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Pacific Islands Monthly



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NEWS MAGAZINE OF THE SOUTH PACIFIC

OCTOBER, 1969

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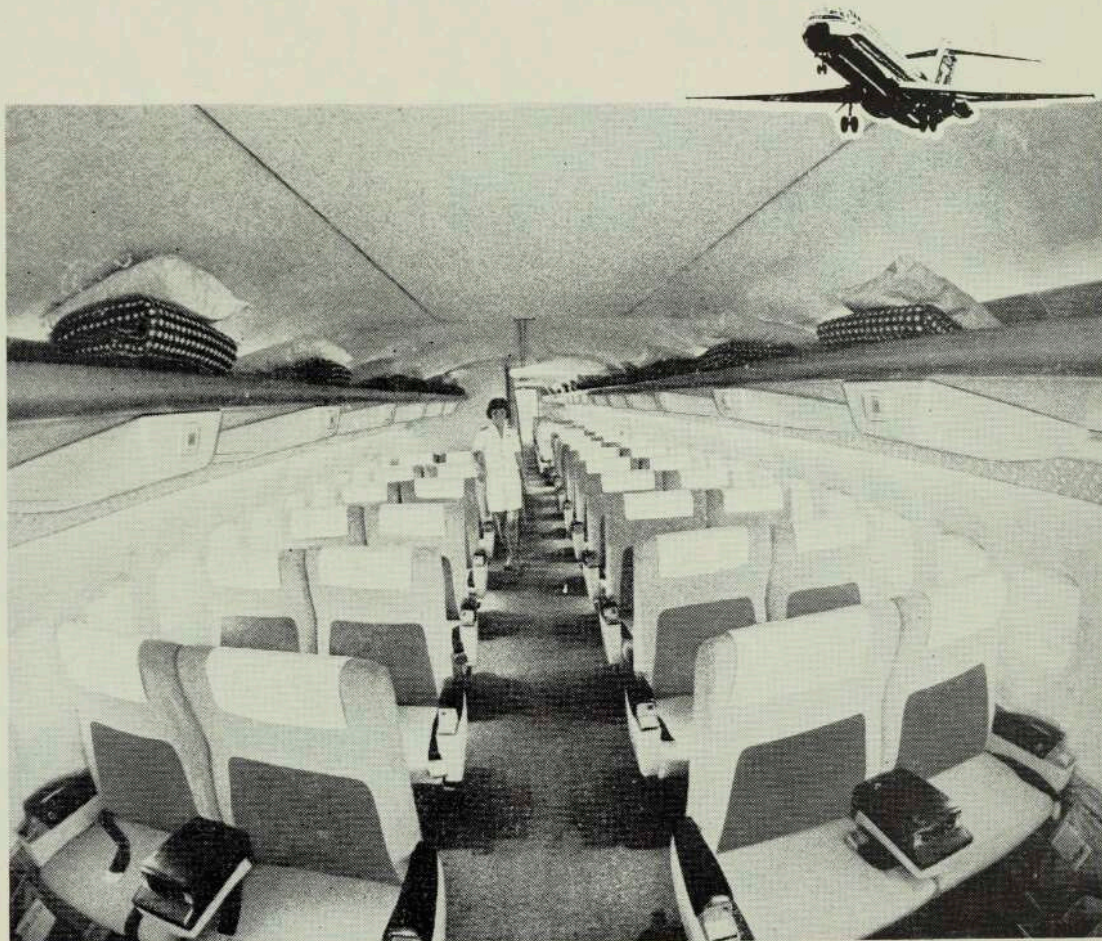
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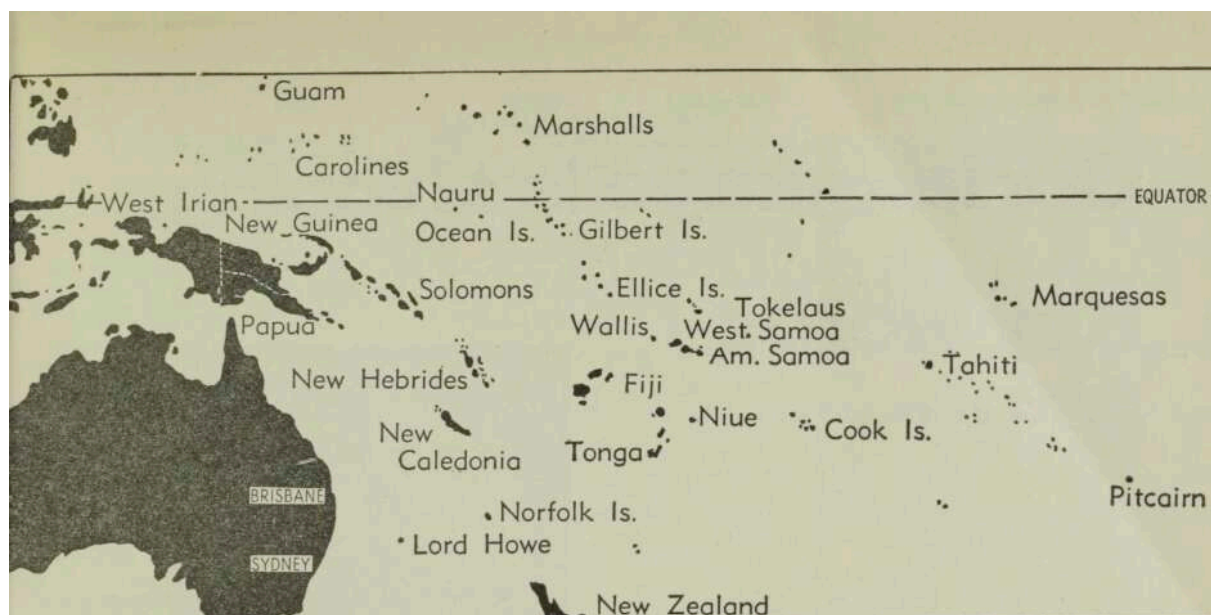
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OCTOBER, 1969 — PACIFIC ISLANDS MONTHLY



