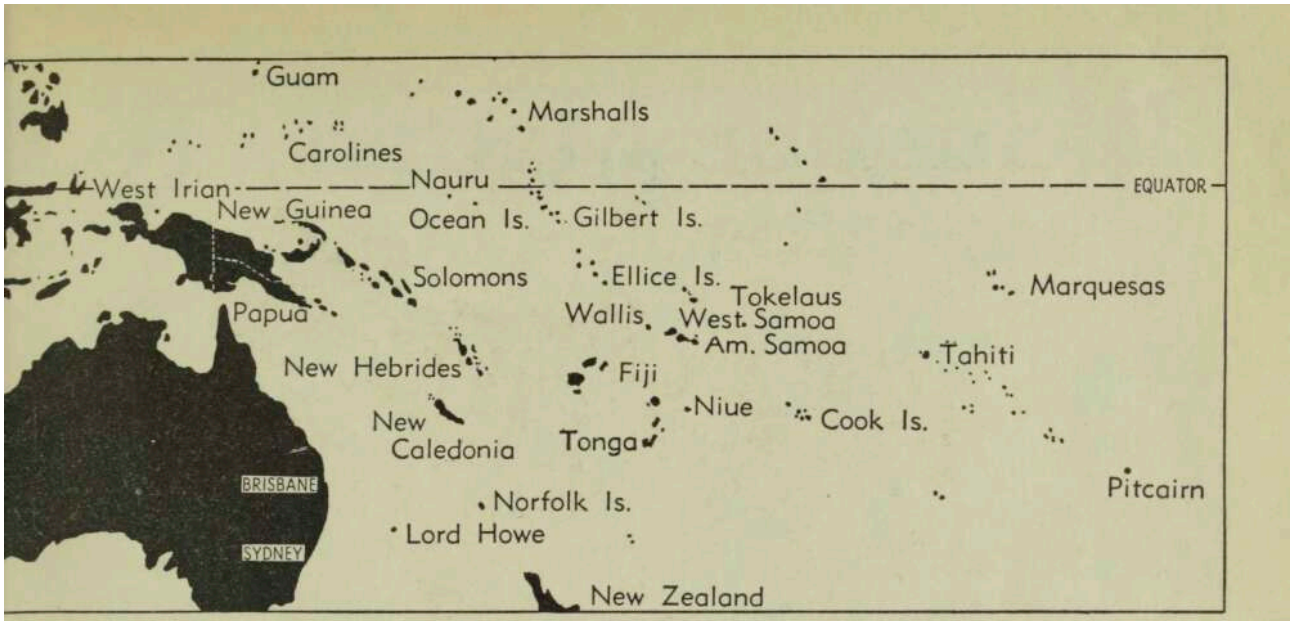

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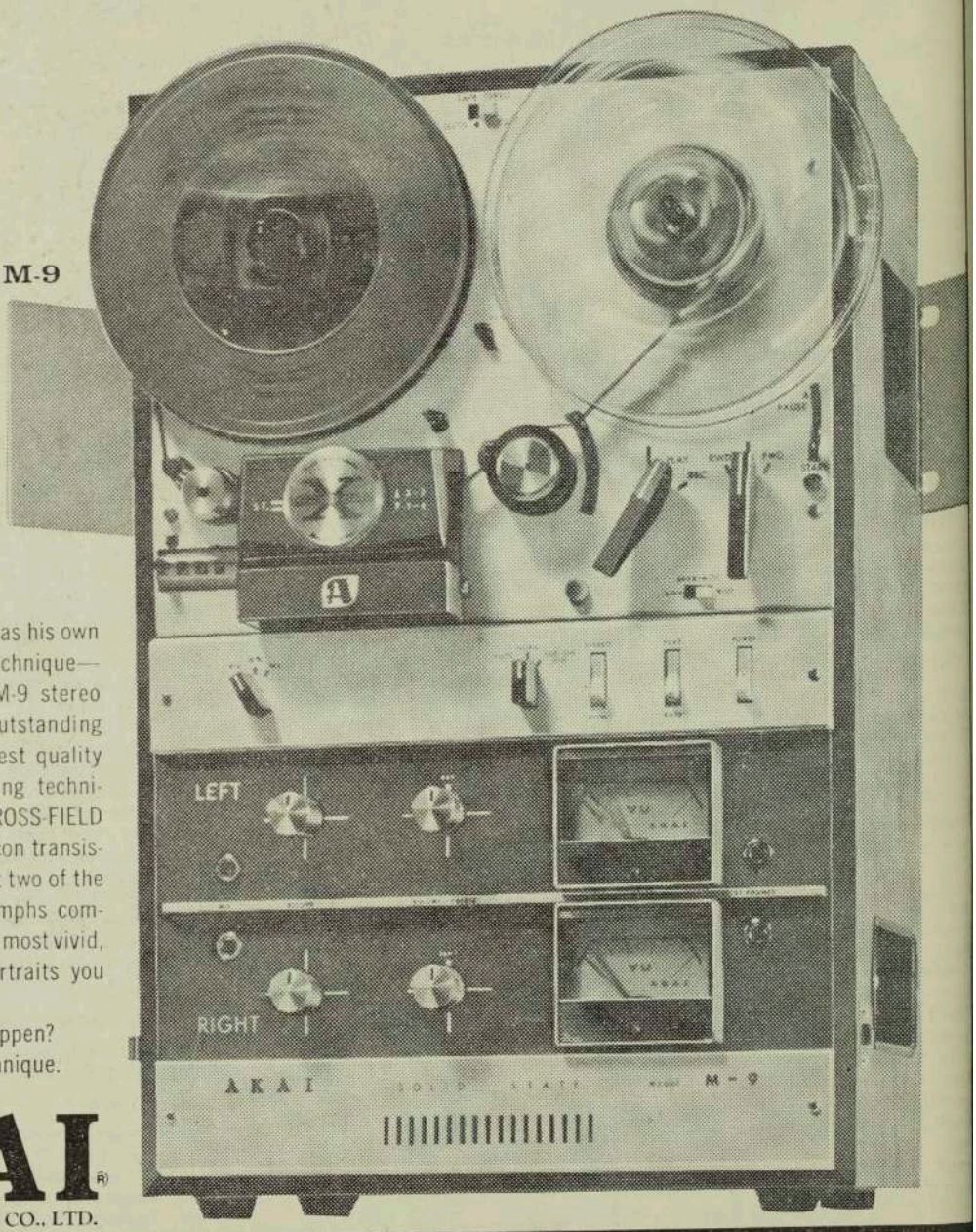

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Up Front with the Editor

Don't look for a moral or even for topicality in anything I might happen to write in this column of bits and bias. I know I have said that before, but it's appropriate to say it again before quoting at you a long passage from Will Mariner's *An Account of the Natives of the Tonga Islands*, published first in 1817.

This passage happens to be my favourite from any Pacific book. Such is its fascination for me that occasionaly I will pull out the volume from my library shelf and read that page to visitors.

Will Mariner's own story is well known these days. He was the ship's boy in the British privateer *Port au Prince*, which was plundered by those old Tongans in 1806, and who survived under the patronage of the chief Finau, to finally return to England, home and fortune. His account of his Tongan experiences over four years was written with the help of Dr. John Martin.

This favourite passage of mine relates a conversation that young Mariner had heard around the kava bowl in Haapai, one of the Tongan group, probably about 1807. A chief related how a ship had recently arrived at Tongatapu from Botany Bay, bringing home after two years in Sydney a Tongan chief called Maealoo Mata Moigna and his wife, Latafehi. The pair were now sorry they were back on Tonga, and preferred the infant settlement of Botany Bay.

Mariner goes on with his narrative: "The account they gave of the English customs at this place, and the treatment they at first met with, it may be worth while to mention. The first thing that he and his wife had to do, when they arrived at the governor's house, where they went to reside, was to sweep out a large court yard, and clean down a great pair of stairs: in vain they endeavoured to explain, that in their own country they were chiefs, and, being accustomed to be waited on, were quite unused to such employments: their expostulations were taken no notice of, and work they must.

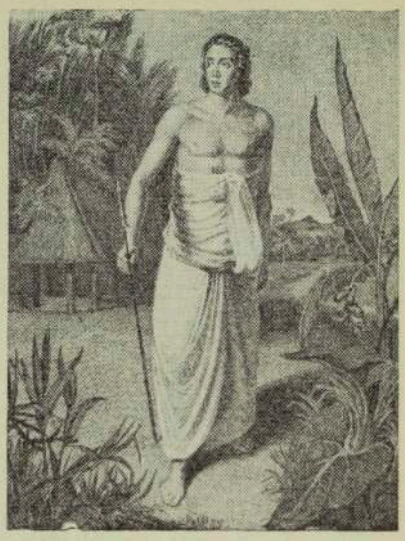
"At first their life was so uncomfortable, that they wished to die; no one seemed to protect them; all the houses were shut against them; if they saw anybody eating, they were not invited to partake: nothing was to be got without money, of which they could not comprehend the value, nor how this same money was to be obtained in any quantity; if they asked for it, nobody would give them any, unless they worked for it, and then it was so small in quantity, that they could not get one-tenth part of what they wanted with it.

Kicked him out

"One day, whilst sauntering about, the chief fixed his eyes upon a cook's shop, and, seeing several people enter, and others, again, coming out with victuals, he made sure they were sharing out food, according to the old Tonga fashion, and in he went, glad enough of the occasion, expecting to get some pork; after waiting some time, with anxiety to be helped to his share, the master of the shop asked him what he wanted, and, being answered in an unknown language, straightaway kicked him out, taking him for a thief, that only wanted an opportunity to steal. Thus, he said, even being a chief did not prevent him being used ill, for, when he told them he was a chief, they gave him to understand, that money made a man a chief.

"After a time, however, he acknowledged that he got better used, in proportion as he became acquainted with the customs and language. He expressed his astonishment at the perseverence with which the white people worked from morning till night, to get money: he could not conceive how they were able to endure so much labour.

"After having heard this account, Finow asked several questions respecting the nature of money: what is it made of?—is it like iron? can it be fashioned like iron into various useful instruments? if not, why cannot people procure what they want in the way of barter?—but where is money to be got?—if it be made, then every man ought to spend his time making money; that when he has got plenty, he may be able afterwards to obtain whatever else he wants.



Will Mariner.

Monopoly with chiefs

"In answer to the last observation, Mr. Mariner replied that the material of which money was made was very scarce and difficult to be got, and that only chiefs and great men could procure readily a large quantity of it; and this either by being inheritors of plantations or houses, which they allowed others to have, for paying them so much tribute in money every year; or by their public services; or by paying small sums of money for things when they were in plenty, and afterwards letting others

OUR COVER

Two boys indulge in some horseplay at Rarotonga in the Cook Islands. Horse racing along the sands is a popular pastime in the Cooks. And when the racing is over, there's always the surf for cooling. This picture was taken for us by Sheree Lipton.

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have them for larger sums, when they were scarce: and as to the lower classes of people, they worked hard, and got paid by their employers in small quantities of money, as the reward of their labour: &c.

"That the king was the only person that was allowed to make (to coin) money, and that he put his mark upon all that he made, that it might be known to be true; that no person could readily procure the material of which it was made, without paying money for it; and if contrary to the taboo of the king, he turned this material into money he would scarcely have made as much as he had given for it.

"Mr. Mariner was then going on to shew the convenience of money as a medium of exchange, when Filimoeatoo interrupted him, saying to Finow, I understand how it is;—money is less cumbersome than goods, and it is very convenient for a man to exchange away his goods for money; which, at any other time, he can exchange again for the same or any other goods that he may want; whereas the goods themselves may perhaps spoil by keeping (particularly if provisions), but the money he supposed would not spoil; and although it was of no true value itself, yet being scarce and difficult to be got without giving something useful and really valuable for it, it was imagined to be of value; and if everybody considered it so, and would readily give their goods for it, he did not see but what it was of a sort of real value to all who possessed it, as long as their neighbours chose to take it in the same way.

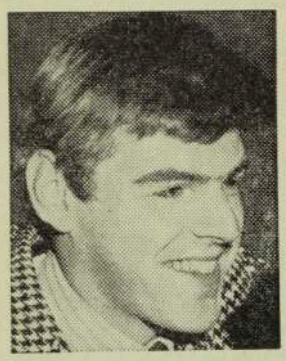
Money for fools

"Mr. Mariner found he could not give a better explanation, he therefore told Filimoeatoo that his notion of the nature of money was a just one.

"After a pause of some length, Finow replied that the explanation did not satisfy him: he still thought it a foolish thing that people could place a value on money, when they either could not or would not apply it to any useful (physical) purpose: 'if' he said, 'it were made of iron, and could be converted into knives, axes, and chisels, there would be some sense in placing a value on it; but as it is, I see none: if a man,' he added, 'has more yams than he wants, let him exchange some of them away for pork, or gnatoo; certainly money is much handier, and more convenient, but then as it will not spoil by being kept, people will store it up, instead of sharing it out, as a chief ought to do, and thus become selfish; whereas, if provision were the principal property of a man, and it ought to be, as being both the most useful and the most necessary, he could not store it up, for it would spoil, and so he would be obliged either to exchange it away for something else useful, or share it out to his neighbours, and inferior chiefs and dependants, for nothing.' He concluded by saying, 'I understand now very well what it is that makes the Papalangis so selfish;—it is this money!' "

As I said, look for neither a moral nor topicality in that discussion that took place around a kava bowl in Tonga more than 160 years ago. It doesn't mean to say there isn't any. Mariner's *Tonga* is not an easy volume to get, and I just thought I'd like to share it with you.

—Stuart Inder



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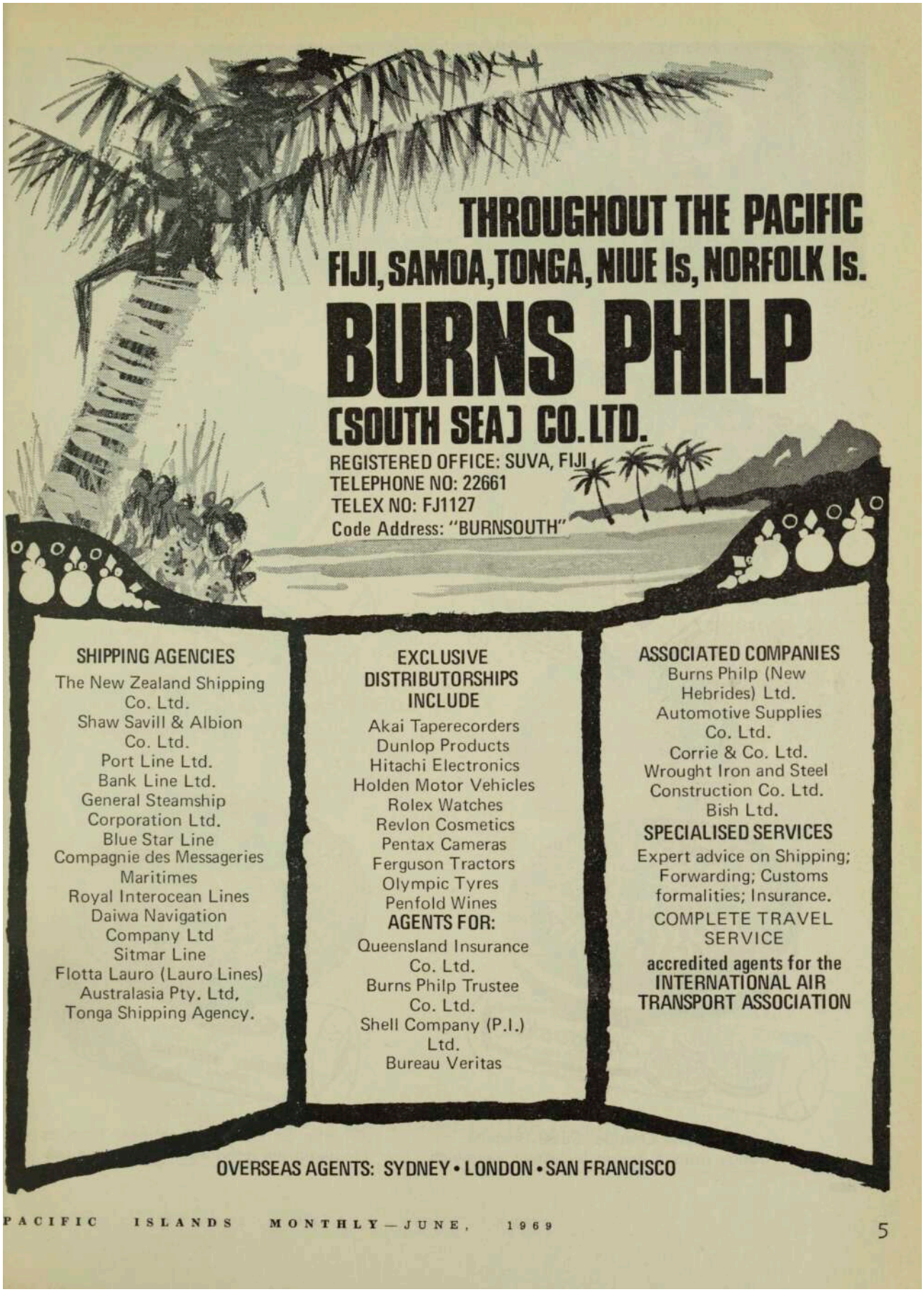

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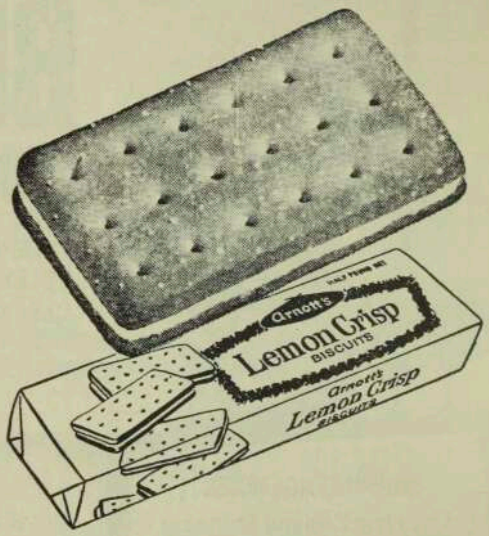

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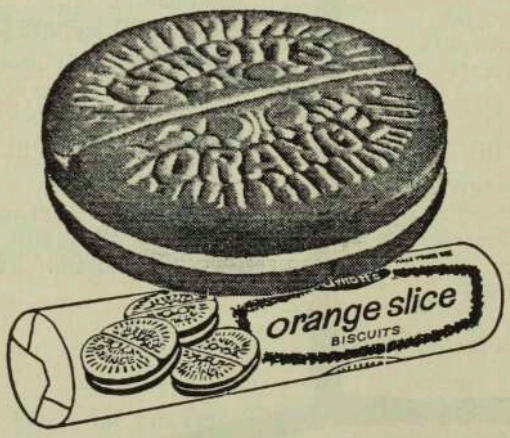

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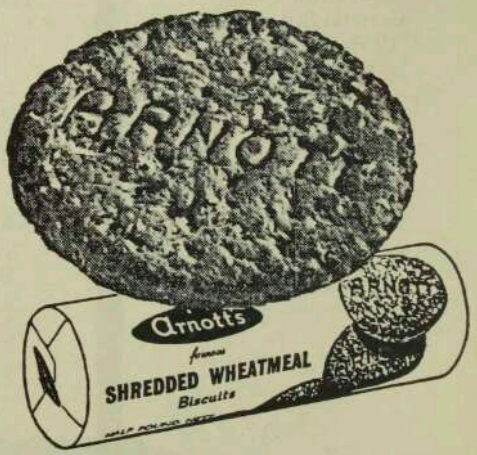

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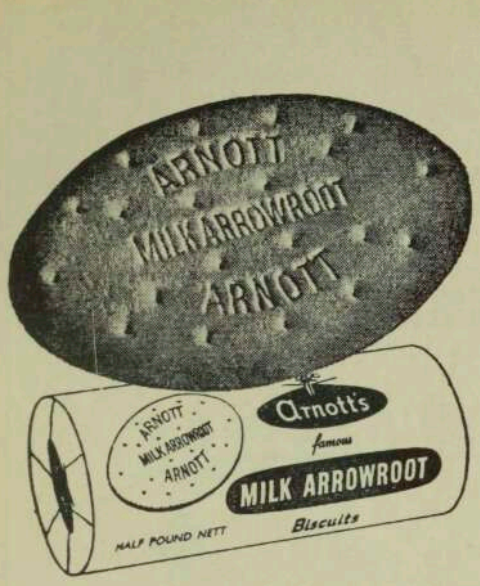

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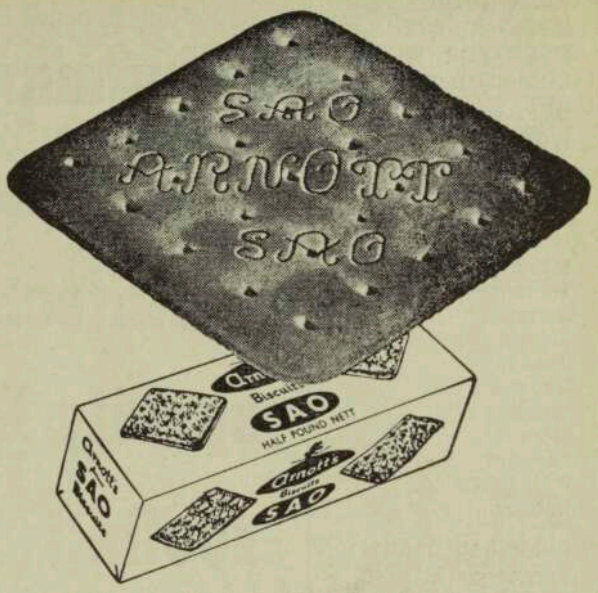

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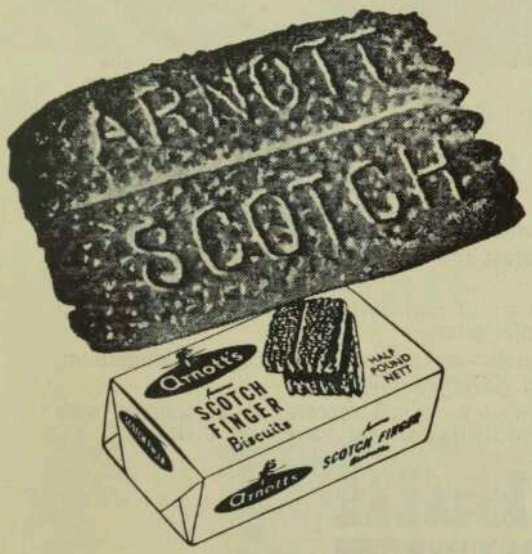

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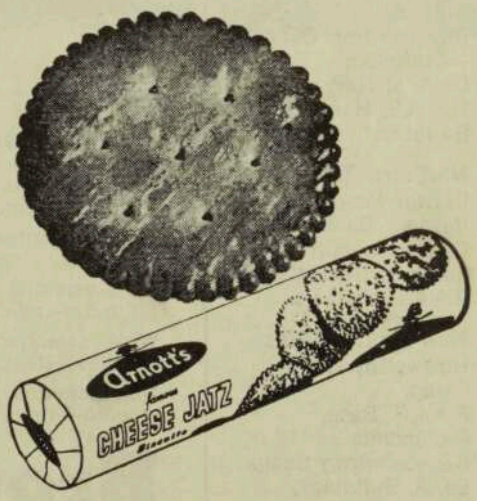

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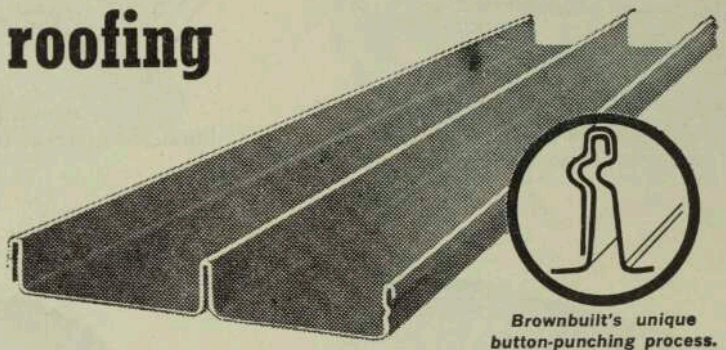

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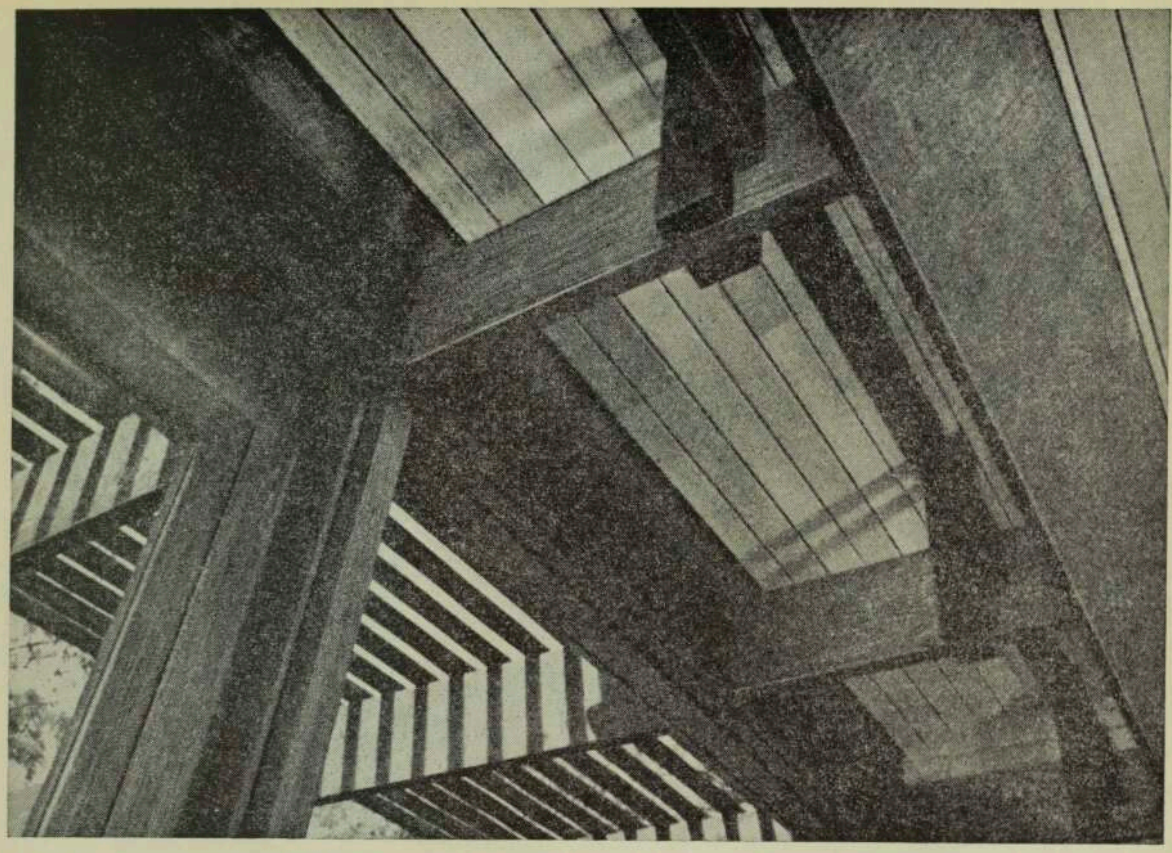

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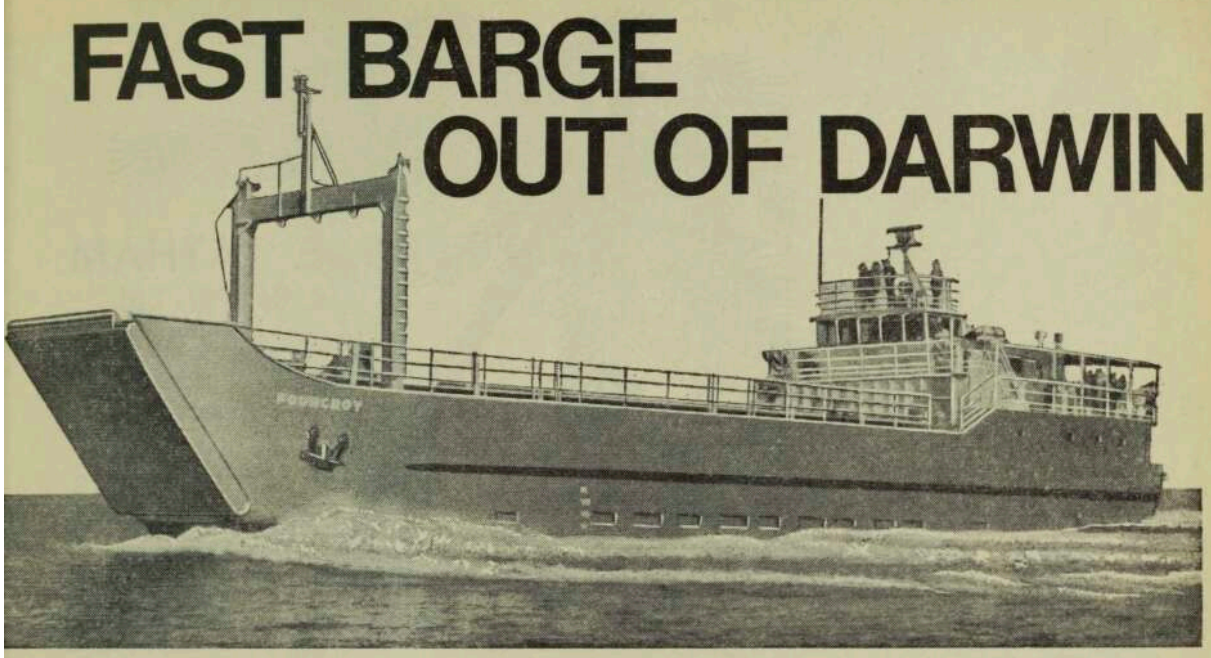

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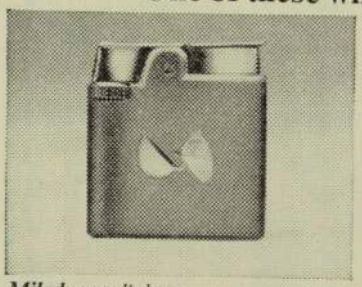
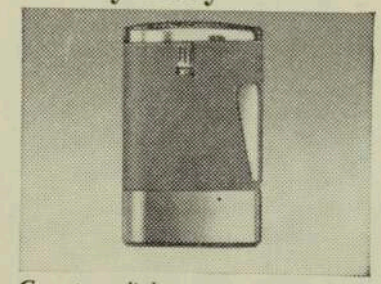


***Milady** gas lighter*



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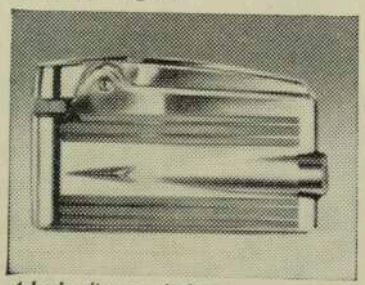

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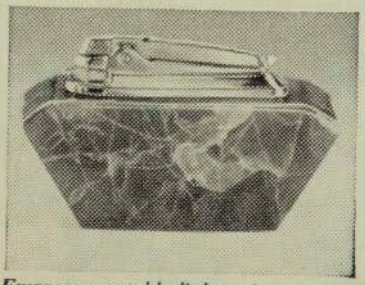

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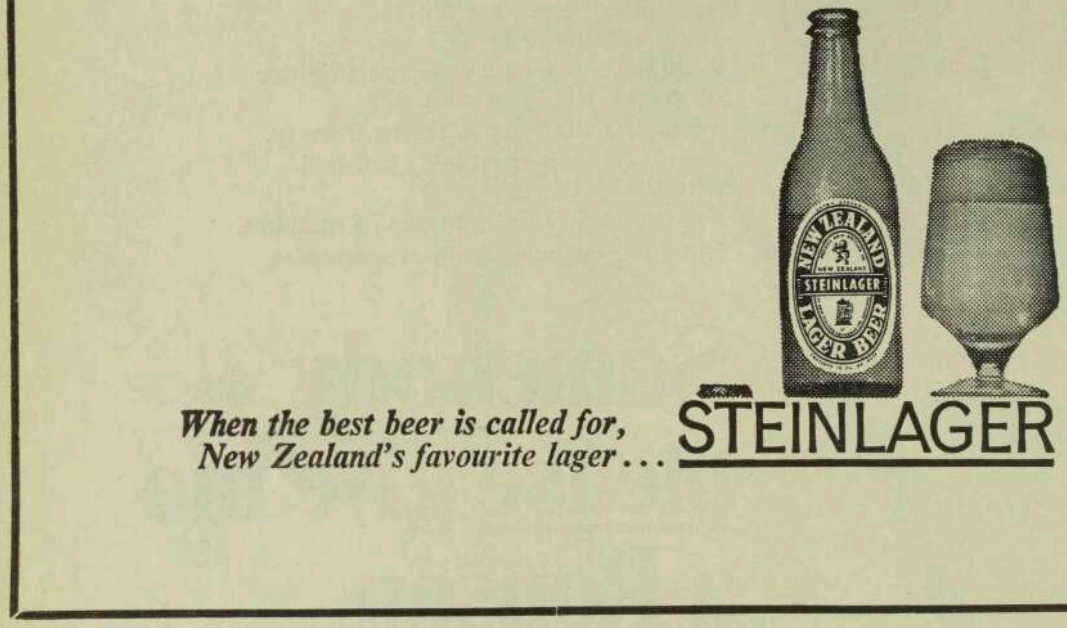

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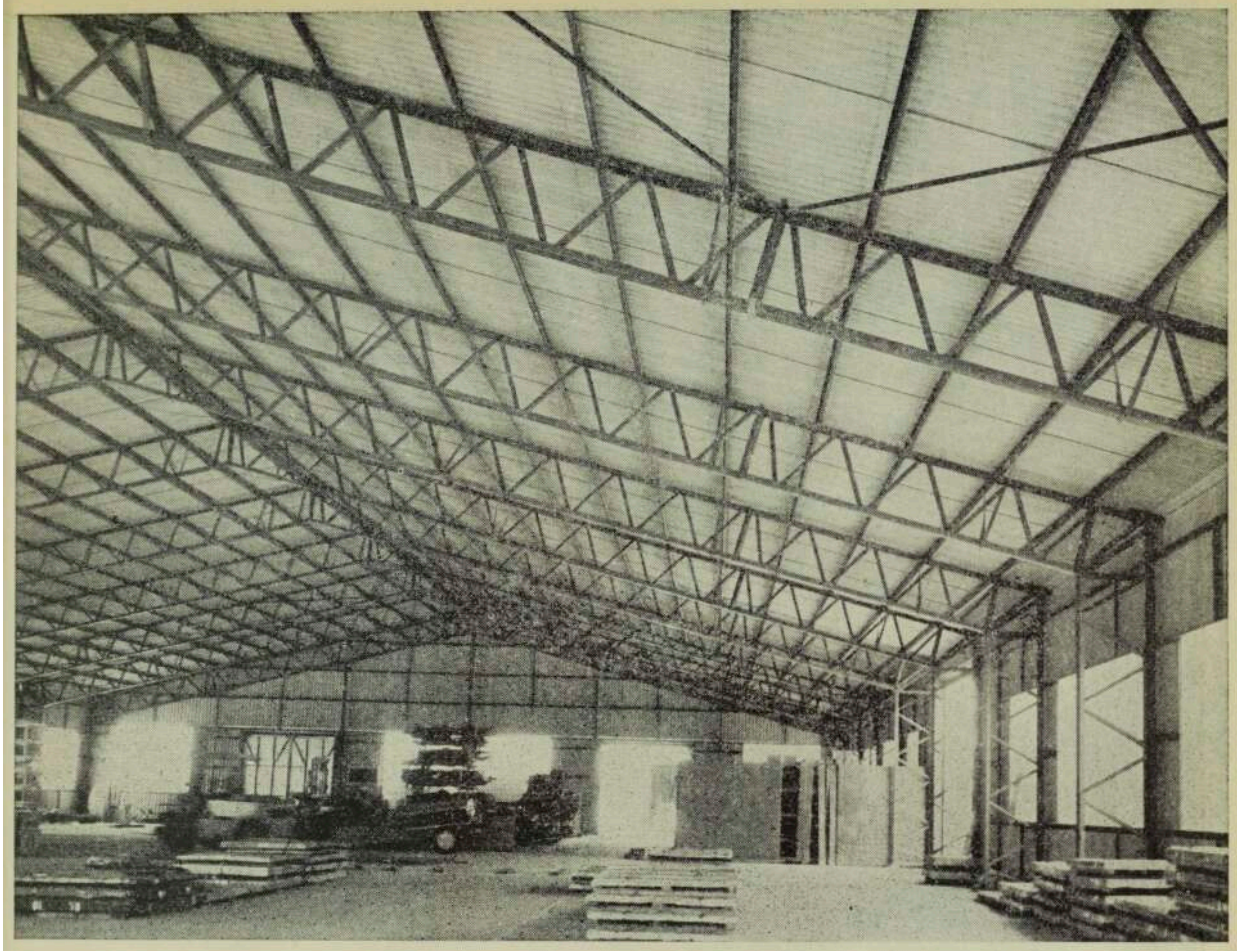

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The Editor's Mailbag

THE ROBBER CRAB AGAIN

Sir,—I was interested to read Solomona Kalauni's reply (*PIM*, Dec., 1968, p. 13) to Mr. Lever's letter regarding the robber crab (*Birgus latro*) which appeared in the August, 1968, *PIM*.

It would appear that Solomona's contention that an uga (as we call the robber crab here) can indeed tear the husk off a nut and attain the meat inside by way of one of the "eyes" is true.

I have managed to find a reference to this in the book *Wild Life in Southern Seas*, by Louis Becke. Becke states:

"The oft-repeated statement that the robber crab ascends the coconut tree and there husks the nut is only a traveller's story although, if it cannot find a fallen nut and other food be unobtainable, it will, if it can discover a short coconut tree bearing fruit, ascend it, and, nipping the stalk, let it fall. It will then descend to the ground, and proceed, not to tear off the husk, but to make a hole in the soft fleshy part of the top, and thus reach the interior.

"At the same time a full-grown robber crab, if it cannot find a young nut makes no difficulty of tearing off the husk of an old, fully matured one. Bit by bit it strips off the tough, wiry covering until the "monkey's face" is revealed. Into the "eye" of this it inserts the tip of one of its sharp claws, and works out a space sufficiently large to at last permit it to begin operations on the hard shell with its nippers. Then it snaps away piece after piece till the orifice is large enough to allow it to clean out the entire nut, which is left scraped of every remnant of pulp."

Although I have not seen an uga dealing with a matured nut, I have seen what I believe to be evidence of this. A short distance from Solomona's home village of Hakupu on Niue is a locality named Togo. This is a deep extensive cleft or valley with almost perpendicular sides of jagged coral. Growing in the sandy floor of this almost inaccessible depression is a grove of coconuts. On a visit there some time ago I noticed many small heaps of shredded coconut husk fibre and broken coconut shells. At the time I was at a loss to account for their presence, but after reading Becke's chapter on "Birgus the Robber" from *Wild Life in Southern Seas*, I now believe that what I saw was the result of the coconut crab's attacks on matured nuts.

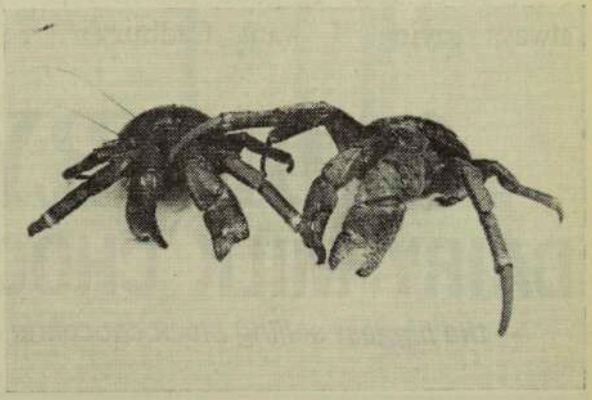
Solomona also mentions that he saw the crab "wrap itself completely on the nut". By doing this I believe that the very strong claws of the crab would gain enough leverage to indeed effect an entry through the tough shell to the meat inside.

One is prompted to ask this question: Is this ability to open nuts an inate one—or does each generation of crabs "learn" by watching other older crabs get into the nut?

R. G. HARDING.

Alofi,
Niue Island

(Over)



This picture of two giant coconut crabs was supplied to us by J. D. Whitcombe, formerly of Tonga, and now of Auckland, New Zealand. It was sent to him many years ago from Fiji by his brother, Frank.

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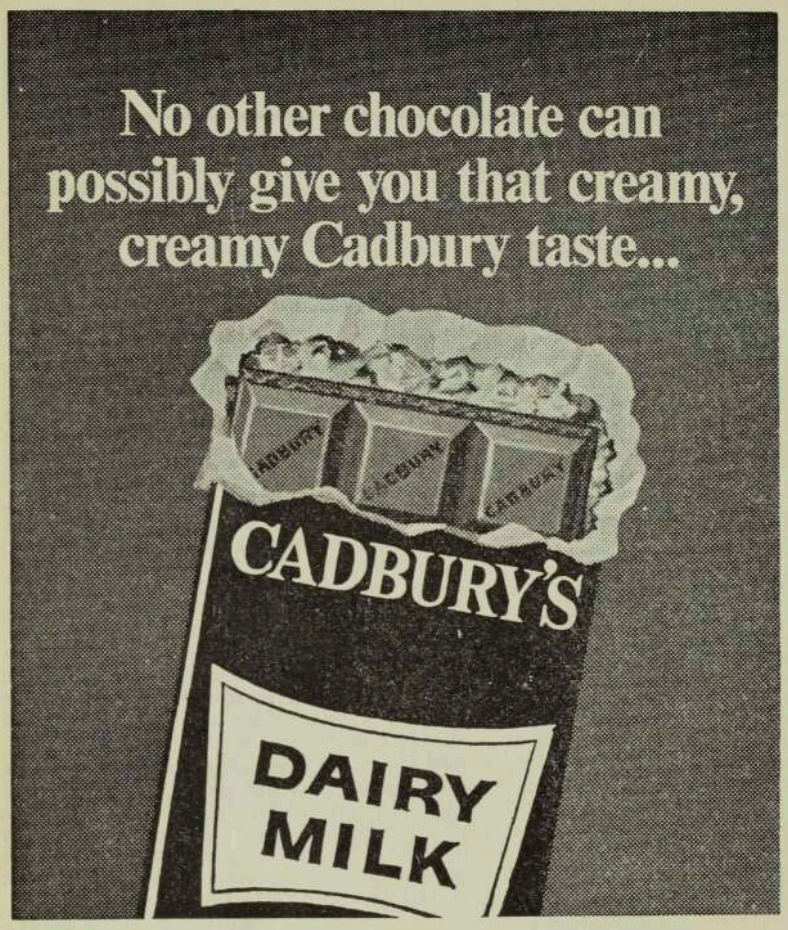

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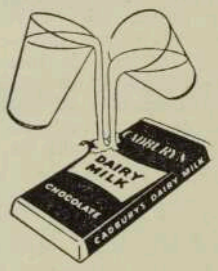

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NZ FRUIT PRICES

Sir,—In your April issue (p. 120) you note the general manager of New Zealand Fruit Distributors considers New Zealanders aren't keen on buying South Pacific bananas at 15 cents a pound. Mr. Walker says many New Zealanders now prefer to buy cheaper New Zealand pears and apples at nine-11 cents a pound.

South Pacific producers shouldn't be misled by Mr. Walker. Firstly, pear and apple prices aren't all that low, in major cities anyway. Prices for pears and apples rarely go below 10 cents and usually average 10-16 cents. Bananas at 15 cents are quite competitive.

Secondly, Mr. Walker failed to mention why South Pacific bananas aren't being bought—they're simply *not available*. Because New Zealand Fruit Distributors Ltd. are only interested in the maximisation of their profits, and not the interests of the Island producers, South American bananas are now being imported.

When will South Pacific producers start seeking independent advice and marketing arrangements, and not follow meekly behind the biggest profit-seekers?

ALISTER TAYLOR.
News Communication Ltd.,
Wellington, New Zealand.

MORE ABOUT MOLA

Sir,—In March *PIM* (p. 55) it was stated in the editorial that Glen L. Mola is an Australian Melbourne university student who has closely identified himself with the Buka people.

Well, apart from his arithmetical inaccuracy, he is not just closely identifying himself with the Buka people. Buka Island is going to be his home as soon as he is a fully-qualified medical practitioner. Glen and myself are going to have a partnership up at Buka one day—a very unusual arrangement. Such an arrangement only comes about when there is a feeling of brotherhood among people of goodwill.

Please be assured that Glen is a Buka boy true. He is no longer an Australian or a Melbournite but a Buka true. As soon as he finishes his medical course he comes home to Buka where we shall start a private practice.

THOMAS L. SAWA.
Resident Medical Officer,
Taurama Hospital,
Port Moresby,

● For more letters, turn to p. 41.

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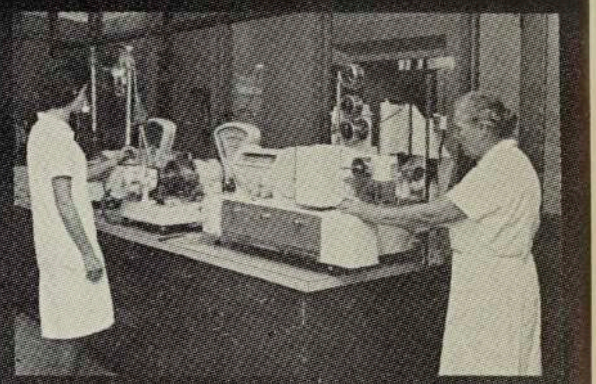

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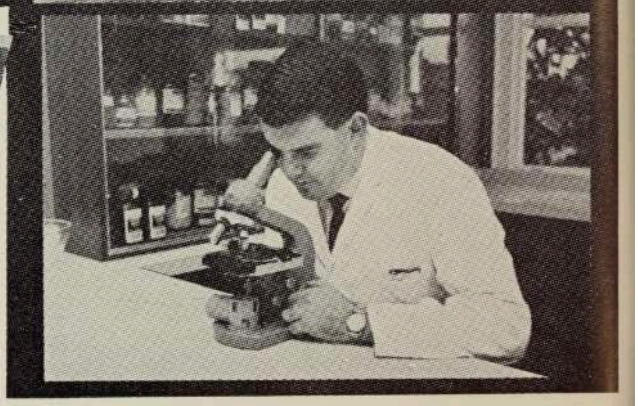

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DATSUNS OR DIGNITY—THAT'S THE CHOICE FACING THE US TRUST TERRITORY

By JUDY TUDOR

Every cliche in the American lexicon went the rounds in April when the Micronesian Political Status Commission of the US Trust Territory announced that it would aim for a self-governing state in free association with the United States. The infant Micronesian Congress had upstaged the Congress of the United States, it was said; the Micronesian baby had taken the first giant steps towards nationhood. And so on.

Unfortunately for Micronesian political aspirations, the US still seems to be in a position to do the up-staging. The operative phrase in the Status Commission's announcement is "free association with the US", which, in practical terms, means that the US will be expected to give aid and cash.

It is probable that the US will fall into line with other colonial powers who have had to pay in order to shed some of their responsibilities; but how much and in what form will likely lead to long negotiations.

The whole situation could be influenced by the value the US puts on its anti-ballistic missile base at Kwajalein in the Marshalls. This is an important link in US world defence strategy and it has, for many years, been a sore point with the Marshallese who are land-sensitive.

Alternatives

It has been no secret that the status commission expects the US to pay dearly for the use of Micronesian land, including Kwajalein. In their thinking about a self-governing state this, in fact, is considered their greatest economic asset—and, heaven knows, the scattered islands of Micronesia have very few of them.

The status commission was created by the Congress of Micronesia in 1967. It consists of six members of the Congress, under the chairmanship of Lazarus Salii, from Angaur, in the Palau Group.

The commission has been studying future alternatives since its inception; has consulted experts in the field of political advancement of emerging peoples; in 1968 travelled to the Virgin Islands, Washington and Puerto Rico (Puerto Rico is also in "free association" with the US); and, finally, in early 1969, set off to see how other Pacific territories were tackling similar problems.

American and Western Samoa, Fiji, Papua-New Guinea, Okinawa were studied; so was the Cook Islands set-up with New Zealand.

One interesting result of these visits was the impression expressed by Senator Salii that a parliamentary system, presumably on the British pattern, might suit Micronesia better than the present US system. One reason for this was that it would be cheaper to operate.

When members of the commission returned to Saipan they split up into two parties and visited the outer islands to conduct public hearings; to report on the commission's work and to try to explain the commission's recommendation for a self-governing state in free association with the US.

By making their recommendation now, possibly years before anything concrete can be achieved, the commission is providing a target upon which the people of Micronesia can set their sights. To this extent what it has done is praiseworthy.

Edward E. Johnston, the new High Commissioner of the US Trust Territory.

But the path to self-government is going to be hard, for all the usual reasons and for some that are uniquely Micronesia's. In less than 100 years, the Micronesians have had four different administering powers—Spain, Germany, Japan and the United States. The Micronesians got a lousy deal from the first three; and some pretty muddled thinking from the fourth.

With this sort of background it is a minor miracle that there are even six men in the Congress of Micronesia who are capable of plotting a path to any sort of political future.

Of the four great powers who have administered the present Trust Territory, only Japan made it economically viable. Between the two world wars, hundreds of thousands of Japanese colonists raised sugar-cane, operated mills and distilleries, worked phosphate and engaged in fisheries—all for the direct benefit of Japan.

During the war everything that the Japanese had built was destroyed and was never restored.

Not welcome

The Americans made no attempt to re-establish agriculture on the former scale and as the Micronesians themselves were incapable of it, the result is that today nearly all agriculture is at subsistence level.

In the first few years of occupancy, the US regarded the territory as a top-secret security area—a status to which it has reverted from time to time. Outside visitors were not welcome; investment or enterprise from outside was not permitted. What enterprise there was, was in the hands of Micronesians.

As a result of this policy the whole territory, up to four years

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Continued US aid is vitally necessary

ago, was probably the most economically and politically backward in the Pacific.

In the last four years, however, there has been some outside capital invested in the territory, there has been a growing interest in the development of such get-rich-quick industries as tourism; and, concurrently, there has been encouragement of political awareness.

Nonetheless, the problems that remain are immense. The six members of the status commission can be regarded as the elite of the politically elite Congress of Micronesia. Their task is to convince the other 95,000 inhabitants, scattered in over 2,000 individual islands, in three million square miles of ocean, that what the commission wants, the people want also.

Politically, the territory is now divided into six districts, each with different problems, different languages and a different outlook and with the large majority of the people concerned only with their own village affairs, seemingly content to live a subsistence existence if outsiders with larger ideas will only leave them to it.

Unifying force

Most of these Micronesians are far more concerned with their own local land troubles and disputes than they are with the larger issues of a united Micronesia.

One purpose of the Congress of Micronesia when it was set up was that it would be a unifying force and inspire a feeling of nationalism. Some people believe that it is achieving this purpose but how valid this is, only time will show.

Artificial concepts of this kind have too often been swept away in places like Africa, once the colonial power has withdrawn. At the present time the greatest unifying force in the Trust Territory is the American presence.

In spite of the miracles performed by the Japanese during their occupation, the Micronesian islands are not rich in natural resources. Failing another Japanese occupation nothing like that ant-like activity and development is ever likely to be achieved there again.

Main and virtually only export is copra, of which 40 per cent. comes from the Marshall Islands. Generally, exports are in the vicinity of 13,000-14,000 tons per year and it goes to Japan—the only accessible market.