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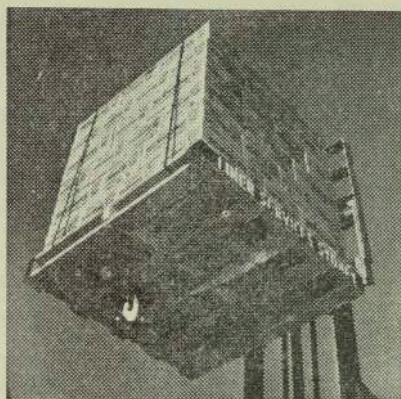
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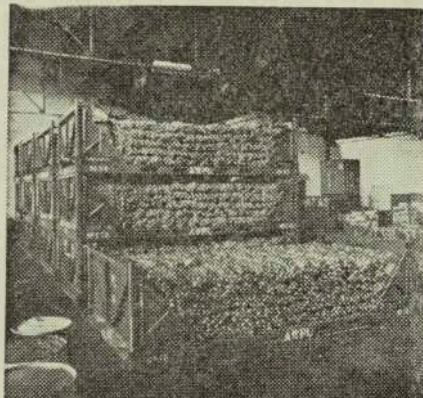
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Key words are...

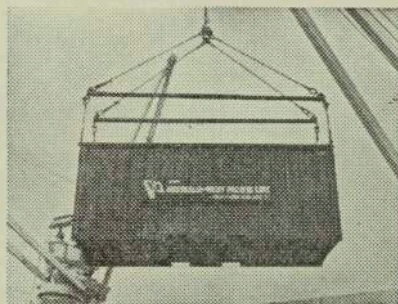
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Up Front with the Editor

By the time you read this I'll be in Noumea, listening I hope attentively to the ninth South Pacific Conference—a meeting which promises to be another small step for man if not perhaps a giant leap for mankind. South Pacific Conferences are not as spectacular, or as widely reported, as they once were, yet they are actually more significant now.

The sixth conference, held in Lae, New Guinea, in 1966, was the last of the noisy and spectacular ones. That was the last of the "big" conferences, which were held every three years, and attended by hundreds of delegates from all over the South Seas. These were more social meetings than anything else, and they served a worthwhile purpose in getting Islanders together en masse. That was before there was a South Pacific Games to achieve the same purpose.

Then suddenly, it seemed, the Islanders became sophisticated. And political. With Fiji's Ratu Mara leading the revolt, large social meetings were out, and annual, hard-headed meetings restricted to serious politicians were in. This is the third of the smaller meetings, and all have been held in Noumea, although they will begin rotating the venues again soon.

Last year Mara won the right for the Islanders to draw up their own agenda, and for the South Pacific Commissioners to accept the decisions of the meeting. Two big steps. This year the conference is likely to set up a review committee, to recommend further changes, including financial ones.

This year Mara will also get extra support from Nauru, which has now joined the panel of commissioners, alongside Western Samoa. It won't be long before Tonga, too, is there with the nobs. The metropolitan powers are on the decline in the commission, and the interesting point is that they are not now fighting the inevitable.

The balance of power in the South Seas thus begins to shift. These are interesting times.

COOK Islands' Premier Albert Henry, who as somebody noted at last year's conference, is not at all muddled despite his constant insistence that he is, is nevertheless leaving quite a muddle back home while he chairs this year's Noumea conference. His public servants are in revolt over what are called "special posts".

Special posts are posts in the Public Service which the government wants the right to fill itself if necessary. The Public Service Association has attacked the government on this, saying special posts are merely political appointments and the way would be left open for graft.

Back on the attack

Albert Henry replied that some of the PSA's methods in protesting were political, intended to undermine the working of the government, and contained "all the characteristics of Communism". He henceforth refused to recognise the executive committee of the PSA.

The PSA stood by its executive, and took a dim view of the Premier's reference to Communism.

What a mess to leave behind!

The Cook Islands' public servants are already angry at their low salaries, which they can't get increased because of the chronic shortage of public money, and the Premier's attack on the executive hasn't improved their tempers. Especially as the PSA is fighting against what it considers to be the danger of "jobs for the boys", and I think they've good reason to be suspicious.

Perhaps we're all wrong. Perhaps

Mr. Henry really is muddled in making a frontal attack on his own Public Service at this time.

BUT this month's award of the Coconut Cluster for Woodenheads goes not to Mr. Henry but to the Papua and New Guinea Tourist Board for their handling of their task of finding a new executive director.

He was still unnamed at the end of September, although the board advertised widely and expensively this senior executive vacancy in June. That ad. got some pretty high-powered applications from overseas, and the board promptly sent out acknowledgments to applicants on July 3. Good.

But then silence. Long, deep, nail-biting silence. Until September 10, when presumably all but a short list of applicants got the following letter: "Dear —, Further to our letter of July 3 we regret to advise that your application for the position of executive director was unsuccessful. We apologise for the delay in reaching this decision but the response was far greater than we had expected. Thanking you for your interest. Yours faithfully, M. Shannon, for D. N. Harvey, Chairman".

That letter was a roneoed form letter. It was on the cheapest paper—not on the board's letterhead. Even the date and the "Dear —" were roneoed. AND the signature of M. Shannon, for D. N. Harvey!

That mass-produced signature, by somebody on behalf of somebody else, was what shattered one recipient—who thumped his soul-less document on my desk and spat: "I know a couple of other fellows who got these. OK, so we didn't rate interviews, and that's the way life is. But we've all got good positions in the travel industry, we went to a lot of trouble to tell the board about ourselves and to supply references. And they haven't even got the courtesy to personally sign a letter! How many damn applications did they get, anyway—two million? Boy, if that's their idea of public relations I'll certainly remember New Guinea!"

The P-NG Tourist Board thus richly deserves its Coconut Cluster for its magnificent job in planting these time-bombs among key travel people abroad. When each goes off, in its own way and in its own time, the shrapnel could cause fine havoc in the territory.

THE COCONUT RADIO REPORTS: W. R. Carney, the best Trade Commissioner for the Pacific Islands Australia has ever had, is leaving his South Seas stamping grounds about January for a new post overseas. I personally hope the radio is on the wrong wave-length, but I fear not.

● Q. V. L. Weston, the Republic of Nauru's first Chief Secretary (since

OUR COVER

Rangiroa, in the Tuamotus of French Polynesia (200 miles NW of Tahiti), is the locale of this typical family scene with sleepy children, a puppy and women flower-making under the friendly shade trees. The picture was taken by Miss Chris Osborne.

early 1968) is leaving for London to become Nauru's first representative there. The radio says he would have quit Nauru anyhow if the London post hadn't turned up.

● Port Moresby's new and cheeky weekly newsletter, *Inside Moresby* circulated on private subscription by the New Guinea News Service thinks that Canberra's George Warwick Smith, secretary of the Territories Department, may, after all, be going to London for a post with the Australian High Commission.

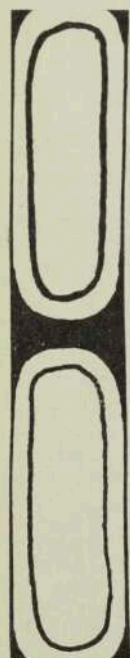
● The Banaban people of Rab Island, Fiji, haven't given up the fight for a greater share of their dwindling Ocean Island phosphate and they've been planning new move with an eminent Sydney barrister.