Possibilities are the development of cattle raising, fisheries and vegetable farming for Guam and local markets, but failing some mineral discovery or a greatly increased tourist industry, there seem few of the normal means of supporting an independent state.

For this reason, continued US aid will be vitally necessary—as even the members of the commission who were for straight-out independence acknowledged.

Even with continued aid Chairman Salii could see a bit of belt-tightening but he thought that Micronesians were tough enough to make sacrifices and go without store food and other US luxuries in order to build a structure that their economy can support.

Traditionally divided

As someone else put it—there will have to be fewer Datsuns; while people out in the villages will have to learn that if they accept all western consumer goods, they are giving up their liberty and dignity.

For my money, I wouldn't like to bet that, in the final analysis, people as traditionally divided in outlook as the present elements that make up the Trust Territory, will prefer dignity to Datsuns. But that's for the future. The present task is to find out how far the US will go along with the idea of self-government and free association. And how much it is likely to provide in the way of aid and annual grants.

Failing US agreement to its proposition the commission has stated that it will go for straight independence. How this would be supported economically appears not to have exercised the minds of the commission yet. On the face of it, it would appear hopeless. Nonetheless, these days there are more ways of supporting a state than by striking oil or cutting copra. Flags of convenience for international shipping; registry of tax-evading companies; football pools; lotteries—these are just a few of them.

New High Commissioner

The US Trust Territory of Micronesia has a new High Commissioner. He is 51-year-old Mr. Edward E. Johnston who has lived in Hawaii for the past 22 years and whose appointment has been freely tipped since the Nixon Administration took over in Washington.

Mr. Johnston is a businessman and has also had government experience in Hawaii where he was Secretary of Hawaii—equivalent to the present post of Lieutenant-Governor — in 1958-59, just before Hawaii assumed statehood.

He has been prominent in Republican Party affairs since 1955 and has been chairman of the Hawaii State Republican Party for the last four years.

President Nixon's request

With the new US Secretary of the Interior, Mr. Walter J. Hickel and Mrs. Elizabeth P. Farrington, Director of the Office of Territories, their respective families and Departmental staff members, he visited Saipan in early May.

The visit was made at the request of President Nixon. According to Mr. Hickel, who will report back to the President, the new administration plans "to establish a close rapport with the Micronesian people, to seek their counsel and to determine what they want for their political future . . . our special concern is to give the Micronesians a greater voice and representation in the administration of the islands".

The date when the Johnstons, who have two teenage daughters, will take up residence in Saipan has not been announced.

U.S. SAMOA FOLLOWS THE TREND!

A seven-man political status commission will be set up in American Samoa to examine all possible alternatives for the territory's political future. Governor Owen Aspinall signed a bill in Samoa's Legislature in May providing $US20,000 for travel and other expenses for the commission.

Three members of the commission will be appointed by Governor Aspinall, three others will come from the legislature and one will be appointed by the speaker of the legislature.

Governor Aspinall in May also signed a bill setting up an eight-man economic commission to co-operate with a yet-to-be-appointed director of development planning, to plan the territory's economic growth.

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New Caledonia bewildered by Carnival de Gaulle

From a Noumea correspondent

New Caledonia look like currently devoting three Sundays out of eight to national elections.

Like all good French citizens, in Europe and the Pacific, Caledonians went to the polls in April to pronounce themselves on de Gaulle's referendum. When de Gaulle was defeated at that ballot, the French were again called to vote—this time for a new President on June 1 and 15.

(To be elected, one man must obtain 50 per cent. of the votes. As this is extremely difficult with seven contestants, as in this case, a second run-off is expected between the two highest-polling candidates—probably Gaullist Georges Pompidou and centralist Alain Poher.)

The French carnival began when President de Gaulle announced over a year ago that a big inquiry was under way to work out ways and means to decentralise the administration. Everybody, except the French Communist Party, was happy: the days of the Paris bureaucrats were now numbered.

But anything General de Gaulle did was always revolutionary, and this time he overdid himself.

His project not only called for the creation of 21 "autonomous" regions within metropolitan France, but also deprived the Senate of its legislative powers.

French Senators who usually move as fast as a turtle on land were rudely awakened from their slumber and began to fly around France at the speed of light.

A joke?

Never had so many Senators been heard in public and business circles throughout the country.

But the heart of President de Gaulle's project was the introduction in the Senate and in the new Regional Assemblies of non-elected members alongside the elected ones. For New Caledonia this would have meant 23 new members in the Territorial Assembly, sitting alongside the elected 35 members.

The Republicans thought it was a joke.

The Democrats thought the army had moved in.

They were both wrong, for General de Gaulle had no time for jokes—he meant exactly what he said and furthermore he had no intention of consulting Parliament or the Senate on the matter. It was strictly business between him and the electors.

The fact that the Conseil d'Etat (a kind of High Court) declared the referendum "unconstitutional" did not even rate a blink from the President.

It took days for the politicians to wake up and today some still think it is all a dream.

As the campaign for the referendum got underway, New Caledonia was flooded with propaganda.

First, thousands of 16 page booklets, weighing one and a half tons and containing the full text of the proposed law, plus a message from the President, arrived by air. A copy was posted to every elector. This caused hundreds to inquire about night classes on constitutional law to try to figure it all out.

The next plane however brought nearly a ton of giant colour posters which stated "OUI, OUI, oui, oui a de Gaulle" and "OUI a la France". There was no need for law training to understand now.

Then the state-controlled radio and TV network got underway with an impressive information campaign. First Mr. Michel Inchauspe, Secretary of State for Overseas Territories, made a special TV appeal to Caledonians to support de Gaulle.

The French Opposition also presented some speakers, including several newsmen who had been sacked from the Gaullist-controlled radio-TV service.

Then there were two appearances by President de Gaulle, the last being just on the eve of the voting day, when he warned "vote yes, or I quit".

No Caledonian political party or politicians were allowed time on the air to make known their views.

The High Commissioner, Mr. Jean Risterucci, chose precisely the 10 days preceding the voting day to make a tour of the outlying islands (Mare, Lifou, Ouvea) and main inland settlements.

Only one local party, the recently-formed Gaullist Union Democratique (seven seats in the Territorial Assembly) campaigned for the "Oui", their allies in Senator Lafleur's group (four seats) not making their position known publicly.

The majority party Union Caledonienne (22 seats) and the two independents campaigned for the "Non".

The results for New Caledonia were as follows:

	Electors	per cent.
Voted "Oui" . .	13,793	34.25
Voted "Non" . .	12,042	29.79
Blank	393	0.97
Abstained	14,091	34.99

In political circles here, the result of the vote was taken to indicate:

- Caledonians still regarded General de Gaulle as the saviour of France in the dark hours of 1940 and gave him (by 1,750 votes) the benefit of the doubt as to the value of his reforms.
- Senator Lafleur's group had voted "Oui" in spite of not officially

(Continued on p. 160)

Nauru phosphate talks "sticky"

Talks between a Nauruan delegation and the British Phosphate Commissioners were still continuing in Canberra at the end of May in an effort to hammer out agreement for the sale of Nauruan phosphate after June 30, 1970, when the current contract between Nauru and the BPC ends.

The contract provides that new talks be completed by June 30 this year—but the going has been decidedly sticky on both sides. Serious points of disagreement have been on price (currently $11 a ton fob, to rise to $12 from July) and on quantity to be accepted (the partner governments currently take two million tons a year, which is most of Nauru's output).

Before the talks the Nauruans had signed a further contract to sell Japan 300,000 tons of phosphate, at $15 a ton, in addition to the earlier contract of 200,000 tons at $14. (See also p. 121).

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Caledonian sportsmen go well against visiting teams

Caledonian sportsmen have been able to match themselves against various overseas teams recently, in preparation for the Third South Pacific Games at Port Moresby in August.

The Caledonian boxers who visited Tahiti in April won three out of five matches. Kaoutche, Mitra Kaloi and Menango were the Caledonian victors, Tama Tehio and Jean Tauotaha won for Tahiti.

A return match in Noumea is planned for June 4, with the possible participation of Fijian and New Zealand boxers as well.

In judo, Caledonians have had the assistance of Japanese sixth dan black belt, Mr. Masaharu Hiranuma from the Kodokan in Tokyo. He left the territory in mid-May, after training the Caledonians for three months.

In soccer, a local selection had two easy victories over visiting players from the Australian churches, who were much less experienced than their hosts. Following these encounters, a Caledonian team was due to visit Australia from May 24-June 2 for three matches—against the NSW selection and Hakoah in Sydney, as well as against a Queensland selection.

In more jovial style, the "Old Boys" of Sydney's St. George-Budapest visited Noumea in May and played the Caledonian "Old Cagous" (the cagou is a Caledonian bird). This was the return of a similar match held in Sydney last July.

A draw

The "Old Cagous" (minimum age 35) reported their numbers dwindling sharply under the unaccustomed intensive training, while a hearty meal on the eve of the match could hardly have quickened reflexes on either side.

The Caledonians took to the field confident in their "speed and weight" (one player weighed about 18 stone). The final score was a three-all draw.

Back to the more serious business of preparing for the Games, under the charge of Canadian priest Father Paul Brousseau, men and women's volley ball players were due to visit Australia from May 18-28 for a series of games at the North Sydney Boys' High School gymnasium.

At the same time the Caledonian women's basketballers planned three matches against their Fijian counterparts in Suva from May 22-26.

Mini basketball has attracted many youngsters, some 200 of whom recently gathered for the first major tournament at Bourail, on the west coast of New Caledonia.

One of the main enthusiasts behind mini-basketball is a New Zealander living in Noumea, Mrs. Carrie Gaveau, formerly of North Auckland.

Australian tennis players arrived on May 15 to play matches both at the Mt. Coffyn courts and at the indoor stadium (Salle Omnisports). The Australians were led by Graham Lovett.

Meanwhile, as swimmers keyed up their performances, the Caledonian coaches planned a series of evening competitons to be run off exactly as they will be in Port Moresby.

Prior to this practice run, Marie-

The Solomons and the New Hebrides will see the charming Duchess of Kent when she and the Duke make a South Pacific tour in August-September. The Duke will officially open the Games in Port Moresby before going on to the Solomons and the Hebrides.

SOUTH PACIFIC GAMES PORT MORESBY 1969

August 13th—23rd

Jose Kersaudy established a new Caledonian record for the 200 metre backstroke in 2 m. 41.1s. For the men, Jean-Pierre Mamelin swam a new Caledonian record in the 100 metre backstroke at 1m. 10s.

As for the young Maria-Dolores Anewy, she now holds seven French records for the under 12-year-olds, having recently swum the 100 metre backstroke in 1m. 8.3s.

Athletes progressing

Training for athletics is now beginning to show some progress, with several participants achieving the necessary minima.

First to qualify was Jacques Pothin, who reach 6.95 metres in the long jump. In the 100 metres Wejieme clocked 10.8s., while Blameble timed 15.8, in the 110 metre hurdles.

For the hop-step-jump, Christian Kaddour reached 14.42 metres, while discus throwing Martial Bone scored 44.70 metres.

Among the women athletes, two javelin throwers have done well recently. Elise Poniewa threw 40.52 metres and Soana Simutoga reached 38.60 metres.

Other minima were realised in the 100 metres, with Eseta Dewi Arii clocking 12.9s., while in the high jump Loria Meindu reached 1.50 metres.

Better performances are expected from the athletes after training during the school term holidays.

Reports from Paris show that Caledonian Arnojlt Beer has reached 19.22 metres with the shot put and Jetelo Wakalina has scored 70.88 metres with the javelin.

Representing Tahiti in Paris, Bourne clocked 22.5s. on the 200

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etres, while Teahu reached 1.93 etres in the high jump.

To help synchronise the transport f French islanders to the Games, Mr. Lionel Dore flew out to the acific from Paris last month.

Mr. Dore announced that the elegates from French Polynesia, Vallis and Futuna, as well as the ew Hebrides will fly to Noumea make connections with Port loresby. A Qantas Boeing and UTA Caravelle will be used to perate special flights for the French hletes.

In addition, Mr. Dore indicated at two representatives of the French linistries for Overseas Territories nd for Youth and Sport would fly ut from Paris for the Games.

Fiji swim times

Fiji's young swimmers gave some ery satisfactory performances at the olphin Swimming Club's 1969 club hampionships in May. Fiji's South acific Games swimmers will come om the Dolphin Club.

Out of the 35 events contested, 2 new records were set. Among em was David Lane's performance the under-16 100 metres back-roke event. Lane, a promising ndidate for the Games team, re-rned 1m. 12.6s., bettering his old cord by 1.2s. The previous record as set at last year's championships.

Games team certainty Phil Wilkins ppled the club record for the open 00 metres men's freestyle, which d stood at 5m. 40.5s.

Wilkins swam the distance in 4m. 3.4s.—which is 4.6s. under the ames qualifying time set by the mateur Swimming Association of iji.

Sailosi twice scooped the pool in inning the 100 metres open freestyle 1m. 16.8s.) and the 100 metres open reaststroke (1m. 24.8s.), both times clipsing qualifying limits. For the reaststroke, Sailosi finished 13.4s. side the qualifying time.

The Association's times will have be met during selection trials by e Games training squad, which will e named after Fiji's National hampionships on June 5, 6 and 7.

By early May, three boys and three irls had met or bettered the Asso-ation's time requirements. They were hil Wilkins, Sailosi, David Lane, orraine Emberson, Lyndal Probert nd Julie Murphy.

In the Dolphin Club champion-hips, Lorraine won the under-14 00 metres individual medley in 2m. 6.1s.—breaking the club record by 6.4s. Her time was 4.9s. under the ASAF qualifying time.

In the under-14 100 metres back-stroke, Lorraine returned 1m. 24.3s., breaking the club record by 2.3s. This time was only 3/10ths of a second outside the Games qualifying time.

Swimming with the under-16-year-olds in the 200 metres individual medley, Lorraine returned a record time of 2m. 52.7s. Lyndal Probert was second with 2m. 53.3s.

Lorraine also won the under-14 100 metres freestyle in 1m. 13.3s. and the under-16 100 metres butterfly in 1m. 25.1s., another club record.

With five wins, three of them records, Lorraine Emberson's performance was the most spectacular among the girls. But she had strong competition.

Lynda Probert won the under-16 100 metres freestyle (and the Bob Lane Cup) in 1m. 12s., a new club record by 2/10ths of a second. This qualified her for the training squad.

In the under-14 100 metres breaststroke, Julie Murphy returned a time of 1m. 32.5s., lowering the club record by 12s. and bettering the ASAF qualifying time by 5.5s.

Papua-New Guinea will issue special Games stamps in August. This one (20 cents) shows the main Games arena, with Port Moresby harbour in the background.

Fiji athletics figures

An invitation meet was held at Buckhurst Park in Suva on May 17 to allow the newly-appointed selectors for the South Pacific Games, Viliame Liga, Mike Joyce and Mike D'Ath, to see potential competitors in action.

Competing himself, Southampton athlete Mike Joyce saw his own previous record for the 1,500 metres broken by Usaia Sotutu, who passed Joyce with 300 metres to go and ran the final lap in just under 60 seconds. Sotutu's time was 4m. 0.3s., cutting two-tenths of a second off the All-Comers record held by Joyce. It was one-tenth of a second faster than Sotutu's own national record of 4m. 0.4s., set in April.

In the 400 metres, Saimoni Tamani finished in 49s., breaking his own Fiji and All-Comers records, and second place-getter, Samu Yavala, clocked 49.3s. equalling the old time.

The 18-year-old sprinter Eliki returned 21.6s. in the 200 metres, equalling Rupeni Ravono's three-year-old Fiji and All-Comers record.

Competitors in the women's events also showed promise. The national women's 100-metre champion, Miriama Kadavu, won the 200 in 26.6s., a personal best for her.

Livia Tuigunu, who has a 61-second personal best in the 400 metres, showed great potential over that distance, and youthful Aviama ran a promising 800 metres.

Viliame Liga, the Lautoka team manager, threw the javelin 205 ft and reached more than 135 ft with the discus.

Magnificent marathon

Fiji's "Flying Buan", slightly-built Usaia Sotutu, achieved another of his ambitions in May when a magnificent performance won him Fiji's first marathon.

He burst into world and Olympic class when he covered the 26 miles 385 yards in 2 hours 26 minutes 14.4 seconds.

Sotutu, undoubtedly the man to watch during the South Pacific Games, now holds all the Fiji national records, from the 800 to the 10,000 metres.

His performance in the marathon was only 17 minutes 14.4 seconds outside the world's best time, set a few months ago.

It was a performance which Mr. Alan Scott, former president of the Fiji Amateur Athletic Association, described as "the most magnificent thing I've ever seen in many athletics events anywhere in the world".

Second and third in the marathon

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were veteran runner Saulekaleka, of Ra (his time was 2:40:56.8) and Kalivati Raciri (2:43:28.6). Both performances put past South Pacific marathon times in the shade, and both were within the 2 hours 45 minutes set as the qualifying time for the Games in Port Moresby.

Much praise was given to the fourth place-getter—18-year-old Vuto, who ran courageously to finish in 2:52:29.8 although his legs "went to jelly" after 24 miles.

It was an extremely impressive achievement for such a young, inexperienced athlete.

Only three of the seven starters—Satya, Bera and Saimoni T., the sprinter—failed to complete the marathon course, which began from Buckhurst Park in driving rain.

Sotutu started the race wearing sandals and socks, but shed them at eight miles. He took an early lead ahead of Raciri and covered the first three miles in an impressive 16¼ minutes.

At 24 miles, he was still fresh and smiling. At the finish, he needed only a brief rest. He said that when he started out, he had genuine doubts about whether he could finish—but at 13 miles, he knew he had it in the bag.

"I still think I can run it a little faster," he added.

NG qualifying times

Five contestants in the Rabaul Secondary Schools Carnival in May turned in performances which bettered qualifying times for the Games.

Beddy Liam, 16, twice equalled the NG women's 100 metres record of 12.8s., and is considered a definite prospect for the Games.

Salita Pipit bettered the Games 400 metres record with a 61.4s. run, 1.6s. under the qualifying time, and Pastep Peni, second-place getter in the 400 metres, also bettered the qualifying time.

Misiel Woa, in a two-minute run over 800 metres, became the first to reach the Games qualifying time for the distance, and Lavah Tingdai recorded the best shot put throw of 36 ft 11 in., 11 in. better than the Games qualifying distance.

● Tourism in the Solomons went further ahead after the visit of the P and O liner, *Oriana*, on May 7, to the capital Honiara.

Nearly 2,000 passengers went ashore and shopping was high on the list of their activities. The highlight for many visitors was local singing and dancing.

ALL-OUT EFFORT TO PUBLICISE GAMES

By DON BARRETT

The organising committee for the Third South Pacific Games is doing all it can to publicise the Games, and Papua-New Guinea.

In May, a promotional team paid a 12-day visit to Canberra, Melbourne, Sydney and Brisbane. The team included Rabaul athlete Peter Tavip, a member of NG's silver medal winning 4 x 4 metres relay team at Noumea; Miss Rose Kekedo, a lecturer at Madang Teachers' Training College and Miss Anna Tuger, a young Bougainville student.

The team made television appearances, gave radio interviews and received newspaper coverage. In Canberra the team learnt that Mr. A. Favereau, French Ambassador to Australia, would attend the Games opening ceremony.

It was also confirmed that Senator Reg Wright, Minister for Works and Tourism, would represent Australia.

Organising committee director of publicity Norman Steele said interest in the Games was considerable once people knew "what they were all about".

Only a few people contacted during the visit had heard of the Games before the publicity drive but Australian sporting bodies had given and continued to give maximum support to the Games, he said.

In Melbourne the team met Julius Patching, Australia's manager at the Mexico Olympics and special consultant for the Games.

Former Australian Olympian Kevan Gosper, now a senior executive with the Shell Company, said he planned to be in Moresby for the Games and offered his services to the committee.

In Sydney the team met former world champion swimmer John Devitt who said that Australian swimmers are taking "a keen interest" in the Games.

Visits to Sydney of volleyball teams from New Caledonia and the planned tour of Fijian Rugby Union players will stimulate interest later on.

Choice of the *Fireball* as the Games competition yacht was supported by yachting writers in Sydney who said that the likely prevailing south-east winds at Moresby should mean spectacular racing.

Meanwhile, Games preparations at Moresby continue apace. . . .

Unseen work such as transport arrangements, final menus for villages, and stockpiling of sporting equipment, now occupy much time.

In Australia from P-NG to publicise the South Pacific Games, from left, Mr. Don Barrett, Mr. Norman Steele and Miss Rose Kekedo, talk with the Australian Minister for Works and Tourist Activities, Senator R. Wright, at a Press reception in Canberra.

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Hostile official reception to Nauruan pools

Long white envelopes, postmarked Nauru, went out to 300,000 ostly-surprised people in Australia and Fiji in May, as a Nauru- ased football pool went into operation. But before the results of e first matches were due, the scheme was already meeting with rious political troubles.

The troubles weren't on Nauru— e Republic of Nauru condones e operation and stands to gain a rcentage of profits without having put any money at all into the heme. The troubles were in Aus- alia, where various State govern- ents were beginning to organise ited opposition to the pools.

Their objections mainly centred ound the fact that the pools could ke money that might otherwise be ent on State-controlled lotteries. he States apparently weren't in- rested in an offer by the promoters, dney men George Pearce and Bill ayberry, for them to receive a rcentage of Australian takings.

The promoters thus had a serious st-minute fight on their hands.

Football pools pay out money on e results of football matches. innings depend on the number who ck the right results, and the auruan pools have not made any omises about prize money.

The first two P-Days were to be ay 31 and June 1 when 51 different otball games were to be played on ounds from Perth to Brisbane. ntrants—and between 150,000 and 0,000 were anticipated by the pro- oters—had to have their entry rms in the hands of Pacific Sport- g Pools at Nauru by those dates.

Of the 300,000 coupons sent out, 5,000 had gone to Australians and ,000 had been posted to residents Fiji, according to promoters.

To handle the deluge of mail— ore letters than the Republic rmally gets in a year—90 Aus- alian and English contract em- oyees stood by at company head- arters on Nauru, supported by over 0 Nauruan "sorters and checkers".

Since its formation on Nauru last ptember (*PIM*, Nov., 1968, p. 32), acific Sporting Pools' ambitious an to start the pools, build a hotel, erate a new Australia-Nauru air rvice and set up several other minor erations, has received widespread blicity.

In May, the 15th floor Sydney ite of Messrs. Mayberry and Pearce oked cramped with themselves, two tractive receptionists and two assis- tants. Papers, files, telegrams and job applications covered desks, while phones ran hot with inquiries from pools entrants, journalists after stories, and staff.

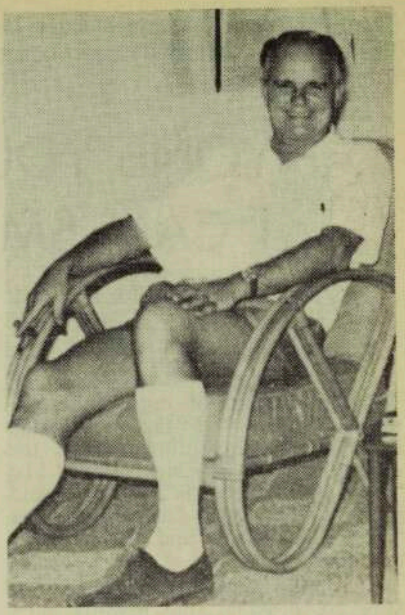
Mr. Pearce said in late May, before the "political" upsets, that operations were moving fast. Over $500,000 had been subscribed by Australian share- holders, Nauru's hotel was partly built to accommodate 100 people and an agreement had been made with a Swiss charter firm for hire of a DC6B aircraft later this year for operation of a Brisbane-Nauru weekly flight to carry the football entries and coupons back and forth.

(By no mere coincidence Fiji Airways started weekly air services to Nauru only three weeks before P-Day.)

Tax-free salaries

Five pools executives on Nauru had been appointed, under a general manager, Mr. K. M. Robson. Others were Messrs. D. G. Stephens, D. S. Irons, D. Shapiro and A. Russell. Messrs. Robson, Stephens and Irons all have experience with the big English football pools operators, Littlewoods, Vernons and Zetters and Mr. Russell was formerly manager, mailing services, with the New South Wales Government.

The 90-odd Australian male and female employees on Nauru have signed 18-month working contracts and the executives, four year contracts. All are receiving tax-free salaries and subsidised accommodation.



Mr. H. G. Pearce

PSP's two-man board had doubled (previously Messrs. Pearce and Mayberry were the company's directors). One new member is Mr. Raymond Lord, a Port Moresby-based accountant with interests in about six NG beer taverns and a hand in the town's proposed new brewery which will operate with Japanese help.

The other member is Mr. Alan Newbury, a Sydney-based investor with real estate interests.

Mr. Pearce said all football coupons and copies of its Nauru paper *The Central Pacific Post* had been printed in Brisbane. Entry money in cash, money order or cheques would be handled through the Bank of New South Wales' new branch on Nauru. To process entries and determine winners, Nauruan sorters—instead of costly computers —would be used.

Under Australian law, he said PSP was unable to advertise its pools publicly but it had "overcome this" by obtaining a mailing list of 300,000 "interested" people. He wouldn't say how the names had been acquired.

Mr. Pearce said shareholdings in Pacific Sporting Pools had been restricted to Australians, none of whom had a controlling interest. Mr. L. J. Hooker, former head of his Australia-wide Hooker Corporation, had a shareholding through subsidiary companies of the corporation.

GOVERNOR ASPINALL TO GO?

According to a report from Pago Pago, it's been officially indicated that "in all probability" a new Governor of American Samoa will be named to replace Governor Owen S. Aspinall.

Governor Aspinall has retained his position despite the change in the American Presidency in January, and it was thought likely that he would be left in the post. The new report is said to have embarrassed Governor Aspinall.

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The Public Order debate in Fiji's Legislative Council could almost be described as a kitchen sink musical . . .

ANYONE YOU CAN SMEAR I CAN SMEAR BETTER

Few bills debated recently in Fiji's Legislative Council have given rise to such ill-feeling and virulent personal attacks as did the Public Order Bill, before the House in May.

Tempers ran hot during the six-day debate. And lazily spinning ceiling fans did little to cool the atmosphere as strong words like "anti-white racialists", "legal and political dictator", "repressive" and "dirty" flew back and forth across the floor.

The bill, which was approved on May 20, provides that permits must be obtained before any meeting or procession in a public place. It bans the use of uniforms by political parties and prevents publication of matter likely to incite violence or stir up racial hatred.

As the Attorney-General, Mr. Justin Lewis, chose to put it, these measures were aimed at "the most foul and disgusting libels and racial incitement" and would "actively discourage secret and subversive elements in relation to racial discrimination".

White supremacy . . .

The race issue dominated much of the debate, with the Opposition attacking "white supremacy" in Fiji and the Minister for Communications, Works and Tourism, Mr. Charles Stinson, accusing Opposition member, Mr. K. C. Ramrakha, of being so completely anti-white that his statements had become warped and biased.

The Minister attacked Mr. Ramrakha's association with the National Federation Party newspapers, *Pacific Review* and *Jagriti*. He warned that Fiji could be plunged into the same plight as Malaysia if attempts to damage the country's race relations were not stopped.

Mr. Stinson was then himself accused by Mr. Ujagar Singh (Opposition) of being a racist of the first order.

Opposition speakers claimed that the provisions of the bill represented an attempt to maintain white supremacy. Mr. J. Madhavan said it was time for white supremacy in Fiji to be tackled.

Government member, Mr. W. M. Barrett, wondered whether attacks on Europeans during the debate signalled the start of a "Think Black movement in Fiji".

. . . or black supremacy?

The Chief Minister, Ratu Sir Kamisese Mara, pointed out that apart from one or two provisions the bill was merely a consolidation of existing legislation. He said race hatred being fomented by some newspapers—he meant *Pacific Review* and *Jagriti*—had created the need for the new provisions.

Despite attempts from both sides of the House to pour oil on the troubled waters, and appeals for an end to language which "would lead to chaos", the Opposition was consistent in its claims that the new legislation would cut at the freedom of the individual and curtail the activities of the National Federation Party.

Government members argued that it was better to introduce the bill while there was peace and stability in Fiji, than to wait for a time of violence, when it might be too late.

Ratu Sir Kamisese Mara.

LOVELY BUNCH OF COCONUTS

Brightly labelled cartons of Fiji coconuts have become a familiar sight at Suva's wharves. More consignments are being loaded aboard the big liners for export to Hawaii and the American mainland, where they are being used for confectionery, or being sold at supermarkets. They're even turning up in Australia and Canada. The largest consignment yet — 1,500 sacks and 200 cartons containing more than 140,000 coconuts mainly from Taveuni and Lau — went in three ships at the end of April and early May.

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WHEN IS A FIJIAN A FIJIAN?

The question of whether all residents of Fiji should be given a ational name, and whether that name should be "Fijian", is again the spotlight.

In a seemingly casual remark in- ded in his address to the Ba cees luncheon in May, the Chief nister and leader of the Alliance rty, Ratu Sir Kamisese Mara, clared himself in favour of the m "Fijian".

A single name, he said, would ed a feeling of nationalism—and term "Fijian" seemed to be the t for identifying all people of Fiji.

stressed however, that this was own personal opinion. The name l certainly not been the subject any Alliance Party resolution.

When elaborating on his suggestion the Legislative Council a few days r, Ratu Sir Kamisese explained t he "had never fallen in love h the name Fijian".

t wasn't an indigenous word and l been coined by Captain Cook. er visiting Vatoa, one of the small uthern Lau islands, during his vels, he called at Tonga where was told that Vatoa belonged to "Feeshee" group. This was trans- d by Cook as "Fiji" and written ord made of it.

The Chief Minister added that if one could produce a national ne better than Fijian, he would glad to hear it.

pposition's congratulations

Some people claim the Chief nister's suggestion stems from the e that such an action would win re Indian support for the Alliance. Others believe it is purely because his sincere belief in the need to ate a national identity for Fiji.

n the campaign to build a "one ntry, one people" image—vitally portant in view of the pending nstitutional Conference in London oth Government and Opposition the need to create some blance of racial unity.

Opposition member Mr. K. C. nrakha, said the Chief Minister chosen the right psychological ment to make the pronouncement. position leader Mr. A. D. Patel congratulated Ratu Sir Kamisese. ugh he pointed out that he had de the same suggestion himself the House in 1967.

However, opinion in Fiji is by no means overwhelmingly in favour of "Fijian" as the national name. In some quarters, opinion is overwhelmingly against it. The national secretary of the Fijian Association, Ratu David Toganivalu, commented: "While this was a personal comment made by the Chief Minister, the view was an interesting one, which will be widely discussed in more detail in due course".

"Whatever they call them, Indians and Fijians will never be the same. Why should they be allowed to call themselves Fijians when they travel overseas for instance?—people will get the wrong idea of what we're really like," said one Fijian. Not a particularly logical opinion perhaps —but a fairly common one.

(Continued on p. 159)

Mr. A. D. Patel.

Rumbles in Fiji sugar industry

The failure of the Sugar Advisory Council to find a basis for agreement on the terms of a new cane contract is creating an issue of major proportions in Fiji.

In May, two Indian leaders—the general secretary of the Fiji Kisan Sangh, Pandit Ayodhya Prasad, and the secretary of the Alliance Cane Contract Committee, Mr. M. T. Khan—called for the declaration of a dispute in the sugar industry. In this way the negotiation of a new cane contract can be put to arbitration.

In a joint statement, Pandit Prasad and Mr. Khan declared that the state of uncertainty about the future contract was a matter of "grave concern to the cane farmers".

"The current contract expires in March, 1970. There is therefore no contract to cover the 1970 harvest," their statement said.

"The Sugar Industry Ordinance required discussions on the terms of a new contract to have begun about March last year and it is a matter for regret that 14 months later these discussions have not been resolved either in agreement or dispute.

"Time is fast running out and this state of uncertainty is causing increasing anxiety.

"The Sugar Advisory Council should either produce without delay a draft contract for consideration by growers or, as seems likely, if there is no agreement on the terms of a new contract, a dispute should be declared and the matter referred to arbitration as provided for in the Sugar Industry Ordinance."

The Sugar Advisory Council however, does not want a dispute declared while there is any "reasonable possibility" of agreement being reached on the terms of a new contract.

Secretary of the Sugar Board, Mr. D. V. Tarte, said on May 21 that if Mr. Justice Marsack, Independent Chairman of the Board, granted a dispute certificate at this stage, he would be "doing a grave injustice to the sugar industry".

The council was due to meet again on June 4 for further discussions on the contract.

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NG's BORDER WAR HOTS UP

● **These demonstrators in Port Moresby make it quite clear how they feel about Indonesia's action in West Irian. Signs include, "West Papuans Sold Out by UN", "One Man One Vote" and "Remove the Murderer Suharto".**

Only one month to go until the beginning of the "act of free choice" in Indonesian West Irian.

The "act" begins in June and President Suharto wants the results cabled to him in Djakarta by August 15.

He'll announce the result on August 17 during his speech marking the 24th anniversary of that August day in 1945 when Sukarno and Hatta declared the independence of the United States of Indonesia.

There's a good reason why President Suharto wants the result of the "act of free choice" to reach him on August 15—it takes two days for a cable from West Irian to reach Java, despite the relatively short distance (2,300 miles) and the upgrading recently of West Irian's communications with the arrival of United Nations and telecommunications equipment.

That's the story of West Irian's "act of free choice" . . . all going like clockwork, according to Djakarta's schedule.

The eight Regional Councils in West Irian have come out in favour of the Indonesian plan for the "act" . . . the traditional system of Musjurawah (consultation) used in the other 16 provinces.

Turned down

As a senior Indonesian in West Irian argued recently with a UN official, why let West Irian's adult population have the luxury of a one-man, one-vote general election until 1972?

Instead, the Indonesians plan to select 1,000 "leading" Papuans (the word "Papuan" is taboo in West Irian: everyone is an Indonesian citizen) to take part in the consultation to decide the future of the territory's 800,000 Papuans.

The Indonesians see as eminently reasonable this plan for one vote for every 800 of West Irian's Papuans.

They turned down flat the suggestion by U Thant's Special Representative, Ortiz-Sanz, for the one-man, one-vote system for the more sophisticated of West Irian's coastal people, particularly at Merauke, Kokonao, Fakfak, Sorong, Manokwari, Noemfoor, Biak, Nabire and Sukarnapura (now renamed Djayapura—"happy town").

However, the Indonesians accepted the UN proposal that all eight Regional Councils in West Irian should be consulted, to see if they agreed with Djakarta on the method of conducting the "act of free choice" by the traditional method of consultation, instead of by a vote.

"Treason"

Now that the eight councils have agreed to the method of the "act", all that remains is for consultation to begin, and the first round is scheduled before the middle of June.

President Suharto, whom Sukarno had named in 1961 as head of the "West Irian Liberation Command", has now twice said that any "vote" (or act) against Indonesia during the consultation, will be regarded as an act of treason.

On September 21, 1961, when Australia, the United States and the 87 other UN Nations were voting in favour of the transfer of Dutch New Guinea to Indonesia, only one dubious voice was raised: Minister L. Zollner of the African Republic of Dahomey.

"This", he said, "will be the first time in UN history that an act of self-determination will be supervised and carried out by the nation to whom the result will be most favourable".

Zollner was worried about 1969 but the other 88 signatories to the transfer agreement spoke confidently of Indonesia's "spirit under the charter of the United Nations" to do the right thing when the time came.

Indonesia is now doing just that doing (in her view, and according to her traditions) the right thing by the 800,000 Papuans of West Irian.

At Manokwari, Brigadier-General Sarwo Edhie's 6,000 marines and crack infantrymen have broken the back of the Arfak tribal rebellion and the only important leader still loose is Frits Awom.

Awom took over from Lodewijk Mandatjan, who came out of the Arfak Mountains in January to be whisked off to Djakarta, given a crisp new Army uniform, shown to the foreign Press, and billed as a misguided Papuan "who now (according to Antara News Service) realises he was wrong to fight against Indonesia".

In Papua-New Guinea, a hard core of "freedom fighters" (Operasi Papua Merdeka) determined to make Indonesia give West Irian a genuine act of free choice, has been stepping up its propaganda activities.

They are the more political aware of the 220 men, women and children officially allowed across the border to settle in Australian New Guinea since Indonesia took over the territory on May 1, 1963.

The Papua-New Guinea "freedom fighters" are financed from Holland and New York, and they run a highly efficient, clandestine ma

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vice between Indonesian and Aus-
lian New Guinea.

A Dutchman at Vanimo in the
st Sepik District of Australian
w Guinea, Adrian Visser, 35, is
"go-between" and "mailbox" for
West Irianese in Australian ter-
ry.

Visser has been particularly active
e the Australians late last year
nded up 50 of the West Irianese
, women and children refugees
dumped them on remote Manus
nd, where they can be more
ly watched by the Australian
urity Intelligence Organisation
the Papua-New Guinea Special
nch.

former leading member of the
rasion Papua Merdeka fighting
in West Irian, Nicholas Nere,
become the spokesman for the
t Irianese on Manus, and he
ntly embarrassed Administrator
O. Hay by asking him to post
destine mail, when Mr. Hay
back to the New Guinea main-
from Manus.

icholas Nere and one other West
ese man on Manus recently be-
e the first (and at time of pub-
ion, the only) two refugees to
up Indonesia's guarantee of safe
luct to return for the act of free
ce. The Port Moresby Austra-
handling Nere's application to
n to West Irian next month
tried to talk him out of the
because of his violently anti-
nesian activities.

he Indonesians have also been
ining up" on their side of the
er.

Bush camps

roughout last year, 160 West
defectors lived illegally in
h bush camps on the Australian
of the border, but these were
en down and the bush-dwellers
red back into Indonesian ter-
y. This was done last November,
before Indonesia's Brigadier-
eral Edhie paid a lightning (and
unexplained) visit to Papua-
Guinea.

March, some of the refugees
ked back into Australian ter-
y near Wutung Village at the
ern end of the border. They
once again ordered back
s the un-marked border.

the end of March, a patrol of
nesian and West Irianese native
e from Skosai Patrol Post on
Tami River seven miles west of
ng, arrived unexpectedly at
ng Patrol Post. Early in April,
Indonesian patrol boat crossed the Australian border into Papua-New Guinea waters, cruised off Wutung for some time, and then headed back towards the Tami River and Djayapura.

Foreign affairs battle

There's likely to be a full scale battle in the Papua-New Guinea Assembly in June to decide who speaks for the territory in foreign affairs—Canberra or Port Moresby?

The "foreign affair" sparking off the battle?—West Irian.

After virtually ignoring West Irian and Indonesia's colonial activities for six years, Papua-New Guinea late in May was drawn right into the foreign affairs front line.

The sequence:

● MHA for Kompiam-Baiyer, Mr. Traimya Kambipi, told newsmen in Canberra that the Indonesian act of free choice to begin on July 10 was no more than a farce. Papua-New Guinea's House of Assembly should demand that the UN make Indonesia consult West Irian's 800,000 villagers honestly. Eight other territory MHA's with Mr. Traimya nodded in agreement.

● A few days later, Ministerial Members Mr. Matthias To Liman (Rabaul) and Mr. Toua Kapena (Port Moresby) reached Canberra for government briefing before going off to the UN Trusteeship Council's annual examination of Australia's performance in the New Guinea Trust Territory.

Messrs. To Liman and Kapena told reporters that if the people of Papua-New Guinea or the House of Assembly called on them to raise the West Irian issue at the UN they would do so. (In 1965, Mr. To Liman and the then Member for Milne Bay, Mr. John Guise, had a private conference in New York with U Thant and the negro, Dr. Ralph Bunche, about the West Irian refugees).

● The Canberra departments of External Affairs and External Territories saw the danger, and immediately issued a note to the Press that Canberra was constitutionally responsible for Papua-New Guinea's

(Continued on p. 134)

They may learn Bahasa Indonesia

Public servants and students in P-NG may soon be required to learn Bahasa Indonesia.

There is a new interest in the Indonesian languages as the direct result of Indonesian border crossings.

At one crossing on April 27, at Wutung Village, 450 yards east of the extreme northern end of the border between Indonesian and Australian territory, the man on the spot—Assistant District Officer Tony Try, 28, from Sydney—spoke a little Malay . . . but not enough to prevent three shots being fired at him by Indonesian soldiers.

Extra police and District Administration officers rushed to Wutung and nearby border patrol posts realised that the first priority was to be able to speak Indonesian, in case there were more crossings.

Four policemen, including two native officers, are now at the RAAF language laboratory at Point Cook, Victoria, for a crash course in Bahasa Indonesia.

District Administration staff may also be offered the same course—the first since 1962, when Australia realised the Dutch were about to leave West New Guinea and that the Indonesian language might be useful along the border.

The early courses in 1962 soon petered out.

Now, the University of Papua-New Guinea's Professor in Political Studies, Professor C. D. Rowley, wants Indonesian-language classes at the university, if he can raise the money.

An Australian expert on Indonesian politics, Professor Herbert Feith from Monash University, Melbourne, has been called in to advise.

It's a powerful combination—Professor Rowley, a long-time expert on Papua-New Guinea and former Principal of the Australian School of Pacific Administration in Sydney, and Professor Feith, author of the authoritative book, *The Decline of Constitutional Democracy in Indonesia.*

The Papua-New Guinea Administration's attitude towards the use of Bahasa Indonesia had not been clear—until Indonesians began illegally crossing the border on April 27, firing rifles.

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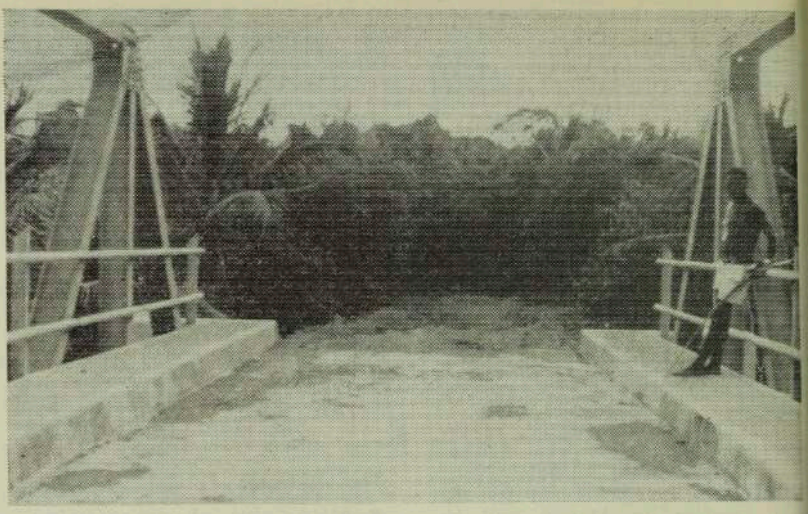
RIGHT NOW MADANG IS IN THE DOLDRUMS



● The bridge that ends the Madang-Gogol road. The road may one day continue on its way—if somebody decides to open up the Gogol timber reserves.

By JUDY TUDOR

Unlike most of the towns in Papua-New Guinea, which are showing mushroom growth, Madang is going through a period of stagnation.

About three years ago Madang had a surge of growth, but since then growth has stopped, and in some cases the town appears to have retrogressed.

One reason for this was the introduction of jet air services from Sydney to the territory. These terminate at Port Moresby and feeder services go out from there instead of, as previously, from Lae. Towns further out, such as Madang, tend to suffer.

But the big factor in the fear that Madang could wither on the New Guinea vine is the Lae-Highlands road. The increasing use of this road and the change-over to road transport from air transport has had a very direct effect on the prosperity of Madang which once was the chosen air terminal for freighting into the Highlands. From Madang to Mt. Hagen was 30 minutes by DC3, in comparison with the Lae-Mt. Hagen flight time of 60 minutes.

Madang, in those days, was the busiest airport in the territory, and one of the busiest in Australia. These days it must be the least busy of all the main centres.

Still giving trouble

Increased use of the Lae-Highlands road began with the completion of the reconstruction of the Kassam Pass section in 1965. Reconstruction has now proceeded as far as Goroka and although the road is still giving trouble, especially in the lowland, Markham Valley section, hundreds of lorries are now travelling the whole length of it to Mt. Hagen every week.

Most freighting in and out of the Highlands, with its increasing production of coffee and tea, is along the 373 miles of road between Lae and Mt. Hagen. As Lae and the Highlands prosper, Madang residents sink into deeper despair, made all the more acute by the knowledge that if they had a road to the Highlands it would be a good 100 miles shorter than the Lae route.

The Madang-Mt. Hagen road is still on the Administration agenda. It's still "planned", but when those plans are likely to come to something nobody is saying.

Over a year ago Madang hopes were raised when a road was built from the town 25 miles or so out to the Gogol River and, finally, a large and expensive bridge was built over the muddy Gogol. But there, everything came to a dead stop.

This signpost on the abruptly-ending Madang-Gogol road declares that it's only 187 miles to Mt. Hagen via Simbai. Some wag has added that, "it's 363 miles via Kassam".

When the bridge was in place, the local Chamber of Commerce erected the hopeful sign—"Mt. Hagen via Simbai, 187 miles". When nothing further happened on the far side of the bridge, some wag added the smaller sign "363 miles via Kassam".

Missing link

At the moment it seems that the smaller sign could turn out to be the correct one. It is expected (although "expected" in the New Guinea works context can be pretty misleading), that there will be a road through from Madang to Lae within two years. The only missing link is between Usino and Dumpu and this is currently being surveyed.

It would then be possible to get from Madang to the Highlands through Usino and Dumpu, the head of the Markham Valley and from there, via Kassam Pass, to Mt Hagen.

There are two schools of thought in Madang about this. One school believes that it is better to have any road rather than none; the other believes that once there is a road link between Madang and the Markham, there will be Buckley's hope of getting a direct road from Madang to the Highlands even though it would be a great deal shorter (possibly better than the Lae-Hagen route as far as terrain is concerned).

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EQUAL PAY IN NEW GUINEA

Female New Guinea workers in the territory's Public Service will get equal pay for the same or like work as males from July 1.

Equal pay for women public servants applies in Port Moresby, Lae and Rabaul.

Most affected by the new rates will be several hundred nurses and teachers, and smaller numbers of clerical staff in the territory's main centres.

The new rates of pay follow nearly three years' work by, among others, Miss Rose Kekedo (a lecturer at the Madang Teachers' Training College), a handful of New Guinean MP's and the NG YWCA. Miss Kekedo, accompanied by several other campaigners for equal pay, made trips to Australia to seek support.

Miss Kekedo said in May she was hopeful equal pay rates for women would soon follow for women employed by business firms in NG.

and will be less expensive for freighters.

The new road to the Gogol was put in to open up the Gogol timber reserves which were put up for tender in 1964 and came to nothing; were put up again in 1966 and again were abortive; and were being negotiated once more in April, 1969. The timber reserve begins virtually where the bridge and the road end and further road development presumably depends on success of the timber negotiations.

The new road, which is excellent, is of benefit to a couple of mission stations and some villages but although the land it opens up looks excellent there so far has been little development.

Meantime Madang is suffering a mini-depression with businessmen wondering when it is going to get back into the get-up-and-go period it had three years ago and which is still evident in Port Moresby, Lae and Rabaul.

For the visitor who hasn't got to make his living there, Madang still remains the prettiest town in the territory and retains the Islands atmosphere and character that have been lost in the other centres.

New Guinea is "on" again over salaries

The most explosive single issue in Papua-New Guinea politics—Public Service salaries—is about to back into the arbitration court.

The Public Service Association has ordered an entirely new case, claiming general increases for local (New Guinean) officers.

If the case runs its full course it will affect, in one way or another, all of Papua-New Guinea's 14,000 local officers in the Public Service.

The case will be waged under the territory's brand-new arbitration laws, approved in March.

The new laws provide for an arbitration bench of one or three men, depending on the importance of the issue; a separate body to carry out specific research for the bench; specific provision for negotiation and conciliation as the first step to try to solves issues out of court; and, perhaps most important of all, provision for selected New Guineans to assist the arbitrators and the court—the first attempt to "involve" locals in the process of arbitration.

The Public Service Association would like more safeguards in the new legislation, specifically to avoid any manipulation in selecting the bench of three, but the Administration has been adamant.

"Disenchanted"

In the House of Assembly in March, the leader of the Independent Group, W. A. Lussick (Manus and New Ireland) was largely instrumental in giving New Guineans a part in arbitration for the first time, and he told the PSA to wait a few months before atempting any further amendments.

The PSA's disenchantment with arbitration processes in P-NG dates from May 11, 1967, when Canberra-appointed Public Service Arbitrator L. G. Matthews handed down a judgment giving adult, un-married native officers in the Public Service an extra 76 cents a week.

But the serial began much earlier.

In 1960: A tripartite mission from Canberra examines Papua-New Guinea's general labour conditions (wages, conditions, safety) and comments that the Administration must do something about the public service wages bill. Native officers going into the service were being paid at Australian rates and in a few years, when thousands were in the Public Service, the economy would be unable to stand it.

In 1964 (September 10): Australia completely reorganises the Public Service in Papua-New Guinea, allowing native officers to join with lower qualifications and giving them the chance of much more rapid promotion. To help offset the cost of the new and quickly growing service, salaries for native officers were reduced from 39 to 61 per cent. of the salary for an Australian in the same job. General student and public servant protest marches.

1965, January: Ian Downs (Highlands) tries in House of Assembly to transfer control of Public Service from Canberra to Port Moresby, but fails. One outcome was the establishment of a Public Service Board in 1969. PSA goes to arbitration for general increases for native officers.

1966: Government concedes some increases, and a family needs-allowance to offset varying cost-of-living factors in territory centres.

1967: Arbitrator Matthews gives base-grade local officers an extra 76 cents a week, with increases ranging up to $600 a year in the top-rank jobs to be filled later by native officers. The salaries now ranged from 34 to 75 per cent. of the pay for an Australian in the same job. Native officers react with a protest march through Port Moresby.

1969: New arbitration laws, and PSA begins preparing entirely new case for salary increases.

The first step in June will be negotiation and conciliation with the government, to try to settle the claims out of court. The government places a lot of value on arbitration, has closely noted the disenchantment with the earlier legislation, and would much rather see the new case go before the new arbitration court.

The PSA has said that if the government does not meet its claims out of court by the end of July, the PSA will go to arbitration.

To get ready for court, the PSA has been negotiating for its former Industrial Advocate, Mr. Paul Munro, to return to the territory from Australia, where he's been looking for opportunities in industrial advocacy.

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Tropicalities

"Manu Tupou is flying in to do one of Raymond Burr's "Ironside" shows, you know. They're due in Suva today . . . or maybe tomorrow." As often happens in Fiji, much-touted rumours preceded an event which didn't eventuate. Another non-happening had happened, as it were.

It seemed that Manu Tupou, the Fijian actor who had a role in "Hawaii" and a bigger one in "A Man Called Horse", had just been cast in another picture in New York and couldn't make the sentimental journey home to star in a segment of the "Ironside" television series.

But Raymond Burr, a Fiji Personality these days, what with owning Naitauba Island and all, got on with the job anyway. In Fiji in May, with his right-hand-man-secretary Bob Benevedes, his cameraman Howard Morehead, and his two assistant sleuths in the show, Don Galloway and Don Mitchell, he filmed hundreds of scenes for an hour-long "Ironside" segment.

Since buying his island several years ago, burly, broad-shouldered Burr has gained popularity with the locals, though few would have seen him in the long-running "Perry Mason" series or as the wheelchair-propelled star of the newer "Ironside" show, which goes into its third year in June.

During his recent sojourn though, he and the "two Dons" (Mitchell and Galloway) provided the locals with much entertainment.

Weather cost them $20,000

With Burr safely ensconced in a stand-in wheelchair, they were to be seen whizzing up and down the sea wall at Suva Travelodge whenever the sun came out. They did the same in busy Renwick Road, causing some surprise among shoppers when Burr arose from his wheelchair and strode about between "takes".