TED MARRIOTT, Information boss for the British Solomons just arrived in Sydney on leave, rang immediately to tell me that Honiara salvage man Wally Gibbins, who holds a theory that the rare *Gloria maris* breed at the time of the full moon, put it to the test the other day.

He did some skin-diving at the right time in six fathoms of water on the north coast of Guadalcanal close to Honiara, and his party found seven *Gloria maris*. Next day they found another 14 shells, up to four inches long, and most in perfect condition! His diving party included Iain Gower. One of the creature was seen walking along the bottom and Marriott thinks Wally Gibbins got a photograph of it on the move.

I've known Ted Marriott a long time, and I heard him tell this story with my own ears, otherwise wouldn't dare report it. What impact the sudden discovery of 21 new *Gloria maris* will have on the world conchologists, let alone the *Gloria maris* market, I shudder to predict. Especially as Wally Gibbins is now reported to be systematically searching the Guadalcanal coast.

—Stuart Inde



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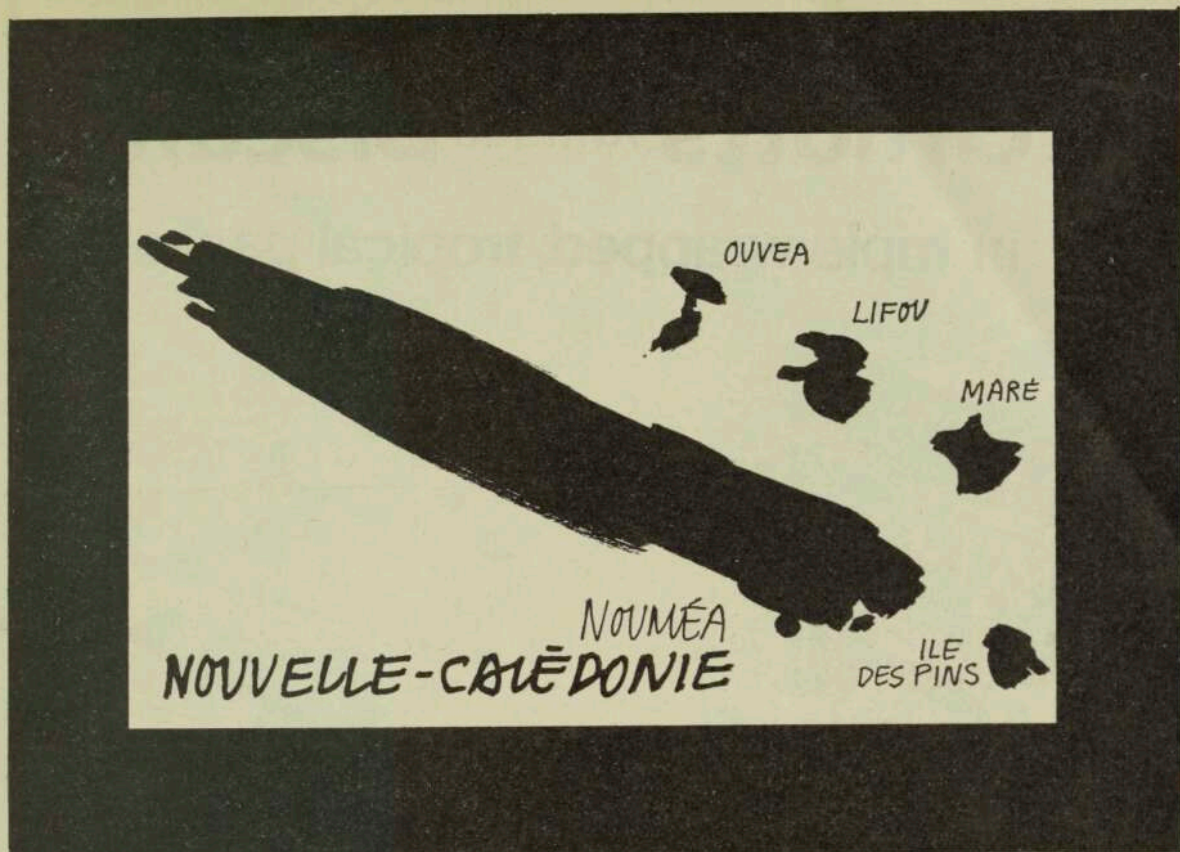
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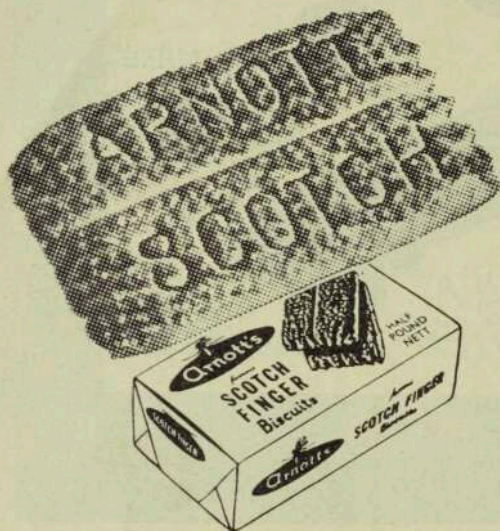
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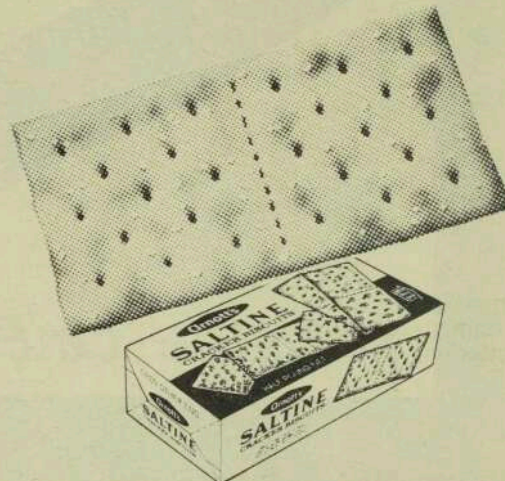