We found them in the Travelodge cocktail bar one afternoon, not too much depressed by the fact that inclement weather had already cost them $20,000 in lost filming time. They'd shot scenes at Travelodge and the Botanical Gardens, but still had the Tradewinds, the ketch *Maroro*, the canal-side esplanade at Morris Hedstroms, several Fijian villages, The Fijian at Yanuca and Nadi Airport to go.

Raymond Burr explained that some of the scenes—and others previously shot at Naitauba, which is in the Lau Group—would be used in the documentary he's making on Fiji. It would be released in "two, three or four years" time.

The script for the Fiji segment of "Ironside", which is currently being screened in Australia, New Zealand, the US and England (where it enjoys peak Saturday night viewing), hadn't been written yet. But the outline was there.

The other members of the group were obviously enjoying their stay in Fiji—though Don Galloway, who plays Sergeant Brown in the series, was momentarily preoccupied with a hole in the sole of his left shoe . . . "It's probably the worst thing that has happened to me in my *entire* life."

Drinking was his profession, acting was his second job, he said. Nevertheless he's been with the "Ironside" series since it began.

He professed a desire to go to Australia, but thought he probably wouldn't. "I'd only have time to stay in the cities—and I'd much rather see the bush. I like wide open spaces."

The necessary touch of showbiz eccentricity was provided by tall, tousled, hippie-beaded Duffy—he had no other name, he said—who described himself variously as "stuntman, Don Galloway's stand-in, camp-follower and Prince of Clowns."

Raymond Burr

"Prince of clowns"

One gathered that he'd "been in these islands in the war", had worked as a barman, chef, actor and motor mechanic and found most things to be either wild, groovy, up-tight or screwed-up. He'd known Raymond Burr for eight years—and spoken only 500 words to him. He admired him tremendously. Specially the good things he was doing for the 167 Fijians and Indians working on Naitauba.

Up until now, Raymond Burr has been spending two out of every 12 months in Fiji. A couple of years from now, he told us, he intends to take a year off and spend it at Naitauba, where he has various agricultural projects underway.

His two Fiji-registered companies—Ventures of Fiji and Raymond Burr International—have very wide charters. "They cover anything from banking and real estate to export-import and film-making. We'll probably do all of those, except banking," he said.

Pago welcomes astronauts

Thousands of people in the South Pacific, as far afield as Fiji, saw the flaming re-entry of the Apollo 10 moon mission capsule into earth's atmosphere before it splashed down 320 miles from American Samoa in May.

Later the same day most of American Samoa seemed to be at Tafuna Airport to greet the three astronauts as they landed by helicopter from the aircraft carrier *Princeton*, and transferred to a C141 jet for the final flight to Houston.

During their 35 minutes stay at Tafuna they were greeted by Governor Owen S. Aspinall and leading Samoans, and entertained by two bands and Samoan dancing groups, including fire dancers.

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"Wantok" will tell the news in Pidgin

Papua-New Guinea will soon have another newspaper—a Pidgin English fortnighly published at Wewak and aimed at the national market.

A New Zealander, Mr. Ray Goodey, will be editor but the man behind the scenes is one of the territory's undisputed experts in Pidgin English, Father F. M. Mihalic, 52, an American with the Roman Catholic Mission at Wewak.

Father Mihalic's *Wantok* will probably come off the Mission press at Wewak in August or September.

It's going to be another example of the increasing ecumenical spirit in P-NG, with the Lutheran Mission at Madang printing additional copies from Mihalic plates supplied from Wewak.

Editor Goodney says it will sell for 10 cents, with airmail subscriptions offering a saving for native readers. The new newspaper will be an offset production, with plenty of pictures—and newsprint the villagers can smoke once they-re up-to-date on world events!

Wantok aims to give its readers a complete territory and world news cover, and the publishers have already signed a contract with the newly-established New Guinea News Service.

Father Mihalic adds: "My genuine plan is to make this a strictly non-secular newspaper".

Racism among the multi-racials

Politics, racism and gross misunderstanding have been making elections of a new local government council at Rabaul, New Britain, the most crucial for many years.

Nearly two years ago the Gazelle Council decided to become multi-racial, allowing the council to tax everybody in its area.

The shift from native local government to multi-racial meant that a person of any race has been able to stand for any of the 38 council seats. But 60,000 of the Gazelle Council voters are Tolais, and only 1,000 are European and Chinese.

On May 16, four days before polling began, more than 8,000 Tolais, some with anti-European placards, marched through Rabaul protesting against the multi-racial plan.

The nine non-native candidates among the 116 seeking Gazelle Council seats followed the protesters to the District Office, where government men, including District Commissioner Harry West, tried to ex-

Fiji's "witchcraft" legislation

Is the famous firewalking ritual practised by the Beqa Island tribesmen an example of Fijian witchcraft? Does some supernatural power guide Hindu devotees as they tread, impervious to pain, upon white-hot stones? Is the traditional and widely-used Pacific Islands practice of administering herbs and spells to cure ills an offence against the law?

On the face of a controversial new witchcraft clause contained in Fiji's Penal Code, it might seem that both Fijian and Indian firewalkers and self-styled folk doctors — including those from among Fiji's Ellice, Gilbert and Solomon Island communities—could qualify for stiff prison terms.

If firewalking and herb-healing were to be considered as being "any kind of supernatural power, witchcraft, sorcery or enchantment" *and* as involving some kind of evil intent, they would.

But although these two customs appear strange and inexplicable by Western standards, there seems nothing evil or harmful about their practice. So they at least are not likely to be affected by Fiji's new "witchcraft" legislation. And the evil-doers, against whom the legislation is directed, are likely to go underground.

Strong criticisms

The controversial clause—which aroused strong criticism from Opposition members — was contained in a bill to amend the Penal Code, approved in the Legislative Council in May.

The amendment makes it an offence for anyone in Fiji to exercise or practise "any kind of supernatural power, witchcraft, etc", or for anyone to present himself as being able to cause "fear, annoyance or injury to another person in mind, person or property".

Previously, the code contained a provision which applied only to Fijians.

This made it an offence for any Fijian to practise or assist in the practice of "the rites known in the Fijian language as draunikau, or kalourere, or sorosoro of luveniwai". Conviction could bring up to six months' imprisonment and, in the case of a male, a whipping not exceeding 10 lashes.

In the LegCo debate on the new amendment applying to all races (conviction can bring up to five years' imprisonment), Opposition members were concerned over the proper definition of witchcraft. Who was going to determine the difference between "good" witchcraft and "bad" witchcraft?

Mr. K. C. Ramrakha thought there was a danger that the provision could be used politically. Opposition leader, Mr. A. D. Patel, warned of the possibility of "witchhunts", involving innocent people. The Deputy Speaker, Mr. S. M. Koya, said that if practices defined as witchcraft formed part and parcel of a person's religion, the bill would contravene the constitution of Fiji, which guaranteed freedom and right of worship. (Hindu firewalking stems from religious belief. It is intended as a kind of "spiritual cleansing".)

Several members, both Government and Opposition, contended that all races—including Europeans—believed in or practised some form of witchcraft and sorcery. Ratu William Toganivalu (Alliance) referred to freemasonry and said its practices included some form of witchcraft.

In general, it was agreed that with witchcraft rife among Indians, Fijians and other South Pacific races living in Fiji, it was essential to legislate against practices which caused fear or harm to selected victims.

Mr. R. H. Yarrow (Alliance) recounted two instances of witchcraft being used against people. In one case the victim died. In the other, the curse was lifted on an appeal by a Fijian doctor and the victim recovered. However the spell was reimposed later and this person also died.

The new bill made several other important amendments to the Penal Code. Among them was the introduction of suspended sentences, provision for absolute and conditional discharge, and the abolition of the crime of suicide.

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OUTRIGGERS RETURN TO SUVA

After a long absence, having been pushed into the background by rather more efficient craft, the picturesque outrigger canoe is back on Suva Harbour. A 28-year-old Lauan, Aminio Qalovaki, is operating two outriggers—a 26-footer and a 30-footer—for tourists, who can hire them from the marina at the Tradewinds Hotel. He introduced them in May, having experimented first with one at The Fijian Hotel. By making six or seven trips a day at The Fijian, he said, he'd made as much as $140 a week. In July, he'll take delivery of a 45-footer, now being constructed at the island of Nayau, where he was born. The hulls are carved from kau vula or vesi wood—and are unsinkable. Construction of one outrigger takes Nayau craftsmen about two months.

— Photo: Bal Ram.

plain, once again, the theory of multi-racial local government.

The protesters said that Rabaul had been run efficiently since 1952 by a purely native council, and they didn't want Europeans taking over the council now. They weren't impressed by the fact that even if all non-native candidates were elected, they would represent only 24 per cent. of the council membership.

Out of the meeting came some extraordinary misinterpretations: some believed the multi-racial council would enable Europeans to take Tolai land; others, that a multi-racial council would legislate permission for Europeans to marry Tolai women; and a fear that the Europeans, somehow, would contrive the poll.

The Member of the House of Assembly for Kokopo (near Rabaul), Mr. Oscar Tammur, emerged as the main leader of the campaign against multi-racialism in local government. He held more than a dozen night meetings before polling began, and urged Tolai voters to keep away from the polls in protest.

Pressure against multi-racialism was so great on May 16 that the outgoing councillors were obliged to reverse their earlier decision, and come out against making the Gazelle Council multi-racial.

P-NG Administrator Hay explained that he had already proclaimed elections for a multi-racial council, and could not change it, constitutionally. He asked the Member for Gazelle, Mr. Matthias To Liman, to issue a statement making it clear that if the Tolai voters did not want a multi-racial council, they could simply (by weight of numbers) vote in an all-native council.

The poll will be declared early in June, when the answer will be known.

Papua-New Guinea has 142 councils, and 124 are multi-racial. The Tolai protests at Rabaul came as a severe jolt to the government planners who believed that multi-racial local government would come smoothly to the sophisticated Tolais.

In a way, a lucky break

Lucky or unlucky? A Honiara man is wondering after buying over 40 imperfect stamps at the local post office. He's undecided because it will be a while before he knows how valuable the stamps are; and maybe he's unlucky because he posted 25 of the stamps before he recognised the imperfection.

The man, who wants to remain anonymous, bought a sheet of more than 40 two-cent Solomons stamps which showed two canoeists kite fishing. On the imperfect stamps the paddle held by one of the men is completely detached from its stem.

About two years ago, two imperfect stamps cost the purchaser $1.40 at the Honiara PO and were later sold in America for £Stg.1,000.

Some new New Guineans are found

Romantics who fear that there are no more lost tribes in New Guinea can take heart.

An Administration patrol into the August River Census Division of the West Sepik District has contacted three new groups of people on the south-east of Green River Patrol Post in the West Range area.

Mr. A. Plummer, Assistant District Officer who led the patrol, said the groups spoke the same language and lived at villages named Nigyama, Umurita, and Kobaru, each more than a day's walk apart.

The people had heard of the Administration, and were quite willing to meet the patrol, he said. They lived in scattered garden houses around the ranges and each family tended its garden. They seldom met as groups, and had little contact with outsiders.

Mr. Plummer didn't see any European clothes, but in each village he found axes and bush knives.

Families lived in high fortress-style houses, with one family to each house, although the buildings were large enough to house two or three families.

Village men wore gourds, lawyer-cane waist bands, and pig tusks as ear decorations. The women wore grass skirts, and the people had pierced noses usually threaded with bamboo.

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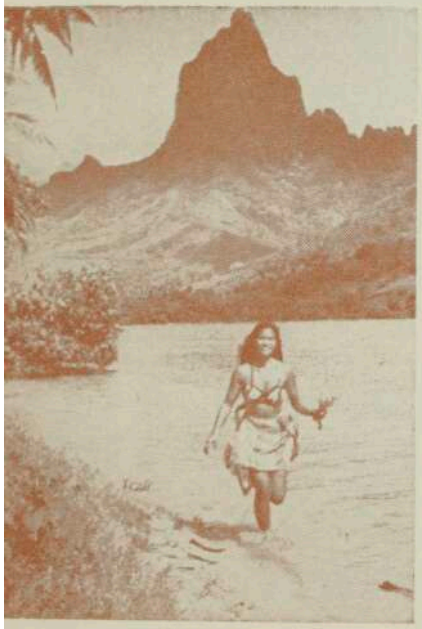

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The Editor's Mailbag

ELLICE ISLANDER REPLIES

Sir,—"A leading Gilbertese", in a thoughtless state of mind, hurt the Ellice Islanders in his reply to your staff writer's summing up of the situation in the Gilbert and Ellice Islands Colony (*PIM*, Apr., p. 60).

"A leading Gilbertese" wrote his article because of fear of *PIM* readers regarding the Gilbertese in the same way as your staff writer, who was in the Gilberts for one month, did.

When a game is played by two sides there must be a referee or umpire who is a non-player. This referee or umpire is one who knows the rules of the game. I would say that it is fair for one who is not a Gilbertese or Ellice Islander to be the referee.

One other important point about a referee is that he must be on the spot where the game is played. The *PIM* staff writer knows the rules of the game and he was on the spot. Therefore he was a qualified referee.

I have no fear of what your readers might think about the Ellice Islanders because the Ellice Islanders, wherever they are, are living witnesses of what they are. Some are good and some not, some are clever and some are not, some are honest and some are not and so on.

I am an open, clear minded Ellice Islander and I do not want to pay revenge by saying things which would hurt the "leading Gilbertese" because it is not the nature of this Ellice Islander to hurt others, and further more it is silly to hurt others.

TOALIPI LAUTI.

C/o The British Phosphate Commissioners,
Nauru.

THE SPEED OF THE "SALAMIS"

Sir,—For quite some time, I have been—and intend to remain—a subscriber to your very interesting and necessary publication. More, I note that tongue-in-cheek writing finds its way into more than a few of the articles—and this I enjoy. In fact, you might say that I'm one that truly enjoys a good sea story . . . However, there was one such sea story so preposterous that I waited until I saw the March edition to see if any challenges from your other readers had come in. However, none were printed and, thus, this letter . . .

Specifically I refer to Mr. Watson's story (Feb., p. 88) concerning the bell of the *Salamis*. If Mr. Watson's facts, *as printed*, are true then I'd say that that bell has more than sentimental value: it should be treated as a national treasure!

You see, were *I* the master of the good ship *Salamis* in her 1875 heyday, I'm afraid that I'd consider that my peers may think *me* slightly "ding-a-ling" were they to note in my ship's log that my best speed—in a sailing ship—was ". . . 304 knots . . ."

My, it would *seem* that that bell was the forerunner of today's radar/sonar! And travelling about the same speed of a DC3! Would it be fair to *assume* that she finally crashed by foolishly, in her old age, trying to fly over Malden Island instead of being a lady and sailing around it?

I'm just a landlubber but, boy, there seems to be a (to use a phrase so popular these days) *slight* credibility gap!

P.S.: Come to think of it, "flank speed 30-knot Burke" could have used a couple of ships with the speed of the *Salamis*. It, I dare say, would have shocked the hell out of the Japanese!

A. F. J. FINNERTY.

Tokyo,
Japan.

NEW GUINEA SERVICES BUREAU

Sir,—The New Guinea Services Bureau is a non-profit making charitable organisation offering assistance to Papuans and New Guineans, providing information and advisory services for those interested in the territory.

It has been established by the Council on New Guinea Affairs to provide what is considered to be a necessary service for the territory.

The bureau offers advice and assistance (which will be given free of charge), in particular to the private sector of the community, as distinct from the public sector, already adequately catered for by the Administration and the Department of External Territories.

The bureau also will endeavour to assist the private sector, commercial and industrial organisations, planning to provide additional training for New Guineans in professional offices, industrial plants, commercial houses, and other establishments, universities, technical colleges and similar institutions as required.

Contact has already been made with a number of organisations in the Sydney metropolitan area, and the bureau is interested in placing trade trainees for whom it is considered that a period of instruction in Australia would be of benefit. However, firm propositions are required before any of these can be finalised.

Interested parties should contact me in Sydney, giving details of training required, with background information on each person, such as standard reached in education, village, present employment, and any other relevant information.

L. E. CLOUT.

Executive Officer,
New Guinea Services Bureau,
17 Castlereagh St.,
Sydney, 2000.

● *Mr. Clout retired last year from the position of Chief of Division of Lands with the P-NG Administration's Department of Lands, Surveys and Mines. He is a former chairman of the P-NG Lands Board.*

A cheap way to see N. Caledonia

A citizen of Noumea, commenting on reports in *PIM* (May, p. 30) that some prices in New Caledonia are high, writes:

"Prospective visitors who are discouraged by reports of high prices in Noumea, may be heartened to hear that parties of Australian students are making two-week visits here for under $A100 per person.

"The latest group came during the May holidays from the Shelford Girls' Grammar School in Melbourne—22 students accompanied by two teachers. The girls' accommodation was arranged at a budget-priced downtown hotel — the Hotel Sebastopol—with a bus excursion of five days up the east coast, staying at Maitre Pierre, Hienghene. Full meals were provided up the coast, breakfast and dinner only in Noumea.

"In addition to excursions around Hienghene, the girls' itinerary included a day at Amedee Lighthouse, a day in the country by bus, an inspection of the nickel smelting works and a visit to the Noumea High School."

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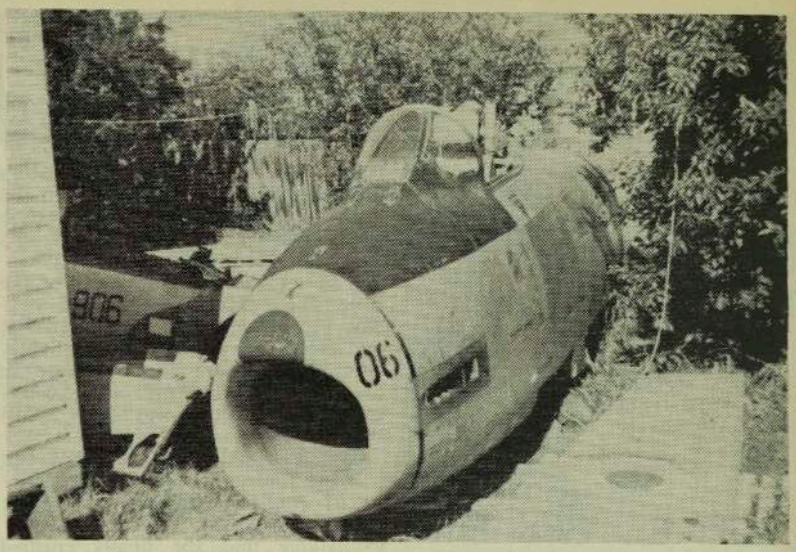
THAT ZERO WASN'T EXACTLY A BARGAIN!

By THOMAS KING



● **At the bottom of Mr. King's garden, in Melbourne, is this ex-RAAF Sabre 31.**

With so many people seemingly interested in the fate of the "Kavieng Zero", it's about time the *real* story was told. And since I'm "lucky" enough to own the plane, I'd like to do the telling.

The story began early in 1967 when I decided to swap a CAC Wirraway I owned for the Zero which was then being held at Kavieng by the Papua-New Guinea War Memorial Trust. I had made the decision to swap after a friend of mine in the territory had inspected the Zero and sent me some pictures of it. As I knew that the cost of shipping the Zero from Kavieng to Melbourne would be considerable, I thought it best not to add to that cost by going on a round trip to Kavieng to see the Zero for myself.

Extras not included

I approached a shipping company and was told that the rate for shipping the Zero *non-stop* to Melbourne would be $1,208. This was a fixed rate—extras were not included. I agreed to that rate, and began saving money to pay for the transportation.

At the same time I'd met in Melbourne a very decent chap from the Treasury Department in Kavieng, and he agreed to prepare the Zero for loading when he got back to the territory.

When, after two years, I'd saved enough money to pay the shipping company, I found that the direct service from Kavieng to Melbourne had been discontinued. The shipping company, however, told me that they would try to arrange a special direct trip for me.

Meanwhile, the Zero, lying unguarded in Kavieng, had been at the mercy of every Tom, Dick and Harry, who either wanted a souvenir or to relive World War II by seeing another "Nip Zero" bite the dust.

The next thing I heard from the shipping company was that the Zero was on its way to Melbourne, but not direct. It had been shipped from Kavieng to Rabaul on the *Crestbank*, and from Rabaul was heading for Melbourne on the *Braeside*. Because of the trans-shipment involved I was charged another $580—which I had to pay before the shipping company would give me the Customs clearance papers.

When the *Braeside* finally berthed in Melbourne, I went down to the wharf, expecting the Zero to be off-

THE ZERO'S VITAL STATISTICS

In recent months there has been some correspondence in *PIM* about a wartime Japanese Zero obtained from Kavieng, New Guinea, by a Melbourne man, Thomas King, who restores aircraft as a hobby. In this article Mr. King, for the first time, tells his side of the story. It's a tale to weep over. Yet the writer is not asking for sympathy.

Mr. King adds some statistics. He tells us that the Zero was a Mitsubishi A6M2 Model 21 Zero-sen (Allied code name "Zeke 21"), serial number 11593, built by Nakajima at its Koizuma plant, Japan, early in 1942. Kavieng Airstrip was occupied by the 253rd Air Corps, flying Zeros, and the 751st Air Corps, flying Mitsubishi G4M "Betty" bombers.

The 751st lost 10 "Bettys" during an attack on Port Moresby in January, 1943. There was also a unit of Aichi E13A "Jake" and Mitsubishi F1M "Pete" floatplanes based on the shores at Kavieng.

All of the abovementioned aircraft were operated by the Imperial Japanese Naval Air Force.

Mr. King adds: "From what I have been told, and have been able to figure out by the condition of the Zero, two Model 21 Zero wrecks were found in the jungle around Kavieng airstrip by a DCA employee who assembled one of them, the serial number of the other being 51553, also built by Nakajima. Going by the faded paint and corrosion on Zero 11593, it must have been lying upside-down since the war. Also there are some *original* repair patches on Zero 11593, which suggests that it saw considerable combat while in service."

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Damage caused by trans-shipment

loaded in good time. But nothing went right.

The Zero was in a forward hold. When I saw it I got quite a surprise. Stacked high on top of the starboard beam were dozens of sacks of some type of bean, each of which weighed 150 lb—or more.

As the shipping people couldn't remove the Zero until every last bean sack had been removed, the Zero had to be left where it was for a few days.

Two days later I returned to the *Braeside* and I saw that the wooden plank which had been supporting the bean sacks above the wing of the Zero had collapsed under the weight, sending the sacks crashing down on top of the wing.

There were also several holes in the cockpit area of the fuselage which hadn't been there two days earlier. Apparently some wharfie thought the Zero would look better with some artificial bullet holes through it.

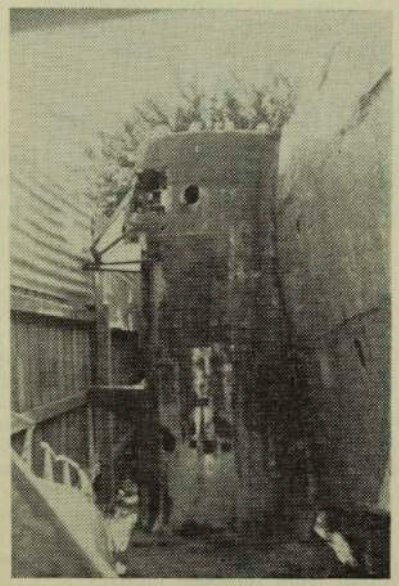
There was also other damage that had been caused by trans-shipment handling. I'd sent dismantling and handling instructions for the Zero to Kavieng—but not to Rabaul (after all, I didn't know it was going to be off-loaded there). As a result it copped considerable damage. For instance, the wing leading-edges had been bashed in, the foldable wing-tips were mangled, the tail cone had been squashed flat and the rope that had been slung round the wings and forward fuselage section (built as one unit), had sliced through the trailing and leading-edges of the port wing root as soon as strain was put on it.

Empty beer bottles!

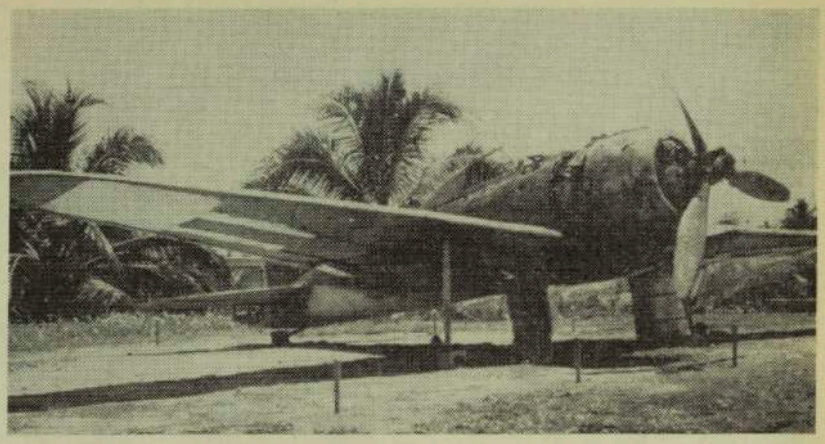
(Zero aircraft are pretty easy to damage because they were lightly built. The duralumin skinning is no thicker than 24 gauge; there is no steel-tube fuselage skeleton; there are no armour plates, bullet proof windscreens, or self-sealing fuel tanks; and the so-called firewall is only 20 gauge dural. The weight of a complete Zero airframe [model 21], minus engine, is no more than 2,500 lb. The engine weighs 1,200 lb.)

In addition to the abovementioned damage, I also found several empty beer bottles in the rear fuselage section. It wasn't Japanese beer.

The big day—the day when the Zero was to be unloaded—was a Friday. At about 8.30 that Friday evening the Zero was lifted out of the ship's hold and loaded onto a truck to be taken to my home in Preston, some six miles away. It received a few scars during the operation.



Turning sideways you can see the cockpit and the wing of Mr. King's Zero, in what appears to be its last resting place — Mr. King's Melbourne backyard.



HAPPIER END TO ANOTHER ZERO

This Zero crashed or was shot-down in New Britain during the war. Some months ago it was brought from a local plantation and erected at Malmaluan Lookout in the hills between Rabaul and Kokopo. There is a magnificent view down over Rabaul harbour and the town and the local Lions Club is responsible for making Malmaluan into a pleasant picnic spot and tourist attraction. As well as the plane there are other war relics, including a big Japanese field gun. The lookout was officially opened in April this year.

The trucking company had quoted $40 as the price for clearing the Zero through Customs and carting it from the wharf to Preston. But things weren't to be that easy.

As council laws did not allow the movement of such a load at night, the Zero had to be stored in the trucking company's yard over the weekend. All this added to the cost, and in the end I had to pay $115 for having the Zero trucked from the wharf to Preston. As well as this, I had to pay the company for Customs clearance, duty, wharf-handling, etc. The total amount I had to pay was $248!

After that weekend, things went smoothly enough. Then came the reckoning.

The total cost I had to pay to get the Zero from Kavieng to Preston was approximately $2,200 —nearly twice as much as I had expected to pay after adding up all the quotes I had been given, in writing, by the various companies.

And what had I paid for? Not very much, I fear.

It is very unlikely that the aircraft will ever be rebuilt—this I concluded after close inspection of the Zero and consultation with aircraft overhaul and repair firms. The firms estimate that it would cost $4,000 to put the aircraft together again.

I am sorry that the Kavieng people feel that they have lost a Zero, because I don't feel I have gained one.

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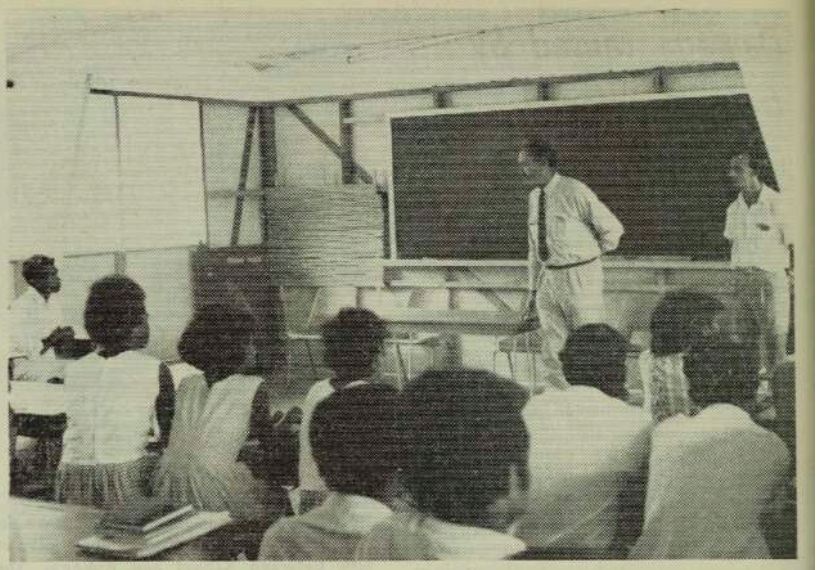
Education in P-NG needs more than grants-in-aid

By FATHER E. J. FALLON



In April, the Australian Minister for Territories, Mr. Barnes, addressed these pupils of Cameron High School, Milne Bay, on New Guinea's place in the world. But a pressing problem within New Guinea itself is the need for a "national" teaching service. The matter is discussed in the accompanying article by Father E. J. Fallon, who is Education Officer for the Catholic Mission, Milne Bay District.

When, in the 1950's, Canberra adopted the policy of universal primary education for Papua-New Guinea, a movement was initiated which has brought about, in the last 15 years, a prodigious growth in the number of territory schools. Implementation of the policy was slow at first, but gained speed when the Administration realised the educational potential of the Christian Missions.

For many years the missions had virtually carried alone the burden of educating the children of the territory, and among their ranks were many expatriate men and women who would do more for education were funds available.

The Administration, therefore, stepped up its programme of grants-in-aid to make it possible for the missions to expand their work of education, and particularly to train and to pay local teachers.

The wisdom of this policy is now evident. Despite the small percentage of the education budget allocated to grants-in-aid (in 1967 *total* grants-in-aid was less than one-quarter of money expended by the Education Department on wages alone), the praiseworthy efforts of the Department of Education in establishing schools have been outstripped by the missions, which in 1967 taught 131,803 primary school children as against 72,420 taught by the Administration, and employed 3,013 registered indigenous primary teachers, as against 1,562 employed by the Administration.

However, conditions change, and what was once a remedy can, if too long applied, become an agent of harm. The policy of grants-in-aid which played such a vital role in building the territory's flourishing system of education, has created a situation in which a new policy has become imperative. Grants-in-aid can no longer maintain the system they have helped to create.

New type of teacher

Mr. To Liman, Ministerial Member for Education, pin-pointed one of the reasons for this, when he drew attention to the fact that there is today a new type of teacher working in mission schools. Prior to World War II, those mission schools which were giving a full primary education as we understand it were almost entirely in the hands of expatriates. Many other schools were in existence which taught literacy in the vernacular (and let none underestimate the boon this was and is to the people of the territory), as well as a smattering of English. Such schools were an instrument of religious education more than anything else, and their teachers were moved to accept their task most often from religious motives.

Today, recognised mission schools run by indigenous teachers are a far cry from such institutions. The schools are now in the hands of professional teachers who have spent many years in preparing themselves for the task.

While most of these teachers have chosen to work in a mission school through a sense of loyalty and gratitude to the mission, this does not alter the fact that they have entered the teaching profession as a means of obtaining profitable employment. And these are the men and women who are becoming increasingly unhappy with their condition.

Conscious that they are doing a work which is in fact the work of the Administration, they are disturbed to see themselves being left well behind by their fellows teaching in Administration schools, as the standard of living of educated indigenous persons steadily rises. They see themselves falling into the position of being treated, in effect, as second-rate teachers, which they know they are not.

There is no fear of their walking out "en masse", or of their betraying the trust of the people whose children they teach (were the mission teachers of Bougainville, for example, to leave teaching, 90 per cent. of the children of that island who are now at school would be without schooling). But

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Illogicalities of system

the teachers are becoming rather exasperated with a system whose illogicalities are evident to them.

Rights of parents

The circumstance that they are teaching a particular form of the Christian religion is sometimes mentioned as a factor which disqualifies mission teachers from receiving wages from public monies. The teachers feel that this objection has no validity in P-NG, where the Administration itself teaches the tenets of the Christian religion in its schools.

Once this policy of Christian instruction for all school children has been accepted, it would be logical to give effective acknowledgement of the rights of parents by allowing religious instruction and acts of worship in schools to be of a particular faith, in those cases where all the children attending the school are of the one persuasion, and to restrict religious instruction to the "agreed syllabus" only where the children are of differing faiths.

A further objection is sometimes made that, whereas the spending of public monies requires adequate controls, mission teachers, working in a non-government system, are not subject to such controls. Here again, the mission teacher sees little validity in the objection, taken the situation in P-NG.

Future bright

The mission teacher was trained either in an Administration Teachers' College or in a college operated under Administration supervision; he sat for a public Teachers' Certificate Examination; he teaches in a school opened only because it fitted Administration planning for opening of new schools and complied with all regulations regarding Certificates of Recognition for Schools; he works to an Administration syllabus; he follows a time-table suggested by the Department of Education; his teaching is subject to inspection by officers of the Department of Education . . . all in all, the only difference between his school and an Administration school is the fact that, in an area his school is the fact that, in an area in which the Administration was unable to help, a certain mission was able to find the funds to build the school and answer the needs of a particular group of Papuans or New Guineans anxious to have schooling for their children.

The controls mentioned above

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ould seem to the mission teacher be quite adequate to ensure that ublic monies are being spent as in-nded.

Despite such objections, the future bright. The dissatisfaction which ad been growing of late among local achers in mission schools has given ay to a new hope, now that Can-erra has appointed an advisory ommittee on education which will ok into wages for teachers in ission schools and into the possi-ility of setting up the one teaching rvice from which appointments will e made to all schools, whether Ad-inistration or Mission.

The members of the committee re eminently qualified for their task, nd all who have at heart the educa-on of the children of the territory el assured that soon a new policy ill be introduced that will be as ise and as timely and as far reaching its effects as was the earlier policy f enlisting the aid of the missions rough grants-in-aid.

-NG SCHOOL STATISTICS

Information supplied by Minister or External Territories, Mr. Barnes, the House of Representatives re-eals the latest school figures. The inister said:

There are an estimated 415,000 hildren in Papua-New Guinea in the x to 12 years age group, and an stimated 198,000 in the 13 to 16 ge group. Of primary age group 35,000 are in mission schools and 5,000 are in Administration schools.

To place the remaining children in is category in schools would require bout 500 more schools and about ,000 more teachers.

In certain areas, more especially ose areas opened up in recent years, ommunities are not yet served by rimary schools. In those areas where ere is a primary school, but where pplicants exceed the places available, e headmaster makes the selection n the basis of age, maturity, and pparent intelligence.

In the secondary group, 7,500 are mission schools and 12,350 are in dministration schools.

Planned enrolments for Adminis-ration secondary schools have been chieved though some classes are arger than desirable and some ccommodation is unsatisfactory. An dequate picture of the position in ission secondary schools is not yet vailable since details of 1969 en-olments are not yet available from ll missions.

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By a Leading Skin-Care Consultant

A youthfully radiant skin is the desire of every woman, particularly those whose first youth has passed. In fact, many leading beauticians say that their most vibrantly attractive clients will never see forty again. The way to keep your attractive good looks is to make a "must" of simple daily care. This will help Nature to make you feel and look more youthfully beautiful. Here are some suggestions to help you on your way to radiant loveliness.

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An occasional facial steaming will do wonders for your complexion. Commence by cleansing the face and neck thoroughly with a mild cleanser, then lubricate the skin with a little tropical oil of Ulan. Pay particular attention to the sensitive areas surrounding the eyes (crow's-feet lines) where a little extra oil should be gently tapped in. With a towel over your head, steam over a basin of hot water for a few minutes to soften the skin and clear the pores. When the warmth has stimulated the circulation, dry off with a soft towel and then massage in a further film of Ulan oil to give the surface skin silky softness and milk-like loveliness.

The Peaches-and-Cream Look

We all envy the lovely, English countryside complexion enjoyed by women who live in moist cool climates. A hint to give the complexion cool climate moisture is to dampen a cloth with cold water from your refrigerator and press it over your face for a few minutes once or twice a day. Then to give the skin soft loveliness and help in softening away lines, smooth on a film of moist tropical oil of Ulan. Besides protecting and softening your complexion this oil will ensure your final make-up has a perfect matt finish.

Eyes that Sparkle

To revive tired eyes in just a few seconds, moisten two pads of cotton-wool in lemon Delph freshener and place them over your eyes while you relax with your feet up. Then, to ease away the fine lines that develop around and beneath the eyes, pat in tropical moist oil of Ulan. This moist oil is excellent for smoothing dry skin and easing away wrinkle-dryness.

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ARE GAMBLING LAWS IRRITATING EVERYONE BUT THE GAMBLERS?

School was over for the day, and my pupils had gone home. I use the word "pupils" because this story dates back to the days before we started calling the kids in primary schools "students". As I walked down the little thatched schoolroom towards the door, I noticed a small oblong of cardboard under one of the desks and stooped to pick it up

To the Point
with Percy Chatterton

It was one of those little cards bearing a coloured picture and a text from the Bible, which used to be, and perhaps still are, given to children who go to Sunday school. This one depicted a gambolling lamb and carried the words, "The Lord is my Shepherd".

I turned it over. On the back of the card, neatly drawn in red ink, was a representation of the seven of diamonds. My mind registered a connection between this phenomenon and the fact that of late there had been a tendency for certain members of my class to have a generous supply of pencils while others had none at all.

This incident happened not only before pupils became students and before ball-points displaced ink, but before paternalism became disreputable. Next morning I was heavily paternal, and without undue trouble the rest of the card pack was rounded up and confiscated.

Memento was ace of spades

My pupils were very gracious about it. They explained that they didn't really mind losing their laboriously manufactured cards; the pack had lost its usefulness as the regular players learned to recognise the court cards from the pictures and texts on what, with wholly unconscious irony, they referred to as the "back" of the cards.

I let them keep the ace of spades as a memento. Appropriately enough it had on its obverse side a spray of forget-me-nots and the words "Prepare to meet thy God".

The addiction of Niuginians (even small Niuginians) to gambling is rather odd, because almost certainly there was no gambling in pre-contact days. In neither of the two Papuan languages with which I am familiar is there a word for it.

There is a word for drawing lots. This was generally done by means of twiggs of varying length drawn from a closed fist which concealed their lengths. The winner was he who drew the longest twig, or the loser he who drew the shortest, according to the object of the draw. I have seen the same sort of thing done with black and white pebbles. But I have never heard of this exercise being used for gambling, and the fact that the word for it was not extended to cover gambling with cards in post-contact days suggests that it was not so used.

Generally, in Papua at any rate, the word "kasi", a corruption of the English word "cards", has been used both as a noun, meaning "playing cards", and as a verb, meaning "to gamble". The reaction of most Papuans when told that Europeans sometimes play cards without gambling is one of polite incredulity.

On the other hand, while in pre-war days Papuans rarely if ever played cards without gambling, they rarely if ever gambled without playing cards. It was their war-time contacts with our gallant fighting men which opened up to them new gambling horizons.

How to draw the line?

The younger brothers and sisters of the pupils whose story I have told above didn't waste time on hand-made card packs. They just drew two lines in the dust with a stick, toed one of them, and tossed pennies towards the other. When all had thrown, the player whose penny was closest to the line swiped the lot.

This, I felt, was a bit unfair to me. No schoolmaster, however much of a martinet he may be, can confiscate a couple of lines drawn in the dust. However, I had the consolation that by moving over into a money economy they had saved me from a classroom problem—that of the unequal distribution of the tools of learning.

In pre-war Papua, playing cards "for money or money's worth" was prohibited under Native Regulations. For the police the practical problem was to prove that, in any particular case, money or money's worth had actually been changing hands in the card game they had raided. Sophisticated defendants could make it quite hard for them when they got into court.

A useful law

But in the rural areas this problem rarely arose. I once knew a kiap who was building a wharf with prison labour. When the supply of murderers and other malefactors ran short, he would send out a police posse to raid the nearest card party. Brought into court they invariably pleaded guilty and within minutes were on their way to the wharf.

They took their fate quite philosophically. The work was not unduly hard, the food was reasonably good, nagging wives had been left behind in the village, and in the long evenings there was generally a quiet game of cards with the warders, with no danger of being arrested.

Gambling in pre-war Papua, though rife, could hardly be said to be a social problem. In the lives of most of those who gambled, money was still, as it were, an optional extra. Subsistence farming, hunting and fishing provided the necessities of life; money was used for the trimmings, and if it was lost at "Lucky"

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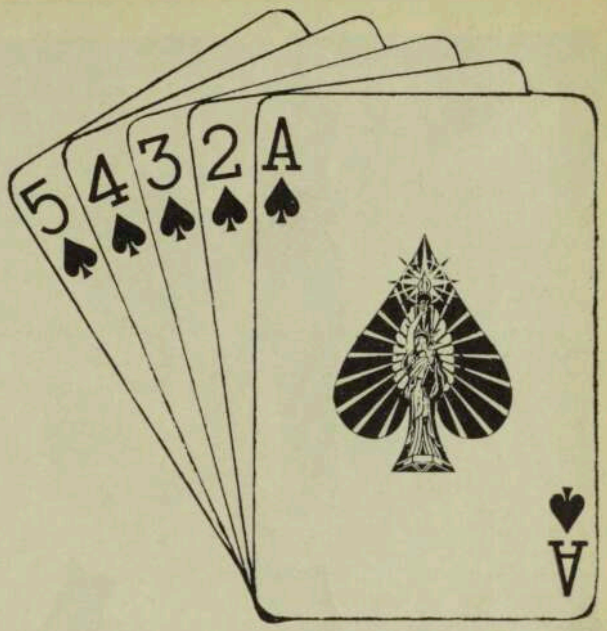

o serious family hardship was aused. In the towns and on the lantations, wage-earners were em-loyed on a pay-and-rations basis hich protected them from gambling way life's necessities.

In present-day Niuguini the situ-ion is very different.

In the urban areas wage-earners eceive a straight cash wage. In the illages near the towns subsistence arming is a dying art. Even in ome of the rural areas the swing ver from subsistence farming to ash cropping has reached a point t which it is the proceeds from the ale of cash crops rather than the roduce of the food gardens which eplenish the family larder. In this ituation gambling can create family ardship.

In 1962, when the drinking laws ere under review, one experienced apuan woman welfare assistant ex-ressed the view that gambling was greater menace to family welfare han drink.

Whether she still thinks so after six ears of legalised drinking I don't now. But when a slice of the pay-acket is left behind in the pub nd another slice is lost in the Lucky" school, the impact on mum nd the kids can be pretty tough.

Women gamblers

Moreover, it is not only the men ho gamble. Their wives, living in mall, easily-cleaned low-cost houses, nd relieved of the burden of food-rowing and of chores such as water arrying and firewood gathering, are empted to devote their new-found eisure to the excitements of "Lucky".

However, by and large the coastal eople of Niugini have learned to ve with gambling. The move in 965 for a tightening of the anti-ambling laws came from the High-nds, where the impact of this aspect f western culture is more recent.

Introduced by Sinake Giregire, ember for Goroka, it was supported ainly, though not exclusively, by embers from the Highlands, and he arguments in its favour were ainly from the standpoint of conomic development rather than hat of social consequences—although ome coastal members who supported did stress the latter aspect, and oth coastal and Highland members ointed out the frequency with which ambling led to fighting.

But the main argument ran some-hing like this: You tell us that we ust develop our country economic-lly. How can we do this when our eople prefer sitting in the shade laying cards to planting and tend-ng cash crops out in the sun?

A difficult argument to counter, and members who spoke against the bill mainly concerned themselves with pointing out that outlawing playing cards, which was what Mr. Giregire's bill aimed at, wouldn't necessarily stop gambling.

The bill was passed and the Gaming (Playing Cards) Ordinance became law of the territory. Subject to a concession to clubs licensed for the purpose and to private citizens who hire cards from such clubs, it has become an offence to play cards at all, whether for money or money's worth or not. It also is an offence to import playing cards without a licence.

Even my erstwhile pupils couldn't get away with it now. It's an offence to make playing cards or to "adapt anything for use as playing cards", which describes pretty accurately what they did.

How effective?

It is said that following the passage of this bill at least one trade store operator sent off a rush order for cheap Japanese golf clubs, in anticipation of an outbreak of putting games as an alternative form of gambling.

The intentions of the sponsors of the Gaming (Playing Cards) Ordinance were of the best, but how effective has the new law been?

Well, statistics given in the House of Assembly last November show that in the two years following its enactment there were as many playing card convictions as there had been during the nine preceding years. But of these only one in three had been secured under the new law. The rest were presumably secured under other ordinances, such as the Gaming Ordinance and the Police Offences Ordinance, the original "native regulation" having been repealed.

The conclusion seems to be that the new law has not made it substantially easier to secure convictions, and has not been effective in suppressing gambling. Not only is gambling on the increase, but most Niuginian gamblers still choose to gamble with playing cards in preference to other forms of gambling.

No fun if it's legal

Can it be that the illegality is part of the "kick"? I don't know. But I remember an occasion, shortly after drinking had become legal for Niuginians, when I met a Papuan whom I knew to have been a fairly heavy illegal drinker. I asked him if he was still drinking. "No," he said, "I've given it up now it's not against the law."

So it looks as if this law has not achieved its objective. On the other hand it has made it necessary for Europeans addicted to a quiet game of bridge to indulge in legal subterfuge to get it, and has caused embarrassment to tourist and other visitors, who have had to surrender their packs of cards to Customs on arrival and reclaim them on departure.

These are minor pinpricks perhaps,

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and would be justifiable if the law were achieving the result its sponsors hoped from it. But it looks as if it isn't.

Is there any cure for this disease? Probably not.

Even those Niuginians who have only had a fleeting glimpse of the Australian way of life are a little likely to be impressed when we tell them that gambling is bad for them as they were a few years ago when we told them that drinking was bad for them.

Those who are going to gamble will gamble. Our Gaming and Police Offences Ordinances may be expected to be neither more or less successful in containing the problem than their Australian counterparts, on which they are closely based.

One thing we *can* do is to set our faces firmly against any moves that would make the situation worse, such as the establishment of casinos or the legalisation of poker machines or betting shops.

I think that we should also resist moves to establish anything in the nature of a State lottery.

It is true that the amounts spent by individuals in such lotteries are not large. But it is also true that such an exercise could only be financially profitable to the treasury if a lot more people participated in it than those expatriates and locals who at present buy tickets in southern lotteries.

In other words, a State lottery in Niugini would have to be "promoted" to attract the support of large numbers of Niuginians who at present are not interested in this way of "investing" their money. And most of them would be people who could ill-afford even the modest sums involved. The argument that they might foresake the excitements of "Lucky" if they were given this outlet for their gambling instincts is, I think, pretty wishful thinking.

Basically, I suppose, it all goes back to the invention of steel. It was the substitution of steel axes for stone ones which gave a new dimension of leisure to people with few clues as to how to use it.

The cure, insofar as there is one, may lie in promoting better ways of using leisure, and there are quite a few voluntary organisations in Niugini which are trying to do this. Money spent in assisting them is money well spent.

Of course, we might start a "Back to the Stone Age" movement, with the motto, "What was good enough for Neanderthal man is good enough for us," but I doubt if it would really catch on.

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A corner of Fiji became a Persian Market

It was an event without precedent in the South Seas. A unique, mind-boggling spectacle. An auction of magnificent Persian carpets, some of them exhibition pieces, held in a hot, dusty, noisy Suva warehouse.

The red-faced auctioneer—"I'm not a professional auctioneer, but I'll do my best"—winced each time his Fijian assistants held a Tabriz or Yamout carpet upside down. And he winced more noticeably when the bids were made.

"I *couldn't* take an offer of $600! This has four years work in it—and it's an *old* carpet . . . Who'll start off at $2,000?"

No-one was starting off at $2,000—the highest price of the day went for a signed Keshan carpet, for which Mrs. Elaine Barrett, wife of Legislative Council member, Mr. Wes Barrett, paid a princely $1,600. She also bought a Sarouk carpet, at $1,250. Bargains, both of them.

Not cricket!

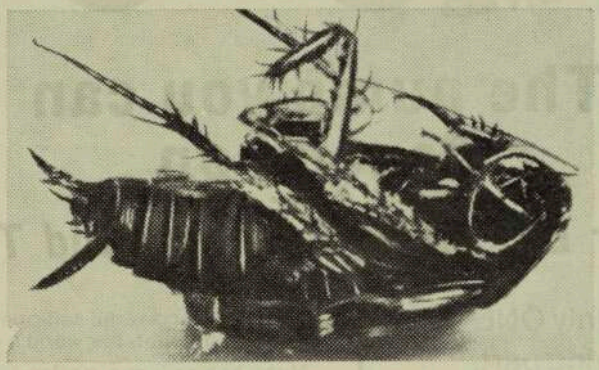
You had to sympathise with the auctioneer, Mr. Samuel Wennek, of London, a consultant on oriental art and carpets with the Union of International Consultants. It just wasn't cricket, having to auction those beautiful works of art to the cacophonous accompaniment of carpentering sounds and to people who knew little about their real value. In Fiji, of all places.

The carpets were intended for exhibition in Fiji during 1968, but were ordered for auction when the intending financiers, Walker Brothers, of London, were declared bankrupt in 1967.

Most of the items went at prices well below value—and certainly well below the price one might pay in one of the world's Persian carpet emporiums.

Three-quarters of the potential buyers were expatriates, obviously bent on picking up a bargain to take "back home". They were the ones who mumbled knowingly over the exhibits before Mr. Wennek finally managed to call the gathering to order.

End the Problem of Cockroaches



The cockroach is undoubtedly one of the most detestable of household insect pests, and an acknowledged carrier of the germs of typhoid, cholera, gastro-enteritis and pathogens of polio. He frequently hides near sinks, boilers and hot-water pipes, inside the motor compartments of refrigerators or in radio cabinets, because he favours any nook or cranny that is warm or damp. He runs with a swiftness that sometimes defeats the human eye, can safely submerge in water and emerge unscathed from fire.

Today, as always, the roach is disconcertingly at home in the habitations of man. He thrives on a bewilderingly varied diet—paint, soap, toothpaste, newspapers, old shoes, wood, ink, book-covers—and even the skin he casts off from time to time. He has a fetid odour that is unmistakable and he invariably taints any food that he finds in his wanderings around the home.

If there is no food at all available, roaches can still exist for months on end without visible ill-effect, a fact that is not really so surprising when you consider that they were in reality among the first of the earth's inhabitants and have been cleverly learning the art of survival for three hundred and fifty million years.

You can't possibly escape them—they are found from the middle stretches of the Sahara to the icy wastes of Siberia. Archaeologists, delving into the conditions prevalent a mere two million years back, have found the fossilised remains of cockroaches in coal veins which establish that these amazing insects actually reached a length of twelve inches in the dim and distant ages.

Although in past milleniums the world has found it impossible to be finally rid of these insect pests with their amazing ability to dodge annihilation, it is a proven fact that today cockroaches cannot withstand the death-dealing properties of Pea-Beu aerosol spray. They fall easy pray to the quick, powerful killing action of this deep-penetrating insecticide and cannot build up any sort of immunity to it.

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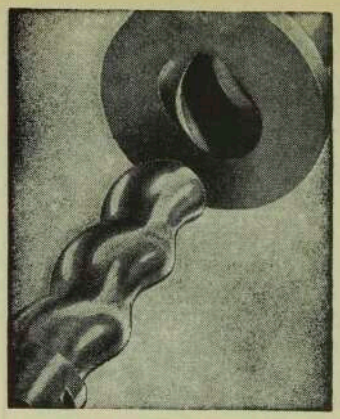

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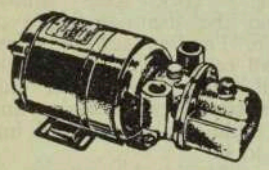

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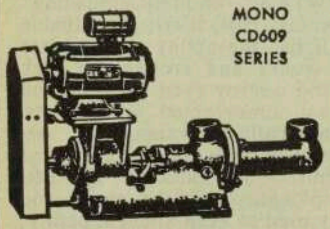

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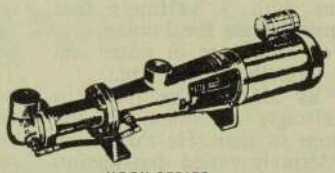

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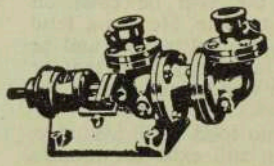

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He'd like to see more student involvement in the South Seas

"The biggest problem facing students at the University of the South Pacific? I'd say their own shyness . . ."

Far from shy himself, 24-year-old Francis Saemala is the only Solomon Islander among the 31 students attending first year degree courses at the USP in Suva, Fiji.

Early this year, he represented the university during a 70-day student leaders' tour of colleges and universities in 10 American cities—and was impressed by the enthusiastic involvement of US students in university and community affairs.

Having returned to the cool green lawns and white-painted cottages of the USP campus in April, he gave a talk to fellow students, entitled, forbiddingly, "Student Power and Black Power—the new America."

These were things, he said afterwards, that Fiji students should know about and discuss—though not necessarily imitate. "Some actions which might be good for the American society might be purely destructive to ours," he added.

Demonstrations

"But the trip did help me to be more clear-sighted about American students. I'd heard they were rioters and demonstrators without real reason. But the picture put to me by different sources was that such demonstrations aren't always aimless. What I didn't like in America were one or two of the militant minority groups."

As yet, student policy at the USP is pretty much unformed and community activities, other than sport, receive fairly faint support. But the thoughts and leadership of young men like Francis Saemala—who was vice-president of the USP Student Association Council last year—are bound to have an effect upon campus trends.

The thoughtful young Solomon Islander, who has political ambitions of his own, would like to see students take more interest in politics—"Even the Fijian students have no interest in Constitutional changes, for instance, and you hear very little open discussion about whether independence would be a good thing or not." He would also like to see a greater involvement in social activities at the university. He feels students should develop what he calls a stronger "study spirit".

"With four people in a room, even though there are partitions, it's difficult to study if the others are knocking about," he declared. "The accommodation at the American universities was very good—spacious and well-equipped. But they have a lot of money."

Because there are 67 students from 11 other territories at the USP as well as the 186 Fijians and Indians, there's a tendency for them to drift into territorial groupings, he said.

Meaning of student power

More group discussions and special-interest organisations—such as music, literary, social and sporting clubs—were needed. More outside speakers should be brought in to address student meetings. Above all, the students themselves should put forward some ideas and suggestions.

"This is how I see the meaning of student power," he said. "To me it means the strength students are gaining in helping run their universities. This affects the whole community.

"In the olden days students were always doing what was told to them —now, they put forward some of their own ideas."

Francis Saemala.

During his American tour, Francis was one of 13 student leaders from 13 countries. Called the Eastern Asia and Pacific Student Leaders' Group, they were sponsored by the US Department of State. Their trip included visits to universities in California, Texas, Florida, Washington and New York. They toured the White House and met with government officials and two US senators.

"For me, Washington DC held the most interest—not as a city but as the core of the US political system," said Francis. "We spent eight days in Washington."

When he completes his four-year degree course at the USP's School of Education—he's there on a BSIP government scholarship—Francis intends to teach English at secondary school level in the Solomons. But his ultimate ambition is to go into politics.

"With the education that I have, I feel obliged to do something for my people. The best way to do it is to represent them in government.

"On the question of independence for the Solomons, I think it would be better if it took 10 years rather than five to come about. I feel we've had wise guidance in the past—our progress has been good.

"Political development in the Solomons should not be allowed to go too fast for the people. They must catch up with their education first."

MARTINET STILL HAS HOPES

New Caledonian aviator Henri Martinet is hoping to return to the Celebes in June, to repair his single-engine plane, which crashed there in March.

In Noumea in May, Mr. Martinet said he expected the two-seater could be repaired in a couple of weeks. He would then like to continue his journey from Paris over the originally planned trail through New Guinea, Solomons and New Hebrides to Noumea.

The 62-year-old pilot and his wife, France Martinet, began their journey from Paris on February 9, to commemorate Martinet's first historic Noumea-Paris flight in a single-engine plane 30 years ago.

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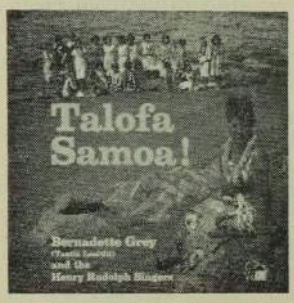

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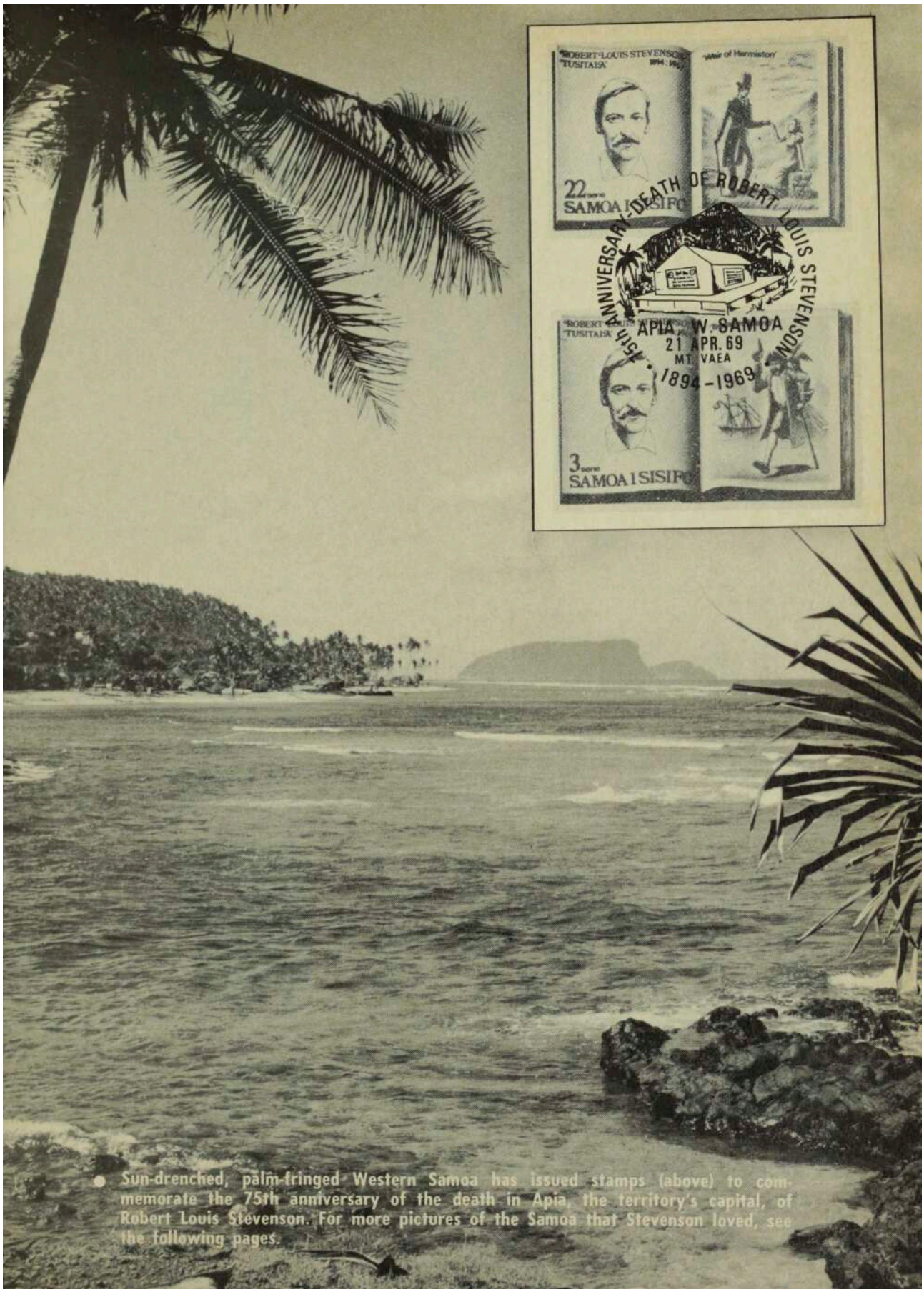

● Sun-drenched, palm-fringed Western Samoa has issued stamps (above) to commemorate the 75th anniversary of the death in Apia, the territory's capital, of Robert Louis Stevenson. For more pictures of the Samoa that Stevenson loved, see the following pages.

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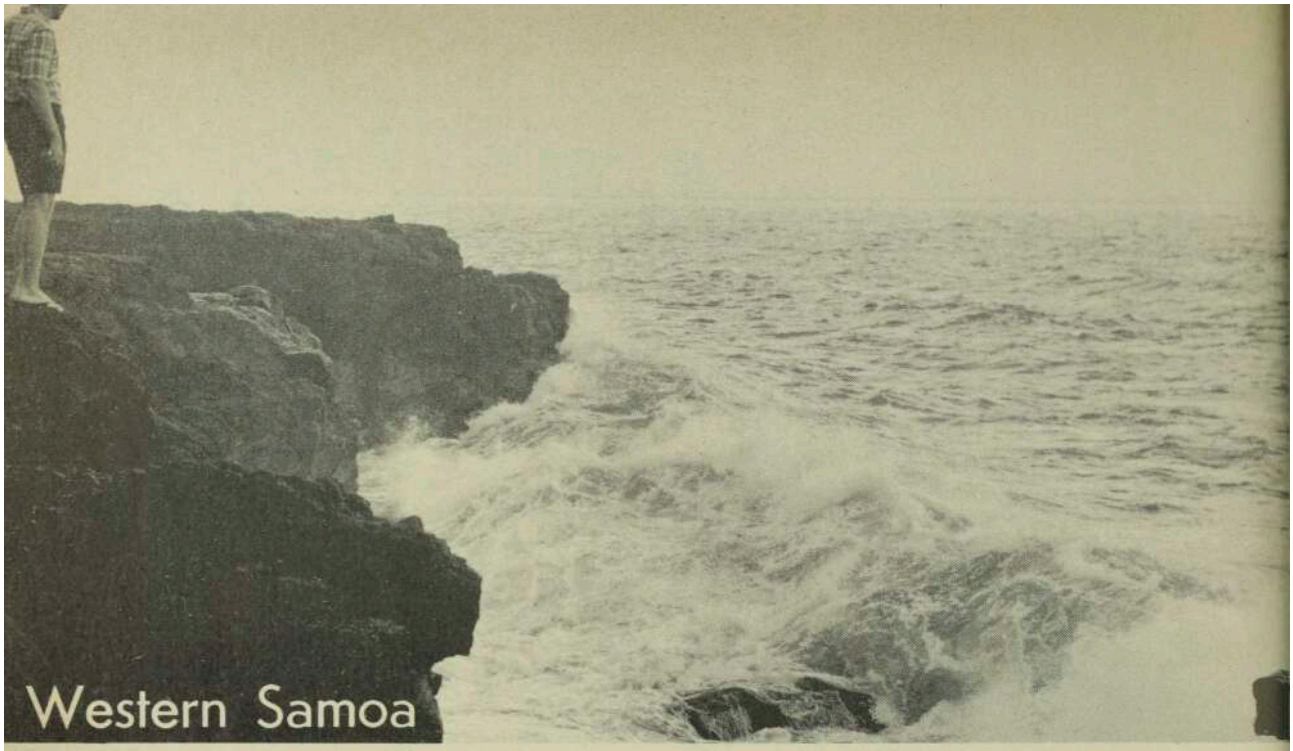

Western Samoa

Part of Western Samoa's rocky, wave-whipped shoreline—a little reminiscent, in this picture at least, of the rugged Scotland of many of Stevenson's tales. Below, the bustle of busy Apia, as market gardeners prepare to sell their wares, and an overseas cargo vessel is loaded with cocoa and copra at the big overesas wharf opened only in 1966.

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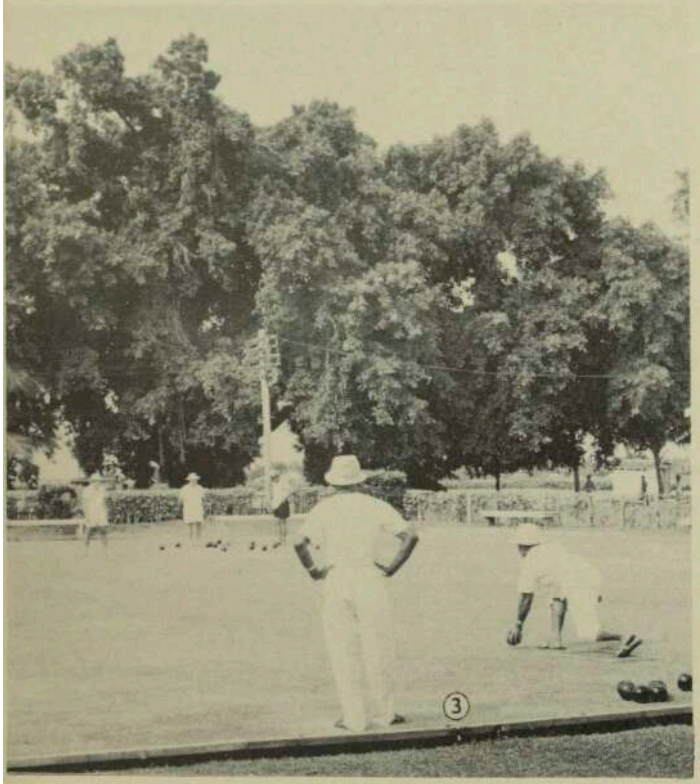
These kids are taking a lively, though possibly not yet professional, interest in this Western Samoan jockey and his mount.

These Samoans are looking through ports in the wall that surrounds Apia's Catholic Church. Their attention has been caught by a band playing in the grounds of the church.



Bowlers pursue their serene sport at Apia Bowling Club.

Children are everywhere in Western Samoa—in fact, according to the latest census, there are 49,221 children of nine years and under in the territory. Most of the time they are cheerful—though this group is eyeing the camera a little warily.

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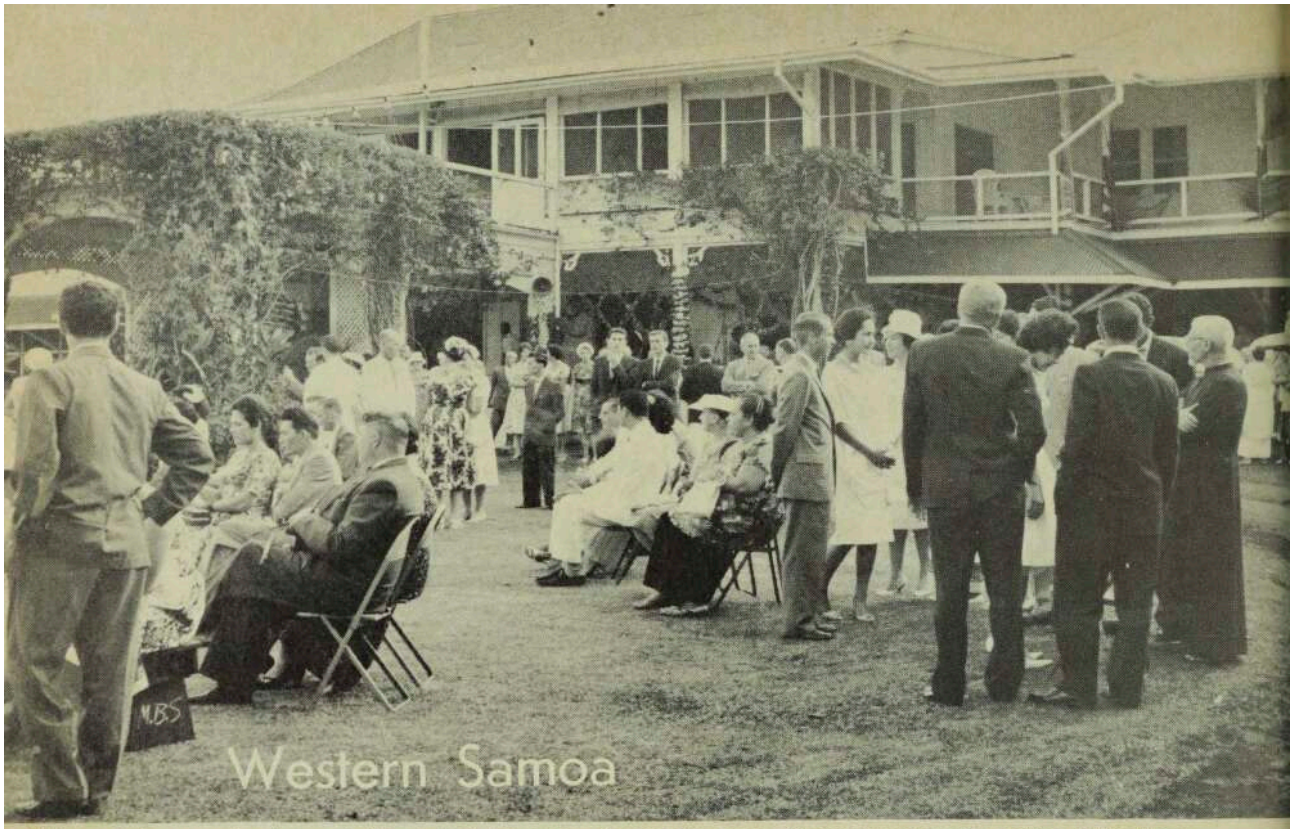
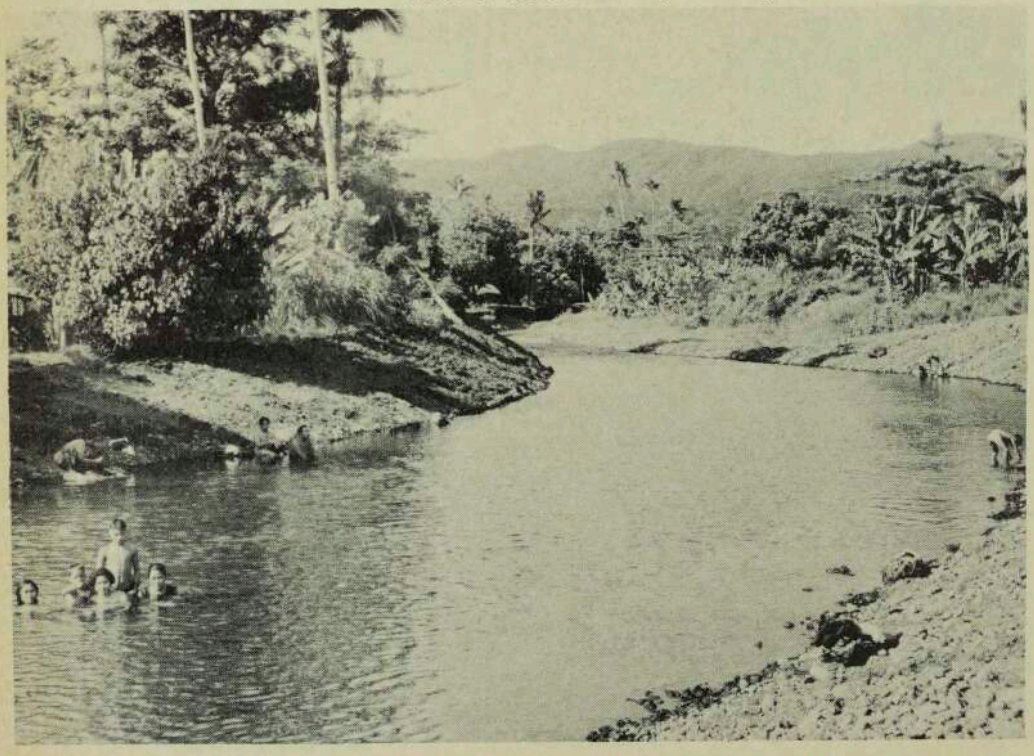


Vailima, Apia, once the home of Robert Louis Stevenson, is now the scene of government garden parties. It has been extended over the years. Below, the winding Vaisigana River. Stevenson often wrote about Western Samoa's scenery.
— Photos of Western Samoa by Rob Wright.



TOURISTS ARE WELCOME WITH OPEN ARMS—BUT NOT ON SUNDAYS

From GLEN WRIGHT, in Apia

Tourism is important to Western Samoa's economy, says Prime Minister Fiame Mata'afa, but the country can do without the traveller if he arrives on Sunday.

In other words, cruise ships cannot dock here on Sundays.

That this policy of the Immigration Department is not just talk was proved in late April when Morris Hedstrom, agent for the cruise ship *Kuala Lumpur*, was refused permission for the vessel to stay in port on Sundays in June and October.

As a result, the liner will call at Apia on Friday, June 6, and depart on Sunday, June 8, at 6 a.m. And in October its visit will be shortened one day so as to conform with the regulation.

A circular letter to shipping agents late last year had laid down the dictum that application for Sunday cruise ship visits world have to be made to the Immigration Office.

The Prime Minister, Fiame Mata'afa, says that he considers the arrival of a vessel on Sunday as "potentially disadvantageous" to the people and in conflict with a Sunday observance law that he has in mind (but which never gets past the discussion stage in the national assembly).

Nonplussed Chamber of Commerce members, when they heard that cruise ships would not be allowed to dock in Apia on Sundays, were incredulous. A member pointed out that Sunday dockings had never created any problems before; that when the *Queen Fredrika* docked here on a Sunday, many of the passengers attended church services and were very decorous about it.

A concession

The Prime Minister, Mata'afa, did make a concession, however. He declared that he would consider each case of a Sunday landing on its own merits. For example, a ship in distress will be permitted to tie up at the wharf on Sunday, but passengers will not be allowed to leave it. On the other hand, if tour companies ignore his mandate, their ships will not be permitted to dock at all on Sundays —regardless of the circumstances.

Mata'afa has provided ample evidence of his power in recent months. He told legislators when they were considering the application of Potlatch Forests Inc. for a franchise to engage in lumbering on Savaii Island that if they did not respect his wishes and grant it, he would dissolve Parliament (*PIM*, Jan., 1968).

Later he ordered a young Canadian would-be writer out of the country. The youth had singlehandedly sailed here in a small yacht and had obtained a job in Apia. He had planned to stay long enough to write a novel.

More recently, Hollywood musical composer and conductor Russ Garcia and his wife were sent packing after nine days in Apia harbour. The Prime Minister refused, without explanation, Garcia's written request for extension of his twelve-day permit so he could fly to New Zealand for some concert appearances. His wife was to have stayed in Apia at a hotel. The Garcias were on a round-the-world trip aboard their trimaran, *Dawnbreaker*.

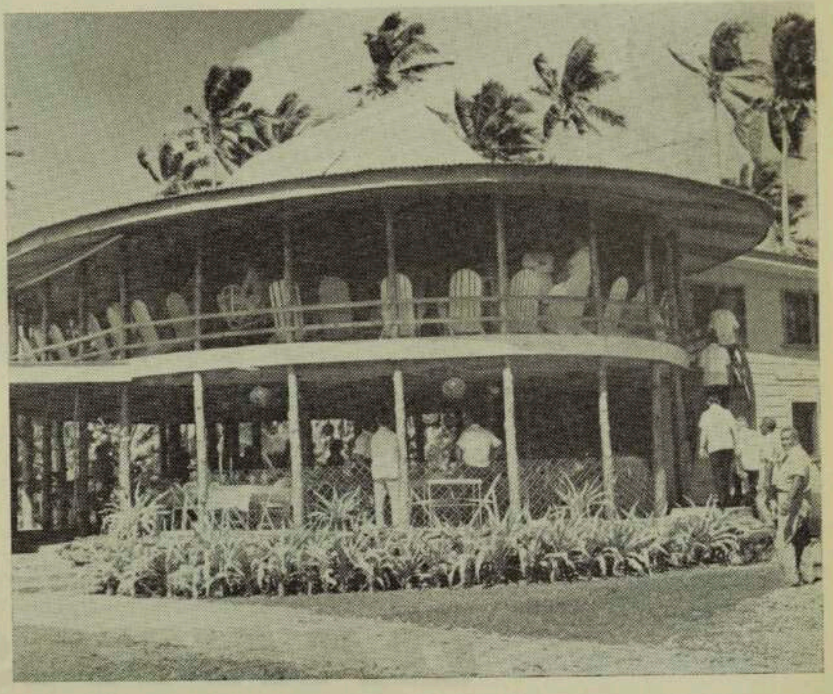
"It was the unkindest experience of my life," said Garcia later in Pago Pago.

He added that he had lost thousands of dollars in fees because of his inability to fulfil contracts.

Deportation order

Meanwhile, in American Samoa, Judge Goss of the High Court has ordered that 35-year-old Niuean, Sione Toa, be deported back to his own island for engaging in a single act of sexual intercourse, which he admitted. Sione had been a resident of the territory for 21 years.

The woman involved, a Samoan,



Attractions such as the "Priest's Retreat" on the outskirts of Apia, a happy marriage of traditional Samoan and European architecture, can be enjoyed by cruise visitors to the town—unless they arrive on Sunday.

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And we've asked our cellar man to choose for you only the finest wines.
So loosen your seat belts. Sit back and enjoy it. You mightn't
see another meal like this...until you fly back with us.

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also admitted the act, testifying that she requested it.

Such a single act of copulation was described by Judge Goss as being, in the words of the Deportation statute, "general conduct which renders an individual undesirable to remain in the territory". He based his decision on an old Samoan custom that forbids single acts of fornication between men and women of disparate social standards.

In what respect the Niuean and the Samoan were disparate was not made clear. At any rate, Sione's counsel George Wray, has moved for a new trial.

And then there is the latest official pronouncement about the liquor business in Western Samoa. Liquor dispensers, if "Incorporated Societies", are not required by law to buy business licences or to pay income tax on profits, Commissioner of Inland Revenue R. E. Meredith has ruled.

To be such a "club", the establishment must sell only to its members, and be non-profit.

The markup on sale of liquor is not considered profit so long as it is used only for the operation costs of the club, such as rent, improvements, salaries of staff and other approved expenses.

"Incorporated Societies" do not need business licences because they are not considered as engaging in business. Nor are they prosecuted for selling liquor to non-members or otherwise breaking the terms of their "Incorporation". In such instances the Department of Inland Revenue merely collects taxation from the profits.

● Permanent terminal landing rights for Fiji Airways on Nauru are likely to follow Nauru's purchase, in June, of $20,000 worth of shares in Fiji Airways Ltd.

After thinking about it for a year, the republic came to the party in May and bought itself a seat on the rapidly-growing regional operator, thereby joining six other territories indirectly or directly on the board. The territories are Fiji, Western Samoa, Tonga, the Gilbert and Ellice Islands, the Solomons and the New Hebrides.

Currently, Fiji Airways' prop-jet 748's fly weekly return flights to Nauru (begun May 9), via Funafuti and Tarawa, both in the GEIC. In the past, Nauru would not grant permanent landing rights, because she was interested in services proposed by Air Micronesia and a new operator, Central Pacific Airways.

IT WAS TOO HOT FOR THIS FIREWALKER

There's a firmly held belief among Fijians that if members of the Sawau tribe of Beqa Island firewalkers invite an outsider to join them on the hot stones, he will not be burnt. The proviso is that he follows certain rules of abstinence for two weeks before the ceremony.

Unfortunately for tall, good-looking Fijian, Taito Rarasea, 28, something went wrong when he tried it at Korolevu in April.

As instructed by the bete (priest) of the firewalkers, Taito did not eat coconut in any form or have sexual intercourse for the preceding fortnight.

Suddenly felt heat

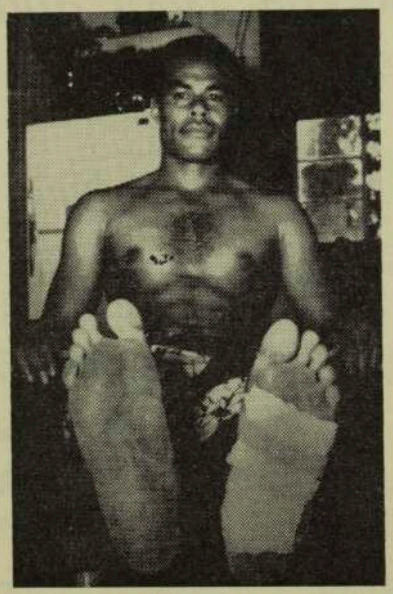
Yet when he entered the pit with the others and stood on the white-hot stones, he felt a "slippery" sensation on the heels of his feet.

"Just before completing the first circuit, I suddenly felt the heat," said Taito, who is a member of the Fiji Visitors Bureau staff at Nadi Airport.

"It came from the edge of the pit. It wasn't painful heat, but heat that one would feel if one was not taking part in the firewalking and was standing near the pit.

"I didn't take part in the second and last circuit because I had felt the heat.

"We left for Beqa on Saturday, when I noticed that I had blisters on the soles and also on the sides of my feet."



Taito Rarasea displays his sore feet.

A laughing Taito Rarasea shows off his blisters. A little later he wasn't laughing.

Couldn't walk

Three "seasoned" walkers, Taito said, were also blistered during the performance.

Taito couldn't walk after the firewalkers removed the skin from some of the blisters and he had to have medical treatment on the island. After four days of celebration, during which the firewalking spirits are supposed to return to their abode, Taito went to Suva.

He said he was unable to walk until he shaved off the beard he'd begun growing during his preparation for the firewalking ceremony.

"It may be superstition, but if I hadn't shaved off my beard, I would still be crawling around."

According to Fijian legend only members of the Sawau tribe—and those they specially invite—are able to walk with impunity on the hot stones.

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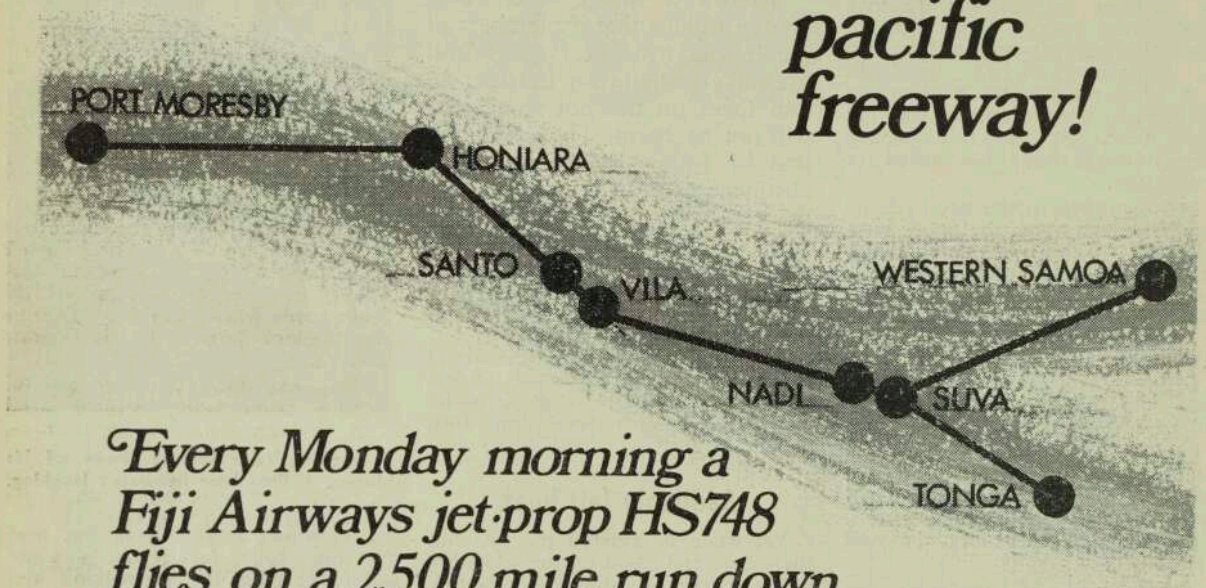
FLY the south pacific freeway!



Every Monday morning a Fiji Airways jet-prop HS748 flies on a 2,500 mile run down the "South Pacific Freeway" from Port Moresby* non-stop to Honiara. Then to Santo, Vila, Nadi and Suva.

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Flight FJ 963
departs Nadi every Sunday at 8.20 a.m.
arrives Honiara at 3.10 p.m.
departs Honiara every Monday at 7.30 a.m.
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The non-stop weekly service from Port Moresby to Honiara – and on to the other South Pacific territories – commenced this February. Now you can fly the "South Pacific Freeway" with Fiji Airways.

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TRAVELODGE IS ON THE MOVE

Travelodge Australia Ltd., one of the world's major hotel-motel chains since its takeover last year of the US Travelodge, is building three new hotels in the Islands, and is considering the possibility of building others in the area.

In Fiji, of course, the company has the $F2 million Suva Travelodge, and work is under way on a smaller hotel at Savusavu. As well, the company has stated that it will build another at Taveuni. In addition, the possibility of a Travelodge at Nadi has been discussed.

In Apia, high hopes are held by Travelodge that the governmental go-ahead will come later this year for a $WS1 million hotel.

Northwards, work will finish late this year on Rabaul Travelodge, on New Guinea's New Britain, which will be smaller than the Suva Travelodge.

Then there is the word that an announcement will come in early June of a 200-bed Travelodge to be built about a mile from Tahiti's Faaa airport. And the tip is that the firm's proposal to the Cook Islands Government for a small Travelodge at Rarotonga could be successful because of the firm's association with the big NZ builder, Fletcher. As well as all this development, and talk of development, the company has recently been examining the tourist potential of Norfolk and Lord Howe Islands.

Niue, island of tropical charm—and dust

By H. A. COLEMAN

Niue has no lakes or streams or natural running water of any kind. When it rains there is never any danger of a flood; the water hits the ground and disappears within a few minutes. When the rain stops the ground is dry again within an hour or two.

This is all very nice for those who don't like mud, but for the unfortunate people who are allergic to coral dust, it isn't so nice. A couple of days without rain and we are smothered with coral dust. Eyes water, sinuses throb, and bronchial tubes complain.

It might have been all right 50 years ago, when all that passed along the roads were barefooted locals and, occasionally, a European on a horse or a bicycle.

Then came the motor vehicles. At first there were only a few—a truck or two, the Resident Commissioner's motor car, and a couple of motor cycles. This couldn't have been too bad for the roads were narrow and rough, the traffic moved slowly, and there was bush alongside the roads that shaded them and helped them to retain some moisture.

Now the situation is vastly different. Niue's roads have been widened and graded and are infested with more than 500 motor vehicles. About 300 of these possess two wheels, the rest have more. One large contraption used for hauling logs from the bush to the sawmill has not less than 14 of them—big ones.

I suppose that at least half of these vehicles are on the roads for some part of each day, and each one of them must pass along the main street of Alofi at some time during its travels. So, at a rough estimate, there are 1,000 wheels whizzing through Alofi every day, each one followed by a cloud of dust.

The speed limit of 25 mph through the village does little to abate the nuisance, as a wheel moving even at this modest pace can drag up a fair heap of dust. (Anyway, who worries about the speed limit when the Police Department is otherwise engaged?)

Shopkeepers snarl as their freshly displayed goods assume the appearance of antiques, and housegirls weep as their mistresses run fingers over newly-polished table tops.

Those who visit the aerodrome under construction 2½ miles from Alofi are advised to take respirators. Earth-moving plant was designed to move large quantities of dirt from A to B; the machines we have on Niue move most of it from A up into the air.

There will be no need to worry about the aerodrome because in a year or two's time the runway will be sealed with bitumen so that the delicate intestines of the big jets won't be upset by a diet of comminuted coral, but what about the rest of the island? Every boat brings more and bigger and faster wheels to raise the dust.

A few years ago the Public Works Department sealed the road outside the hospital. The department also sealed the steeper sections of the main roads where they leap up from the western terrace to the central plateau.

This was done more to stop the surface from being washed away than to keep down the dust. Heavy trucks and tractors soon broke up these sealed surfaces, or they were damaged by machinery when the roads were being widened.

They came with buckets

The main thoroughfare of the township of Alofi, Niue's seat of government, shopping centre, and point of entry for tourists, visitors and new motor vehicles, was, however, not given the treatment until recently.

Some men clad in overalls came with a truck-load of buckets and watering cans and some drums of black stuff. They splashed the black stuff on the road over a distance of a couple of hundred yards. They also splashed a bit over any cars that happened along, and splashed plenty over themselves.

They did a good job, however. The road is now signed, sealed and delivered in good order and condition. Mind you, there is still the teeniest bit of dust rising from the grit they spread over the liquid to soak up the mess, but the shopkeepers are smiling again, and so are the housegirls, who now need dust the tables only once a week.

This is OK for the half-dozen or so householders and shopkeepers fortunate enough to border the main street of Alofi, from the Post Office to Utuko Corner. Other people on the street are still gritting their teeth, and hoping that perhaps there will be enough bitumen left over from the aerodrome job to finish off the rest of the street.

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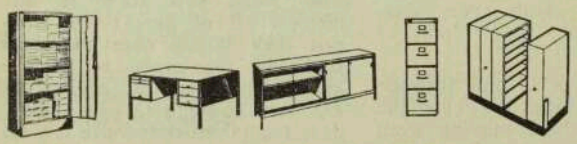

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In Suva, they're dreaming of a new city

Suva, showing the industrial area and the Royal Suva Yacht Club. It's not the most exciting city in the world, but if some planners have their way it may become a Miami-type resort.

An off-shore residential-resort complex incorporating beaches, four hotels, a golf-course, model village and nightclub . . . a splendid waterfront with shops and hotels . . . a Miami-style keys area . . . super-contemporary pedestrian malls and shaded walkways . . . this is the New Suva. Or Suva as it might be, if a group of imaginative young local architects have their way.

The Suva envisaged by the Fiji Association of Architects is a model city. A convenient, aesthetically-pleasing, visionary metropolis with little of its present air of South Seas indolence and haphazard growth. An idealist's city, really—but a highly desirable one.

Their suggestions for the possible development of Suva—*before* it becomes an impossibly crowded city of some 250,000 people, probably by 1986—was seen at a town planning exhibition of photographs, sketches and models at the new Town Hall earlier this year. It was prepared by a committee of five architects—Colin Bennett, Rob Truscott, Greg West, Dennis Biggs and Robin Retchford—and hailed by all who saw it as very adventurous indeed.

The architects themselves admit that implementation of their proposals would require many millions of dollars—hardly likely to be forthcoming from government. But as one committee member has remarked: "All we need are a few large developers like L. J. Hooker, and we're well on our way".

Another says, a touch cynically: "I bet if I took a picture of Suva as it is today, and another in 20 years' time, there'd be little evidence of properly planned development. We can only hope our exhibition will stir the public imagination and make people realise what could be done. People should realise that if there isn't constructive, balanced development, the heart of Suva will rot and die".

Reclamation

Massive reclamation of Suva's foreshore is an integral part of the committee's vision of the future.

Where there is now sea, mud and swampland, around the shoreline from the Town Hall and Government House to the Pacific Theological College, they see a new dimension for the city—including vast, attractively-designed housing tracts, apartment blocks, a marina, yacht club, and recreation area resembling the Miami keys.

Priority was given to the wharf area which they say should be a prestige gateway to Suva—instead of a confused muddle of pedestrians, cars, trucks, buses, ramshackle warehouses and disorganised tourist traffic.

To facilitate the movement of ships' passengers, they propose a first-floor level pedestrian-link, direct from the gangways across the traffic and right into the markets and the heart of a pedestrian mall. Cargo would be handled at ground level and there would be a tourist reception area with proper toilets and rest-rooms. The last suggestion has received the full support of Suva tourist interests, who've been plugging for it for years.

Following the principle that free pedestrian movement is the lifeblood of a city's commercial centre, the committee proposes a magnificent pedestrian mall, designed to remove the "noise, fumes, danger and tension that makes shopping an ordeal rather than a pleasure". (The "danger and tension" are all too familiar to anyone crossing Suva streets at peak hour these days).

"Hibiscus Mall"

The architects envisage a "Hibiscus Mall", based on plans drawn up by town planner, Mr. David John, and recently adopted in principle by the Suva City Council.

Creation of the Mall would involve the closing off to traffic of Margaret Street, Thomson Street and the teeming duty-free thoroughfare known as Cumming Street, achieving

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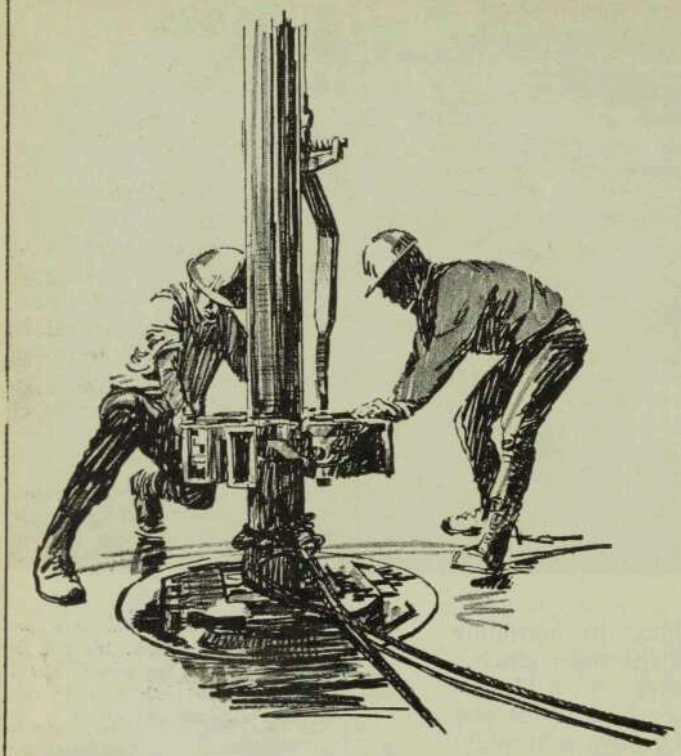

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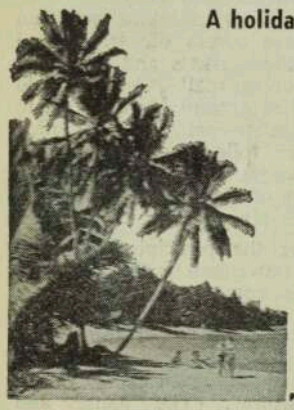

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One of the most novel proposals has come from young New Zealander, Greg West, who suggests transforming a quarter-mile area of reef into a luxurious recreation-resort, with hotels, beaches, nightclub, model village, golf green and residential buildings.

It would be about a quarter of a mile off the foreshore past Government House, toward Suva Point. According to Greg West, reclamation would not be outrageously costly—"at high tide the reef is only a foot or so below the surface and it would make a very solid foundation"—and could be easily achieved by a large-scale land development company.

Transforming a "sewer"

"It could be leased from the government on a long-term basis," he suggests. "When one realises that Prince Rainer, for instance, is filling in something like 80 fathoms near Monaco, my idea seems relatively simple."

Another commendable proposal is the transformation of centrally-situated Nubukalou Creek — which the architects rightly describe as resembling a "sewer"—into a little piece of Venice.

The suggested scheme shows it as a logical extension of the shopping-centre, with a series of internal pedestrian-courts linked to a multi-level car park to the east of the creek. This would be overlooked by a series of five-storey blocks of flats.

People will argue that such radical changes would rob Suva of its present character and atmosphere—and not even the architects themselves imagine that all or even many of their suggestions will be seized and acted upon.

Their ideas do have great merit however. If nothing else, they show that although Suva is one of the fatest-growing cities in the South Pacific, there is still time to turn it into a showpiece of town planning. It would take a great deal of courage and foresight, of course, and a great deal of money.

But if the proper authorities decided it was worth the effort, Suva *could* become as progressive a city as any in the world.

TROBRIANDS HOTEL SOLD BY TIM WARD

By KEN McGREGOR

Lae businessman Mr. Danny Wong has bought the Trobriands Hotel, its adjoining trade store and copra-collection operations on the Trobriands main island of Kiriwina, off eastern Papua, for $130,000 from Territorian, Tim Ward.

Mr. Wong has begun minor refurbishings on the 22-bed hotel, (in need of various repairs and improvements) and Mr. Ward has moved to Port Moresby.

Mr. Ward is now anxious to pursue nickel leases in the Sepik River area of NG with the Australian real estate company, Hooker Corporation.

Negotiations for the hotel, which over the last two years had become

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a popular NG tourist destination, had been on for several months with two interested would-be buyers—Rabaul millionaire, Mr. Bernard Chan, and the territory's third major airline, Papuan Air Transport, based in Moresby.

Nothing had eventuated, mainly because it was difficult to assess what the various operations were worth at such an out-of-the-way place. Mr. Chan was more interested in trading and copra operations than the pub, and Patair, heavily committed in the travel business through various subsidiaries, was really only after the pub.

Mr. Ward had been asking $120,000 for the lot but as both he and his buyers had difficulty getting an impartial assessment on the overall value nothing ensued.

Then Mr. Wong in March visited the hotel by charter aircraft, made his offer and the sale went through.

The hotel had built up a friendly and leisurely reputation under Tim Ward and his attractive wife Beverly. Improvements, particularly to the kitchen and laundry areas, are necessary, however.

With regular air charters at weekends by TAA out of Lae and Patair out of Moresby, travel to the Trobriands looks to have a rosy future, especially if hotel accommodation is upgraded and additional travel tours introduced.

US tour operator

A big American tour operator, which recently sent an executive to the Trobriands, has plans to operate two tourist buses on Kiriwina. The operator, Travco, hopes to take hotel guests on tours and also build several beach houses, investing about $20,000.

Meanwhile, Patair's energetic managing director, Cliff Jackson, still has ambitious plans for deeper involvement in Papuan hotels. Patair will take up an option, closing on June 7, to buy the Tapini Hotel in a deal worth between $50,000 and $100,000. He has been negotiating with Inspector Jack Woodmansey, in Sydney, for Woodmansey to return to New Guinea as manager at Tapini. Insp. Woodmansey, now with the Commonwealth Police, is a former inspector with the P-NG Constabulary and a Director of Police in Nauru.

Patair is also acquiring a hotel site from Steamships Trading Co. Ltd. at Alotau, new district headquarters for the Milne Bay area and plans are to immediately build a 12-room hotel with later extensions to be added when they become necessary.

The company has its eye on a hotel site at Tufi, Northern Papua, and also another site on the south-eastern coast of Papua.

Its luxury Gateway Hotel at Moresby, with too-few rooms at present, will see a $400,000 extension programme starting probably before the end of the year. A major Australian hotel chain could take a minority share in the Gateway. Patair sees advantages from such a connection, as it would assist with finance and also allow telex connections with other hotels in other areas.

FIJI IN HOCKEY FEDERATION

Fiji has become a member of the International Federation of Women's Hockey Associations and is now eligible to be represented at the organisation's next conference and tournament—to be held in New Zealand in 1971.

The Suva Women's Hockey Association has been invited to send one women's team, and possibly two, to tour Western Samoa this year during its annual independence celebrations. A team from Lautoka has also been invited to tour Western Samoa.

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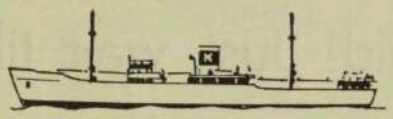

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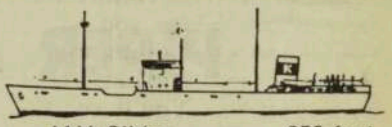

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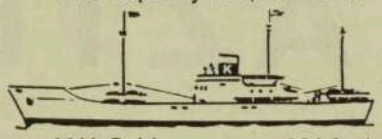

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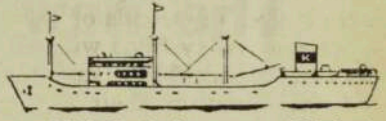

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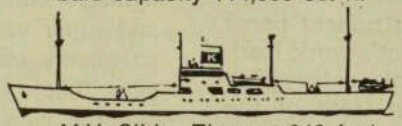
bale capacity 127,443 cu. ft.



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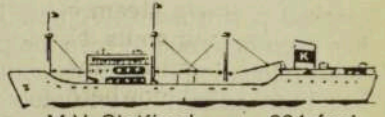

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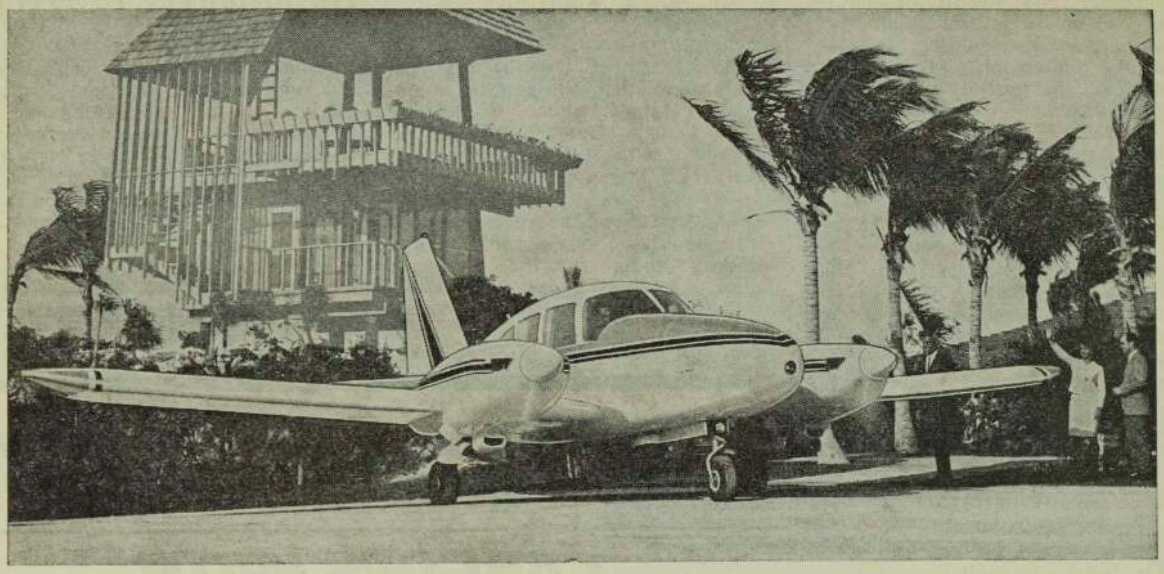

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REVISED SCALE OF CHARGES FOR FIJI PORTS

Special concessions have been made for cruise ships under the revised scale of charges which will apply to Fiji ports from June 1.

Although some Fiji port charges and dues will go up, in most cases they will still be lower than those of overseas ports. It is the first major revision of charges since 1959.

In making the announcement, a Ministry of Communication. Works and Tourism statement said Fiji ports had not been paying their way for some years.

"In view of the need for further expansion to port facilities it is essential that charges should be revised to reflect more accurately the cost of the facilities provided," it said.

The major changes will be in light dues, wharfage and port dues.

- Light dues: an increase from 5c a ton to 8.33c a ton will be levied on overseas vessels (with special concession for cruise ships, which will pay the same rate as at present).

For vessels travelling between ports within Fiji, the increase will be from 1c to 1.25c a ton. Inter-island vessels will pay for a maximum of six trips a year.

- Wharfage: There will be a slight decrease in the present rate, but the time to which this rate will apply will be halved. This is in order to encourage a faster turnabout of ships and make better use of wharf space.

Because the government doesn't want to discourage cruise ships from staying longer in Fiji, they will be exempt from this decrease in time.

Ships under repair at Walu Bay will also be exempt from this change in the time limit.