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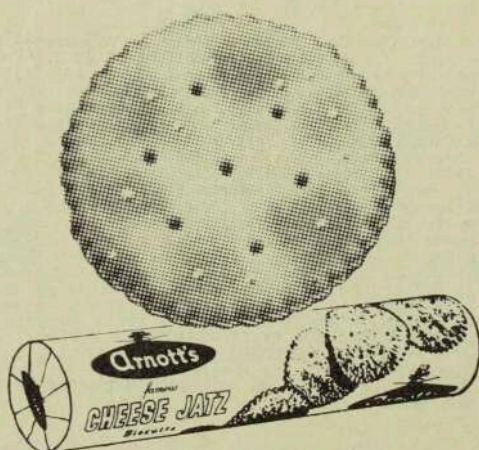
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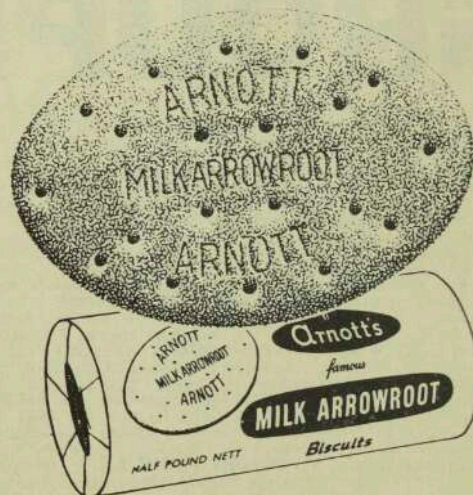
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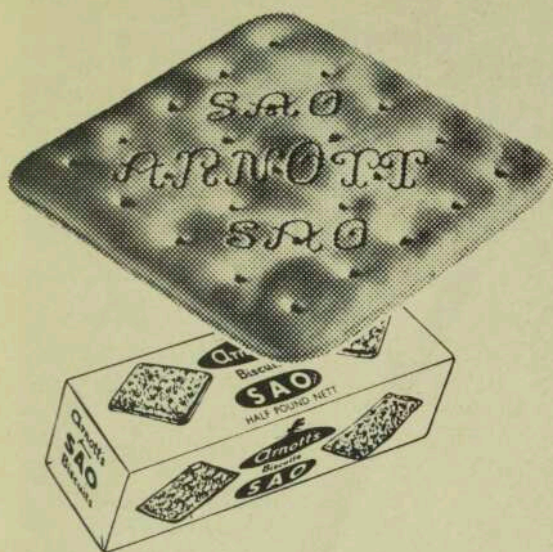