- Wharfage on goods: a new charge of 75c a ton will be made on all transhipment cargo landed for re-export.

- Port dues: there will be no increase in the present rate of 2.5c per registered net ton on a vessel, but a new rate of 12.5c per ton of cargo loaded, unloaded or discharged will be introduced and payment will be made on the higher of the two rates.

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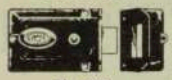
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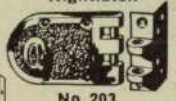
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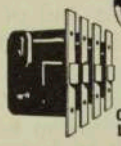
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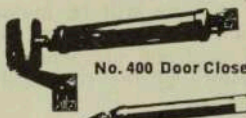
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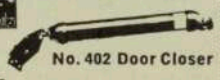
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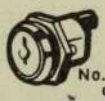
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Peaceful Papeete just over 100 years ago—and now parking meters.

AT LAST – CIVILISATION

Parking meters are going to raise their ugly necks in the South Seas. Suva City Council in May was expected to approve a plan for the installation of 539 meters—the first of them by the end of the year—and Papeete Municipal City Council in April decided to install 420 meters "as soon as possible".

The question remains: who will be the first to install meters—Fiji or Tahiti?

Meter charges in busy Suva streets were expected to be five cents per half-hour and charges in quiet streets, five cents per hour. Profits were to finance the meters' installation and also provide parking facilities.

Ten or 15 years ago, Papeete was so sleepy that you could fire a cannon down the main street at midday and scarcely hit anything.

Traffic chaos has come to Papeete since the economic boom began in Tahiti six or seven years ago with the large-scale development of tourism and the establishment of the nuclear testing base in the Tuamotus.

In that time, the number of registered motor vehicles throughout French Polynesia has grown from a few thousand to about 18,000. Of these, 16,000 are on Tahiti, which has only about 150 miles of roads.

During business hours, a large proportion—possibly a majority—of Tahiti's cars is in Papeete, whose narrow streets and limited area between the mountains and the sea are hardly suited for the parking problems of the motor age.

The 420 parking meters to be installed in Papeete will be mainly in the Avenue Bruat, on the newly-developed seafront promenade, and in the vicinity of the cathedral and mayor's offices.

They will operate from 7 a.m. to 6 p.m. on week days and from 7 a.m. to noon on Saturdays.

The tariffs will probably be 20 francs (20c Australian) per hour; 10 francs per half-hour; and two francs for six minutes. (This compares with 10c per hour in the centre of Sydney).

French Polynesia's 20, 10 and two-franc pieces are the only coins suitable for use in parking meters.

The Papeete municipality expects to raise about six million Pacific francs ($A60,000) a year from its 420 meters.

Death Note: A total of 534 motor accidents were recorded in Papeete last year, resulting in 11 deaths and 223 injuries. Forty-four people were killed on roads throughout Tahiti. Nearly half of the accidents involved people on motor scooters, and most of them occurred between 4 p.m. and 6 p.m.

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"THE cannibal steak on the menu at the Suva Travellodge got a grilling in the Legislative Council yesterday.

Mr. K. C. Ramrakha (Fed., Tailevu, Rewa), who was speaking about propaganda, had complained that Fijians were portrayed as savages.

"In one hotel in this country, a hotel across the road, one item on the menu is cannibal steak," he said.

There was laughter from the Government benches.

"I do not think this is a matter for laughter," Mr. Ramrakha added.

"I consider this is a great slur on the people of this country."

The beauty of British propaganda, he said, was that the people against whom the propaganda was directed were brainwashed themselves.

After referring to jokes about cannibals, Mr. Ramrakha said: "I see no reason why we should keep harking back to the old days."

The Vunivalu, Ratu George Cakobau, saw the humorous side of the criticism.

At the morning tea break he offered Mr. Ramrakha a sandwich.

"Have a cannibal steak, K.C.," he said, with a twinkle in his eye.

Mr. Colin Thompson, Fiji manager of Travelodge, said later: "Before this item was included on the menu we asked the advice of senior members of the Fijian community, who said they did not find it offensive." —*News item in "The Fiji Times", Suva.*

From the Islands Press

TONGA, as New Zealand has admitted, ships the best quality bananas in the Pacific. We may pack occasional bruised fruit, but it is the best bruised fruit in the region. A bruised Tongan banana will stand up to a bruised Fijian banana any day. —*Comment by Sione Faingaa in "The Chronicle", Nukualofa.*

HERE is a story about a big shark. . . . Some people at Narovorove, Maewo, killed a cow and skinned it and then they threw its skin in the sea. So the big shark came and ate the skin of the cow which they had thrown in the sea, but the shark had already eaten one whole mattress, some empty cases, one dog and one fowl.

When the people saw the shark they cut one piece of meat and put it on a hook and threw it in the sea. Then the big shark came and ate the meat they put on the hook.

So they pulled up the shark in a dry place and cut off its head with an axe. Its mouth was about one metre wide and the whole of the shark was 15 feet long. So that's all the news, thank you very much and best love.—*Letter from Francis Din in "British Newsletter", Vila.*

IT won't be long now and there will be sounds of sweet, tuneful music issuing from many homes on Norfolk. We have had a letter from D. J. Simmons and Sons, the piano tuners, to say that Mr. S. A. Simmons will be coming over . . . "and will be prepared to attend to all appointments re tunings, etc.". According to our list there are now 30 pianos requiring attention.—*Item in "The Norfolk Islander".*

I HAVE carried out some feeding experiments with three fai loi snakes which I keep in captivity. Here are their reactions to some toads being placed in their cages:

The two smaller snakes attacked the toad but apparently were not strong enough to suffocate it and gave up their attempts. They were hungry at the time because they ate lizards immediately afterwards.

The large snake was more successful, but after inspecting his victim, lost interest in it and would not eat it, although he also was hungry.

I admit that a large hungry snake might go as far as getting a good bite on a toad and then have the toad jammed in his mouth when the toad swelled up . . . but I think that many more snakes may be killed when they are babies by being eaten by large toads.

Considering the number of toads about, this could have quite an effect on the snake population. — *Letter from M. R. Shimmell in the "BSIP News Sheet", Honiara.*

IN the Colony Information Notes you carried a report about the desalination of seawater and mentioned that the Commissioner of Works had been presented with a sample conversion unit. Could you, sir, persuade the Commissioner to bring the unit into immediate use to provide a supply, not of fresh water, of which we have an abundance at the moment but of another necessity of life, namely salt, which is at present unobtainable on South Tarawa.—*Letter from Patricia Slatter in "Colony Information Notes", Tarawa.*

THE Headmaster of an Eastern District School has sent in a story about a 14-year-old pupil who recently landed a shark single-handed —by pulling it onto the beach by its tail.

According to Mr. Edward Vaea, Headmaster of the George Henry West School on Lom Lom, Reef Island, the pupil, Jospeh Bonie, received a bite on the ankle from the shark, which was then killed by Jospeh's accompanying school friends. The shark was eight feet long.

The incident happened when the shark came into shallow water, attracted by the catch of 20 boys on a fishing expedition. Some of the boys ran from the beach and chased the shark with spears, but Jospeh caught the fish's tail and pulled it single-handed ashore. The shark swung round and bit Jospeh when he stumbled in the soft sand.

Joseph's friends . . . stopped the bleeding . . . and carried him to the hospital two miles away. He is now said to be recovering.

The shark was eaten by the other students.—*Item in the BSIP News Sheet, Honiara.*

MRS. Margaret Clancy, of Mendi, seen accepting her prize as winner of the miniest mini-skirt at a recent dance at the Mendi Valley Club. Mr. Don Morgan presents the prize while Mr. Ron Neville looks on. Mr. Peter Sisley, who topped the bidding for the honour of officially measuring all the minis, was recovering from his experience and is not pictured. — *Picture caption from the "South Pacific Post", Port Moresby.*"

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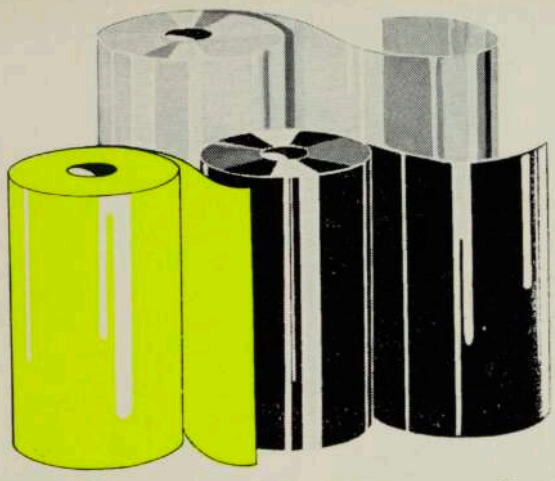

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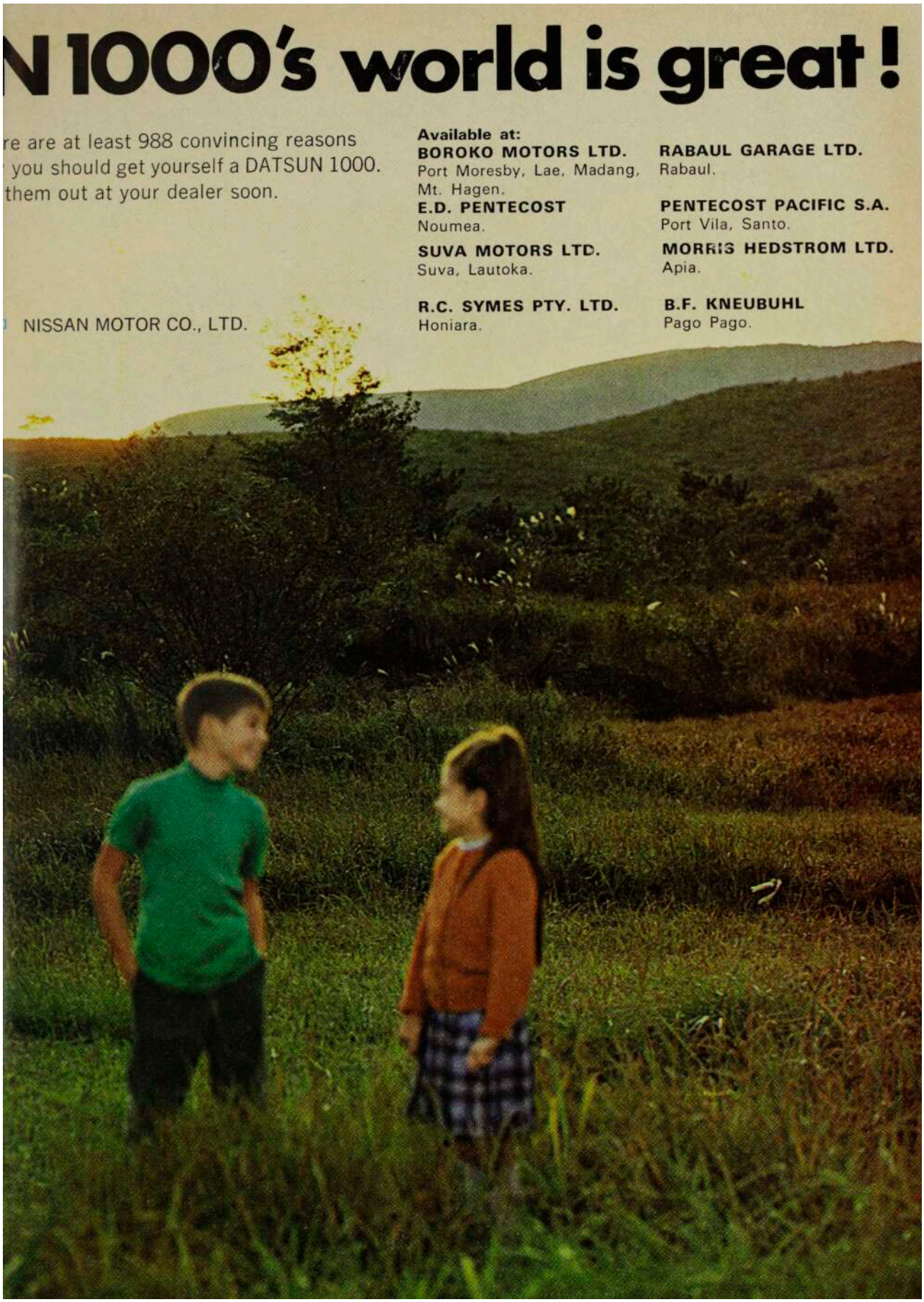

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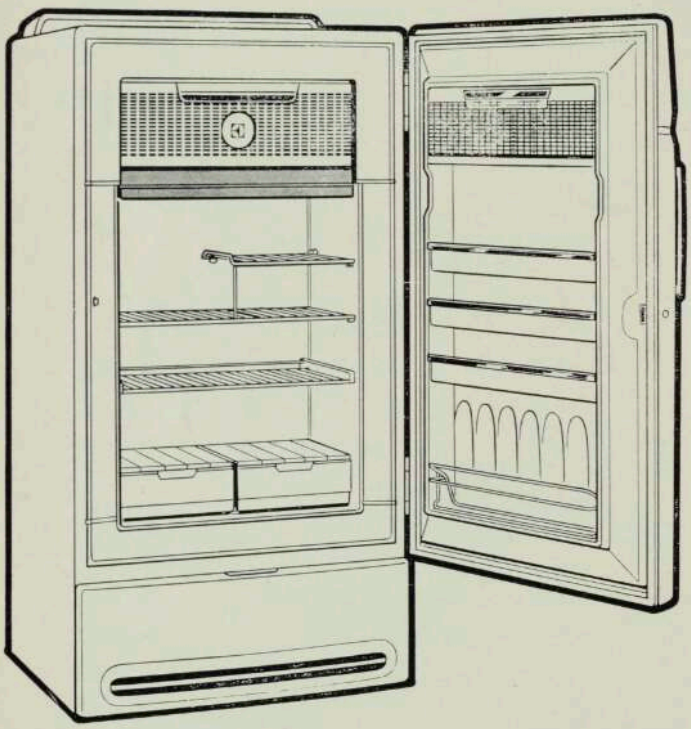

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Magazine Section

HOW BRITAIN RAISED THE FLAG IN THE MARQUESAS ISLANDS

By ROBERT LANGDON

On November 19, 1813, the steep walls of the bay of Taiohae at Nukuhiva, Marquesas Islands, resounded to the firing of a 17-gun salute. In the presence of a great concourse of curious Marquesans, an American naval officer, Captain David Porter, read out a long proclamation declaring that he had taken possession of Nukuhiva for the United States.

"It is hereby made known to the world," Captain Porter declared, "that I, David Porter, a captain in the navy of the United States of America, now in command of the United States frigate *Essex*, have, on the part of the United States, taken possession of the island called by the natives Nooaheevah, generally known by the name of Sir Henry Martin's Island, but now called Madison's Island.

"That by the request and assistance of the friendly tribes residing in the valley of Teiuhoy (Taiohae), as well as of the tribes residing on the mountains, whom we have conquered and rendered tributary to our flag, I have caused the village of Madison to be built, consisting of six convenient houses, a rope-walk, bakery, and other appurtenances, and for the protection of the same, as well as for that of the friendly natives, I have constructed a fort calculated for mounting sixteen guns, whereon I have mounted four, and called the same Fort Madison.

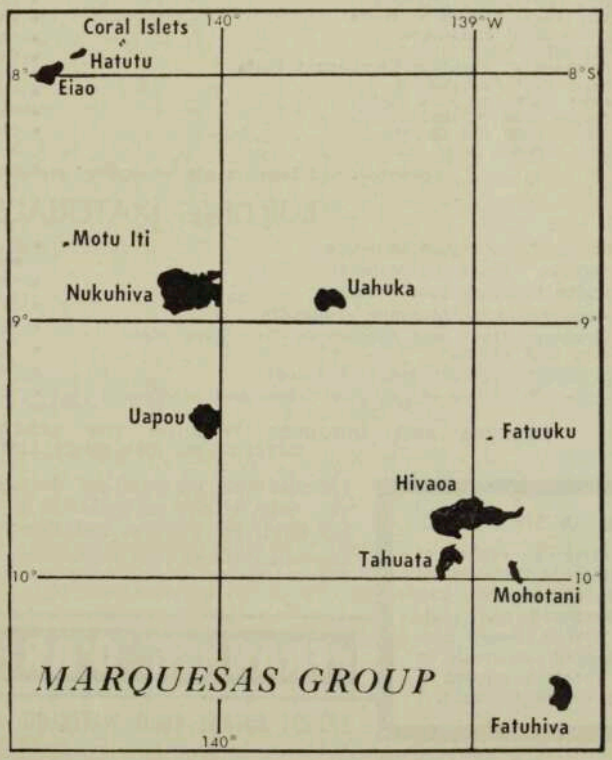
Happy Marquesans

"Our rights to this island, being founded on priority of discovery, conquest, and possession, cannot be disputed. But the natives, to secure to themeselves that friendly protection which their defenseless situation so much required, have requested to be admitted into the great American family, whose pure republican policy approaches so near their own . . ."

Porter went on to descant on the "interest and happiness" of the Marquesans and certain unspecified "considerations of humanity" which, he claimed, promised "speedy civilisation" to a race of men who enjoyed "every mental and bodily endowment" which nature could bestow.

He spoke of the "welcome and hospitable reception" that the Marquesans would subsequently give to "their brethren" from the United States; of the "refreshments and supplies" that such American brethren could expect to receive; and of the Marquesans' promise to protect Americans against all their enemies, and, in particular, to do all in their power to prevent any British subjects from coming among them until the Anglo-American war, then raging, was over.

Porter wound up by expatiating on the value to the United States of such a "fruitful and populous island", which possessed "every advantage of security and supplies for ships," and he declared that his act of taking possession had been performed "in the most solemn manner", under the



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Marquesan dancers of pre-European days. Captain Porter, in 1813, found that the Marquesan men enjoyed "every mental and bodily endowment" which nature could bestow.

American flag, and in the presence of numerous witnesses.

Having said all that, Captain Porter had a copy of his proclamation sealed in a bottle and buried according to the imperialist customs of the day—and so, for the first time, an island in the South Pacific was claimed as an American colony.

Captured 15 ships

The annexation of Nukuhiva was the climax to an extraordinary drama which had begun in the United States 13 months earlier when Captain Porter was ordered to prepare his frigate *Essex* for a long cruise. The purpose of the cruise was to harass and capture British shipping, following the outbreak of war between Britain and the United States.

The cruise was a highly successful one, for Porter captured no less than 15 ships in the Atlantic and Pacific before two British warships outmanoeuvred and outgunned him outside Valparaiso in March, 1814, and forced him to surrender.

Porter's usual technique in capturing an enemy ship was to display the British colours and signals as he closed in, and to act in all respects like a Britisher until the enemy captain had either come aboard his ship for a social call or had otherwise fallen hopelessly into his trap.

His first victim fell to him near the Brazilian island of Fernando de Noronha on December 12, 1812. This was the *Nocton*, a British packet of 10 guns and 31 men, which had on board cash to the value of about $55,000

No more ships were then taken until Porter entered the Pacific via the Horn. They then came thick and fast, almost all of them being whalers.

Three were captured off the coast of Chile and Peru, and four off the Galapagos Islands in a matter of a few weeks. As each one was captured, Porter transferred her crew to his own ship and placed the prize under an officer and crew of his own.

Eventually, he had so many mouths to feed that he sailed to Tumbez, Peru, gave his prisoners three boats in which to row themselves ashore, and left them to their own devices after exacting a promise from them that they would not serve against the United States until "regularly exchanged" as prisoners of war.

While Porter was at Tumbez, Downes, his first-lieutenant, who had been left in the Galapagos with a prize-ship fitted out as a raider, turned up with three more captured vessels. Porter promptly sent him to Valparaiso to dispose of these as best he could, and then headed back to the Galapagos in the *Essex* in search of further victims.

Useful and inoffensive

Four more British whalers, the *Charlton, Seringapatam, New Zealander* and *Sir Andrew Hammond*, were captured before Lieutenant Downes returned from his mission to Valparaiso. Porter then decided to sail for the Marquesas Islands to clean his ship's bottom, overhaul the rigging and smoke out and kill the numerous rats which infested her

Porter reached Taiohae, Nukuhiva, on October 27, 1813. Among the many handsome Marquesans who visited his fleet was an Englishman called Wilson, who had lived in the Marquesas for several years, and was tattooed, like the natives, from head to foot. Although Porter did not take kindly to Wilson at first, he soon found him a useful and inoffensive interpreter, whose only failing was a liking for rum.

With Wilson's help, Porter quickly made friends with the people of Taiohae, established a camp on shore, and set about revictualling his fleet. On learning that the local people were troubled by the warlike Hapaa tribe of a neighbouring valley, and finding that the Hapaas derided

GUIDE TO PACIFIC DOCUMENTS

The Pacific Manuscripts Bureau has begun preparing a guide to unpublished documents on the Pacific Islands in Australian libraries and archives. Aim of the guide is to provide an extensively cross-indexed key to Pacific manuscripts in Australia so that a research worker may discover in a few minutes the nature, extent and whereabouts of holdings on any subject and by any author.

The guide will include information on microfilm holdings by Australian libraries, etc., of Pacific material held in other countries.

When this guide is completed, it is hoped to start on a guide to Pacific manuscripts in New Zealand repositories, which would eventually be incorporated in, and published with, an updated version of the Australian guide.

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New light on the Porter affair

his threats to "chastise" them, Porter landed a six-pound gun and employed a body of local natives to drag it to the top of a mountain overlooking Hapaa territory. With the gun, Porter sent Downes, his first-lieutenant, and a party of forty men armed with muskets, together with a number of Taiohaes with ammunition for the cannon.

In a battle which ensued between the Haapas and the Americans, the Haapas more than held their own at first. Fighting with spears and stones as they retreated to a mountain fortress, they killed five of their invaders without losing a single man themselves. From their fortress, they jeered at Porter's men and contemptuously exposed their posteriors to them.

This was too much. Before long, the Americans stormed their aerie with augmented forces and took their fort, killing many of the Hapaas and committing many other depredations. The scene of massacre, plunder and destruction, Porter wrote afterwards, was "shocking to see," but as a result, he got a large supply of pigs which he badly needed to feed his men. Porter was equally ruthless in subduing other tribes, and extracing tribute from them — the warlike Taipis (the Typees of Herman Melville) being the most difficult to conquer.

Continued his war

Having brought the Marquesans, as he thought, under control, and having taken possession of Nukuhiva on behalf of the United States Government, Porter sailed again to continue his war on British shipping. Three of his prizes were left behind at Taiohae in the charge of three officers and twenty men, with six prisoners of war. Their orders were to remain at Nukuhiva for five months and then go to Chile if no word came from him.

Soon after Porter had gone, the Marquesans again began to show a spirit of resistance, but were again subdued by the Americans. Meanwhile, the English prisoners-of-war plotted among themselves to seize the American officers, and eventually persuaded all but eight of the American seamen to join them. Lieutenant Gamble, the senior officer, and four loyal seamen were cast adrift in a small boat, while the mutineers put to sea in one of the prize vessels, the *Seringapatam*, and sailed for Sydney.

Although Gamble and his companions managed to reach one of the other prize vessels in the bay, they and three others were lucky to escape being massacred by the Marquesans. Finally, Gamble and seven others, all suffering from wounds or illness, put to sea in the prize vessel; and after extraordinary hardship, they sailed her to Hawaii.

Meanwhile, Captain Porter had sailed the *Essex* to Valparaiso, and it was there that two British warships, HMS *Cherub* and HMS *Phoebe* found him on February 7, 1814, The *Cherub* and *Phoebe* had been expressly sent to the Pacific to try to drive the *Essex* from the seas.

Up to this point, and for the subsequent battle between the *Essex* and the two British warships, the only information hitherto available has been that contained in Captain Porter's *Journal of a Cruize made to the Pacific Ocean*, first published in Philadelphia in 1815. Now, however, the Pacific Manuscripts Bureau has uncovered a sheaf of documents in the Public Record Office, London, which throw new light on the Porter affair. These documents reveal among other things—and this fact has never previously been published —that soon after Lieutenant Gamble had left Taiohae, a British naval officer arrived on the scene, dug up Captain Porter's document of annexation, and took possession of Nukuhiva on behalf of Great Britain.

The first of the PRO documents is a letter dated April 6, 1814, from Vice-Admiral Manley Dixon, commander-in-chief of the Royal Navy's South American station at Rio de Janeiro which then had charge of all British naval vessels operating in the Pacific. In this letter, Admiral Dixon informed the Admiralty that he had just heard that the *Phoebe* and *Cherub* had reached Valparaiso, and had there found both the *Essex* and a consort in harbour. "Captain Hillyer (of the *Phoebe*) proposed a meeting outside immediately," Dixon's letter went on, but Captain Porter declined "and the four ships remained at anchor when the last letters came away."

Surrendered

Other letters reveal how Admiral Dixon had taken two British naval vessels—the *Briton* (Captain Sir Thomas Staines) and the *Tagus* (Captain Pipon)—under his orders when they happened to turn up in Rio and had sent them off to the Pacific to "give confidence to the southern whale fishery".

No account has yet been found in the PRO of the battle which took place on March 28, 1814, between the *Essex*, the *Phoebe* and the *Cherub* when the *Essex* lost two-thirds of her men and Porter surrendered.

However, on August 23, 1814, Admiral Dixon reported to the Admiralty that the *Essex* had arrived in Rio, and had been commissioned there as a British ship on 4th of the month.

Meanwhile, the *Cherub* had been sent from Valparaiso to Hawaii to look for some American ships that were thought to be there, and the *Briton* and *Tagus* were scouring the seas in other directions. On October 15, 1814, Captain Staines of the *Briton* sent the following report on his activities to Vice-Admiral Dixon in Rio:—

"After parting Company with the *Phoebe* off Juan Fernandez in the early part of June last, I proceeded with the *Briton* and *Tagus* to Lima where we got various supplies, though not abundant; thence I cruised Coastwise touching at Payta, Tumbez, Sta. Elena Island, La Plata and Salango,

Typee Valley on the island of Nukuhiva. The island was claimed by Captain David Porter for the US in 1813.

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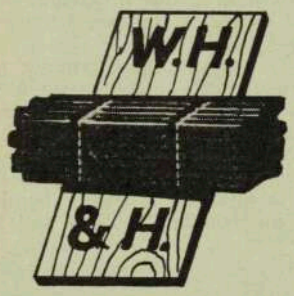

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Prize ships gone

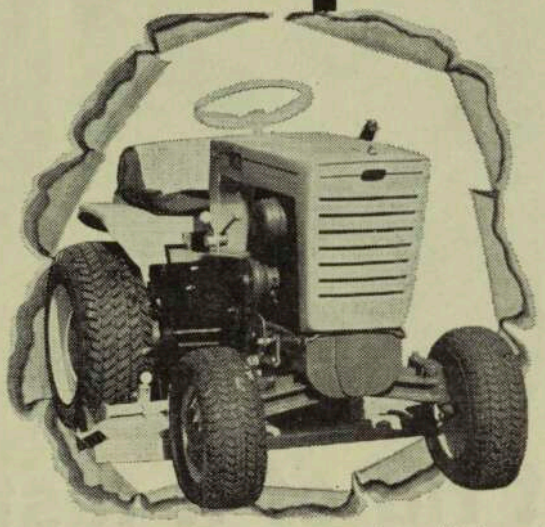
but gain'd no information of either American or British whalers. . . . From Salango, I made a direct Course to the Gallipagos Islands, and visited Anchoring (anchorages) at Charles's, Chatham, James's & Narborough Islands, but innumerable Turtle and Turpin were the only fruits of this visit, not a Vessel of any description was to be seen, and as there appear'd nothing here requiring our protection, I the less hesitated to proceed to the Marquesas Islands. . . . I arriv'd together with the *Tagus* at Nooaheevah on the 20th of August, but found of the three prize ships to *Essex*, and left there on her departure, viz. *Seringapatam*, *Sir Andrew Hammond* and *Greenwich*, the former was ran away with by some of the Americans who mutinied and join'd the British prisoners in retaking the Ship, and I suspect is gone to Port Jackson, the *Sir Andrew Hammond* proceeded to the Sandwich Islands with the American Lieutenant of Marine . . . the *Greenwich* was burnt by themselves, not having men to navigate her. . . .

Three cheers

"After digging for the space of five days we at length discovered the Bottle containing the American document declaring the Island to be taken possession of in full right for the United States of America. This I counteracted by a public meeting of the King Keatanooe, the Natives of the Island, Captain Pipon and myself, together with the Officers, Seamen and Marines of both Ships, on the Mount on which was the American Battery and Flag Staff, and where the Bottle was found, and, by a Public declaration of our taking possession, not only as a right from a Nation at war with us, but also by the particular request of the Venerable old King Keatanooe who desired to be under the protection of King George and Solicited that I wou'd take possession in full Right and Sovereignty for Great Britain, this was immediately done, the British Flag planted where the American was before waving, three Cheers, given by both Crews and Natives together, a Salute of 17 guns fir'd by *Briton* and the Band playing God save the King. The British Colours were then given in charge to the Natives and were flying displayed by them when we departed thence the 30th of August."

Three days after writing his ac-

another new zealand champion



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Band played "God save the King"

count of his visit to the Marquesas, etc., Sir Thomas Staines sent Admiral Dixon another letter, the contents of which have been frequently republished since Sir John Barrow, the Admiralty Under-Secretary, revealed them for the first time in his review of Porter's *Cruise in the Pacific Ocean* in the *Quarterly Review* for 1815.

"I have the honor to inform you," Staines wrote on October 18, 1814, "that on my passage from the Marquesas Islands to this port (of Valparaiso) I fell in with an Island where none is laid down in the Admiralty or other Charts, according to the several Chronometers of the *Briton* and *Tagus*. I therefore hove to until day-light and then closed to ascertain whether it was inhabited which I soon discovered it to be, and to my great astonishment found that every individual on the Island (40 in Number) spoke very good English. They proved to be the descendants of the deluded crew of the *Bounty*, which, from Otaheite, proceeded to the above-mentioned Island where the ship was burnt. . . . A venerable old man named John Adams is the only surviving Englishman of those who last quitted Otaheite in her . . ."

It appears that Sir Thomas Staines' report of his rediscovery of the *Bounty* settlement on Pitcairn Island caused so much excitement in England that the other aspect of the *Briton's* cruise to the Pacific was overlooked. So it was that no account of Staines' annexation of Nukuhiva was ever published—and never either ratified or disavowed.

The rediscovery of this long-forgotten aspect of Britain's imperial history is interesting in itself. But even more interesting, perhaps, is the likelihood that numerous other forgotten documents of value to Pacific historians will now be brought to light in the Public Record Office—in a file where one would scarcely have expected to find such things, the file of the Royal Navy's commander-in-chief on the South America station at Rio de Janeiro, and elsewhere.

From inquiries, it seems that the commander-in-chief in Rio was in charge of British naval operations in the Pacific—first in the Pacific as a whole, and later in only the eastern portion—from 1807 to 1837.

Thus, further search at the Public Record Office should reveal letters, logbooks and journals relating to perhaps three or four dozen naval vessels that were in the Pacific during the period of the Rio commander's suzerainty. A few such ships whose names immediately come to mind are HMS *Dauntless* (1822), *Satellite* (1829), *Seringapatam* (1830), *Comet* (1831), *Actaeon* (1835) and *Zebra* (1836), plus all those associated with the cruise of Porter's *Essex* and with the early days of French intervention in Tahiti.

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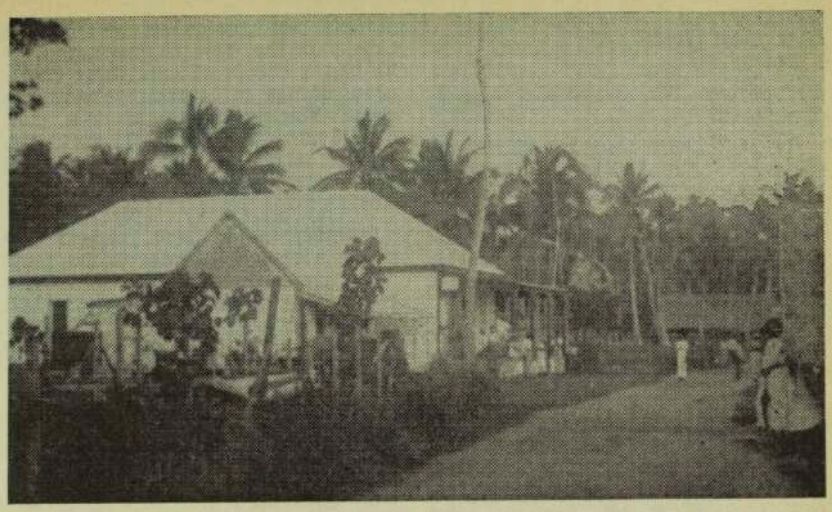
VILA—THE TOWN THAT JUST GREW



By ROGER THOMPSON

● **Main Street, Vila, soon after the establishment of the New Hebrides Condominium. The white building is Kerr Bros. store. The one just beyond it is thought to be the present post office.**—Photo: Courtesy of Mitchell Library, Sydney.

A notable aspect of European penetration in the South Pacific s that in four of the principal island groups, the present-day capitals ire not the sites that Europeans chose for their first settlements.

Papeete became Tahiti's capital because Matavai Bay did not afford all-the-year-round protection for shipping. Levuka, the old capital of Fiji on Ovalau Island, was supplanted by Suva because Ovalau did not offer convenient room for Levuka's expansion. Tulagi made way for Honiara as the capital of the Solomons both for space reasons and because World War II wiped it out.

The reasons for change in these three cases were clear-cut. The same cannot be said about the fourth case, the New Hebrides capital of Vila, for this gained supremacy over Havannah Harbour, the first major settlement, in a scarcely perceptible way.

Other than sandalwood traders, who moved on as supplies of sandalwood ran out, and Presbyterian missionaries, Europeans did not attempt to settle in the New Hebrides until the late 1860's. Then, enticed by a boom in world cotton prices resulting from the American Civil War, they began arriving in the group to start cotton plantations. The islands of Tanna and Efate were their starting points.

On Tanna they never effectively established themselves because the native inhabitants, who did not like intruders, forcibly expressed their displeasure.

The most popular place on Efate was Havannah Harbour on the north-western side of the island, less than 20 miles from Vila. The harbour was named in 1849 by Captain John Erskine after his ship, HMS *Havannah*.

Natives more peaceable

Here the natives were much more peaceable than those on Tanna. In 1872, Captain John Moresby, RN, visited the place and wrote: "Partial clearings have been made, and wooden buildings spring up round the anchorage at the head of the harbour. . . . Doubtless in a few years a flourishing town will have arisen where the rude open houses of the settlers now stand".

However the next year saw the peak of Havannah Harbour's development, although it continued to be an important settlement for nearly 20 years.

It is on record that 31 adult Europeans lived there in 1873; all but three were British. They grew cotton on a number of plantations.

A Sydney firm, Scott, Henderson and Company, had set up steam driven machinery for ginning the cotton. This firm also ran a large store which supplied settlers and passing ships.

The collapse of European settlement at Havannah Harbour was started by a sharp fall in world cotton prices in the early 1870's.

In 1874 the European population had been reduced to 19, and the planters had given up growing cotton in favour of maize. The following year Scott, Henderson and Company considered their enterprise at the harbour an unprofitable one and pulled out, leaving their machinery to rust.

Fierce hurricane

Drought, hurricanes and malaria completed the destruction of the European settlement at Havannah Harbour. During 1877 and 1878 there was a long drought which ruined many of the crops which the settlers attempted to grow. In January, 1878, one of the fierce hurricanes that visited the New Hebrides with unusual frequency in the late 1870's, wrecked many of the houses that remained.

On nearby Nguna Island, Mrs. Milne, a missionary's wife, wrote that after it had passed "there was not a green leaf or blade of grass left from the shore up to the top of the hills. The trees and bushes were all stripped bare".

There seems to have been an increased amount of malaria in the 1870's. "None who live ashore here escape this malady", wrote Charles Rudd, a Fiji labour vessel's Government Agent, who visited the harbour in 1876.

From that year until the end of the decade at least nine settlers there

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No settlers left

died or were forced to leave because of ill-health.

By 1880 there were practically no settlers left at Havannah Harbour. Walter Coote, who visited it in that year, wrote in *Wanderings South and East* that the main features of European habitation were two broken down stores, which chiefly stocked cheap liquor and rusty old rifles.

A few new British settlers arrived at Havannah Harbour in the early 1880's, but they were bought out in 1882 by the Compagnie Caledonienne des Nouvelles-Hebrides, which was started in New Caledonia by John Higginson, a naturalised Frenchman. Higginson's company continued to run a store at the harbour, and Douglas Rannie, a Government Agent in the labour trade, who saw it in 1884, wrote that it was "a low wooden building with verandahs all round, and was well stocked with commodities of all kinds, from soft goods and groceries to hardware and harder grog, and some of that of the very worst sort".

A place to avoid

That grog, said Rannie, had made Havannah Harbour a place that respectable ship masters avoided. It was the fuel on which many a fight had flared between crew members of labour ships, which used the harbour for victualling. Results could be seen in the local cemetery.

Ships engaged in the labour trade frequently visited the New Hebrides, and they helped provide a trade that was lucrative enough for Donald Macleod, the manager of the Compagnie Caledonienne in the group, to establish his own store at Havannah Harbour to compete with the French one in 1885. Julian Thomas, a reporter for the Melbourne *Age*, said in 1887 that Macleod lived in a "two-storied verandahed brick homestead" that was the finest house he had seen in the Pacific. It is still there today.

In 1886 the Governor of New Caledonia thought that the harbour was one of the most strategically important places in the New Hebrides, and he sent there over 100 troops in an unsuccessful attempt to persuade the French Government to annex the group. The troops stayed for nearly two years, but they did little more than suffer from malaria. Troops were also sent to Port Sandwich on Malekula.

In 1889 Hugh Romilly established himself at Havannah as British Consul in the New Hebrides, though he had a choice of only three European houses in which to live. He chose Macleod's, but he was glad to leave at the end of the year, saying, "I do not know if there are any more unpleasant places in the world".

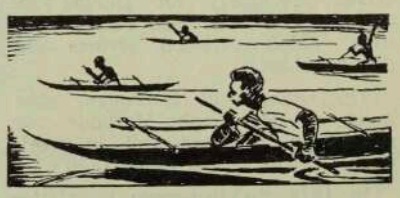
Romilly should have gone to Vila if he wished to reside at the most important centre in the New Hebrides. A few Europeans had settled there in the 1870's and by Romilly's time it was going ahead. The earliest settler was probably "Jack" Rodin, a Swede, who arrived in 1874 and lived there for many years. A few Frenchmen went there in the early 1880's. The most notable of these was Ferdinand Chevillard, who built up a fine plantation, and who was for a long time the leader of the French community at Vila.

"Franceville"

In 1886 the Compagnie Caledonienne established seven French families on its land round Vila Bay, which increased the European population there to more than twice the number at Havannah Harbour. The company probably chose Vila because it was able to buy more land there than at Havannah Harbour, where much of the best land was owned by Macleod, the Presbyterian Mission and absentee Australians. The settlers lacked experience and capital and had a hard time at first. But in 1889 the French residents at Vila thought their little settlement was important enough to be called a municipality, and they called it Franceville, by which name it was known by Frenchmen for some years.

In 1890 the newly formed Australasian New Hebrides Company recognised Vila as the most important centre in the New Hebrides by deciding to establish its islands headquarters there. The same year Donald Macleod sold his store at Havannah Harbour and opened a new one at Vila. In 1892 the famous author Louis Becke unsuccessfully applied for a job in Macleod's store.

A census taken by the Rev. F. R. M. Wilson for the Federal Council of Australasia showed that in 1891 there were 27 adult Europeans at Vila, compared with only six at Havannah Harbour. Vila by this date was easily the largest European settlement in the New Hebrides.



During the 1890's the town continued to grow. In 1898 a Melbourne *Argus* correspondent wrote that, when entering Vila's harbour, he saw "three or four pretentious-looking buildings straight ahead" and "some half-dozen or so smaller houses" dotted round the coast-line. He said that it was "a half-French, half-English settlement; each English building has its French counterpart, and the notices of the shops are in both languages".

There were stores belonging to the Australasian New Hebrides Company and a French rival. For the thirsty traveller there were two hotels, one of which was "a long wooden building, having plenty of bottles on the bar shelves", and looking like a typical Australian country pub. There were also a few private houses scattered along the main street, which was little more than "a jungle path".

Predominantly French

In 1905, when Beatrice Grimshaw visited the New Hebrides for the *Sydney Morning Herald*, she wrote: "Vila . . . is principally remarkable for what is not there. . . . Its main street can be distinguished from the surrounding bush with care, and a pioneering axe, since it has something like a dozen different buildings distributed over the course of a mile or so. The other streets consist of crazy lettered boards, planted about uninhabited wilds, and declaring, in the teeth of probability, that this particular section of . . . scrub is the Rue de Something, or the Avenue de Somebody Else. That is Vila". She noted that it was becoming a predominantly French settlement and that she heard little English spoken in the streets, though Burns Philp, which had taken over the Australasian New Hebrides Company, maintained an office and a warehouse.

The following year, when the condominium was established, Vila became the official capital of the New Hebrides. Soon public buildings were erected for institutions such as the post office and the Joint Court. Since then it has grown greatly in size, and it is today a thriving port with a population of over 3,000. At the 1967 census there were 778 Europeans, 1,459 New Hebrideans and 835 part-Europeans, Vietnamese and others.

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American Samoa, Guam and the US Trust Territory were nearer civil government 20 years ago this month. President Truman, in May, 1949, called for the transfer from naval to civil administration of Guam within a year, and of American Samoa and the Trust Territory of the Pacific Islands within the next two to three years. Mr. Truman spoke of his government's intention of according civil government and full civil rights to the inhabitants of America's Pacific territories.

Yesterday

Other items in *PIM* 20 years ago included:

A new, 27-seater bus was the centre of controversy in Port Moresby. Its owner, a local businessman, Mr. R. Corlett, had sold it to the Administration and no decision had been made as to whether to make it available for European or New Guinean users. If the Europeans won, word was the New Guineans would get free services with older buses; if the New Guineans won, word was an announcement would immediately follow that another new bus was awaiting shipment to Moresby from Australia!

Niue baskets were on sale in Sydney. Except that the people selling the baskets spelt Niue "Niuew". *PIM* wondered how they pronounced it.

The Woodford Hotel opened for business in Honiara on May 14, 1949. Licensee was Ken Dalrymple-Hay and on the morning of its first day free beer flowed. That evening the doors of the hotel had to be opened with the assistance of a machet—the key had been mislaid during the struggle to serve half of Honiara with free beer.

Hundreds of tons of rubber were piling up at storage points in Papua because of price disagreements—a matter of four-fifths of a penny—between local producers and Australian buyers of rubber. Australian buyers had offered a price equal to world second-grade rubber, but Papuan planters wanted first-grade prices. Talks were on between the two parties, and the Australian Government had been asked to intervene.

In Western Samoa, it was a time of tragedy. A young nurse poisoned herself at Savaii; a resident of Apia hanged himself from a breadfruit tree; a Savaii mother killed her newly-born baby and buried it; and a man from Faasaleleaga cut off the head of another Samoan with a knife. A motor bus crashed into a coconut tree outside Apia, and killed a Samoan pedestrian and a child on the bus.

Following a wild "jungle-juice party" near the Lunga River, Guadalcanal, in the Solomon Islands, one Solomon Islander died and another was seriously ill. Local stevedores and cookboys were involved in the party, which began after a drum "of some war-purpose fluid" was found in an air-raid shelter.

Mr. R. R. "Dick" Laycock, leading Solomons identity since his arrival on Guadalcanal in 1905, and for nearly 20 years a *PIM* correspondent, died on his Papari Plantation, Santa Ysabel, on May 16, 1949.

Burns Philp and Co. Ltd.'s shipping services made a loss of £73,000 for 1948-49, the Big Firm's now-dead chairman, Mr. Joe Mitchell, announced. Mr. Mitchell said Australian port conditions were "lamentable" and BP ships had spent only one-third of their time at sea, the other two-thirds in port.

"World's Most Expensive Coffee Bean" ran the heading, in *PIM*. Mr. and Mrs. Fred Bannigan, of Wau, New Guinea, had paid £1,200 to have one small coffee bean extracted from the throat of their son, Murray, in a Brisbane hospital. But the value was there.

With a departure on June 9, Skymaster aircraft instead of wartime Lancastrians were to take over regular fortnightly services from Sydney to Norfolk Island. They are still flying them to Norfolk!

The building of an Anglican cathedral in Suva was likely to begin by the end of 1949, *PIM* reported. The cathedral, in the heart of Suva, was to be completed in stages starting with the chancel. According to the Rt. Rev. L. S. Kempthorne, Bishop in Polynesia, "We shall erect the shell and leave it to posterity to complete the ornamentation."

This picture of Mr. Hugh Greig, of Fanning Island, appeared in PIM 20 years ago. He is holding a gun of solid brass which must have been used by an old-time Yankee whaler. The gun was fitted with a swivel, and had a double trigger action, with two hammers and two powder holes, to ensure against misfires.

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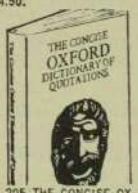

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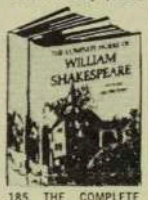

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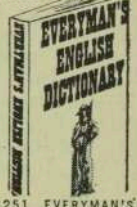

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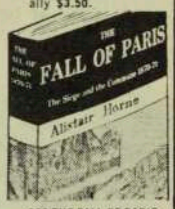

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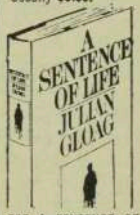

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Book Reviews

LIVELY LETTERS FROM PRE–WAR NEW GUINEA

Not since the well-connected Miss C. F. Gordon Cumming ıame-dropped her way through two volumes of letters to "Dearest Nell" and friends in *At Home in Fiji* in 1881, has a book appeared ıuite like Marnie Bassett's just-published *Letters from New Guinea '921*, but we owe Miss Bassett our thanks, as historians do to Miss Gordon Cumming, for publishing the trivia of a journey. A large anvas is built up of small strokes of the brush.

Miss Gordon Cumming wrote ıost of her letters under the sponsorhip of Sir Arthur Gordon, first Governor of Fiji, and the lady herself as been described by a conemporary, Alfred Maudslay, as wonderfully good tempered, no tact, ery pushing when she wants anyhing done, who can write very uently and describe the things she ctually sees very clearly".

Whether or not that description lso fits Marnie Bassett, or Marnie Masson as she was in 1921 when he spent three months in New Guinea under the sponsorship of General Wisdom, first civil Administrator of that Australian mandated erritory, we have no contemporary eports to tell us.

Marnie's letters, written to her arents in Melbourne, would indicate n intelligent young girl, very well ble to write clearly, enjoying the ttentions lavished on rare female isitors to New Guinea just after World War I, and with enough trace lements of bitchiness and snobbishess to make her interesting.

Never alone

With her friend Kitty Kininmonth, Marnie Bassett visited most of what vas available to be visited in New Guinea of that day, when patrol officers themselves knew nothing but he rim of the islands they had cquired from the Germans.

She dined, she rode, she played ennis and cards, she danced to the gramophone, and she took passage o the outstations when she could unt up a ship headed in the inended direction. She and Kitty were ever alone, and in her long letters ome, Marnie writes down the names of all those she meets, and passes judgment on them with a frankness that even today, nearly 50 years later, will shake the limbs of some family trees.

Names like Lucas, Hore, Grose, Evans, Allen, Jewell, Levien, McAdam, Nelygan, Pennefather, Schultz, Townsend, Wanliss, Walstab and many more appear in this quaint, slim volume that recaptures the atmosphere of a New Guinea that is no more.

"To the many Australians interested in today's New Guinea," says Marnie Bassett in a postcript, "the complexity of its current development and its social and political problems make the territory of nearly half a century ago, looked back on, seem strangely simple, even unreal. But those who were there in 1921, even briefly, even if they were only fascinated youthful visitors with light hearts, could see that problems had then already begun."

There was, for instance, the District Officer at Talasea, Colonel Nelygan, "whose talk is rapid and caustic, and so emphatic that you feel you must allow 10 per cent. for his super-abundance of vitality; he is cynical in a cheery unbitter kind of way, very cynical on the subject of the Australian administration of the territory at the same time as being red-hot keen on every detail of his job. . . .

"He complains," writes Marnie home to Mother, "that he has 92 returns to send in, that he is snowed under with paper; that the Government sends him a yacht with a

CHEAP REPRINT OF DAMPIER

William Dampier's *A New Voyage Round the World* is now available in a handsome, large-size paperback at only $US3. Dover Publications Inc., of Varick Street, New York, have brought it out as an unabridged republication of the Argonaut Press edition of 1927, but with a new introduction by Percy G. Adams. Dampier's journal was first published in 1697 and its influence on travel literature was immense. This new reprint is an extremely clear reproduction and is issued as part of Dover's Great Books of Travel series.

TAHITI – IN ENGLISH AND FRENCH

EVERYTHING that the traveller, tourist, researcher, scholar, merchant, or permanent resident usually wants to know about Tahiti is contained in the 5th edition of the *Official Directory and Guide Book for Tahiti*, compiled and published by Bernard Covit (BP 602, Papeete, Tahiti).

This book has over 300 pages, carrying a mass of data about Tahiti neatly arranged and indexed. It is mostly in English—necessarily so, because it is designed primarily one supposes for the tourist traffic—but there are important sections in French also for traders and residents in French Oceania generally. It even includes a telephone directory.

Bert Covit, an enterprising young American publisher, has been producing this guide and directory for several years now; and his work evidently is appreciated by the Tahitian people, because the book includes a remarkable number of striking and beautifully printed advertisements.

French business people usually are regarded as being a bit conservative; but apparently, when it comes to publicising and developing their valuable tourist traffic, they do not hesitate to produce new ideas and spend their money freely.

In the introduction to the directory there are interesting and stimulating messages from the Governor, the Deputy, and the Senator for French Polynesia; and other evidence of goodwill towards tourists generally. The price of the book is $US2.25.—RWR.

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benzine engine and supplies him with kerosene to run it, orders him not to put beacons on the reef and to remove those he has put there, as that job belongs to the King's Harbour Master's Department, and that when he wrote to say that two men in his District, Australians put there by the Expropriation Board, ought in the interests of the country be removed, he was told that a District Officer must not interfere in such matters, and he is left saddled with two awful specimens in the Witu Group who insult everyone else and are a shocking example to the natives.

"All this he tells you with a forcefulness and good humour that is without any personal rancour; and we feel that if only General Wisdom could meet and hear him, half the mutual misunderstanding would go.

"Meanwhile, the Administrator is overworking daily, and so are his staff, burdened by all the additional work of the changeover from military to civil administration, and so far, except for the old PMO, have had no time whatever to get away from Rabaul and see the country for themselves.

"There is no doubt about it, the Expropriation Board is importing some truly unspeakable men to take over the plantations; we have seen some of them. We can't expect to get very many experienced people, but at least they could find men of good character and decent habits. Many of the plantations are going down rapidly, and there is an enormous difference between their value in 1914 and their present one. . . ."

W. H. Lucas, boss of the Expro Board and former Island manager for Burns Philp, gets a worse biographical note at the hands of Marnie than many of the planters he employs.

Marnie admits that she and Kitty "say things to each other about Lucas that are positively libellous", and adds: "He dined at Government House the night we left in the *Melusia,* and I have *never* met a more revolting man. To look at he is like a Raemaekers cartoon of a Hun, and to listen to him gives you the shudders. His personal and his business reputation are both said to be bad and there isn't a soul who doesn't hate him; and here he is, the biggest man in the Territory next to the Administrator. He really is a terrifying person, and I had to sit next to him at dinner and he called me dear lady and grinned at me like a hyena. I can't imagine a more complete opposite to Judge Murray".

Marnie's pushing ways get her to Madang, to New Ireland (right up the road by horse and car), to the New Britain outstations, to Bougainville and the Mortlocks and Tasmans, and nowhere does she fail to prattle intelligently to her notepaper. She has wisely left her letters in the original, adding footnotes where corrections or explanations are needed.—SI.

(LETTERS FROM NEW GUINEA. The Hawthorn Press, Melbourne. $5.50.)

Grass Roots Art of New Guinea "unusual, important"

Dr. E. F. Hannemann is one of the true pioneer missionaries of New Guinea. He arrived in Madang for the Lutheran Mission 46 years ago. As well as being a distinguished teacher and anthropologist (he majored in anthropology at the University of Chicago) he is probably New Guinea's leading expert on native designs.

For many years he collected, by means of rubbings and sketches, the intricate, arabesque-like delineations that decorate so many of New Guinea's indigenous artifacts.

But Dr. Hannemann is much more than a mere collector of designs and art forms used by the people of New Guinea; he knows their meanings and so is able to interpret them.

The result of long years of labour in this unusual field has now appeared in a fascinating book, *Grass Roots Art of New Guinea,* just published by Pacific Publications, Sydney, for $1.35.

From it, for instance, one learns that those sharp-pointed lines, herring-bone patterns and triangles are not only decorative embellishments—they are actually, through the eyes of the man who drew them, a choppy sea, and fish swimming in it with a crocodile on the surface.

Dr. Hannemann's studies are mostly confined to the Madang district, where he lived so long, but they also extend to the Finschhafen, Sepik and Highlands areas.

The book is a series of clear, line illustrations, with accompanying written explanations of the meaning of the designs. For myself, for years an ardent collector of spears, masks, clubs and all the objects that comprise the artifacts of the country—I had only half finished *Grass Roots Art in New Guinea* when I found myself interpreting the meaning of the designs on my trophies.

Grass Roots Art is as deeply interesting as it is unusual, and it is a most important contribution to the general history of New Guinea. As a territory resident I feel we are fortunate that so happy a collaboration between author and publisher has occurred. I hope the book will be widely read, and in particular that it be accepted as a text-book for use in P-NG.—*J. K. McCarthy.*

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UPSTAGING INDIA

By SUE WENDT

A *mini-sari!?*

Hard to believe perhaps, but a whittled-down version of this most graceful and elegant of female garments has appeared on the scene in Fiji.

Such a drastic departure from tradition met with a predictably mixed reaction, though tourists—for whom it was designed—were enthusiastic. European women never do look entirely at home in a full-length sari—at least they can show their legs in the mini-version.

The idea came from the Suva fashion department of Burns Philp, which decided five months ago that the time was ripe for really commercialising the sari. Six of the minis were shown privately first, then given a public airing at the "In Orbit" fashion parade at the Hotel Isa Lei in May.

Most European women who saw it were in favour—

but a dissenting note came from an Indian gentleman, who wrote in to the *Fiji Times*.

The model looked, he said, "like a hen without a tail or something of a similar nature. Something seems to be missing and missing horribly".

He added that he and his friends felt that a woman wearing a mini-sari would become a creature subjected to public curiosity and ridicule. Which probably means that few of Fiji's Indian women will embrace the new creation. . . .

Our pictures, by Bal Ram, show, top, Fiji girl Lorrena Smith and, left, New Zealander Linda Ellice.

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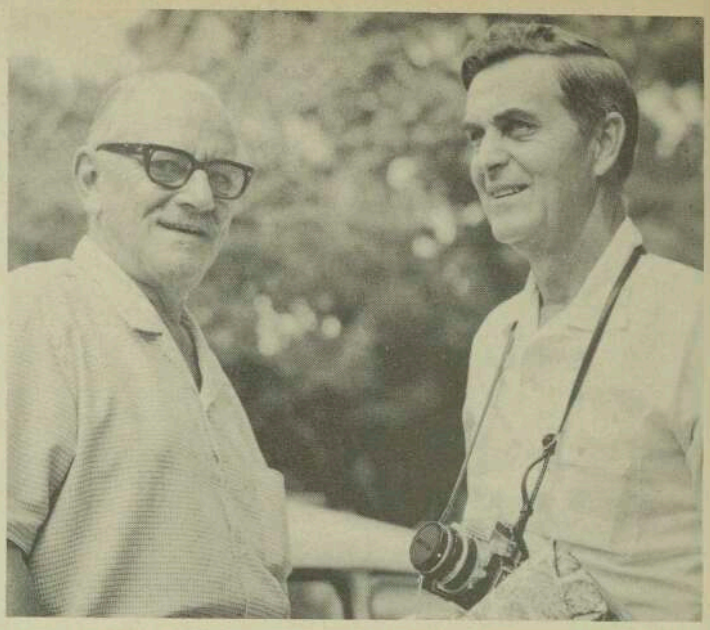
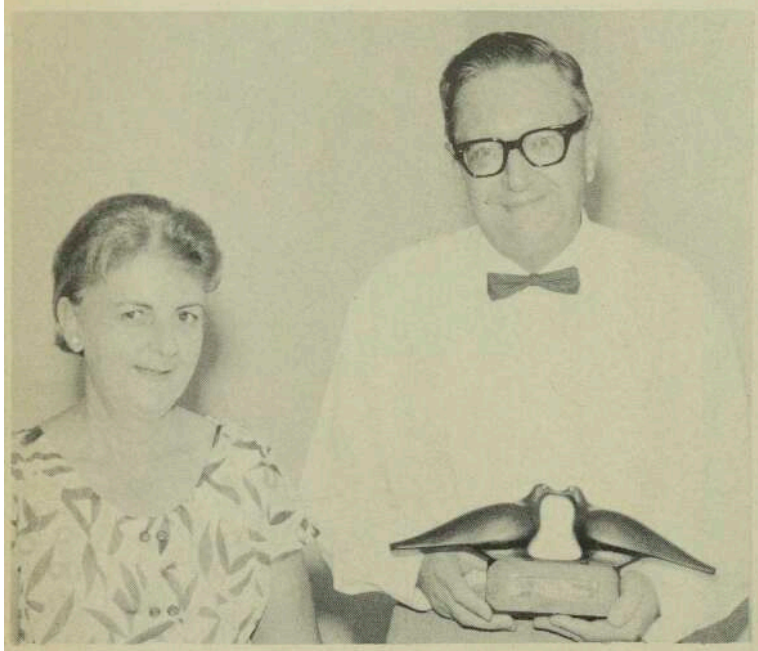
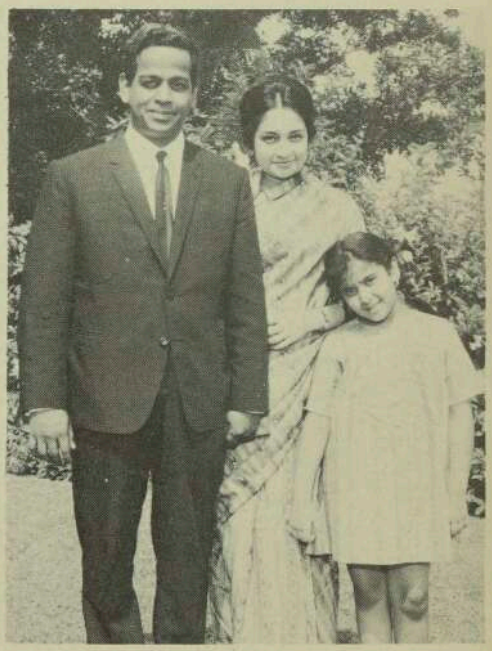
Crew of the Swiss yacht, Mamamouchi, recently in Rarotonga. From the left: Yves Robert, Jean Robert (master) and Pierre Gilbert. Photo: Van Eijk and Meers.



Mr. D. Balfour-Ogilvy, of the P-NG Lands Department, with Mr. Fred Hargesheimer in Port Moresby. Mr. Hargesheimer, an American who is a good friend to New Guinea, had been in New Britain to open a hospital for the people who helped him when he was shot down during the war. He has already established a school.
— Photo: Chin H. Meen.



Gabrielle and Eric Lawson on the occasion of Mr. Lawson's retirement in April from Honiara Town Council, Solomon Islands. Mr. Lawson, OBE, a leading figure in the BSIP, was vice-president of the council. He is seen with a farewell gift of birds carved in Solomons timber. Photo: Ted Marriott.



The new Commissioner for India in Fiji, Mr. A. P. Venkateswaran, who arrived in Suva with his wife, Usha, and eight year-old daughter, Kalpana, in May. Photo: Bal Ram.

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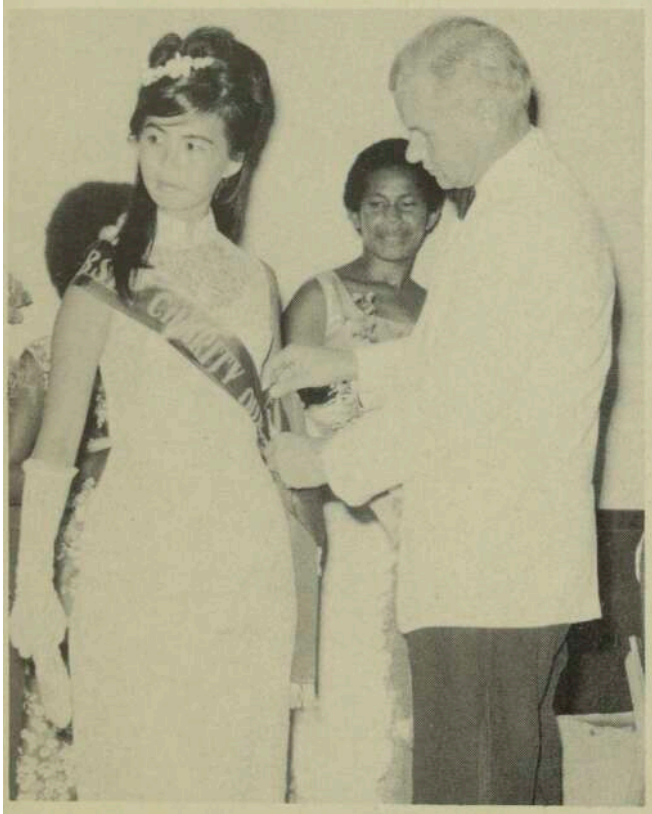
Mr. and Mrs. David Seeto, recently married in Sydney, pictured in Port Moresby where they will make their home. Photo: Chin H. Meen.

Married recently in Sydney: Albert Chee, son of Mr. and Mrs. Chee Fong of Kavieng, and Lily Chin, youngest daughter of Mr. and Mrs. Chin H. Meen, of Port Moresby. Mr. and Mrs. Chee went to Hong Kong and Japan on their honeymoon. Photo: Chin H. Meen.



Chief Secretary of the Solomon Islands, Mr. L. M. Davies, secures the sash on the winner of the BSIP Charity Queen Contest, Mrs. Esther Ho. The nine contestants raised $6,088 for the protectorate's South Pacific Games Appeal. Photo: Ted Marriott.

These four graduate nurses from Fiji's Central Nursing School at Tamavua received special prizes at the school's graduation ceremony in May. From left: Kushma Wati was awarded the Matron's Prize for the highest marks in obstetrics; Loraini Bogitini, the Miss Ram Samuj Cup for the highest marks in infant welfare; Margaret S. Khan, the Vera Dill-Russell Cup for the highest marks in public health and Siteri Waiwalu, the Principal's Prize for the nurse showing most progress throughout her training. — Photo: Chandra Pal.

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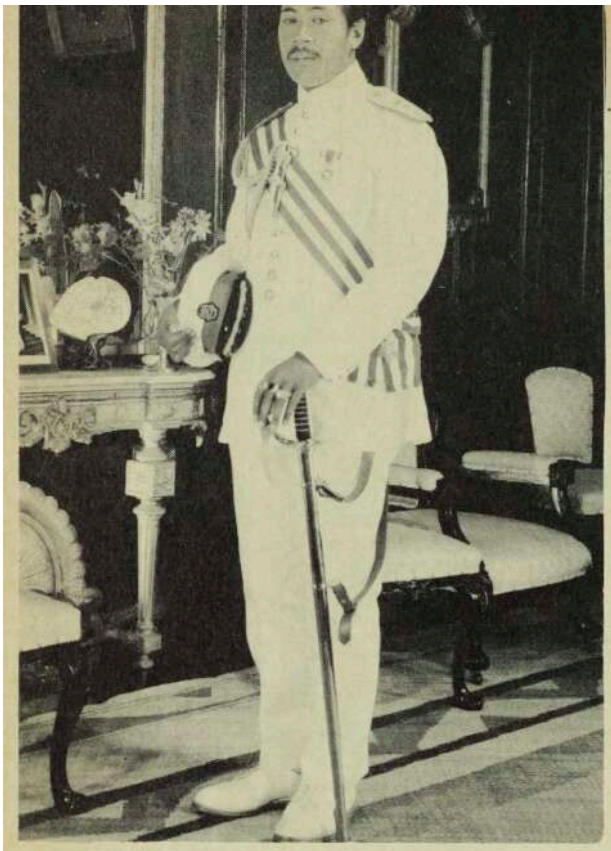

A Prince and a Princess come of age

May was a right royal month in Tonga. First, on May 4, Crown Prince Tupouto'a, son of King Taufa'ahau and Queen Mata'aho, celebrated his 21st birthday. Then, on May 8, Princess Mele Siu'ilikutapu, daughter of Premier Tu'ipelehake (brother of the king) and Princess Melanaite, celebrated her 21st birthday.

It was almost a double celebration—and this was fitting, since the parents of the Prince and Princess had been married in a double ceremony — in June, 1947. Our pictures show, above, Prince Tupouto'a and Princess Siu'ilikutapu, and, at right, the royal 21-year-olds, at the feast to celebrate the Princess' birthday. With them in this picture are Prince Tui'pelehake and Princess Melanaite.

Public celebrations for Prince Tupouto'a included balls at the Dateline and Tonga Club, and Monday, May 5, was a public holiday. The Prince goes to Oxford in September.

Photos: Tulua Bros.

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People

● Fiji-born Mr. Moti Tikaram has come the first local man to be appointed a judge. In 1966, he was the first Fiji-born man to become senior magistrate.

Born at Lami in 1925, he was educated at the Samabula Government School, the Methodist Mission School at Toorak and the Marist Brothers High School. He went to Auckland University and completed his university career at Victoria University in Wellington.

Having obtained his Bachelor of Laws degree in 1954, he began in private practice in Suva. He became a magistrate and acted as senior magistrate for several years before having that appointment confirmed in 1966.

His appointment as Fiji's first locally-born judge was confirmed on April 28.

The present prisons ordinance contains provisions based on recommendations made by Mr. Justice Ekeram after he conducted a full-scale inquiry into the riot in Suva Gaol in 1963.

Apart from his vigour in legal circles, he takes an active role in several of Fiji's sporting and charitable associations.

● Australian Commissioner in Fiji, Mr. R. N. Birch, visited Tonga to discuss with government what further aid can be made to Tonga under the Australian South Pacific Assistance Plan for the next financial year. He said he was satisfied with the way Tonga was using Australian aid which is currently valued at $80,000. Next year ASPAP will provide Tonga with a probation officer to deal with juvenile crime and a telephone planning expert.

● Mr. Ken Phillips, who headed Conzinc Riotinto explorations for copper on Bougainville, Papua-New Guinea, from 1964 to 1966 and has since made several trips to the territory for American concerns looking for further copper deposits, was recently appointed general manager for a new, diversified, Australia-wide mineral search company, Minops Pty. Ltd. Last year Mr. Phillips worked briefly for Dillingham and Signal Oil (*PIM*, Aug., 1968, p. 110).

● Administrative assistant with the fisheries division of American Samoa's Agriculture Department, Miss Alofania Vaita, spent a period last year at Hawaii studying latest fishing techniques. A school certificate graduate from the Western Samoan College, she has worked as an announcer on American Samoa's swinging radio station WUV, helped prepare the territory's government newsletter, worked as assistant editor on Apia-based *Samoa Times* and put in several months in the US doing clerical duties for insurance companies.

● Mr. I. A. Wood, Chief of the Division of Mines in Papua-New Guinea, was to retire in June after about 12 years in NG. From 1940 to 1945 he served in the RAAF as a navigator on Catalina flying boats in the New Guinea area.

In 1957 he went to the territory and was appointed to Chief of Division of Mines, Port Moresby.

● Mr. K. W. Dyer, District Commisioner of New Guinea's West New Britain District, was to move to Port Moresby in June to take up a new post as First Assistant Director of the territory's Department of District Administration. Mr. A. T. Carey was to be acting DC West New Britain until a permanent appointment was made.

● Mr. M. P. Wilson and Mr. M. Takata, both members of United Nations four-man Tuna Mission, were in Tonga recently. Mr. Wilson is a fisheries management biologist from Koror, Western Caroline Islands, and Mr. Takata is director fish and game division, Hawaii. They also visited Fiji, American and Western Samoa, Papua-New Guinea, New Hebrides and New Caledonia. The UN has set aside $400,000 for Islands, and Mr. Takata is director, a Noumea-based fisheries research project in the Islands.

● Mr. Alan Cameron, an officer with New Guinea's Department of Forests, was seriously injured in a car accident on the Indonesian island of Makassar in April. He was to be flown back to his home at Lismore, NSW, in May. Mr. Cameron was on a five-month tour of Indonesia and the Philippines studying teak timber and collecting kamarare and pine seeds for planting in NG.

● Mr. Horst Rilk, Columbus Line's executive in Australia, put in a week on Tarawa, capital of the Gilbert and Ellice Islands, in mid-May to look into the possibility of increasing the number of calls Columbus makes to the capital. Columbus Line has a competitor on its Tarawa calls—Japan's energetic Daiwa Line—and another line, the US Trust Territory's MILI, is expected to call later this year.

● Dr. James Hitchcock, division of infectious and tropical diseases, School of Public Health, University of California, after completing final arrangements with Tonga's Chief Medical Officer, Dr. Sione Tapa, left for one of Tonga's remote northern islands, Niuatoputapu, where he will extend studies begun last year. These studies involve mosquitoes and filariasis on both Niuatoputapu and Tafahi. He will also make a study of the population to establish the incidence of filariasis.

● Mr. F. A. Bensted, District Commissioner at Daru, in the Gulf of Papua, retired in April because of ill-health. Mr. Bensted, 56, joined the magisterial service of Papua in 1936 (his father was a resident magistrate there) and has served with distinction in both Papua and New Guinea.

● Mr. Richard Badua, a surveyor from the UK's Directorate of Overseas Survey, who was in Tonga last year for the initial preparation for the aerial photography of the kingdom, has arrived for the second stage of the survey. This will comprise field identification of points premarked for photography and field observations and electronic measurements of control points identified in the photographs. This will link up all the Tongan Islands. To date the geographic positions of the main islands have been fixed by individual and sporadic astronomical observations on various surveying assignments, but this complete survey will collate the island groups in a single system. The whole project will be completed in a year.

● Mr. Harvey Morrish arrived in Noumea in May to replace local Qantas Manager Erik Kongsted, who is off for three months leave.

Mr. Morrish is amusing Caledonians with the French dialect he learned during his recent 3½ years posting on Mauritius.

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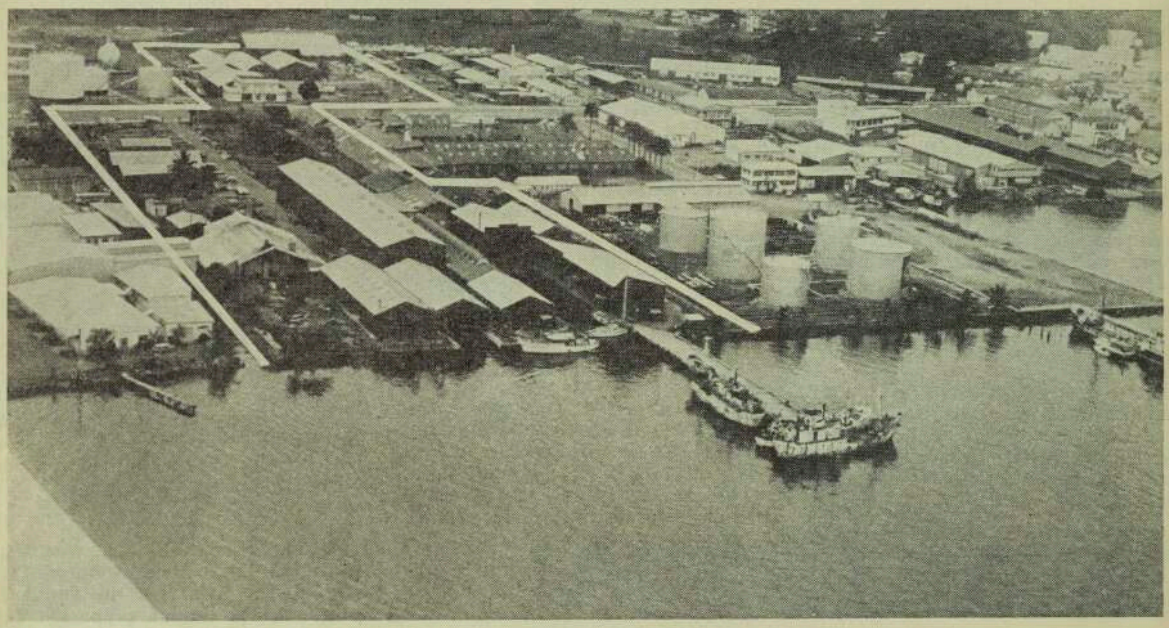

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Pacific Shipping

IN NG, THEY'RE MOVING OVER TO UNITISATION

Unit cargoes—well-packed consignments of about one ton n pallets—and *sideloaders*—conventional freighters with big cut-way sections on their decksides to cope with speedy loading and f-loading by forklifts—add up to *unitisation*, a fact of life on apua-New Guinea's wharves these days.

Unitisation—the Islands' answer containerisation—has made a od deal of progress in P-NG over e past two years.

And P-NG is not the only Islands rritory to use unitisation—the ethod has been implemented, on a all scale, in the Solomon Islands. lands shippers predict it won't be ng before the pallets and their ac-mpanying forklift carriers appear a big way in the New Hebrides, ew Caledonia and Fiji.

The principal reason for this is at Islands shipping competition has come so intense in recent years at modernisation of age-old cargo-ndling methods was essential.

In P-NG, for instance, tonnages nsferred through the ports of Lae, abaul and Port Moresby have eatly increased, and competition s increased among the four major ippers to NG—Australia-West cific Line, Burns Philp, China avigation and Karlander New uinea Line.

Nearly 10 new freighters, includ-g several featuring complete cargo itisation and side-loading facilities vorth well over $1 million), have en introduced by these companies nce 1966.

Invested $100,000 plus

All claim they are carrying full or arly full loads from Australia most the time. BP's certainly doesn't minate the P-NG trade as it did the 1930's and 1940's, but the firm rries 30 per cent. or better. AWPL ips carry very close to this per-ntage, and China Navigation, with wer ships than BP's and AWPL a return Australia-NG run hough with several on "through" sian runs), holds about 20 per cent. or better of the market.

Karlander, with six small vessels, has about 20 per cent. of the market. This company plans to introduce unitisation later this year.

BP's, AWPL and China Navigation have invested sums well over $100,000 in either chartering side-loading ships, refurbishing their ships to take unit cargo, or modernising wharf-handling facilities.

China Navigation, which introduced its sideloader *Papuan Chief* in mid-1967 on a Sydney-Brisbane-Moresby trip, introduced a similar sideloader on a Sydney-Brisbane-Lae-Madang-Rabaul run a year later.

When BP's chartered the successful *Papuan Chief* in March (*PIM*, Apr., p. 101), China Navigation introduced another sideloader, *Coral Chief*, on its fast Moresby run.

Now China Navigation has an 18-day turnabout to Moresby and a 21-day swing to Lae, Madang and Rabaul. At training schools at the main NG ports more than 100 New Guinean fork-lift drivers have been trained and 18 New Guineans are now employed as crew on the *Coral Chief*.

Like China Navigation BP's has modernised its NG fleet—in order to cut costs and to become more competitive.

BP's has sold its *Malekula* and *Bulolo*, rehashed its schedules by dropping out many small ports (such as Bougainville plantation surf-boat calls), introduced two chartered vessels (*Marsina* and *Sira*) and installed side-loading facilities on its four-year-old, 4,000-ton *Moresby*.

Now BP's offers unit-loading facilities on most of its ships except on its 2,600-ton *Tulagi* (which only makes one NG call—Kieta—every 12 weeks) and *Sira*.

The 5,867-ton flag ship *Braeside* is about 60 per cent. unitised, the 4,000-ton *Montoro* is 80-90 per cent. unitised, the sideloader *Moresby* is 80-90 per cent. unitised and the *Marsina* (formerly China Navigation's *Papuan Chief*) is a 90 per cent. unitised sideloader.

No overtime

BP's Island Shipping Manager, Mr. Arthur Lloyd, said unit cargoes were saving BP's money. He pointed out that stevedores can now load or off-load ships without doing overtime.

AWPL's seven vessels all offer unit loading to exporters and importers in Australia and NG. With its $150,000 freight terminal opened last year at Lae, the company is modernising its services and ships.

An eighth ship—*Ninos*—will be introduced by AWPL in July. At about the same time experiments will be started with five to 10-ton "flat" loaders to see whether they can replace the one-ton pallets currently used by most shippers.

AWPL hopes that bigger loads will mean bigger cargoes and quicker handling.

To recover business

Karlander, with six vessels, has been calling at ports varying from Vanimo, on NG's north-west coast, to Gizo in the Western Solomons. In June, the company will introduce its first unitised ship in an effort to

In The News This Month

Ataruka
Baleia
Bulolo
Carophyl
Carousin' II
Castanet
Coral Chief
Duiyabaki
Dwyn-Wen
Fijian Princess
Fiji Maru No. 28
Floating Rock
Gitana
Havaiki
Henry Bonnaud
Hettae-Vcklun
Hi-Hi-Fo
Hoi Kung
Hupeh
Isbjorn
Jahama
Kla-How-Ya
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Quest
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Rendezvous
Renee Tighe
Schnoufi
Sealark
Sea Sharp II
Shansi
Sirdar
Sira
Snoopy
Stella Maris II
Sylvia
Taipoosek
Tally Ho
Tamahine
Tulagi
Tzu Hang
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ecover some business lost recently other lines offering units.

Shippers say that units have been boon to Australia-NG shipping and xporters and Customs agents agree. not quite as enthusiastically. hina Navigation's and BP's side-aders discharge up to three times ister than conventional ships at NG orts.

Unitisation has revitalised shipping perations by slashing overall de-very times and by considerably re-ucing loading times in ports, es-ecially at Moresby and Lae. And ilferage and loss have been reduced ecause securely-bound cargoes have een handled by machines.

FNH BUYS TWO INTER-LAND TRADERS

CFNH, wholly-owned subsidiary f the biggest French trader and ipper in Melanesia, Etablisssements allande, has bought two inter-land vessels for well over $100,000 that it will be able to take a igger share of trading and copra-arrying in the New Hebrides and so improve services among its many ading stores and plantations in the ondominium. The vessels are the aulmarkson and the *Matipo*.

New Hebrides copra production is year is expected to be good, round the 40,000 tons mark, and FNH hopes to take a big share f the profits by shipping the copra the main ports of Vila and uganville.

Less than a month after buying e 396-ton trader *Paulmarkson* from cal shipowner, Captain Athol usden, in April (*PIM*, May, p. 03), CFNH bought another of usden's ships, the 197-ton *Matipo*, r an undisclosed sum.

The *Matipo*, which made news last ear when it was stranded on a reef ff Noumea, New Caledonia, for veral months, was recently insured ith London brokers for $NZ60,500 nd Captain Rusden had spent at ast another $NZ5,000 on her before e Noumea mishap.

CFNH was expected to take elivery of *Matipo* at Whangerei, Z, in May, and sail her, with a lebridean crew, direct to Vila.

CFNF has renamed *Paulmarkson* fter a late director of its Noumea-ased parent company. It's now *lenry Bonnaud*.

The company's major competitor, urns Philp (New Hebrides) Ltd., as two similar-size inter-island raders — *Manutai* and *Konanda* another former Captain Rusden essel).

After selling two of his vessels, *Matipo* and *Paulmarkson*, NZ-born Captain Rusden bought the 21-year-old 600-ton Fiji trader *Ratanui* from Burns Philp (South Sea) Co. Ltd. for an undisclosed sum.

For BP's, *Ratanui* had been sailing out of Suva for the past 13 years, working as a general carrier and trader in Fiji waters, Tonga, the Cooks and Western Samoa. Captain Rusden's plans for her include operations in the Islands and NZ.

Ratanui's sale was handled through ship-brokers, Captain W. L. Kennedy Pty. Ltd.

"PACIFIC ISLANDER'S" LAST TRIP TO US TRUST TERRITORY

The trader *Pacific Islander*, a familiar sight in the Mariana, Marshall and Caroline Islands, undertook her last trip in the US Trust Territory in May before being returned by her owners, Micronesian Interocean Line, to the territory government in Saipan for scrap.

MILI's immediately changed the 27-man Micronesian crew of the *Islander* to another of its vessels, *Hoi Kung*, and repatriated *Hoi Kung's*

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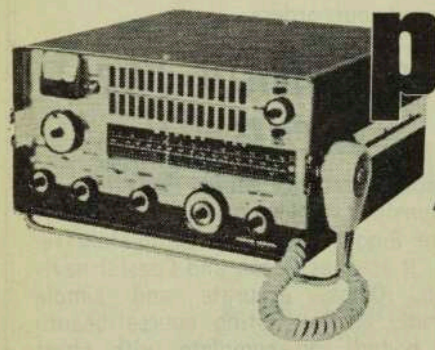

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Chinese crew. The *Islander's* master, Captain Ommund Oftedal, has now taken command of the *Hoi Kung* and the *Kung's* master, Captain Bob de Brum, was to be reassigned by MILI to another ship.

Earlier government plans to use the *Islander* as a merchant marine training ship are now off, but MILI hopes to develop training opportunities aboard the *Kung* and another vessel, *Taipoosek*.

ANOTHER "THROUGH" CARGO-HANDLING SERVICE FOR P-NG?

A "through" cargo-handling service for Papua-New Guinea, similar to the W. R. Carpenter-Thomas Nationwide Transport Ltd door-to-door freighting service started in April between Australia and Lae, could be one of the first islands efforts of a new Sydney-based firm, International Shipping Information Service.

The cargo-handling service, designed primarily to assist importers in Rabaul, would try to eliminate much of the red tape and form-filling involved in exporting to NG from Australia, an aim of the Carpenters-TNT tie-up (which, incidentally, has so far been proceeding satisfactorily with the co-operation of all —not one—of the shippers to NG).

Principal of ISIS is Captain Iain F. Robertson, a master mariner with extensive experience in the Islands since World War II.

SHIPPING BRIEFS

● Fiji's Princess Shipping Company has bought the *Fiji Maru No. 28*, salvaged from a reef near Suva last year by McNicholl Industries (Fiji) Ltd., and will rename her *Labasa Princess* and work on local inter-island services.

Princess Shipping Company's other ship, *Fijian Princess*, was another salvage job. She was bought and salvaged by the company's managing director, Mr. Arthur Evans, off a reef near Lomaiviti about three years ago.

In May, *Labasa Princess* was up on the Suva slipway undergoing a survey by the Fiji Marine Department before going into service about late June.

● A new shipping service, between Hong Kong and NZ, via Manila and Fiji, was to start from Hong Kong on July 1 and be operated by NZ Unit Express, an associate firm of the NZ Shipping Company Ltd. The vessels used will be *Shansi* and *Hupeh*, two fully-mechanised sideport loaders.

● Work will start in Suva shipyards before 1970 on a $94,000 sister ship to the Fiji Government landing craft *Duiyabaki*, and the ship is expected to be built by 1971. *Duiyabaki* has been a success in Fiji waters, where she has been used variously as a commercial craft, a carrier of heavy materials and vehicles and a transporter of livestock.

● An investigation into cargo and stevedoring operations at Luganville Wharf in Santo, New Hebrides, has been lodged with the French and British Resident Commissioners in Vila. Changes in operations on the wharf are expected.

In April, Captain Jack Dalby, traffic manager for Fiji's marine department (*PIM*, Apr., p. 107) and Mr. Chaumont, port director of Noumea, went to Santo and carried out the investigation.

The investigation, prompted by several recent complaints about the 11-year-old French-built wharf, closely preceded a price increase of 25 per cent. from May 1 on freight carried by Burns Philp (New Hebrides) Ltd. vessels operating out of Santo.

Copra charges rose from $8 to $10 per ton and general cargo rates rose from $10 per ton to $12 per ton.

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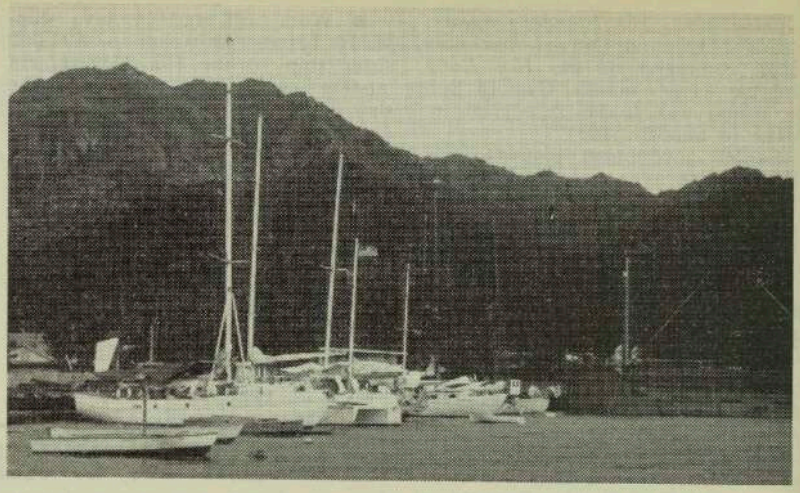
Cruising Yachts



In May, Avatiu harbour, Cook Islands, was full of yachts. From the left, "Hi-Hi-Fo", "Perpetua", "Havaiki", "Wayleggo", "Mamamouchi", and "Nomad".
— Photo: Van Eijk and Meers.

● *ATARUKA*, Rollie and Judy McManus' cutter, was recently in Townsville, Queensland. Plans were to press on to Cape York Peninsula and then to decide whether to go "east or west". The cutter's last mention: *PIM*, Aug., 1968, p. 104.

● *CAROUSIN II*, Mike Kane's tri, was due at Newport Beach, Rhode Island, US, in May, after a circumnavigation which, Mike tells us, took 22 months, covered 30,000 miles and included calls at 29 ports and 10 countries. During this trip, which Mike claims is the first complete circumnavigation for a tri, 34 crewmembers (10 female) served at different times on the *Carousin II*.

● *DWYN-WEN*, 128 ft Los Angeles luxury yacht will leave Acapulco, Mexico, on June 12 for French Polynesia, the Cooks, Tonga, Fiji, Sydney, New Guinea, the Solomons, New Caledonia and the New Hebrides, after which it will return to the US. A schooner-rigger, the yacht will carry 10 Americans (who have paid $US6,150 each for their passages). They'll be looking for artefacts.

● *GITANA*, with Bill, Anita and Louie Lambie, was in Papeete, Tahiti, in February with plans to call at Huahine, Raiatea and Bora Bora, before sailing on to the Cooks and the West Pacific.

● *HI-HI-FO*, 42 ft cutter with Stan Field and Mick Hurrey, reached Rarotonga, Cook Islands, on April 23 from Whangerei, NZ, after a 12-day journey. Next stop: probably Tonga.

● *ISBJORN*, Dr. David Lewis' 39 ft yacht with the doctor and his son Barry ("Josh"), reached Tarawa, in the Gilbert Islands, on May 7. Plans were to locate Gilbertese with a knowledge of early navigation-methods. Dr. Lewis is currently doing a study of Polynesian, Micronesian and Melanesian navigation methods and sailing *Isbjorn* to various spots of the Pacific to gather material.

● *JAHAMA*, with Jack Ross and Bob Hervin, was to leave Rarotonga, Cook Islands, on April 16 for NZ, via Suwarrow (where the boys hoped to leave supplies for Suwarrow's Crusoe, Tom Neale). *Jahama* left Hawaii last July (*PIM*, Sept., 1968, p. 103).

● *KLA-HOW-YA*, with Mr. A. Ahrens, and his wife Anne, reached Rarotonga, Cook Islands, on April 2 from Bora Bora. Since the 32 ft ketch left Vancouver last August, calls have been made at various islands in French Polynesia. Plans were to be in NZ by early May.

● *MUNDEAMO*, with Phil and Virgina Dutcher, left Whangerei, NZ, in mid-April for Rarotonga, Cook Islands. The 38 ft Californian ketch made many Islands calls last year.

● *NOMAD*, Bruce Baker's 39 ft cutter, reached Rarotonga, Cook Islands, from Tahiti on April 21. Later Bruce set off for NZ, but after a week at sea *Nomad's* engine failed and Bruce had to return to Rarotonga.

● *NIRVANA*, George Balkanyi's 50 ft ketch which has been cruising New Hebrides and Solomons waters in recent months, recently made calls to Emae, Paama and Epi in the Shepherd Islands, out of Vila, returning to Vila in early April. The ketch left Sydney last June (*PIM*, July, 1968, p. 107).

● *RENEE TIGHE*, Earl Koephe's 30 ft ketch, is expected to stay in NZ waters—she was recently in Auckland—until late this year when she is due to sail for Australia. Since she crossed Panama in August, 1967, *Renee Tighe* has visited the Galapagos Islands, French Polynesia, the Cooks, Tonga and Fiji (*PIM*, Nov., 1968, p. 113).

Crew of the "Castanet", winner of the Auckland-Suva yacht race, celebrating at the RSYC. From left, Lin Carmichael (skipper), his brother Bain (navigator), Terrence Gillespie (cook) and Mike Lane (boatswain).

● *SEALARK*, with Albert Ryan and a crew of two, was to leave Christmas Island in early May for Tahiti. Plans were to collect fresh water, ship's supplies and carry out minor repairs before leaving Christmas.

● *SNOOPY*, with Norman and Doris Malin and their three children, Norman, Dennis and Terri, left Whangerei, NZ, in mid-April for Rarotonga, Cook Islands. The 33 ft sloop, named after the cartoon character, left Hawaii last May and made stops in French Polynesia, the Cook Islands, Tonga and NZ.

● *SYLVIA*, with Bob and Sylvia 'Sally' Welles, of Los Angeles, and their three sons, left Whangerei, NZ, in mid-April for Rarotonga, Cook Islands. The 47 ft sloop had been in NZ waters since last November (*PIM*, Dec., 1968, p. 117).

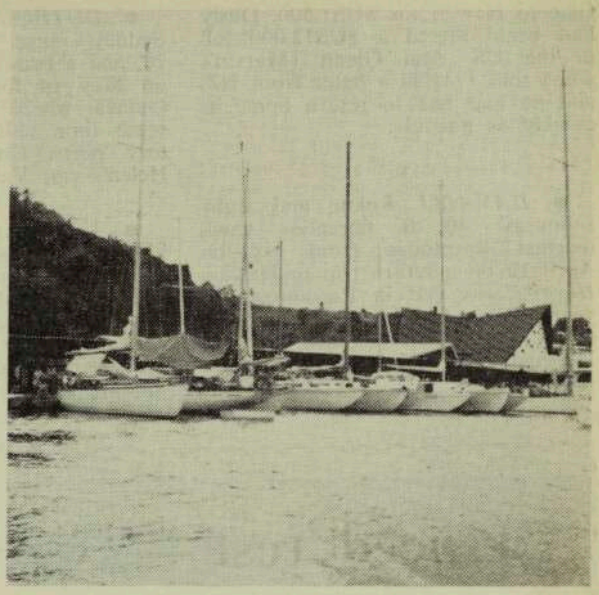
● *WAYLEGGO*, on a delivery voyage from NZ to Tahiti, made a stopover in Rarotonga, Cook Islands, in April. On board the 40 ft cutter: Sam Stuart, his wife and son, and Phil Warring.

● *TZU HANG*, with Bob Nance (formerly of *Carronade*), was at Talcahuano, Chile, early this year after rounding Cape Horn (from east to west) late last year. Plans were to sail onto the Marquesas, Hawaii and then British Colombia.

● *SEA SHARP II*, 31 ft ketch with American Mrs. Sharon Sites Adams, left Yokohama, Japan, on May 11 for San Diego, California. Mrs. Adams is attempting to become the first woman to sail single-handed across the Pacific. She expected the trip to take 80 days.

● *RENDEZVOUS*, Alan and Nina Lucas' 31 ft plywood ketch, was at Thursday Island early this year with plans to push on to Indonesia waters. Since leaving Queensland waters last year (*PIM*, Aug., 1968, p. 105), *Rendezvous* has made calls at Dunk Island, Port Moresby, Weipa, Darwin and Timor.

● *PERPETUA*, 40 ft US tri, left Whangerei, NZ, in mid-April for Hawaii. Her skipper was Marvin Glenn, of *Rebel* (at present in NZ), who had earlier been asked to deliver *Perpetua* by her owner, Dusty



Among vessels lying to at the Tradewinds Hotel, Suva, in May were, left to right, "Roulette II', "Kochab II", "Tarua", the Los Angeles trimaran "Dawnbreaker", the Sydney tri "Estrellita", "Kahurangi", the motor yacht "Sirdar" and the 50 ft cutter "Red Feather". The Tradewinds is preparing for its busiest season yet, with large numbers of yachts expected in the next few months.

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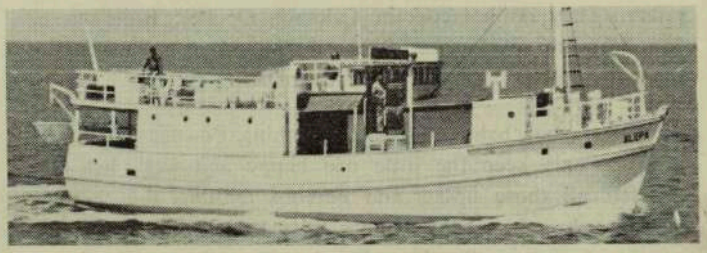

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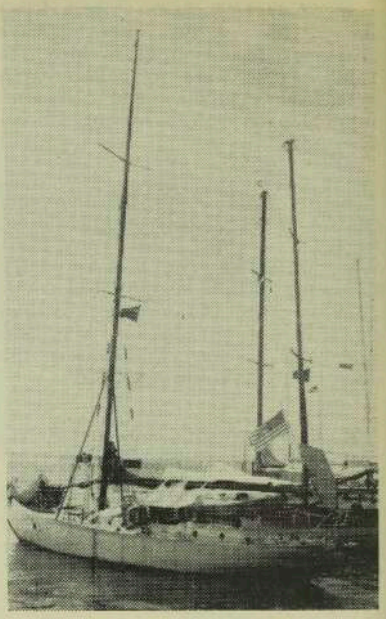
Ogg, to Hawaii for $US1,500. Dusty had been offered a $US12,000 job in the US, Ann Glenn (Marvin's wife) told *PIM* in a letter from NZ, and he had had to return home as quickly as possible.

● *HAVAIKI*, Rokne and Ruby Johnsons' 40 ft fibreglass yawl, reached Rarotonga from NZ on April 19 on a return trip to Hawaii. *Havaiki* was first in Rarotonga last year (*PIM*, Jan., p. 110) and her other Islands calls included Fanning, Penrhyn, and Aitutaki, before she reached NZ.

● *OUTBOUND*, 40 ft tri with Sydney nurse Mary-Helen Harris, 26, and a two-man crew, left Sydney on May 14 for Brisbane and New Guinea, where plans were to spend some time sailing around the territory ports. On board was Mary-Helen's cat, Vascular.

● *VON HASSEL*, 34 ft home-built sloop with four Germans, Messrs. W. Lumma, 33, R. Klomlass, 28, K. Mussilaer, 31, and G. Czypull, 21, was to leave Sydney in May for Daru and the Fly River, New Guinea, to put in a few weeks hunting for crocodiles before sailing to either Bougainville or Darwin. Two of the crew worked on inter-island copra boats in the Marquesas about six years ago. *Von Hassel* is the name of the crew's home suburb in Essen, West Germany.



"Nomad" in Rarotonga in May.
— Photo: Van Eijk and Meers.

● *CAROPHYL, MOANA, HETTAE-VCKLUN, FLOATING ROCK* and *STELLA MARIS II* were in Sydney in May. *Carophyl*, registered in London, arrived in Sydney in July, 1967, on a delivery trip sailed by Mike Michelin; *Moana* is registered in Stockholm; German Zemke Manfred on *Floating Rock* has plans to sail to New Guinea; *Hettae-Vcklun* hails from Norfolk Island and Tom Bailey's *Maris*, based in Sydney since July, 1967, was getting a refit before continuing cruising local waters on charter work.

● *WIDGEON*, Ted King's ketch, was in Sydney in May with not-yet-finalised plans to sail for South America. Ted hoped to earn some "coin" by mastering a local charter boat, *Nautilus*, and then to leave Sydney on *Widgeon* with his wife, Ettie.

● *TAMAHINE*, Len Gulson's 58 ft ketch, left Sydney in late April en route for the West Indies with a crew of three. First planned stops were to be Noumea and Suva (*PIM*, Apr., p. 108).

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● *SIRDAR*, 47 ft luxury motor yacht owned by Auckland businessman, Mr. Ken Butland, was due to leave Fiji at the end of May, after having helped as a radio relay vessel during the Auckland-Suva race. Skippered by Mr. Peter Cornes (who took delivery of her in Amsterdam in 1965) *Sirdar*—complete with television, electronic navigation aids and luxury accommodation—proved a tourist attraction when she was moored at the Tradewinds marina in May. She was to cruise the Lau Group and the Yasawas before returning to New Zealand.

Intending to make the trip back in *Sirdar* were Ray and Mary Walker, Dick Bissell, Mike Tiller and Vic Dady.

● *KOTUKU*, Richard Farley's 17 ft yacht was at Norfolk Island in May after a trip from NZ. Richard was staying with Karl and Mavis Davies and planned to sail on to Brisbane or return to NZ.

● *MAIWA*, with Harold Conway and Gary Dalton, was to leave Rarotonga, Cook Islands, in May for NZ. Previous calls included Honolulu and Fanning Island.

● *BALEIA*, Houston Sussex's 55 ft cutter, was in Rarotonga, Cook Islands, in late April out of French Polynesia. Plans were to sail on to Tonga and Fiji—with Houston, Greg Deer and Peter Frey.

● *MAMAMOUCHI*, in Papeete early this year, was to leave Rarotonga, Cook Islands, on May 4 for Tonga, New Caledonia and New Guinea with brothers Jean and Yves Robert and crewman Pierre Guilbert.

● *SCHNOUFI*, Frenchman Jean Pierre Jourdan's 30 ft ketch with Jean, his wife Janine and their two children Catherine, 18, and Philippe, 10, was to leave Nukualofa, Tonga, on May 10 for Fiji. Jean told *PIM* he'd like to hear of John and Chunky Elsdon's yacht *Roselle La Douce*. Can anyone help?

● *TYRANT*, Bob Jackson's 50-ton ketch with Bob and two Fijian crewmen, was expected in Fiji from Nukualofa, Tonga, by May. Bob says he's found an unchartered reef near Falcon Island, 45 miles north-west of Tongatapu, Tonga.

● *QUEST*, New Zealander Keith Bellingham's yacht, was lost after she hit a reef on May 4 off Cape Rodney, east of Port Moresby. Keith and a crewmate, David Brown of Sydney, escaped with the help of local villagers and the pair were in Moresby in mid-May "after jobs".

● *EL SONADOR*, Bob and Rosa-Lee Cullen's ketch, was expected in French Polynesia by June. In Acapulco, Mexico, in March, the Cullens planned to leave firstly for Tahiti and then "posts west". Their friends, Jim and Mary Ulrich, of *Uhuru*, were to make a similar trip out of Acapulco about the same time for Tahiti with a few Marquesas stops en route.

● *TALLY HO*, the 29-ton cutter damaged off the atoll of Manuae, Cook Islands, last August and salvaged by the 93 ft trawler *Heather George* (*PIM*, Nov., 1968, p. 111) was undergoing extensive repairs at Rarotonga in May with her new owner, Mr. R. W. B. Thompson, awaiting the arrival of a new engine from overseas.

Five Cook Islanders have been working hard repairing *Tally Ho* and have replaced frames on her port side and fitted imported Kauri planks from NZ. Other work on her mast and interior was planned.

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Business and Development

WHAT WILL HAPPEN IF GOLD PRICES RISE?

By a staff writer

How would New Guinea Goldfields and Fiji's Emperor Mines are if the 35-year-old world price of gold at $US35 an ounce vent up?

There have been innumerable false larms in recent years that the price f gold would double—at least. If his happened, the US, a big seller f gold, would be weakened, and rance, a big buyer of gold, and outh Africa, a major world pro-ucer, would be strengthened.

In May prices for "free" gold early topped $US44 an ounce in the ich London and Hong Kong markets ollowing the resignation of President e Gaulle, and once again moneymen hroughout the world tipped that fficial gold prices would soon rise.

With the economic future of rance, West Germany and Britain ncertain, there remains a possibility hat the price of gold will rise. A ydney stockbroker, Patrick and ompany, has projected profits of old producers, should the prices go p.

Big profits possible

Patrick said if the gold price rose $US40 an ounce, NG Goldfields' 967-68 profit of $A302,000 would ise to $A369,000, and if it doubled $US70 an ounce, profits would rise $A767,000.

This projection discounted the com-any's timber operations, which re-ently suffered setbacks, and its trad-ng and shipping business.

Patrick pointed out that the com-any had 4,472,332 35-cent shares on sue and it received no government ubsidy. Calculated future profits, aid Patrick, were based at the urrent rate of production at 14,882 unces a year.

Last year NG Goldfields paid a 3.5 er cent. dividend. Prices for its hares in late May were about 70 nts.

Emperor Mines, with a 1967-68 rofit of $A137,000, would see this rofit rise to $A258,000 should the rice of gold rise to $US40, and $A3,356,000 should gold increase to $US70 an ounce.

Patrick said the Fijian Government had granted Emperor a subsidy of up to $A688,000 a year until April, 1970, to assist its exploration programme to lift established reserves.

Current stated reserves were 955,000 tons at 8.8 dwts and a further indicated 800,000 tons containing 7.8 dwts of gold. On the basis of current extraction of about 320,000 tons a year, this limited mine life to about 1973. However, *PIM's* finance writer understands it is procedure for mining companies to release conservative figures for reserves. For example, it's not unusual when stated reserves are running out to announce that there are so many extra tonnages.

Emperor has 2,227,000 10 cent shares and it paid a dividend of 2.5 per cent. in 1968. Gold production is nearly eight times greater than that of NG Goldfields—in 1967-68 it was 108,173 ounces and some of this was sold at "free prices" of about $US40 an ounce through Hong Kong buyers.

The company's future profits should official gold prices go up has largely been discounted by buyers on Australian Stock Exchanges—prices in May for Emperor shares were about $3 although they had reached $4.20 earlier this year.

Southland: huge jump in shares predicted

An Australian investment adviser predicted that the 25 cent shares of Southland Mining Ltd., Fiji manganese exporter and gold explorer and New Caledonian nickel "hopeful", will command a price of $A22 in 1972.

Southland joined the Australian Stock Exchange early this year and in late May the shares were selling for $3.55, after varying so far from $1.82 to $4.

Slight fall in NG Gold output

Gold, silver and timber production figures for New Guinea Goldfields fell slightly in April, compared with March outputs.