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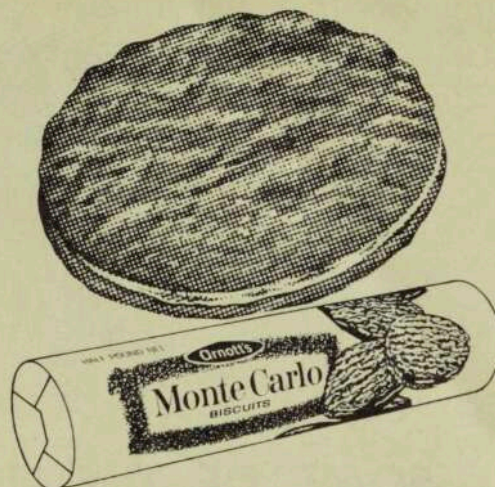
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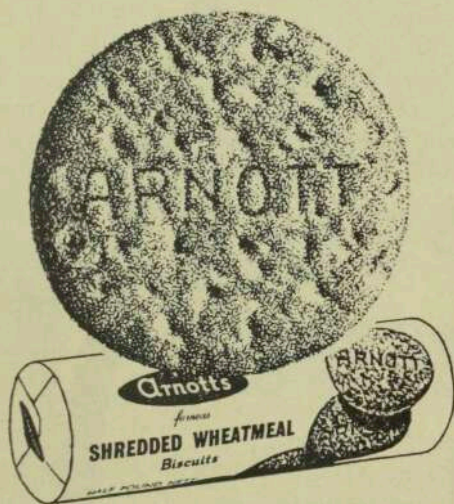
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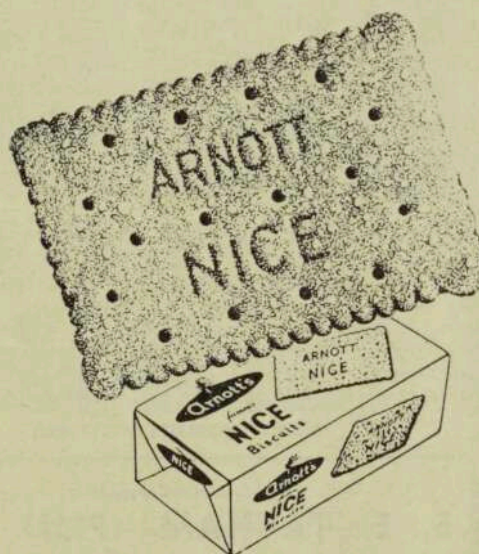
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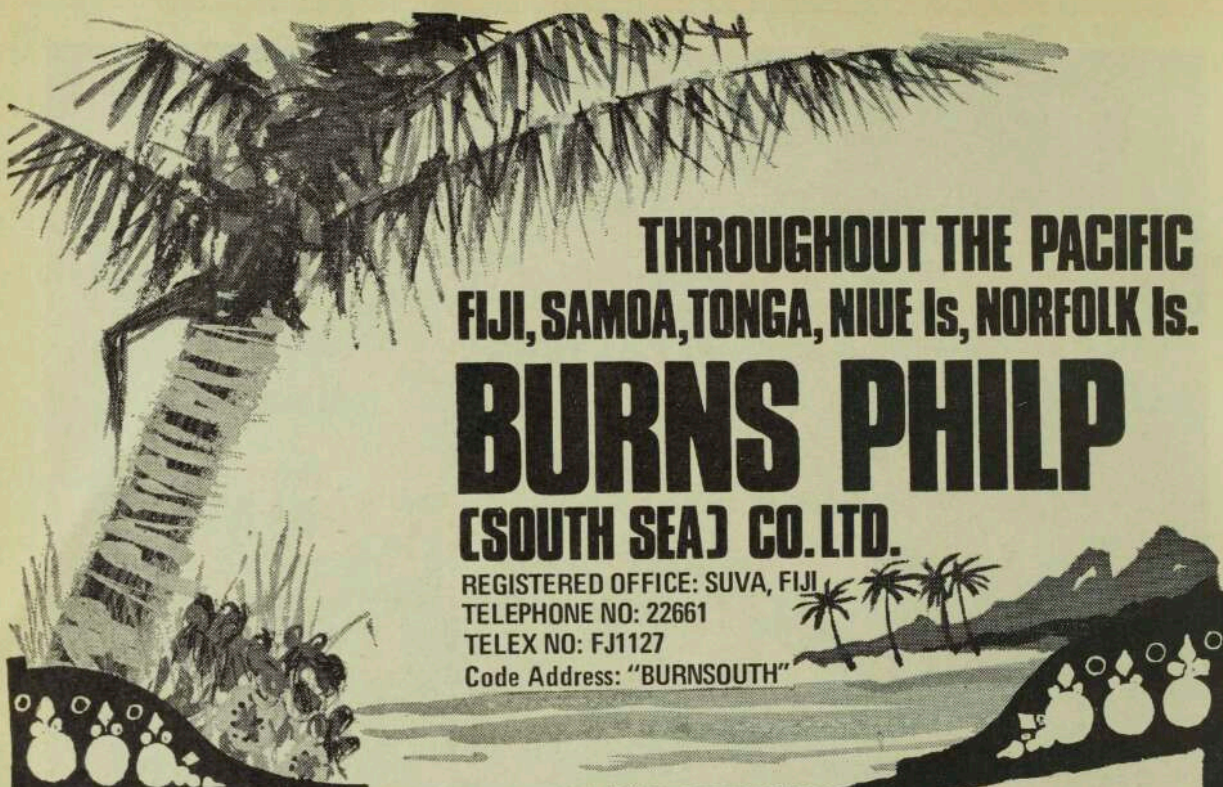
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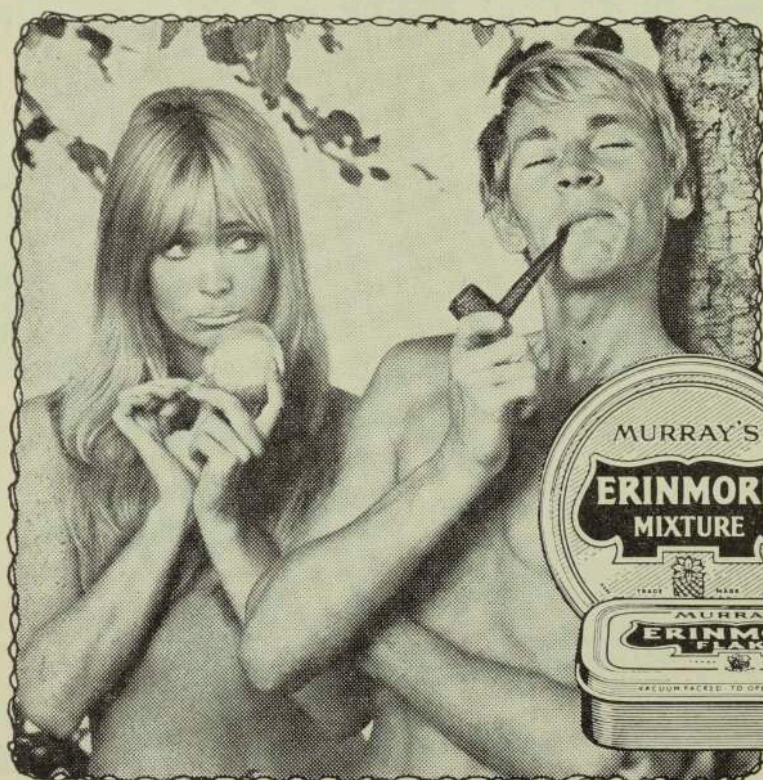
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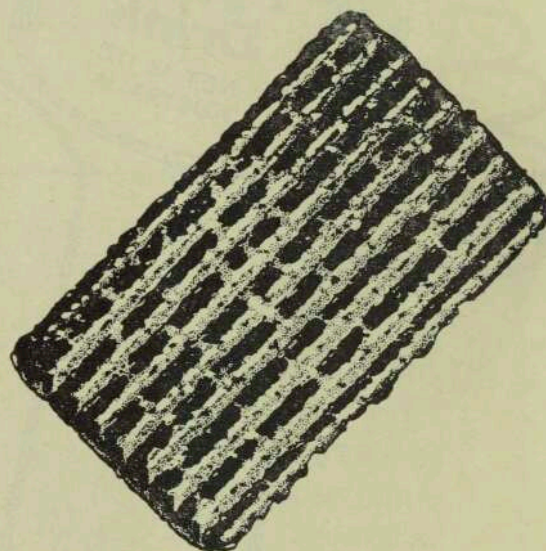
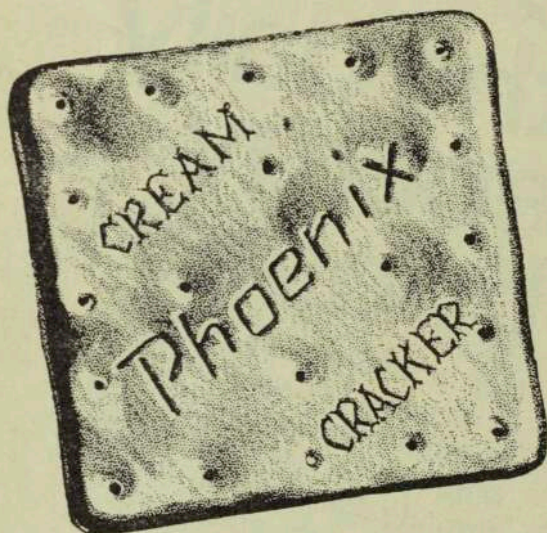
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PACIFIC ISLANDS MONTHLY—OCTOBER, 1969