Gold fell from 1,228 ounces to 1,203 ounces, silver from 1,016 ounces to 967 ounces and timber from 190,876 super feet to 185,362 super feet. Gold came from the Golden Ridge mill.

Cowan Investment Survey Pty. Limited, in a glowing review of Southland's future prospects with Fiji manganese exports and interests in a West African iron ore venture, said the company had "all the hallmarks of greatness" and was "already showing signs of a giant complex in the making".

Dealing with Fiji, Cowan said Southland had begun viable manganese mining operations. It was on the way to earning a pre-tax profit of $A400,000 in the 12 months to the end of April, 1970.

This profit would be based on full-scale mining operations (started in April this year) at an annual rate of 10,000 tons of high-grade dioxide ore and 40,000 tons of good-grade siliceous ore from its manganese deposits outside Lautoka.

Cowan said that on the basis of Southland's forecasts, costs (mining, royalties, depreciation, etc.) could be an average of $6.50 per ton. On the basis of $46 per ton (f.o.b.) for dioxide ore and $13 for siliceous ore, revenue for the 12 month's operations would total $980,000, with costs $325,000.

This would leave a pre-tax profit of $665,000.

Southland's projected extensions forecast siliceous ore rising to 65,000 tons in 1970-71 and 90,000 tons in 1971-72, and pre-tax profits on this basis would be $817,500 in 1970-71 and $980,000 in 1971-72, Cowan said.

These figures may be better because manganese prices could move upward in this period and production costs on a bigger production volume should move downwards.

Cowan estimated that Southland's share of a West African iron ore deal

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could realise $5.4 million profits by 1971-72.

Taking into account ventures (without considering any results from nickel leases Southland is pursuing in New Caledonia, or its search for gold in Fiji), Cowan said that by applying a factor of a conservative 18 times earnings in 1972, Southland's shares would be worth $16.

On a factor of 25 times earnings, the shares would fetch $22.

Needless to say, Cowan recommended Southland as a "buy" to its clients in an issue of its *Weekly Market Digest.*

Indonesia to make a copra comeback?

Copra producers, particularly the bigger New Guinea and Fiji growers, will be interested in the recent news that the Indonesian Government will set up a Copra Management Board.

It's a move to regain Indonesia's former position as the world's top copra producer. Before 1939, Indonesia exported an average of 500,000 tons a year.

Mismanagement and neglect, particularly of its biggest producing regions in the eastern islands, resulted in Indonesia losing trade to the Philippines, which today controls 54 per cent. of the world's market. Indonesia has 27 per cent. New Guinea has less than 10 per cent.

Indonesia's Trade Minister, Professor Sumitro, accompanied by experts from the World Bank and the International Monetary Fund, recently toured the country's copra-producing regions. The Hong Kong-based journal, *Far Eastern Economic Review,* reported that Professor Sumitro said one problem was safeguarding stability of income for Indonesian producers against overseas price fluctuations. He is currently working out a policy to overcome this.

Indonesia's two potential big buyers of copra are Britain's Unilever and the US National Institute of Oil Crushers.

Though it could be a few years yet before there is any dramatic increase in Indonesian copra production, tougher competition between the world's "big two" copra exporters could lower the price for Islands copra.

Receivals of copra in P-NG for 1968-69 are running ahead of the previous year and production is now expected to be 135,000 tons—17,000 tons ahead of 1967-68. This would beat NG's record of 127,000 tons in 1965-66.

Solomons' timber exports increase

The export of logs from the British Solomon Islands Protectorate increased during 1968, according to a report just published by the Protectorate's Forestry Department.

The total volume for the year was more than 4.4 million cubic ft, compared with 2.8 million in 1967. The 1968 figure represents almost a four-fold increase over exports for 1966.

But in spite of the encouraging export figures, the report said that 1968 was not an easy year for the industry. There were serious marketing difficulties with the BSIP's best timber customer, Japan, and the prices offered for one of the major timber species were too low to make its extraction economic.

During the year no developments had been made towards large-scale sawn timber for export, as had been hoped. This, however, was an increasingly likely line of development which should counter marketing difficulties, the report said.

Three fatal accidents in the timber industry recently have sparked off

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at the Commissioner of Labour ls "growing concern". He said t measures were being taken to ng to the notice of employers the d for better safety training. The three accidents—at three dif- ent sites—involved falling trees.

urtle farming r Islands?

Marine biologists are paying in- asing attention to that benign old llback of the sea, the turtle.

With the growing need to find new rces of food for the world's pulation, turtle "farming" could come an important industry in ture—particularly in the South cific.

The first step of a large-scale sur- of turtle and crayfish resources the area has been undertaken by South Pacific Islands Fisheries velopment Agency. Questionnaires ve been sent to fisheries depart- nts in all member countries, seek- data on turtle and crayfish popu- ions and habitats.

In Fiji alone, more than 70 Peace rps volunteers will assist the local heries division to complete the estionnaires.

The turtle survey is of special in- est because turtles live directly plant life, thus creating a source red-meat protein from carbo- drates in the sea.

If turtle "farming" became a lity, it would do much to increase world's source of protein.

Turtles were also in the news in ji recently when a Nadi cruise erator, Mr. Brian Dean, captured newly-hatched ones on Vunivadra and.

While rearing them until they're g enough to ensure survival, he in- nds to sound a gong at a set time ch day while feeding them. After ey have been freed into the sea, hopes they will return to the and at the sound of the gong.

"It's just an experiment. But if works it could be as unique an traction as the turtle-calling carried t by Fijians at Koro," he said.

ffer for angara shares

Pacific Acceptance Corporation y. Ltd., a New Guinea-registered mpany, has made an offer of 32 nts for 50 cent shares in Sangara Holdings) Ltd., nominal owner of ur NG hotels and two rubber-cocoa antations in Papua. Directors of Sangara in May recommended acceptance of the offer.

Sangara is the registered owner of Rabaul's Cosmopolitan Hotel, the Goroka and Wau Hotels and the Hotel Cecil, Lae. It owns Sangara and Wijo Plantations, in Papua's Northern District.

The last time the company's shares changed hands was in 1964—when they did so for about 12 cents. Since then the company's shares have not been listed.

The delisting followed complex disputes reported in *PIM* (Feb., 1965, p. 125) over ownership and profitability of the company's hotels. From 1965 new management of the company was introduced.

Pacific Acceptance is in no way related to Pacific Acceptance Corporation Ltd., at present under official management.

Taxes up in the Cook Islands

In an effort to raise Cook Islands' revenue by $NZ100,000, Mr. Albert Henry, Premier of the Cook Islands, has introduced new taxes and increased others—though he has not increased income tax.

Mr. Henry announced 11 new provisions to the Cooks income tax bill.

The provisions include one unprecedented tax to discourage overseas exporters (NZ dominates this trade) to the Cooks.

"Overseas suppliers of goods to the Cook Islands are subject to tax on income derived from the sale of such goods to the Cook Islands," the provision states.

"In the first instance the assessment will be issued to the person importing the goods who is now deemed to be Cook Island agent of the overseas supplier. The agent then recovers from the overseas supplier the tax paid."

The NZ Trade Commission Sydney office told *PIM* that this tax was "most unusual". Because two tax payments had to be made, it was probably designed to put off people exporting to the Cooks, so the goods involved could either be produced locally or not bought at all.

A lower import bill for the Cooks would save valuable exchange sent to Britain, the US, Australia and Japan, the territory's major suppliers after NZ (the Cooks are in the NZ currency zone and use NZ money).

NZ customs duties have operated generally in the Cooks but with amendments to suit local conditions. Where goods have not been subject to duty, sales taxes have previously been imposed (goods in this category include such items as cigarettes, spirits and beer).

Mr. Henry's other provisions include:

- Company taxes, up from a minimum rate of six cents for every dollar to 20 cents for income under $5,000, from 30 cents to 37½ cents for every dollar for income over $10,000.
- A "working tax" or tax on income earned by visitors staying over 30 days, with tax rates doubled if "visitors" stayed over 15 months.
- A 15 per cent. tax on company dividends paid after April 1 to be paid by the companies before dividends are distributed to shareholders.
- A tax on bonus issues of company shares.
- A 2.5 cents in the dollar tax on exports of all produce except copra and pearl shell which are already subject to a 5 per cent. export duty.
- A new rate of 37.5 cents in the dollar on all income derived by companies not resident but operating in the Cooks.
- Tax exemption for dependent children to be reduced from 18 to 16 years and for payments for life and accident insurance premiums to be raised from $400 to $600.
- Late payment penalties of taxes to go up from 5 per cent. to 10 per cent. and the maximum penal tax to be three times the amount of the deficient tax.

Late bid for Tongan oil rights

It's a small world, thought many Tongans in May when geologist John Grover became the fourth bidder for permits to search for oil in the kingdom. He made it on behalf of others.

Last November, Mr. Grover said: "Nukualofa is sitting on top of oil-bearing rock for miles. This is the real McCoy. It's 'live oil'—exactly the same oil that is mined in Texas." (*PIM*, Dec., 1968, p. 36.)

Earlier, in his capacity as Fiji's Director of Geological Surveys, Mr. Grover had travelled to Tonga and confirmed the kingdom's oil seepages on the island of Eua (*PIM*, Oct., 1968, p. 27).

Mr. Grover left Fiji early this year and became general manager of Kathleen Investments (Australia) Ltd., a profitable Australian miner and investor with only indirect interests in oil.

In his new capacity, Mr. Grover has applied for prospecting rights with an unofficial proposition for

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Tongan Government participation. Mr. Grover applied on behalf of Longreach Oil and Abrolhos, as well as Kathleen.

If Mr. Grover gets the prospecting rights, it is likely that Kathleen will supply the finance and Longreach and Abrolhos will be the operator.

As reported, Shell, British Petroleum and the French firm Aquitane have already applied for almost identical rights (*PIM*, Mar., p. 120).

The ball—more than ever—is in the Tongans' court, particularly with the recent visit from London of Mr. J. Hartshorn, a previous adviser to Tonga on matters concerning oil.

Fiji copra increase

● Copra production in Fiji in the first four months of this year was 25 per cent. up on the first four months of last year, and indications are that the estimated 30,000 tons for this year can be exceeded. Fiji's Coconut Advisory Council has stated that 89 per cent. of the copra produced during this period was Grade 1 as compared with 78 per cent. for the same period last year.

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FIJI GETS MORE THAN PEANUTS FROM AUSTRALIA

Against the reassuringly solid background of Australia's most recent gift to Fiji—10 hefty tipping trucks — the Australian Commissioner in Fiji, Mr. R. N. Birch, felt in May that he could justifiably reject recent claims that Australia's gifts have been "peanuts".

Earlier, in the Legislative Council, Mr. A. D. Patel, Leader of the Opposition, had described the Australian Government's much-publicised gift of wheat as peanuts in view of what Australia gains and receives from Fiji.

At the handing-over ceremony of the tipping trucks in May, Mr. Birch stressed that Australia didn't regard aid as a charitable hand-out. Nor did it have strings attached.

Australia's grants, he said, were based on the inescapable realisation that every man's welfare was the concern of his neighbours.

The biggest objective of Australia's foreign relations policy was to raise living standards in the countries of Asia and the Pacific.

Australia was extending assistance to other countries and Fiji was receiving a share. He rejected the assertation that Australia was giving Fiji peanuts or crumbs.

The 10 tipping trucks, worth $54,000, are the third gift of equipment received by Fiji's Public Works Department under Australia's South Pacific Assistance Programme.

Mr. Birch said that under the programme, Australia had provided 33 training scholarships for people from Fiji during the past three years. The various forms of assistance to Fiji also included the fact that Fiji had been given unique access to private borrowing in Australia.

● Japanese motor vehicle sales in Fiji have jumped well ahead of the sales of British or Australian vehicles. Out of the 183 vehicles registered in March, for instance, there were 77 from Japan, 55 from Britain and 43 from Australia.

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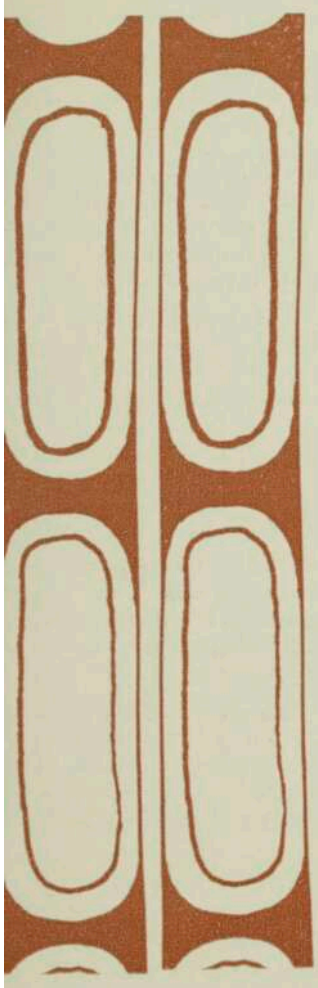

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We have now published the best of these designs in a 56-page folio called GRASS ROOTS ART OF NEW GUINEA. Along with the designs, Mr. Hannemann gives a description of each, its place of origin and, usually, some indication of what the artist had in mind when he executed it.

If you ask a contemporary painter what is the meaning of his subject, you can get some peculiar answers; if you ask a New Guinean artist the same thing, his answers can be just as surprising. For example, the design on the left side was said by its Sepik River creator to be "a fly in the second stage of development".

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NG copra prices could fall

Mr. Ian McDonald, chairman of the Papua-New Guinea Copra Marketing Board, gave the following report on world trends on May 22:

The average price for Philippine copra during April, fixed on the London Copra Association's daily averages, was $A175.82 per ton.

In May, the market opened slightly lower at $173.41 per ton, but has since dropped back to around $162, and did not show any immediate sign of recovery. The average for May could be about $168.

Should downward price trend continue, it may be necessary to adjust NG's purchase price, at present (including the $3 stabilisation fund bounty) $126 per ton hotair grade; $123 per ton for FMS and $121 per ton for smoke.

However, at the present level, there will be no price change.

In the face of continuing reports of unseasonable and extremely dry conditions in the Philippines and elsewhere, and with world net availability of oilseeds, particularly sunflower, runing lower than 1968 levels, it is hard to understand the present trend in prices, particularly as there have been slight to moderate price rises in other edible oils.

It seems likely this present weakness in prices stems from parcels of "afloat" unsold copra in the hands of dealers, but this might right itself within the next few months.

It is always difficult to forecast prices, but it seems likely that as supply pressure increases later this year, possibly during July and August, prices could improve to somewhere around the March/April levels.

23,000 acres for Potlatch in Samoa

Total area of Western Samoa's Savai'i island now available for forestry on a sustained-yield basis is 23,000 acres, enough to keep Potlatch Forests, Inc. busy for the first five years of operations.

Potlatch recently leased from chiefs and orators of Asau village 181 acres for a millsite. Contract signing had been preceded by prolonged negotiations, during which initial asking price of $US6,000 a year was pared down to $US1,750.

After five years this will go to increase again to $US2,500. Then the rental will be renegotiated.

WHAT OF NAURU'S PHOSPHATE HOPES WITH JAPAN?

Nauru will never replace the US as Japan's principal phosphate supplier. The republic could, however, become an important secondary supplier to Japan.

The British Sulphur Corporation, a world-wide market research and publishing house specialising in phosphates and other fertiliser materials, recently made this prediction to *PIM*.

The London-based corporation said Nauru's phosphate deposits have a life of between 20 and 25 years and Ocean Island's deposits will not last over 10 years "at the present rate of exploitation".

"Many other phosphate deposits are known in the Pacific area and discoveries are constantly being made," the corporation said. "None of these discoveries is of sufficient interest to justify development."

Australia, New Zealand and Japan are likely to remain the principal markets for the two islands' phosphate.

No other country within the Pacific region will be interested in large-scale imports of high-grade phosphate at a premium price, while costs of sea freight will preclude $US2,000 and five years later it will shipments outside the region, said British Sulphur Corporation.

Japan currently buys three million tons of phosphate annually, most of which comes from the US, with the balance from producers in Africa, the Near East and Nauru.

The extent to which Japan will seek to buy Nauru phosphate will, to some extent, be determined by technological considerations on the part of the fertiliser producers using the material, said British Sulphur Corporation.

It was certain, the corporation said, that Nauru will never replace the US as the principal supplier to Japan, but Nauru can become an important secondary supplier, and the extent of Japanese interest will affect future price levels, both in Japan and in Australasia.

In Australasia, the balance of requirements not supplied by Ocean and Nauru will continue to be met by Christmas Island, the US and various African producers until such time as the exploitation of the Queensland deposits gets underway.

PIM understands that although no definite plans have been announced to go ahead with phosphate in Queensland, work on facilities will begin in the early 1970's, production

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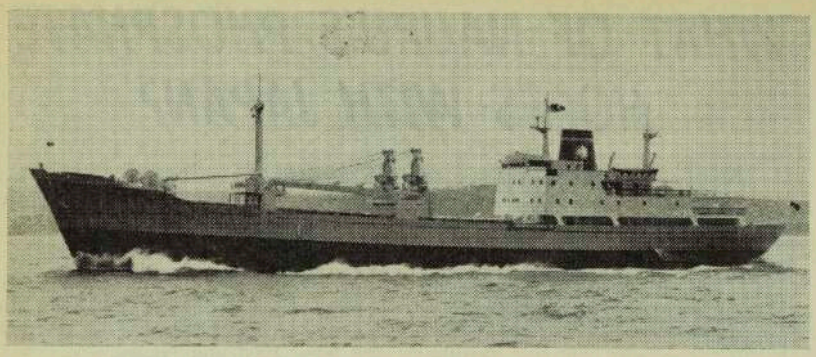

Soon to arrive in Nauru on her delivery voyage, the republic's first ship—the "Eigamoiya"—will assist the phosphate industry.

will start a year or two later, and these supplies will not seriously affect Nauru or Ocean Island supplies until about 1975.

The corporation has estimated that world production of phosphate rock will rise to between 92 and 94 million tons this year. The two big producers, Russia and the US, are exporting only about 25 per cent. of their production, and competitors in the Middle East and Africa are exporting between 75 and 100 per cent.

In recent years, exports from Israel and Jordan have jumped 50 per cent. Most other producers increased exports by smaller amounts last year.

Nauru, Christmas and Ocean Islands' exports increased "notably" in 1968 after a "downturn" in 1967. Production from the "Pacific area" in 1968 was 3,815,000 metric tons. The corporation emphasised that exports from these islands are dependent on good weather conditions to enable the required number of phosphate ship loadings.

Gilberts electricity a live issue

The 1,600 odd people (Europeans and Islanders) who live outside the three townships of South Tarawa—Betio, Bairiki and Bikenibeu—are up in arms over attempts by the Gilbert and Ellice Islands Colony Government to charge them up to 75 per cent. of the cost of installing transformers outside their homes before they can use electricity services. And it costs between $2,000 and $3,000 to install a transformer.

The government is setting up an electricity line around South Tarawa between Betio and the atoll's airstrip, Bonriki, 20 miles away. Transformers are being installed free at the three townships because higher consumption of electricity in the townships is expected to repay the transformer costs.

With backing from the Catholic and Protestant missions (whose headquarters lie outside the townships), public meetings have been held and the people faced with paying for the transformers have formed the "Committee of Residents of Rural South Tarawa".

Mr. Temete, chairman of the committee, has petitioned Mr. Val Andersen, the GEIC's Resident Commissioner, to reconsider the transformer charges, which he describes as unacceptable. So far the Resident Commissioner has refused to do any such reconsidering.

Mr. Temete, in his petition, pointed out that after paying over $2,000 for the transformer a rural contributor would be entitled to nothing more than was already enjoyed by residents of the towns.

"We believe this to be wrong on both moral and economic grounds. The would-be contributors are doing a significant amount for the welfare of the colony," he said.

In a written reply to Mr. Temete's petition, Mr. Andersen's office said the transformer charges, determined by Mr. Andersen on the advice of the Governing Council, were the lowest the government could "reasonably offer" and they involved "considerable subsidy" from public funds.

Low rates of consumption in rural areas meant there was little or no prospect of recouping capital costs, or added costs of servicing the installations.

The government said that it was difficult to justify a case for supplying rural areas of South Tarawa at a substantial loss when it was not possible to do so for rural areas elsewhere in the colony.

At last report, moves were afoot to petition the colony's House of Representatives about the transformer charges.

They'll learn from CRA's troubles

The Kennecott Copper Corporation of America has found promising copper in Papua-New Guinea, but the Americans are determined to avoid the tribal strife which has beset their British and Australian colleagues with Conzinc Rio Tinto on Bougainville.

Kennecott has retained a Californian firm of public relations experts, specifically to find out what went wrong with CRA on Bougainville—and so that Kennecott can learn from CRA mistakes!

Kennecott's copper is in the upper reaches of the Ok Tedi (Alice) River in the north-west of Western Papua, and if it's a commercial strike, the American company will be mining among people vastly more primitive than those on Bougainville.

CRA's Bougainville troubles continued in May. Two hundred village people at Guava on the edge of the Kawerong Valley copper deposit, swooped down to break up a surveyors' camp.

In March, the Administrator had given CRA a 10,000-acre special mining lease over most of the Kawerong Valley, and in May, contract surveyors began marking the lease boundaries.

Government and company men had told the Guava a few days earlier that even though the lease took in much Guava land, not all of it would be marked. The Guava was moderately happy about this.

Then the surveyors arrived—and somebody had forgotten to tell them about the concession. They began marking the boundary, in the eyes of the Guavas, taking some of the land which according to the kiaps and CRA was not to be touched.

Guava reacted by ripping down the surveyors' camp and ordering them out.

District Commissioner D. N. Ashton flew in from Kieta, did some quick talking and Guava was pacified—to the extent of helping the surveyors re-erect their camp a few days later.

Simultaneously in Port Moresby, CRA announced the appointment of a former RAAF officer, Mr. Douglas Moseley, as Liaison Officer with the Konedobu Administration.

Mr. Moseley, in Papua-New Guinea during the war, will try to establish a daily, workable line of communication between the government and CRA, and will look after things like integration at Panguna, the training of local workers, and

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RA's place in the development of ugainville.

Kennecott of America is watching sely to see if it can gather ideas any mining in Western Papua.

Meanwhile, the Australian Governnt has rejected appeals from the nters' Association of New Guinea a commission of inquiry into the pua-New Guinea Administration's licies on Bougainville, and the ndling of the CRA prospecting.

The planters demanded the inquiry April soon after the Administran confirmed that it wanted the 00 acre Arawa Plantation on ugainville for the CRA town.

The planters said government icers were hopelessly out of touch th the native community, and the e was ripe for a searching examiion of all government policies.

The owner of Arawa, Mr. F. R. Killop, said after hearing of nberra's rejection of this request: he government has got to start nsulting the Bougainville people— got to stop just telling them at's going to happen—nobody es to be told instead of asked".

Mr. McKillop, in hospital in Sydney May, has resigned himself to losing plantation.

Arawa produces 500 tons of cocoa nually (two per cent. of total ritory production) and the governnt is thinking of paying something tween $500,000 and $1,000,000 in mpensation. Several hundred acres adjacent native land will also be quired, with compensation of about 50,000.

Government men and CRA comny officials are looking at Whyalla, uth Australia, as a possible model a company township CRA wants build on Arawa and nearby areas.

With the next meeting of the House Assembly beginning on June 17, nior New Guinean members of rliament have been heading for ugainville for a hard look at the est situation. Five Ministerial and sistant Ministerial members have en visiting, and so has the Parliantary Leader of the Pangu Pati, r. Michael Somare.

The members with Ministerial nk will be expected to bring some easures of responsibility to debate Bougainville in the Assembly in ne.

One of the points that will be made the House is that a lot of the jections of the landholders to CRA uld, even now, be dispelled by reement to pay them a much bigger are of the copper proceeds that ll accrue to CRA and the Administation.

SOLAIR STILL ALONE IN THE SOLOMONS

Moves by Trans Australia Airways and Mission Aviation Fellowship to extend air services in the British Solomon Islands have failed. Their applications have been rejected by the protectorate's air transport licensing authority.

This gives New Guinea-controlled Solair, the protectorate's internal airline operator, a chance to consolidate its position as official Solomons airline and expand its services with new planes.

TAA, on behalf of Australia's international airline, Qantas, operates twice-weekly flights to the Solomons with Fokker and DC3 aircraft out of New Guinea. It had asked the Solomons air licensing authority for permission to carry passengers on Honiara-Yandina, Honiara-Munda and Yandina-Munda hops—all internal flights in the Western Solomons.

The authority rejected this proposal on April 30. Grounds were that traffic on these runs was too limited and both TAA and Solair flew these routes it would "inhibit" the development of Solair in the area.

TAA, however, was granted permission to carry mail and freight on these routes until March next year.

Mission Aviation Fellowship had proposed to use either a Cessna 180 "float" plane or a Cessna 185 amphibian for operations centred on Malaita, the protectorate's most populous island, on flights to points "not served" by Solair. The services were to have been non-scheduled.

With donated equipment, low costs and tax exemption, the group proposed charges of $18 an hour with its Cessna 180 (commercial rate $40) and $25 an hour with its Cessna 185 ($53).

● Eighty-three people—66 men and 17 women—earned incomes of $A20,000 and over in Papua-New Guinea in 1966-67. Fifty-three of the people were residents of New Guinea and 30 were residents of Papua. NG's Bureau of Statistics says the territory's 83 "dollar elites" earned a total taxable income of $2,543,845 in that year, with the men accounting for over 80 per cent. of this figure.

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Conditions of employment are good and the salary offered will prove attractive to the person who measures up to our specifications. Applicants must be prepared to accept a short period of training with an overseas Associate at the Company's expense.

The Company has a name which is respected worldwide. The special reason for not using it in this instance will be fully explained to those applicants selected for interview.

Please reply giving full details to

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INTERNATIONAL HARVESTER COMPANY OF AUSTRALIA PTY. LTD.

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FIJI: Niranjan's Auto Port, Suva and Lautoka.
NEW GUINEA: N.G.G. Trading Co., Lae.
Steamships Trading Co. Ltd., Rabaul.
New Guinea Goldfields Ltd., Wau.
Wewak Engineers, Wewak.
Govt. Council, Mt. Hagen.

NEW CALEDONIA: Marine Agricole Electrique, Noumea.
TAHITI: Ets Bredin Freres, Papeete.
PAPUA: Steamships Trading Co. Ltd., Port Moresby.
SOLOMON ISLANDS: Solomon Motors Ltd., Honiara.
NEW HEBRIDES: Kerr Bros. Pty. Ltd., Sydney.

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Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Australian dollar equals $1.00 New Zealand; 98-99 cents Fiji; 98 French Pacific francs; 80 cents Western Samoa; $1.00 Tonga; 9/3 sterling and $1.12 USA).

COPRA

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by six members, including three planter's 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).

P-NG prices for copra delivered main ports in May were hot-air dried, $126 per ton; FMS $123 per ton; smoke-dried, $121 per ton.

FIJI:—Fiji's Coconut Industry Board fixes prices to be paid for copra on a formula based on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. Copra must be graded at centres in Suva, Levuka, Lautoka, Savusavu and Taveuni. Prices until May 25, were: 1st grade, $F123.75; 2nd grade, $F113.75; CAS, $F94.25. 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—local firms—and sells the copra on the open market with a portion of Abels Ltd., NZ. Recent prices were $WS104 for 1st grade, $WS104 for 1st grade sun dried, and $WS91 for 2nd grade.

TONGA:—All copra is sold to the Tonga Copra Board which sends it to Europe and the open market. May prices to growers were $T90.25 st grade and $T78.25 2nd grade.

SOLOMON IS.:—All production marketed through official Copra Board at prices based on Philippines rates. Output goes to Unilever, UK; to Australian crushers; and the rest to the open market. Prices in May were: 1st grade, $130; 2nd grade, $126; 3rd grade, $116 per ton, BSIP ports (Honiara, Yandina and Gizo).

GILBERT AND ELLICE:—Production marketed in Europe and Australia through official Copra Board, at prices based on Philippines rates less freight, etc. The board subsidises the price at $67.20 per ton for 1st grade.

NEW HEBRIDES:—Copra sold direct by planters to France and Japan. Official market price in May was $70 (7,000 Pac. francs). French price was 892½ francs per metric ton, c.i.f. Marseilles.

COOK IS.:—Copra goes to Abels, Ltd., of Auckland, who operates NZ's copra crushing mill. Price paid is average London price for previous three months, less handling charges. Prices for Apr., May and June were fixed, subject to freight adjustment, at $NZ164.96 1st grade, hot air dried; $NZ162.87 1st grade, sun dried, and $NZ161.31 standard grade, all per ton packed f.o.b.

EXCHANGE RATES

FIJI.—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda. Sterling dollar on Fiji dollar, buying £Stg.1 = $F2.085; selling $2.11.

WESTERN SAMOA.—Through Bank of Western Samoa, controlled from NZ, seller $A1 to $WS Tala 1.2470.

NORFOLK IS., PAPUA-NEW GUINEA. — Australian currency used: no exchange payable in transactions with Australia.

FRENCH PACIFIC COLONIES.—Pacific francs (CFP) are used in New Caledonia, New Hebrides (jointly with Australian dollars), Wallis and Futuna Islands and Fr. Polynesia. **French Bank,** Sydney, on May 23, quoted: Selling, Noumea and Papeete, 98 Pac. francs to $ Aust.; approx. 90 Pac. francs to US $; Noumea 18 Pac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc). Paris-London: Buying 11.88 francs to £Stg. Also, £Stg. equals 215.50 Pac. francs.

OTHER PRODUCE

BECHE-DE-MER: Chang Sing Loong Co., Suva, quoted F20c (4 in. to 7 in.) to F30c (9 in. to 11 in.) lb for "Sucuwalu" and "Loaloa" varieties.

Honiara.—Live slugs, over six inches, black six for 10c, other colours—12 for 10c.

CHILLIES.—Solomons, Honiara, Tabasco, grade one, dried 22c per lb, wet, 6c per lb; long red, grade one, dried, 12c per lb, long red, wet, 3c per lb.

COCOA:—Islands rates are based on Ghana prices. Ghana price on May 22 was £Stg.419 per ton, c.i.f., UK Spot.

On May 22, Quote No. 1: In store Rabaul, export quality $750 per ton, ex-wharf Sydney, $800, and steady. Quote No. 2: Best quality, ex-wharf Sydney, $758, in store NG ports $835 (for UK, Continent and USA shipments).

W. Samoa.—Latest price quoted in Sydney on May 7, was 1st grade, £Stg.380; 2nd grade, £Stg.365, f.o.b., Apr./June ships.

New Hebrides.—beach, Vila, Santo, $300 per ton.

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

COFFEE.—P-NG: May 22, Quote No. 1, good quality A grade 36c to 39c per lb; B grade 33c to 37½c; C grade 30½ to 33c; X grade 33c to 36c and native X grade 31c to 33c (ex-store Sydney).

CROCODILE SKINS. — On May 22, Sydney buyers quoted for 12 in. and over, 1st grade quality as follows: **P-NG**—$3.05 per in., f.o.b. main ports, small scale (salt water); large scale (fresh water) $2.10 per in. **B.S.I.,** Honiara: $1.80 to $2.20 per in.; Gizo: $2.10 per in.

GREEN SNAIL SHELL. — On May 22 Australian buyers report very little demand from Japan, Europe and the US. Prices not quoted: **Honiara:** 16c lb.

PAPUAN GUM: Graded gum $185 per ton, f.o.b., Samarai, ungraded gum $174, f.o.b., NG.

PASSIONFRUIT.—Cook Islands, Islands Foods Ltd. pays growers NZ2.5c per lb for good fruit.

PEANUTS.—P-NG: Sydney agents reported May 22, f.o.b., Lae; Kernels—white Spanish 15c lb.

PEARL SHELL.—Torres Strait Pearlshellers' Assn. recently quoted these prices for MOP: AA grade, $A1,250 per ton; A $1,450; B, $1,800; C, $1,900; D, $1,220; E, $840 and EE, $600 f.o.b. Thurs. Is.

Solomons.—Honiara, mother of pearl black-lip 15c lb, goldlip 20c lb.

Cook Islands.—Penrhyn Island, $NZ700 a ton (approx.), f.o.b., Rarotonga.

PYRETHRUM.—NG growers, 17c lb, flowers.

RICE (Aust.): Prices, until Oct. 31, 1969, are—**P-NG:** Dried brown rice, 112 lb bags, $137.50 per ton, f.o.w. Sydney. Vitamin-enriched white rice, 56 lb bags, $152.50 per ton. **Other Pacific Islands:** Polished white (56 lb bags) or dried brown rice (112 lb bags), $161 per ton, f.o.w.

STOCK MARKET

LAST SALES SYDNEY

	Apr. 22	May 23
A. Lemon .50	.94	.94
ANG Hold. 1.00	.78	.78
Bali Plantations .50	.94	.98
Burns Philp 1.00	5.42	5.24
Burns Philp (SS) 2.05	4.25	4.30
Camelec .50	.63	.61
Carpenter .50	3.36	3.30
Choiseul Plntn. 1.00	4.60	4.50
C.S.R. 1.00	8.00	8.02
Dylup Plntn. .50	1.12	1.01
Fiji Industries 1.02	3.00	2.85
Kerema Rubber .50	.27	.27
Koitaki Rubber .50	.82	.80
Lolorua Rubber .50	.40	.40
Makurapau Plntn. .50	.65	.65
Mariboi Rubber .50	.42	.38
P-NG Motors .50	.64	.62
Plantation Hldgs. .50	.60	.58
Queensland Ins. 1.00	6.20	6.00
Rubberlands .50	.67	.34
Sogeri Rubber .50	.35	.65
Sth. Pac. Ins. .50	2.20	2.10
Steamships Tdg. .50	1.01	.94
Watkins Cons. .50	1.32	1.45

OIL AND MINING SHARES

C.R.A. .50	19.80	19.40
Cultus Pacific .25	.60	.64
Emperor .10	3.65	2.80
NG Gold Ltd. .35	.70	.70
Oil Search .50	.54	.45
Pacific I. Mines .25	.70	.57
Papuan Apin. .50	.44	.38
Placer Dev.*	40.00	43.00
Southland .25	3.35	3.60

* No par value

Sydney stock exchange share price index for ordinaries on May 23 was 611.43. On Apr. 22 it was 621.60.

Solomons.—$156 per ton (orders under 2 tons), $148 per ton (over 2 tons), f.o.b. Honiara.

RUBBER.—P-NG price is based on Singapore rates, which on May 23 were: Prompt nominal shipment 68⅛ Malayan cents per lb; June, M68⅜c cents per lb and July, M68⅛c cents per lb (all about 24 Aust. cents per lb).

SANDALWOOD.—New Hebrides, landed on the beach, Vila and Santo, $250 a ton.

SHARK FINS: Chang Sing Loong Co., Suva, offers F45c per lb for well-dried fins of commercial quality. ICEP Pty. Ltd., 22 Taylor St., North Curl Curl, Sydney, quote 65c to 85c lb., ex-store Sydney, according to quality.

TROCHUS.—A Sydney buyer indicated the following prices: May 22—**Papua**—$140-$150 per ton—**Honiara**—$140-$145 per ton, f.o.b. Islands ports—direct shipment overseas—**NG**—$125-$130 per ton.

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

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, buy mainly from **Tahiti** for Sydney and Melbourne essence makers. Prices on May 22 were: White and yellow label processed, standard packs, $5.50; green label $5.30, c.i.f., Sydney. **Tonga.**—$T4.20, f.o.b., Nukualofa; $T4.50, Melbourne.

UK, US QUOTES

COPRA: LONDON, May 22, Philippines, in bulk, $US180 per long ton, c.i.f. UK/Nth. European ports; US Pacific coast $US164 per short ton.

COCONUT OIL: LONDON, May 22, Ceylon, 1% in bulk, £Stg.148 per ton, c.i.f. UK/Nth. European ports.

RUBBER: LONDON, May 23, Spot 24¼d Stg. lb; June 23-15/16d Stg. lb; Aug. 24-3/16d Stg. lb.

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AIRPORT DUTY-FREE PLAN BRINGS PROTESTS

A decision by Australia's Department of Civil Aviation in May to allow a duty-free shop to operate at Port Moresby's international airport, caused uproar among New Guinea businessmen.

Strong protests were made to the Administration and to the Commonwealth about the decision, which came sudddenly and left established businesses with thousands of dollars worth of goods on their hands, which they saw little hope of selling quickly.

Businessmen pointed out that they could hardly be expected to compete with a duty-free shop in radios, cameras and perfumes, while they had to pay 35 per cent. import duty. Travellers from all over the territory would buy duty-free in Port Moresby. This would cripple retailers in other parts of the territory besides those in Port Moresby.

One of the biggest importers of the goods that will now be duty-free at the airport is Chin Hoi Meen and Sons, of Port Moresby, which currently has $150,000 of stocks. Mr. Chin said it would take "years" to sell these goods with the competition at the airport.

No warning

The company had been given no warning about the airport plans. If it had known, its advance ordering would have been different.

Businessmen stressed that they had no objections to duty-free operations provided the territory's import taxes on the relative goods were waived and everyone—not just the airport shop—was allowed to sell the goods.

Retailers also complained about the short notice for tenders. Tenders were called on May 5, to close on May 13.

Following the protests, the department extended the closing date until June 3.

There was suspicion among territory businessmen that Australian mainland interests knew about the move well in advance of the announcement; one organisation had sent a man to Port Moresby before the announcement and had looked at facilities.

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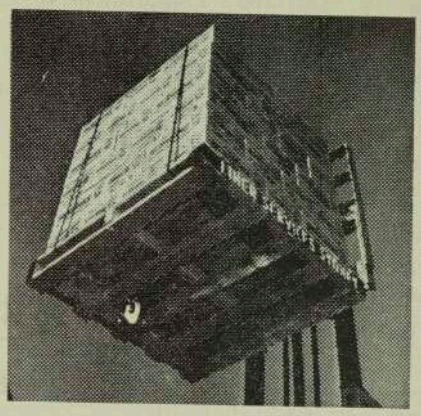

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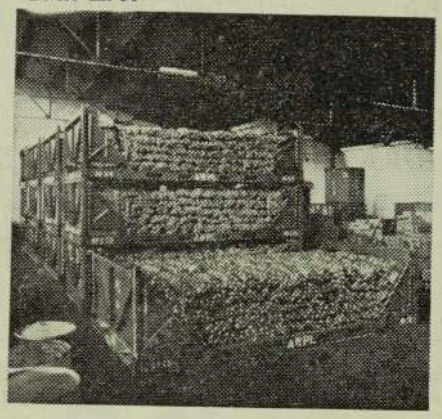

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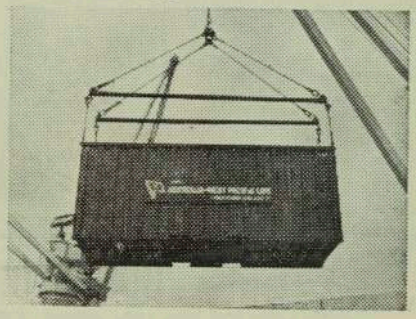

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Australia - West Pacific Line (N.G.) P/L **Lae** 2269
New Guinea Company Ltd **Port Moresby** 2117 **Madang** 2752
Rabaul 2640 Collins & Leahy P/L **Gorokz** 67
Breckwoldt & Co (N.G.) P/L **Mt Hagen** 392

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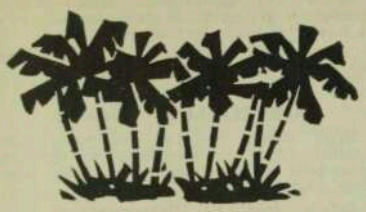

Shipping & Airways Information

SHIPPING

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).

Orient 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 occasionally at Djayapura.

Details from John Manners and Co. (Aust.) Pty. Ltd., 4 Bridge Street, Sydney (27-9164).

SYDNEY - FIJI

CSR operates a passenger/cargo run with the MV Rona, departing Sydney every three to four weeks for Suva and Lautoka and return.

Details from Colonial Sugar Refining Co. Ltd., 1 O'Connell Street, Sydney (2-0515).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains a six-weekly cargo service with the Waimate from Sydney to Lautoka, Suva (including transhipments for Vavau and Niue), Nukualofa and Apia with return to Sydney via Auckland. The return trip occasionally takes in Malua (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

Chandris liners Australis and Ellinis maintain a two-monthly passenger service from Sydney via NZ, Suva (Australis only), Papeete (Ellinis only) to Southampton, returning via South Africa.

Details from Chandris Line, 135 King 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 transhipments to Majuro in the Marshall Islands) and Honolulu to Los Angeles or Vancouver.

Details from Shiptraco Sea Transport Services Pty. Ltd., 19 Bridge Street, Sydney (27-4149).

SYDNEY - LORD HOWE - NORFOLK IS. - NEW CALEDONIA

Jacques del Mar II (owned by Societe Maritime Caledonienne, Noumea), makes a regular three weekly passenger-cargo voyage from Sydney or Melbourne to Lord Howe, Norfolk and Noumea.

Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Messageries Maritimes Line passenger-cargo vessels, Tahitien and Caledonien from Marseilles, via West Indies and Panama, call regularly at Papeete, Taiohae (Marquesas Group), Vila, Noumea and Sydney, and return by same route.

Polynesie maintains three-weekly passenger sailings between Sydney, Noumea, Vila and Santo.

Details from Messageries Maritimes, 2 Young 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 Akaroa passenger vessels each make four round-the-world voyages per year, from Southampton, UK, alternatively via South Africa and Panama, calling at Sydney, Wellington, Auckland, Rarotonga, Suva, and Papeete.

Details from Shaw Savill Line, 8a Castlereagh 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 Wilh. 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 seven weeks from Melbourne and Sydney to Pt. Moresby, Samarai, Rabaul, Madang, Lae, Pt. Moresby, Sydney, Melbourne.

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

Montoro sails every four weeks from Sydney to Brisbane, Pt. Moresby, Samarai and return.

Marsina sails every two weeks from Sydney to Rabaul and Kavieng, and return. On alternate trips she calls at Honiara instead of Kavieng.

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

NG Aust. vessel Coral Chief runs a service every 17/18 days from Sydney to Brisbane and Pt. Moresby. NG Aust.'s Island Chief runs a service every 21 days from Sydney to Brisbane, Lae, Madang and Rabaul.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (27-4701).

Karlander New Guinea Line's six cargo vessels leave Sydney approx. weekly for P-NG ports, calling at Brisbane, Pt. Moresby, Samarai, Rabaul, Lae, Madang, Wewak, Kieta, Fulleborn, Gizo, Honiara, Buka and Vanimo. Four of these ships carry passengers.

Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

Amplex NG Lines, with the freighter Jette Bue, operates a three-weekly service from Sydney to Rabaul, Lae and Fulleborn, and return.

Details from Botany Bay Shipping, 19 Bridge Street, Sydney (27-3837).

Messrs. 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 Joint Cargo Services, 56 Pitt Street, Sydney (27-1271), Amtraco, Sydney (28-2203).

NG-Pacific Line (China Nav. and Mitsui) vessels provide a monthly passenger-cargo service calling at Pt. Moresby when northbound between Australia, Manila, Keelung and Hong Kong.

Details from Swire and Gilchrist, 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).

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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 Gilchrist, 8 Spring Street, Sydney (27-4701).

SYDNEY - NZ - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Messageries Maritimes operates a six-weekly service from Sydney to Melbourne, Auckland, Noumea, Vila or Santo, Papeete, and return.

Details from Messageries Maritimes, 2 Young Street, Sydney (27-2654).

EUROPE - TAHITI - NEW CALEDONIA - AUSTRALIA

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

Messageries Maritimes passenger-cargo vessels Vivarais, Vanoise, Velay, Ventoux and Vosges run monthly between France and Noumea via South Africa and Australia. From Sydney, vessels go to Noumea; return to France via Brisbane and southern Australian coastal ports.

Details from Messageries Maritimes, 2 Young Street, Sydney (27-2654).

FAR EAST - FIJI - NZ

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

Details from Royal Interocean Lines, 261 George 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 Gilchrist, 8 Spring Street, Sydney (27-4701).

GEIC - SYDNEY

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

Details from Swire and Gilchrist, 8 Spring Street, Sydney (27-4701).

JAPAN - SAMOA - FIJI - N. CALEDONIA - GEIC - N. HEBRIDES - BSI

Daiwa Line runs a monthly passenger/cargo service from Japan via Guam to Apia, Pago Pago, Suva, Labasa, Lautoka, Noumea, Vila, Santo and Honiara. Alternate voyages include Tarawa.

Details from Burns Philp (SS), Suva.

JAPAN - NEW GUINEA

Mitsui and China Nav. vessels provide fortnightly services from major Japanese cities to major NG ports, and return.

Details from McIlwraith McEacharn Ltd., 247 George Street, Sydney (27-1481).

NEW ZEALAND - COOK IS.

NZGS Moana Roa (40 passengers) makes monthly trips from Auckland to Rarotonga, with calls at Niue and other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (71-846) or any office of Union SS Co. of NZ, Ltd.

NZ - FIJI - TONGA - SAMOAS

Union Steam Ship passenger-cargo vessels Tofua and Taveuni (cargo only) leave Auckland alternately every two weeks. Tofua calls at Suva, Niue, Pago Pago, Apia, Vavau, Nukualofa, Suva and Auckland. Taveuni calls at Lautoka, Suva, Pago Pago, Apia, Haapai, Nukualofa, Suva and Auckland.

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

NZ - COOK ISLANDS - TAHITI

Holm and Co. Ltd. vessels Luhesand and Fahrmannsand 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., Customhouse Quay, Wellington, NZ, or P and O, Sydney (2-0317).

THE BANK LINE

MONTHLY SERVICES

UNITED KINGDOM AND CONTINENT

TO AND FROM

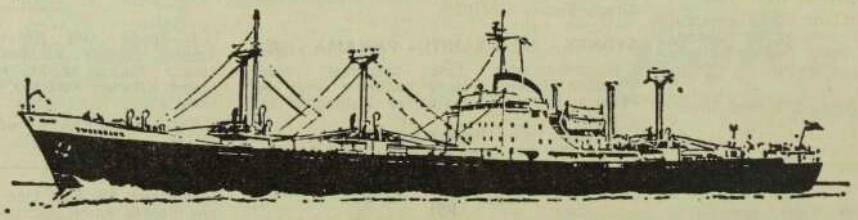
PAPUA, NEW GUINEA AND THE SOLOMON ISLANDS

ALSO:

FIJI, TONGA, SAMOA AND TARAWA TO UNITED KINGDOM AND CONTINENT

☆

U.S. GULF/AUSTRALASIA SERVICE VESSELS CALLING AT FIJI, ETC., WHEN SUFFICIENT INDUCEMENT OFFERS FROM U.S. GULF PORTS



FOR PARTICULARS APPLY:

THE BANK LINE (AUSTRALASIA) PTY. LTD., SYDNEY, N.S.W.

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NZ - N. CALEDONIA - NG - NORFOLK ISLAND

NZ Export Line operates a 14-day service from Auckland to Noumea, Pt. Moresby, Lae, Rabaul, Norfolk Island, and return.
Details from Maritimes Services Ltd., 22 Kitchener Street, Auckland, or Shiptraco, Sydney (27-4149).

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, Santo, Lautoka and Suva, and return to Auckland, Norfolk and Santo subject to cargo inducement.
Details from Trans Pacific Marine, 29-31 Fort Street, Auckland (41-873).

NTH AMERICA - TAHITI - AM. SAMOA

Polynesia Line vessel Graziella Zeta maintains a regular seven-week cargo route (with limited passenger space) from Los Angeles, San Francisco, Coos Bay (British Columbia) to Papeete and Pago Pago and return the same way.
Details from Marine Chartering (Aust.) Pty. Ltd., Box 1631, GPO, Sydney (27-5483).

TONGA - FIJI - AUSTRALIA

Tonga Copra Board vessel Niuvakai operates a six-week passenger-cargo service from Nukualofa, Apia, Suva, Lautoka, Melbourne and Sydney.
Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo-passenger run from Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoniu. Calls are also made as required at Apia and Pago Pago.
Details from Burns Philp (SS), Suva.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co. Ltd., act as Loading Brokers in London.
Details from Burns Philp (SS), Suva.

UK - PAPUA - NG - BSI

Bank Line operates a monthly direct service from Europe via South Africa to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, GEIC, or Vila and Santo, New Hebrides.
Details from Bank Line (A/asia.) Pty. Ltd., 269 George Street, Sydney (27-2041).

UK - TAHITI - NZ - AUSTRALIA

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

US/JAPAN - MICRONESIA

MILI, with several inter-island passenger/cargo ships, operates regular services out of the US west coast and Japan, via Honolulu and Guam, to all major Micronesian ports, including Saipan, Yap, Koror, Ponape, Truk, Kusaie, Kwajelein, and Majuro. Tarawa calls to start June.
Details from Marine Chartering Aust. Pty. Ltd., Box 1631, GPO, Sydney (27-5483) or Box 471, Saipan, Mariana Islands.

USA - AM. SAMOA - HAWAII - AUSTRALIA

Matson-Oceanic Line operates a monthly passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Regular calls include Sydney, Brisbane, Melbourne, Adelaide, Burnie, Pago Pago and Honolulu.
Details from Matson Lines, 50 Young 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 Vila, Suva, Niuafoou, Pago Pago and Honolulu to San Francisco.
Details from Matson Lines, 50 Young Street, Sydney (27-4272).

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships on US Atlantic Coast-Panama-Sydney service 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, and occasionally Lautoka, Vila, and return.
Details from Trans-Austral Shipping Pty. Ltd., 275 George Street, Sydney (29-2551).

AIRWAYS

TRANS-PACIFIC SERVICES

SYDNEY - BRISBANE - HAWAII - US

Qantas, with 707's, operates weekly services from Sydney and San Francisco, departing on Thurs.

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 - FIJI - HAWAII - CANADA

CP Air, with DC8's, operates weekly services out of Sydney and Vancouver on Sat.

SYDNEY - NZ - HAWAII or TAHITI - USA

Air-NZ, with DC8's, operates services out of Sydney and Los Angeles on Wed., Fri. and Sun.

SYDNEY - FIJI - HAWAII - USA

Qantas, with 707's, operates daily services, except on Thurs., from Sydney to San Francisco, and from San Francisco daily, except Thurs. Sat. flights by-pass Fiji.
BOAC, with 707's, operates services on Tues., Thurs. and Sun. out of Sydney and Tues., Thurs. and Sat. out of San Francisco.

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

UTA, with DC8's, operates out of Sydney on Fri., and Noumea on Mon. and Thurs. Mon., Thurs. and Fri. services operate from Los Angeles.

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.
Jets fly Sydney-Hawaii non-stop both ways Mon., Tues., Thurs. and Sat.

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 departs Honolulu for Auckland, via Pago Pago.

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

UTA, with DC8's, operates a weekly service out of Djakarta to Los Angeles on Wed. and return on Mon. A non-stop Noumea-Singapore flight operates on Thurs.

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. Qantas, with 707's, operates weekly on Sat. to Nadi, returning to Sydney the same day.

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 DC8's, operates 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. and Wed. 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.

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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 - COOKS
No commercial services but RNZAF planes make regular calls, Auckland-Rarotonga return. Passengers are carried.

NZ - FIJI
Air-NZ, with DC8'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 DC8's, operates services out of Auckland on Thurs. and Sat. and from Pago Pago on Wed. and Fri.

NZ - TAHITI
UTA, with DC8's, operates from Auckland on Thurs. and from Papeete on Tues.
Air-NZ, with DC8's, operates from Auckland on Sun. and from Papeete on Sat.

NZ - NEW CALEDONIA
Air-NZ/UTA, with DC8'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.

● **PIM's shipping and airways timetables are correct to time of publication.**

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 Sat. Trips include a 36-hour stopover at Easter Island. Details from Mr. J. Federer, Box 196, Kings Cross, NSW, 2011 (Phone 31-4366), or Tahiti Tours, Papeete.

FIJI - GEIC - NAURU
Fiji Airways, with 748's, operates weekly return services to Nauru, leaving Nadi on Fri. and making stops en route at Funafuti and Tarawa. Planes return from Nauru on Sat.

FIJI - NEW HEBRIDES - BSIP - NG
Fiji Airways, with 748's, operates from Nadi on Wed. and Sun., via Vila and Santo, to Honiara. Planes leave Honiara on Tues. and Thurs. On Mon. 748's fly direct to Pt. Moresby from Honiara and return to Honiara same day; staying overnight before flying to Fiji, Tues.

FIJI - WESTERN SAMOA
Fiji Airways, with 748's, operates from Suva on Thurs., Sun. (via Tonga) and Sat. Returns on Wed., Sun (via Tonga) and Sat.

FIJI - TONGA
Fiji Airways, with 748's, operates from Suva to Apia three times a week and return.

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.

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 Madang on alternate Wed. for Djayapura and returns the same day (June 18, July 2).

P-NG - SOLOMONS
TAA, with Fokkers and DC3's, operates twice weekly. Fri. planes leave Moresby via Munda to Honiara, returning Sat. same route. Tues. leave Rabaul via Buka, Kieta, Munda, Yandina to Honiara, returning Wed. same route.

TAHITI - USA
UTA, with DC8'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.,

MICRONESIA INTEROCEAN LINE INC

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California 94109,
'phone 415-771-6400
TWX 910-372-7388 RCA 27-337
Cables: 'Interco'

Marine Chartering Australia Pty. Ltd., Box 1631, G.P.O. Sydney, N.S.W. 2001, Australia.
'phone 27 5483, Cables: 'Explorer' Sydney.

Hawaii Agents:
Hawaii Freight Lines Inc.,
711 Nimitz Highway,
Honolulu 6, Hawaii 9 6806
'phone 567-031
Telex: 723-407

Japan—Okinawa—Taiwan:
Interocean Shipping Corporation,
Tokyo, Japan.
Telex: 781-2335
Cables: 'Oceaninter'

POLYNESIA LINE LTD.

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(OTHER PORTS ON INDUCEMENT)

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'phone 415-771-6400
TWX 910-372-7388 RCA 27-337 Cables: 'Interco'

Marine Chartering Australia Pty. Ltd., Box 1631,
G.P.O. Sydney, N.S.W. 2001, Australia.
'phone 27 5483, Cables: 'Explorer' Sydney.

Port Agents:
Papeete, Maison Morgan-Vernex,
Cables: 'Morex'
Pago Pago, B. F. Kneubuhl,
Cables: 'Kneubuhlinc'

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hurs., Sat. and Sun.; Thurs. flight takes in Honolulu and the Sat. flight includes Honolulu nd Pago Pago.
Air-NZ, with DC8's, flies to Los Angeles rom Papeete on Sun., leaves Los Angeles on ri.

W. SAMOA - AM. SAMOA

Polynesian Airlines, with DC4's, operates rom Apia to Pago Pago three times a day, Ved., Fri., and twice a day, Tues., Sun.; once at. Pago Pago to Apia services operate on he same frequency (all flights, 45 min.).

W. SAMOA - TONGA

Polynesian Airlines, with DC4's, DC3's, perates a weekly service from Apia, leaving n Sun. and returning to Apia from Nukualofa n Mon.

W. SAMOA - WALLIS IS. - FIJI

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

INTERNAL SERVICES

FIJI

Fiji Airways, with Herons, DC3's and HS748's operates regular services to Labasa, Matei, Nadi, Nausori and Savusavu.

Details from Fiji Airways, Victoria Parade, uva.

Air Pacific, with Beech Baron aircraft, perate regular services to Ba, Bureta, Corolevu, Nadi, Nausori and Vatukoula.

Details from Air Pacific Ltd., Suva (Phone 5137).

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.

Air Tahiti, with light aircraft, operates services from Papeete to Moorea, Raiatea and Bora Bora.

GILBERT AND ELLICE ISLANDS

Fiji Airways, with Herons, started limited services in May. Strips available are Tarawa, North Tabiteuea, Abemama and Funafuti.

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, Ponape, Rota, Saipan and Yap.

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

PAPUA - NEW GUINEA

TAA, operates regular services to Baimuru, Baiyer R., Balimo, Banz, Buin, Bulolo, Buka, Cape Gloucester, Cape Hoskins, Chimbu, Daru, Finschhafen, Garaina, Goroka, Gurney (Samarai), Jacquinot Bay, Kainantu, Kandrian, Kavieng, Kerema, Kieta, Kikori, Lae, Madang, Malalau, Manus, Minj, Misima, Mt. Hagen, Munda, Nanatanai, Nissan Is., Popondetta, Pt. Moresby, Rabaul, Talasea, Valimo, Wabag, Wakunai, Wau, Wapenamanda and Wewak.

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Papuan Airlines Pty. Ltd., with a variety of aircraft, operates regular services to Aroa, Balimo, Bereina, Cape Rodney, Daru, Gurney, Kairuku, Kokoda, Losuia, Mendi, Mt. Hagen, Paili, Popondetta, Pt. Moresby, Rorona, Tapini, Vivigani, Wanigela and Woitape.

NEW CALEDONIA

Air Caledonie, with Twin Otters, Herons and Aztecs operates regular services to Hienghene, Houailou, Isle of Pines, Isle Ouen, Kone, Kouaoua, Koumac, Lifou, Mare, Noumea, Ouvea, Poindimie, Touho, Voh.

Details from Air Caledonie, Noumea.

NEW HEBRIDES

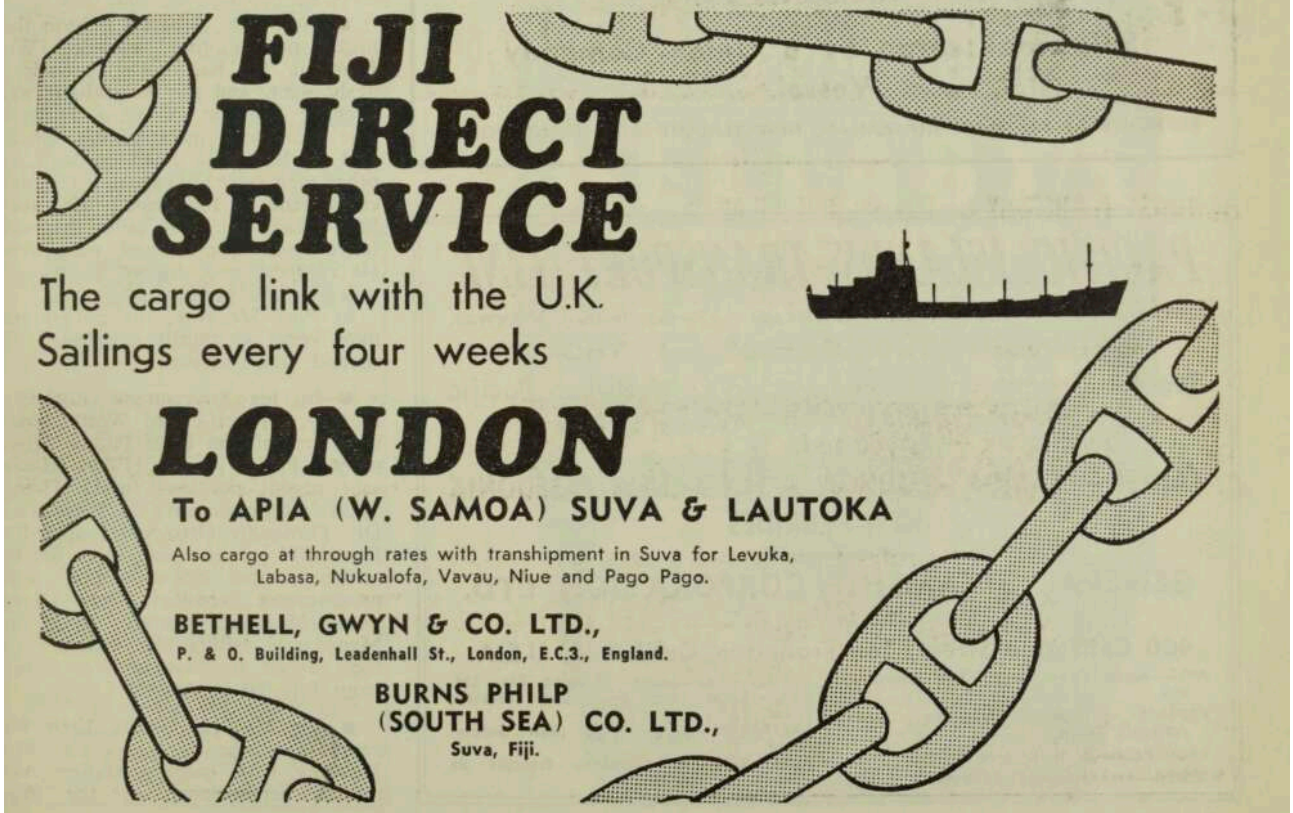
Air Melanesia, with Drovers, operates regular services to Aneityum, Epi, Erromanga, Lamap, Longana, Norsup, Santo, Tanna, Tongoa and Vila.

Details from Air Melanesia, Vila.

SOLOMON ISLANDS

Solomons Islands Airways, with Beech Baron aircraft, operates regular services to Auki, Avu Avu, Barakoma, Honiara, Kira Kira, Marau, Mono, Munda, Sege and Yandina.

Details from Solomon Islands Airways Ltd., Box C25, Honiara. BSIP.



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WEST IRIAN

(Continued from p. 35)

foreign affairs, *not* Port Moresby or the House of Assembly.

● Simultaneously in Port Moresby, the University Politics Club was listening to the Member for Moresby, the Rev. Percy Chatterton, describing West Irian's forthcoming act of free choice as a shameful business, both for Indonesia and the UN.

● The Politics Club arranged for a protest march through Port Moresby, with a petition for Prime Minister Gorton, and Ministers Freeth (External Affairs), Barnes (External Territories) and U Thant.

More than 600 signatures were scrawled on the petition, which tells the Gorton Government that if it is not prepared to tell Indonesia to do an honest job in West Irian, then it should say nothing at all. To condone Indonesia's plans, the petition says, is shameful.

● Within 24 hours of the Politics Club seminar on West Irian, ABC and *South Pacific Post* correspondent at Wewak, Albert Crichton, "broke" the story that a wounded West Irianese had just been carried across the border from West Irian's capital.

He is Leo Jamby, 26, an official member of the banned Free Papua Movement (Operasi Papua Merdeka) headed in Delft, Holland, by self-exiled Marcus Kaisiepo. Jamby had bullet wounds in an arm.

He is the very first West Irianese to cross the border carrying tangible proof that the Indonesians have been shooting in West Irian. Jamby originally came across the border on April 26 with 80 other West Irianese men, women and children—under a hail of Indonesian bullets. He went to the government quarantine camp at Yako, nine miles from the border but early in May, slipped back into West Irian with a native friend.

Wounded

On May 20 he was back—wounded. Four West Irianese friends had smuggled him to Wutung Patrol Post aboard a canoe and when goverment man Tony Try, 28, assured them Jamby would be taken to hospital, they sneaked back towards Djayapura.

● Newsman Albert Crichton then nosed out another wounded West Irianese. He had bullet wounds in a shoulder, and the Australians were keeping him at Vanimo Hospital. The man told interrogating officers that he had been lined up with five other men near Djayapura a few days earlier and an Indonesian firing team had opened up. The other five were felled and, he presumed, were dead. He escaped, and slogged his way 18 miles to the border.

In Port Moresby, the government men very reluctantly confirmed the second man's arrival.

● In his government house at Hohola, the self-exiled West Irianese secretary of the Free Papua Movement (Pacific Area) Elias Marjen sent urgent petitions to U Thant's Special Representative in West Irian, Dr. Fernando Ortiz-Sanz, appealing for a UN peacekeeping force for the territory, and UN-controlled radio programmes broadcast from Djayapura, Merauke, Sorong, Biak and Manokwari telling the villagers the facts about the act of free choice from July 10 to August 5.

● On May 24, more than 600 people marched through Port Moresby with banners slating Australia's performance in the West

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rian affair. The organiser, university tudent and part-time tutor Geoffrey Gray, stayed well behind the scenes.

The front man, president of the niversity Politics Club, Leo Hannett from Bougainville) delivered the etition to Administrator D. O. Hay, nd told reporters he was thinking f a telegram to Messrs. To Liman nd Kapena in New York, to make ure they raised the West Irian act f free choice.

But District Commissioner D. J. Clancy (Mendi) was with them in New York—with instructions to play own the West Irian issue as best e could.

● At Yako Quarantine Camp ine miles from the border, 111 West rianese men, women and children ho crossed the border amid bullets n April 26, were still being pro- essed to see how many had justifiable laims for permissive (political) esidence in Australian territory.

And all over Papua-New Guinea, HA's were trying to decide just ow deeply the House of Assembly hould involve itself in West Irian ffairs, during the meeting beginning une 17.

They gave a hostile reception to suggestion by the Department of External Affairs that the House should not debate" the West Irian uestion, as international relations ere a Commonwealth matter.

And from the West Irian border n Western Papua, reports from two Vest Irianese men are that Indo- esians have been shooting again. The two walked three days to Weam Patrol Post and said that 15 uni- ormed Indonesians had come to the illage site known as Old Kwari (on the Suki Lagoon track) to open fire on 200 West Irianese men, women and children living there for weeks without Port Moresby's knowledge.

Old Kwari is 12 miles into Australian territory. The danger of really serious shooting incidents on—and across—the border is mounting.

If Mr. Barnes is unworried about the furious Indonesian activity along the border and the persistent cross- sings by refugees, then his Patrol Officers and other field staff *are* worried . . . they're worried that the regular crossings since 1963 (at least 1,600 so far) will increase rapidly as the "act of free choice" draws nearer.

GEIC CENSUS RESULT

Last December's census in the Gilbert and Ellice Islands Colony shows a population of 55,185. According to Dr. Hans Zwart, demographer at the South Pacific Commission, this figure is about 1,000 less than projections, but final figures and details are being processed in Hawaii.

Conducting the census on the widely-scattered 40-odd islands of the GEIC had its problems. Forms from the isolated Line Islands (2,000 miles from the GEIC's capital, Tarawa) were shipped to Panama to be returned to Tarawa!

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The Practical Planter

Fiji may soon have vanilla industry

● **Mr. W. J. Erich with some vanilla vines taken from his property at Deuba, Fiji.**—Photo: Bal Ram.

It is possible that a vanilla industry—dead in Fiji for more han a century—will soon be seen again in the colony.

Retired American rancher, 77-year-ld Mr. W. J. Erich, is enthusiastic bout the prospect and has been xperimenting with vanilla growth nd production at his Deuba estate, utside Suva. He now has 3,200 ines growing—and says if he could ncrease this to 30,000, it would be orthwhile putting in a processing lant.

He says too that a Californian ce cream factory has already given im an undertaking to buy all Fiji-roduced vanilla.

The processing of vanilla involves he "sweating" of vines to bring out he vanilla flavour. Fiji is said to e ideal for growing vanilla vines, ecause the world's best come from reas 10 to 20 degrees above and elow the Equator.

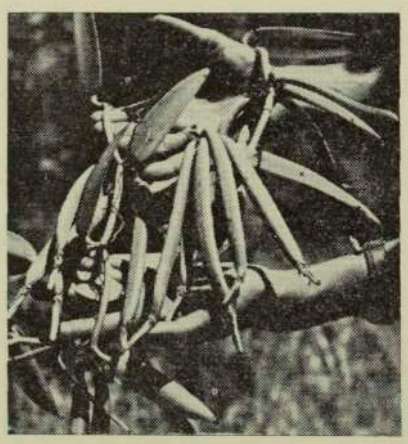
'Time, money and labour . . ."

French colonies now hold the nonopoly on vanilla production but, ccording to Mr. Erich, American nd Canadian ice cream manufac-urers are eager to find new sources. At times, he said, the price was as igh as $12 a lb.

The experimental vanilla planta-ion is part of a 1,500 acre land tract owned by Mr. Erich at Deuba.

"I've spent a lot of time, money and labour looking for vanilla plants —and, in fact, found about 400 species on my own land," he said.

"We found about 11 places where it was grown many years ago. I'd be glad to hear of any other places where it grows."



A healthy vanilla plant in Tahiti. Fiji may soon be producing vanilla of equal quality.

Vanilla plants do not like full sunlight or deep shade, and Mr. Erich is using the natural bush growth on his plantation to provide the necessary filtered light.

Now one of the most enthusiastic pioneers in Fiji agricultural circles, he came to Fiji 14 years ago, after retiring as a cattle rancher in the US. He says his nephew, Col. T. E. Erich, of the US Air Force, plans to join him in the vanilla growing project—and Fiji's Department of Agriculture has also indicated its support.

Help

"We are waiting until Mr. Erich has enough pods—then we will be interested in helping him carry out experiments with processing," said Mr. J. D. Yelf, the Deputy Director of Agriculture.

"If it has survived in the bush for nearly 100 years, it would appear that vanilla in Fiji is very healthy."

Vanilla was last grown commercially in Fiji by European settlers more than 100 years ago, in the Navua area. After losing the market, they turned to cotton growing.

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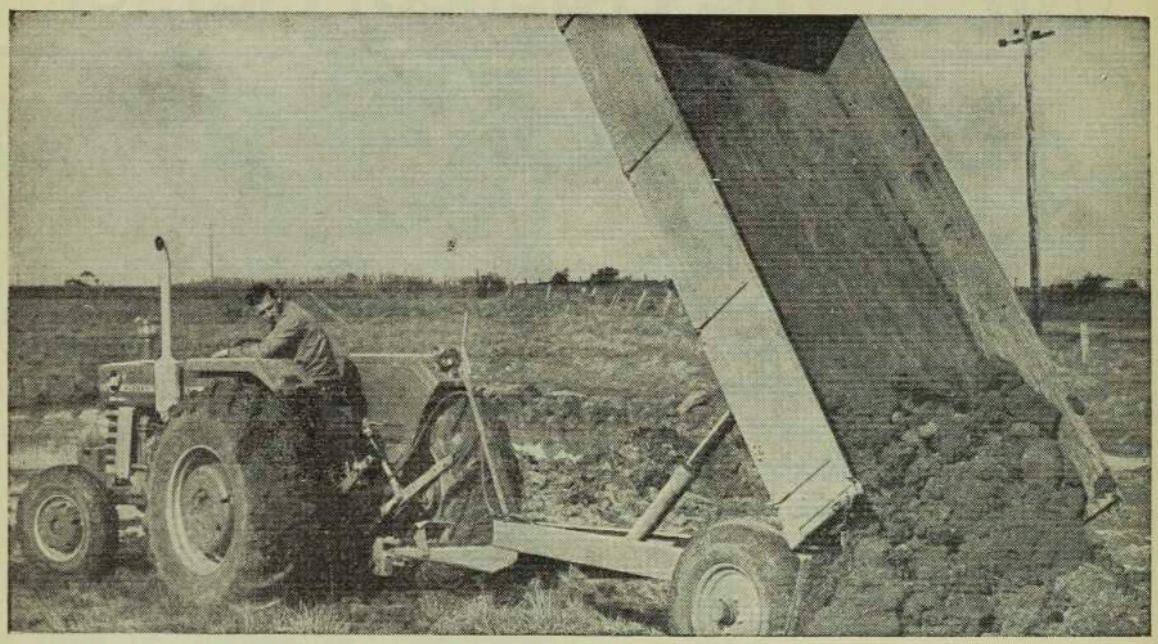

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TOURISTS WILL BE AFTER THOSE AVOCADO PEARS

Since the avocado pear is a luxury item on jet-set menus, it follows that there will be an increasing demand for the fruit in the Islands of the South Pacific where more and more well-heeled tourists are arriving every day.

The avocado, which can be grown ıroughut the tropics, is divided into ıree races: the Mexican, the Guate-ıalan and the West Indian.

The Mexican race is of very little ɔmmercial importance, except for ybrids between it and other races. rees of the Guatemalan race tend ɔ bear large fruit which have thicker nd rougher skins than those of the lexican variety, while the West ıdian avocado bears fruit of varying ze, the skins of which tend to be a ttle thinner and smoother than those f the Guatemalan varieties.

The leading commercial avocado ariety is the Fuerte which is a ybrid between the Mexican and uatemalan races. The Fuerte bears ather a large pyriform fruit usually 8 to 16 oz) and has a thin, ull green skin. The flesh has a uttery texture and a rich nutty avour.

Precautions

The opportunities for expanding ıe trade in avocado pears depend ırgely upon producers harvesting ɔod quality fruit, taking adequate recautions to ensure that it is picked the correct stage of maturity, and acked and transported under ɔtimum conditions. Producers in alifornia and Florida, for instance, ırefully clip the fruit from the trees ith a small portion of stem, and fter washing it to remove dirt, etc., rade it to size before packing.

Most growers find it difficult to etermine the correct stage of ıaturity for harvesting avocadoes, nce mature and immature fruit ɔpear very similar externally. The alifornian industry considers that ıe only reliable criterion is the oil ɔntent of sample fruits—it should e at least 8 per cent.

To prevent damage Florida avoca-oes are normally packed in trays olding a single layer of fruit, or in gs. The latter package is usually sed for avocadoes weighing at least) ounces or measuring 3¾ inches in iameter, and may be made of either breboard or wood with inside imensions of 11 x 16¾ x 10 inches.

Avocado trays have inside dimensions of 13½ x 16½ inches and may be 3¼, 3¾ or 4½ inches in depth, depending upon the size of the fruit. Trays are also used by the Californian industry and hold approximately 13 lb net weight of avocadoes.

In packing avocadoes in trays or lugs, layers of slightly moistened wood wool are placed around the surfaces of the package as well as between the fruits so that each avocado is well protected in a nest of wood wool. The use of tissue wraps is not recommended since it has been found that wrapped fruits ripen too quickly—under American conditions at least.

The number of fruit per tray varies according to the size of the avocadoes; from 12 to 24 fruits is quite usual.

Avocadoes are picked firm and soften on ripening. Temperature has a very marked effect upon the rate of softening and it has not been found practicable to delay this and to keep avocadoes in store for long periods.

Different varieties react very differently on storage but investigations have shown the importance of preventing the accumulation of carbon dioxide in the storage chamber. It has been found that if the concentration of carbon dioxide is kept below 3 per cent. the fruit could be stored for longer periods and the development of brown discolouration in the skin is reduced.

For marketing avocadoes in the US it has been recommended that most varieties should be held at 45 deg. Fahr. during transportation by truck.

Though avocadoes are grown in the main for local use, there is an export market for them in non-tropical countries. A guide to packaging the fruit for export is provided by South Africa where regulations stipulate that:

- Avocado pears shall be packed in single layer clean new trays 18 in. long and 12 in. wide.
- Each fruit shall be wrapped in paper, cellophane or other suitable material and surrounded by wood wool.
- The trays shall have a thick layer of wood wool on the bottom and along the sides and ends as well as a sheet of paper and a thick layer of wood wool between the paper and lid.
- The fruit shall be cut from the tree and from ⅛ in .to ¼ in. of the stalk shall be left on the fruit.
- All "selected" grade avocadoes shall be in sound condition, true to variety, uniform in size, fully developed, mature but not over-ripe, clean and free from injury, disease, insect infestation, and free from other blemishes detrimentally affecting their appearance.
- All "choice" grade avocadoes shall be in sound condition, true to variety, uniform in size, fully developed, mature but not over-ripe, clean and free from injury, disease, insect infestation, and reasonably free from other blemishes detrimentally affecting their appearance.
- The fruit shall be packed diagonally in the tray. No tray shall contain more than 16 fruits and the pack shall be firm.

The Practical Planter

NORFOLK CROP TRIALS FAIL

Experiments with plantings of ginger, onions and cucumber on Norfolk Islands have failed because of weeds, a local pest, root-knot eelworm, and a lack of water in summer. A Sydney and Norfolk company, Export Crops, had hoped to export ginger, onions and cucumber seeds. It began planting ginger last August and planted onions and cucumbers this year.

Results showed that success with these and similar crops on Norfolk was only possible in a limited season and on a "personal farming basis," Mr. Ralph Lewis, managing director of the company, said. Big investments in machinery and wages were therefore not warranted and plans were abandoned.

The onions gave excellent germinations of Early Lockyer varieties, but fields were quickly overrun by nut-grass, which was too costly to control.

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NEW HOPES FOR SOLOMONS' CHILLIES

In May, two varieties of chilli—tobasco and Long Red—were added to the list of produce prices quoted weekly by the energetic Agriculture Department of the British Solomon Islands Protectorate.

Last year, nearly seven tons of chillies were exported from the Solomons to Britain, Europe and Australia. The results, however, were disappointing. Long-distance marketing meant that the big-podded chillies arrived in Europe when they weren't in demand.

The picture has brightened recently with the visit to Honiara of Mr. John Harrison, an executive with Waters Trading Co. of Sydney, Australian importers, who after his trip told *PIM* he was impressed with Solomons' chillies. He also said his company would buy good quality products. He added that the demand in Australia for chillies was high.

Meanwhile, to encourage local production of chillies, a Solomons' buyer, Mr. Ollie Torling, is offering these prices: up to 22 cents a pound for first-grade dried tobasco and up to 12 cents a pound for dried Long Red pods. Mr. Torling has also offered to help Solomon Islanders set up chilllies plots and drying areas.

PLANTERS NEED TO PLAY "SPOT THE WINNER"

Though agriculture is the mainstay of the Islands of the South Pacific, agricultural methods in the Islands are, generally speaking, backward. Since the Islands will more and more have to fend for themselves, it follows that they will have to improve their agricultural knowledge and experiment with new crops. It will be a matter, simply, of survival.

Of course, agriculture will not remain the main money-earner in every territory. In Fiji, for instance, it looks as though tourism will take over from agriculture (sugar cane) as the main money-earner, and there is a possibility that Tonga may overnight become an oil kingdom. But whether agriculture in a particular Islands territory is the most important industry, or the second most important or the third, the fact is that agricultural knowledge must be advanced.

Lack of knowledge

Mr. C. L. A. Leakey, of the Faculty of Agriculture, Makerere University, Uganda, has made a study of the problem of introducing new crops to underdeveloped countries, and a paper of his on the subject, delivered at a conference of the British Government's Tropical Products Institute, makes interesting reading.

Mr. Leakey sums up the problem in underdeveloped countries when he says that in these areas there is a shortage of experienced entrepreneurs among the indigenous populations, a lack of knowledge and understanding of world markets or of the use to which agricultural raw materials can be put, a lack of capital, a reliance for revenue on the export of relatively large amounts of a very limited number of commodities (mainly in a raw or semi-raw state), and inertia and conservatism among the masses.

And the problem doesn't end there. Says Mr. Leakey: "Information and advice on what new crops are worthy of serious investigation by a country interested in diversification has always been hard to obtain. The most frequent stimulus for new plantings is that of a sudden increase in the world price of a commodity already grown on a very small scale, or a suggestion put out by an already large consumer that his raw material is in danger of becoming scarce".

Mr. Leakey adds: "The successful producers are those who have just brought a new crop into production when the price rises, having anticipated such a rise, while those who only start their plantations while prices are at a peak are likely to be sadly disillusioned when everybody else's, as well as their own, new crop comes into production some time later.

"To spot the winners in advance is the key to success. Developing countries perhaps need crystal balls or very perceptive or intelligent planners . . ."

Although Mr. Leakey regards information on new crops as "important", he does not see lack of information as a major barrier to the introduction of new crops. Not all such information gets the message across, says Mr. Leakey. The tables appearing in some reports written by scientists, for instance, can only be understood by other scientists.

Mr. Leakey stresses that pilot schemes are necessary before new crops are introduced.

He says: "The schemes may be merely limited to the resources of a research station or they may be financed on a rather larger scale, but on any scale pilot schemes, if properly managed, require considerable time, energy and expertise and must inevitably cost money, which may prove in retrospect to be wasted".

Mr. Leakey says further: "A developing country will quite rightly wish to ensure that its small farmers participate in any successful new crop development".

Co-operation

One method of ensuring this is for a government to group together a number of farmers as a co-operative growers' society. However, Mr. Leakey warns that the success of such a venture depends on whether or no the government has officers enough to give practical assistance to the farmers.

In a summary of his paper, Mr. Leakey points out that it is important for developing countries to diversify their agricultural production, especially for export, because of the often uncertain prices paid for their standard bulk exports.

A promising development, says Mr. Leakey, could lie in a close collaboration between the consumers and producers of specialist products so that the quality the consumer requires can be established and maintained. The producers of vanilla in Uganda have collaborated along these lines with the consumers of their vanilla.

There could be a lesson here for Tonga and Tahiti and their vanilla growers, and even for Fiji and her lone vanilla grower (see p. 141).

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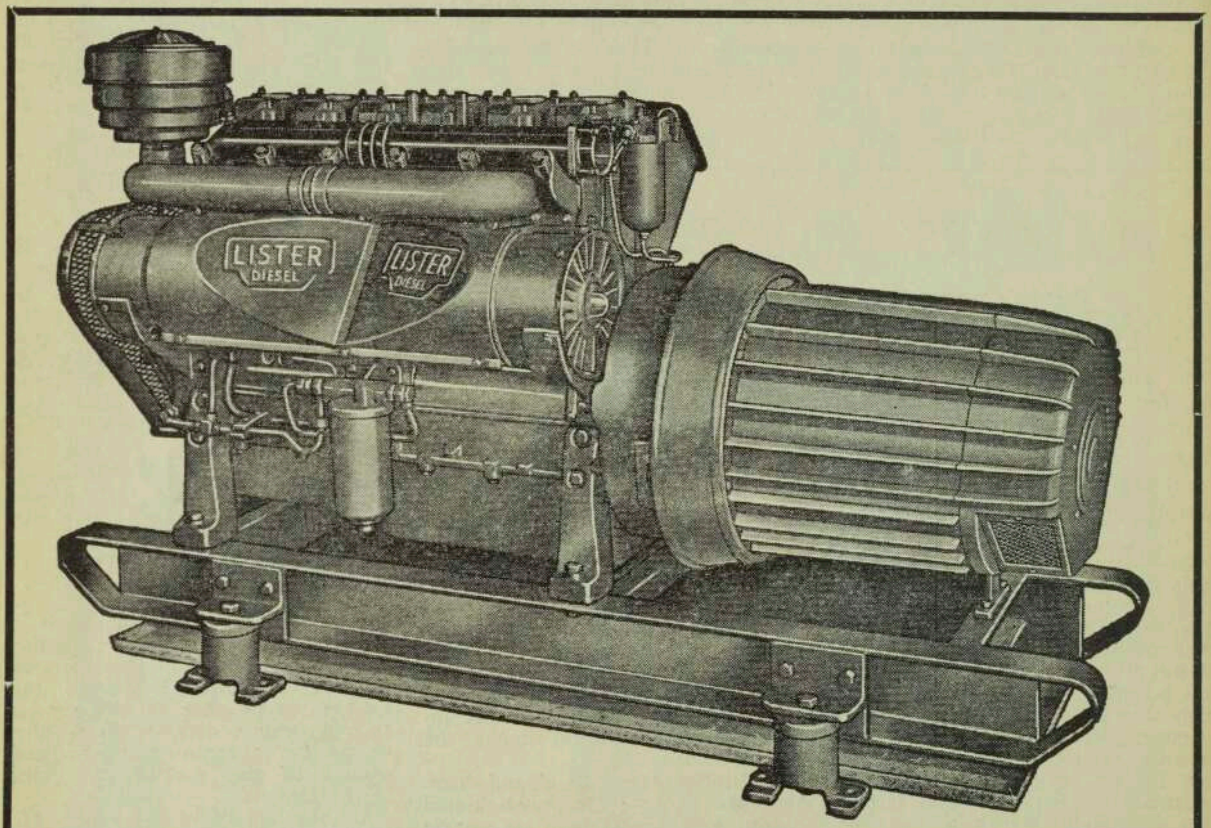

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People

● Mr. Roy Cobb, who resigned in April as American Samoa's Director of Education, passed through Sydney recently en route for a South-East Asia educational conference. Mr. Cobb told *PIM* that he "much regretted" leaving Samoa. Mr. Rob Williams, Samoa's secondary schools supervisor, is now acting Director of Education until a new director is appointed.

● Mr. Sid Hildrew, BOAC's manager, South West Pacific, who has made it his business to see as many Islands destinations as possible since he took up his Sydney-based job a year ago, was in Los Angeles in May discussing his airline's plans to introduce VC10 jets into the South Pacific in October with Los Angeles —instead of San Francisco—on the route. To date there's only been one thing the affable Mr. Hildrew won't divulge—how many flights a week BOAC will stage across the Pacific with its VC10's.

● Mr. Frederick "Pop" Johnson, onetime Treasurer of the Solomons (1920-41) and former labour inspector for Britain in the New Hebrides (1907-1919), these days likes nothing better than a chat about the old times. Now 91, "Pop" lives with Mrs. Johnson, his wife for 58 years, in their old Lindfield, Sydney, home.

● Mr. Arthur Lloyd, manager of Burns Philp's Islands shipping department, put in a three weeks' trip to Papua-New Guinea and the British Solomon Islands Protectorate in April to check latest wharf and storage facilities and also gauge local interest in BP's new chartered freighter, *Marsina*. A BP man for nearly 30 years, Mr. Lloyd had made a similar trip last year, and his view is that unit loading will have to be used in major NG and Solomons ports.

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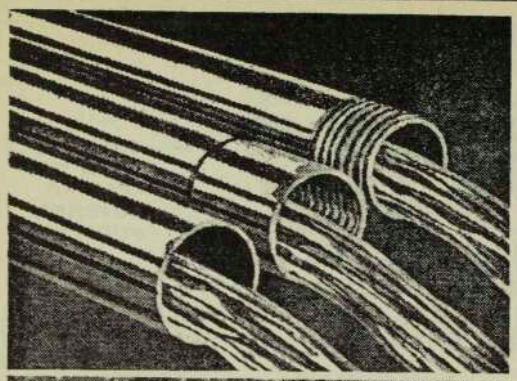

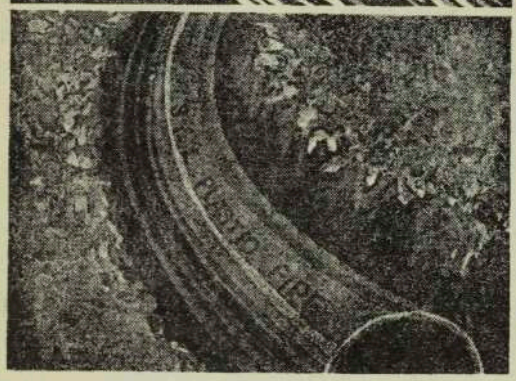

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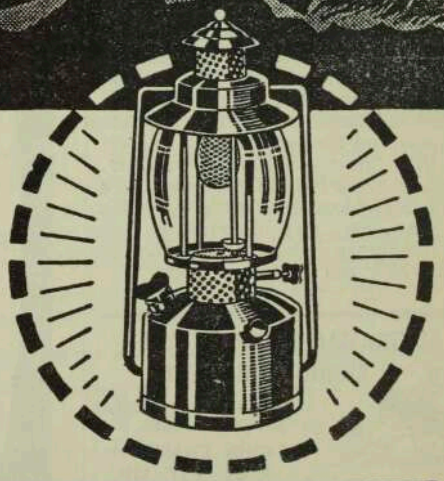

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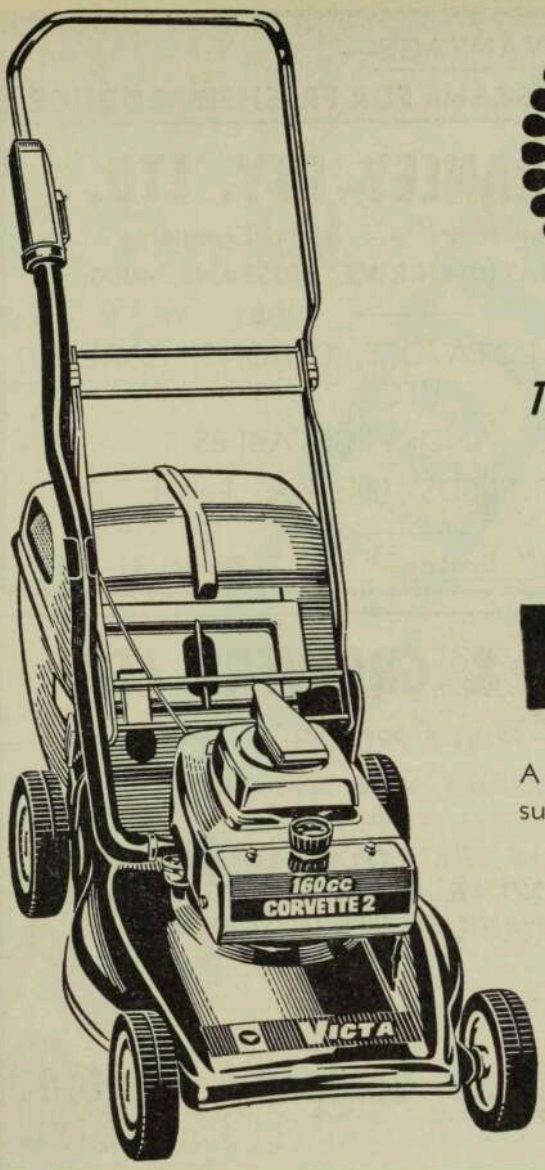

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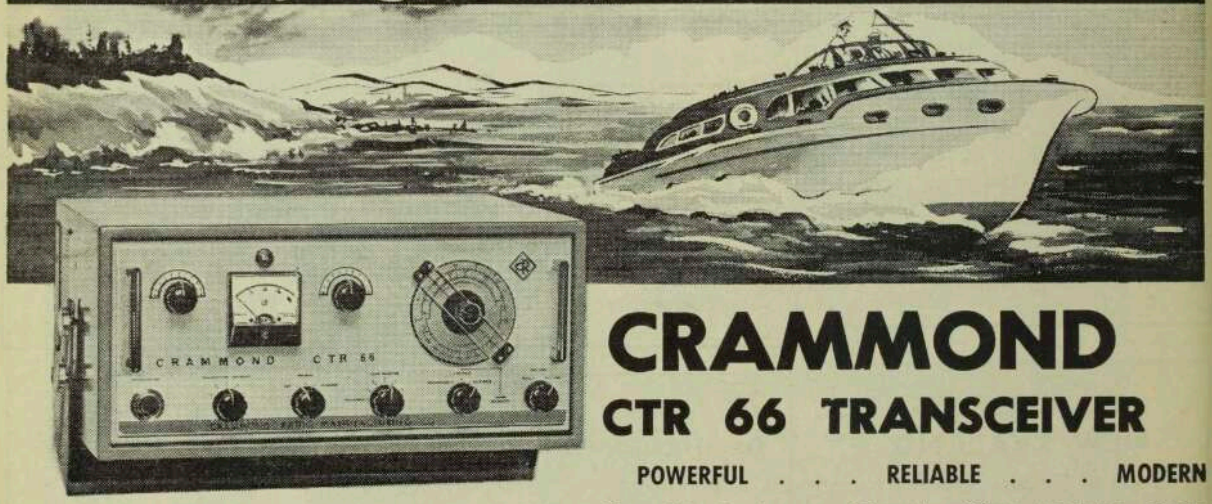

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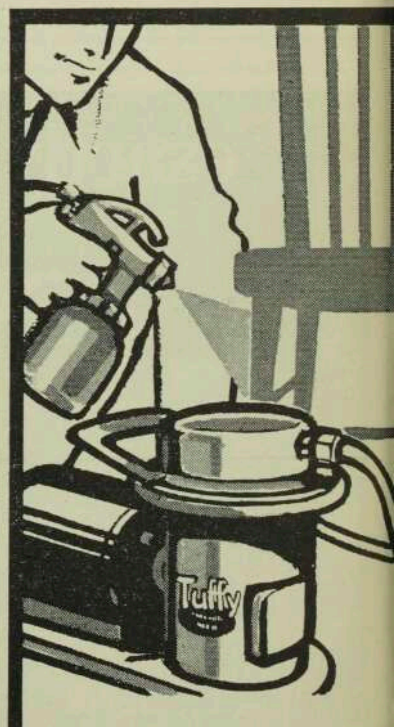

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DEATHS OF ISLANDS PEOPLE

Mr. L. E. Ashton

The death of Lawrence Edward (Lea) Ashton in a Sydney private hospital on May 5 ended a career that enriched Papua-New Guinea in service and heroism and was outstanding by every standard.

One of the original ANGAU force, he rose to the rank of major with no previous military experience.

He was in the thick of the coastal fighting against the Japanese, then became a Coastwatcher and member of the famous Z force.

Just turned 68 when he died of a sudden heart attack, Lea grew up in Papua-New Guinea from the age of 10.

I first met him when I went to Papua in 1919. Lea was then 17, and a cadet on the staff of the Administrator, Hubert (later Sir Hubert) Murray.

The only Europeans at Government House desks then were Hubert Murray, his nephew, Leonard, and Lea, who could have stayed on in that snug atmosphere with the "Old Man", with whom he was a great favourite.

But Lea regarded the desk-bound service as too dull. He became a patrol officer and was an Assistant Resident Magistrate when the big gold strike was made in Edie Creek.

Lea resigned from the Papuan Administration, and with his brother, Syd, headed for the diggings.

He did well enough, and when the big companies took over, he made his home in Lae after marrying his boyhood sweetheart, Margaret (Meg) Bunting, of Samarai, sister of the late R. F. (Bob) Bunting and daughter of that fine couple, Arthur and Ella Bunting, pioneers of Papua.

Lea's commercial activities in Lae, and the gracious hospitality of his lovely home in Lae, are well known to Territorians.

I was their house guest there in 1956 when passing through to the Solomons, and again, with my wife, in 1965 when we made an extended tour of Papua-New Guinea.

Of Lea's courage and initiative in that period, one has only to look at Eric Feldt's tributes to him in his book *The Coast Watchers*.

Feldt reported that on one occasion Lea had arrived, weary and spent, at a native hut, removed his boots from his tired feet and then instantly had to flee without them into the bush as the Japs raided the hut.

It was a hairbreadth escape, but just one incident among the risks and privations he endured then and would never afterwards talk about.

With Tom Grahamslaw, who, as a youngster of the same age as Lea lived next door to him on Ela Beach, Port Moresby, the three of us formed a friendship in 1919 that endured through the years.

As old Territorians know, Tom, too, had an outstanding career in World War II, rising to Lt.-Col. after being one of the founders of ANGAU.

We were among the many relatives and friends who gathered in North Sydney to pay our last tributes to Lea Ashton, whose memory will be cherished by those privileged to know him.—*Vince Kelly.*

Mr. E. P. Holmes

The sudden death in Sydney on May 22 of Mr. Eric P. ("Pat") Holmes at the age of 77, removed from the scene another New Guinea old-timer.

He first went to New Guinea in 1923, and in 1927 married Mrs. May Alice Robins, who was the widow of a member of the AN&MEF during the Military Occupation. After retirement in 1952 the Holmes lived for some years in Brisbane and later moved to Sydney where Mrs. Holmes died in 1963.

Pat Holmes started his career as a licensed surveyor with the Queensland Lands Dept. and after World War I service with the AIF he was sent to New Guinea in 1923. He was made secretary of the New Department of Lands in 1928, a position he held unti retirement, except in World War II when civil administration was suspended.

For a large part of his service with the Administration Pat Holmes was an official member of the Executive and Legislative Councils. In its early days he was a member of the Rabaul Amateur Turf Club and was a keen supporter of the RSL. He was an enthusiastic motorist, an interest he maintained up to the time of his death.

A large number of former New Guinea residents were at his funeral in Sydney.

The passing of Pat Holmes closes another chapter in the early history of New Guinea. As the first staff surveyor, he became the first Secretary for Lands and after the war the first head of the Lands Department for the combined territories.

He was a loyal and conscientious public servant, and most of all a man of honour and a hard worker. In lands administration he was an authority and had an astounding memory for important details. Even in his later years his knowledge proved invaluable in title restoration and re-establishment work.

Pat was popular. He enjoyed jolly company, as was the fashion of old Territorians, and any excuse was good enough for a get together and sing-song.

Pat and his wife May were a legend, a couple well suited to each other. A comedy pair spontaneously the life of any party. The loss of May six years ago was a severe blow, but he remained active and alert, and found pleasure in good reading and old friends. He valued greatly the care of his stepdaughter, Thelma White, whom he visited daily at her home in Killara.—*L. M. Clout.*

Mr. D. C. Brown

Mr. Dick Charles Brown, leading Cook Islands businessman and ship owner, and Leader of Government Business before the advent of internal self-government in the Cook Islands, died at Rarotonga Hospital on May 6. He was 63.

Mr. Brown was born in Mangaia, the fourth child of George and Rakitai Brown. He was educated in the Cook Islands, and in his youth was an excellent sportsman.

He entered business on his own account as a young man. During World War II his business boomed when he sold hula skirts, shell necklaces and other craft work to American servicemen stationed in the Cook Islands. He also traded in copra and pearl shell.

In 1945 be bought his first vessel, the schooner *Tahitienne*, and over the years this was followed by the Fairmile *Mahurangi, Kororo, Rannah, Inspire, Taveuni, Apanui* and *Bodmer.*

Mr. Brown served for many years on the Legislative Council and the Legislative Assembly. In May, 1964, as Leader of Government Business, he led a five-man delegation from the Cook Islands Legislative Assembly to New Zealand for constitutional talks with Mr. R. Hanan, then Minister of Island Territories. This was the first step towards internal self-government for the Cook Islands.

Mr. Brown was chairman of Tereora College Committee from its inception in 1955. He is survived by his wife, five children, seven grandchildren, seven brothers and three sisters.

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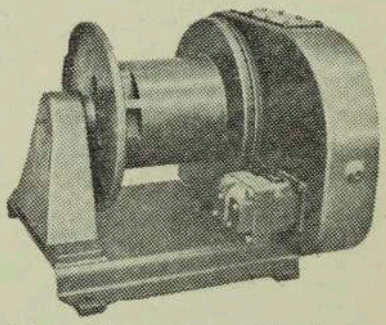

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FIJIAN DEBATE

(Continued from p. 33)

Others of the young Fijian political elite were less guarded. And many quite apolitical Fijians cannot conceive why all races in Fiji should be lumped together as "Fijian".

"Whatever they call them, Indians and Fijians will never be the same. Why should they be allowed to call themselves Fijians when they travel overseas for instance?—people will get the wrong idea of what we're really like," said one Fijian. Note a particularly logical opinion perhaps —but a fairly common one.

Some Fijian leaders believe the long-term solution is to "Fijianise" all people in Fiji. And this of course involves "de-Indianising" the largest section of the country's population, in terms of culture, custom and political belief. This, they say, can and must be done if Fiji is to be free of violence and racial jealousies.

One thing is certain. If "Fijian" becomes the national name, the indigenous people will require a special name of their own—perhaps "Taukei" or "Kai Viti". For they have reached the stage where they are going to demand special concessions in commerce, education and employment. They do not intend to be known as the "have nots" in their own community.

Meanwhile, Fiji has seen the emergence of a well-written, well-edited monthly journal—*The Fiji Nation Newsmagazine*—published on behalf of the Alliance Party.

Although undeniably a part of the government's increasingly efficient propaganda machine, the magazine has proved so far to be refreshingly controversial and "hard" in its views. By throwing new light on some of the behind-the-scenes thinking in Fijian circles, it's a valuable addition to the local newspaper scene.

In its second issue in May, the magazine used "Fijian Power—What Will It Mean?" as its theme.

Assuming that the magazine's philosophy does in fact mirror that of Fijian leaders, the "Fijian Power" message gave some pretty significant pointers to the way things could happen in Fiji.

It predicted an era in which the indigenous Fijian would receive every possible concession in commerce, education and employment. An era in which discrimination would be *for* the Fijian.

This "power" would mean a high percentage of jobs reserved for Fijians; a high percentage of new business licences given to Fijians; a high percentage (almost 100 per cent.) of government overseas scholarships awarded to Fijians.

Such "power" would not mean reducing the European or Indian to the status of second-class citizen. It would mean preventing the Fijians from remaining a second-class citizen.

It would be hard for the non-Fijian student to see a scholarship awarded to another whose grades might not be so high; for the non-Fijian technician and civil servant to see a less-qualified man elevated to a higher position; for the non-Fijian businessman to see the Fijian beginner given the advantage.

But it would happen.

Not unexpectedly, this hard-hitting new journal doesn't evoke much sympathy from the more outspoken members of Fiji's National Federation Party.

And the Liberal Party leader, Dr. W. L. Verrier, went so far as to call it the "most mischievous, the most unscrupulous, the most evil piece of journalistic irresponsibility which has for many, many years been laid before the public of Fiji".

CORRECTION

A photograph on p. 19 of *PIM* for May, described as depicting Crown Prince Tupouto'a, of Tonga, was in fact a photograph of King Taufa'ahau's aide-de-camp, Major Kalaniuvalu-Fotofili. *PIM* regrets the error. Photographs of the Crown Prince are on p. 104 of this issue.

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NEW CALEDONIA

(Continued from p. 27)

campaigning for the "Oui" (Senator Lafleur was in Paris during the referendum).

● There could be a trend away from Union Caledonienne, but towards abstaining rather than towards any other party.

The forthcoming presidential election will show how the two main parties of New Caledonia really stand.

In Paris in May, Senator Lafleur called upon Gaullist candidate Georges Pompidou. Union Caledonienne President of the Territorial Assembly, Armand Ohlen, then flew off to Paris and with Francis Sanford of French Polynesia called on chief Gaullist rival, Alain Poher, acting President and former President of the Senate.

Mr. Poher is reported in the Caledonian Press as having told the visitors from Noumea and Tahiti that "the government had given instructions that the overseas territories and metropolitan France should be assured of objectivity in radio broadcasts and the free running of the elections".

Death of Sir Harry Luke

Sir Harry Luke, High Commissioner of the Western Pacific and Governor of Fiji from 1938 to 1942, died in Cyprus in May, aged 84. He had retired from the Colonial Service in 1943 but still continued to take an active interest in men and affairs, and to write books. He wrote many historical works, several volumes of autobiography and a book on gastronomy. His output included four books on the South Pacific. Sir Harry revisited the South Seas in 1957/58.

● One of the South Pacific's best-known academics (and occasionally the most controversial), New Zealand-born Dr. R. J. Crocombe, has been appointed Professor in the School of Social Development at the University of the South Pacific, Fiji. He is expected to arrive there about August. Currently Dr. Crocombe is executive officer of the New Guinea Research Unit, based in Port Moresby.

New Hebrides co-ops 'buoyant'

Over $50,000 was placed into various investments on behalf of British-supported co-operatives and savings and loan societies in the New Hebrides following a recent visit to the condominium by Mr. A. G. Mitchell, investment manager, Crown Agents Finance Branch for the Western Pacific High Commission.

During a stay of several days in late April, Mr. Mitchell examined the investment policies of the societies and numerous co-ops. Under local law, 10 per cent. of a co-op.'s annual surplus must be put into reserve—or invested. Buoyant business over the last three years—because of good copra production and lively inter-island trading—had given many of the co-ops. good turnovers, big liquid assets and, in some cases, healthy profits.

Additional potential investment funds could be made available later this year when "still liquid funds" were collected by inspectors, Mr. Mitchell told the British news service in the New Hebrides.

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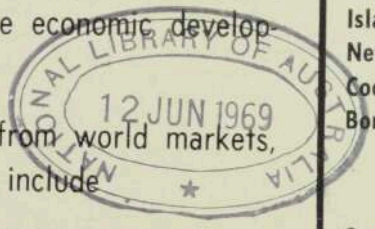

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