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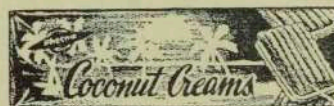
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Somebody please give me a Ronson

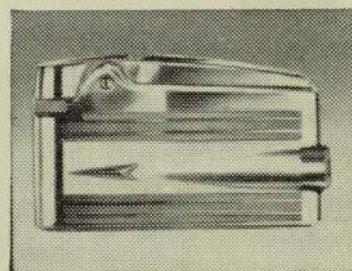
One of these will do very nicely



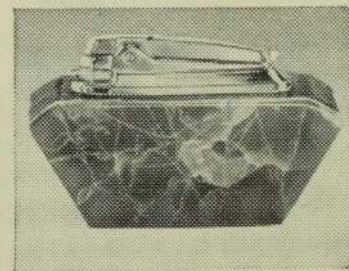
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RONSON

Letters

TONGANS WANT REFORM

Sir,—It was with interest and admiration that I read Dr. J. Fanamanu's article on the everlasting rule of the monarchs over us Tongans (*PIM*, July, p. 39). That is insofar as his historical analysis was concerned.

I want to point out that the educated commoners on whom Mr. Griffin's article (*PIM*, April, p. 41) was based, were actually half-educated commoners. That does not, of course, mean that there are no educated commoners. It means that most educated commoners, in the eyes of the nobles, are those swallowed up (to quote the author) by their (the nobles') diplomacy, "degree of patience and tolerance". Therefore they (educated commoners) can not voice their opinions free of the nobles' influence.

Furthermore not less than 60 per cent. of the nobles have had overseas education compared with the minor fraction of the commoners that have had that privilege. So if overseas education is taken as the standard for being educated, then the nobles are definitely the more educated. That is they have the qualities of educated men—they know it is more comfortable in the frying-pan than in the fire.

There is no doubt about the contribution of the nobility to Tonga and "the Tongans being unsurpassed in their love of monarchy", but to a "half educated" mind the author overstressed the nobility and underestimated the Tongans capacity to bring about reforms. It is for certain that Tongan nationalism will always revolve around the monarchy, but whether Tonga is going to be RULED everlastingly by a monarchy is a different story.

S. ATAATA.

St. Lucia,
Brisbane,
Australia.

VIEW OF TONGA

Sir,—Herewith my congratulations to John T. Griffin for his well documented, personal-observation story about Tonga (*PIM*, April) which drew the ire "absolutely false and misleading") of Tongan Joe Fanamanu in July. On the basis of logical evaluation of the two articles, my money is on Griffin.

GLEN WRIGHT.

Apia,
Western Samoa.



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HOW LEGENDS GROW

Sir,—Your item about Cathy Graindorge, the Papeete travel agency hostess, and the "two huge tikis, found by Paul Gauguin, and currently on show as part of Tahiti's Gauguin Museum" (*PIM*, July, p. 103), is a good example of how wildly inaccurate legends grow in the Eastern Pacific.

The two tikis referred to were not found by Paul Gauguin and they came from an island that Gauguin never visited.

The tikis were brought from Raivavae, in the Australs, in 1933. They stood for many years in the grounds of the old Papeete Museum. A photograph of one of them in that position appeared in *PIM* for June, 1967, p. 95.

At the time of their arrival in Papeete from Raivavae, some Tahitians became apprehensive that the ancient gods may have been angered by the disturbance of the tikis from their old resting place. Apprehension grew to alarm when flames burst from the still waters of Papeete lagoon in front of the Protestant Church. But when some hardy soul plucked up the courage to investigate, it was found that the flames had been caused by a bottle of flour mixed with phosphorous, which had apparently been prepared for killing cockroaches on board one of the local schooners and thrown overboard. The phosphorous, on coming into contact with the sea water, had generated a gas which ignited as the bubbles burst on the surface.

Subsequently, the man responsible for the removal of the tikis from Raivavae was stricken with a mysterious illness, and there was serious talk of petitioning the authorities to command the return of the tikis to that island. However, the man eventually recovered and the tikis stayed.

Nevertheless, the Tahitians are quite justified in spreading the story (as your item put it) that "anyone who touches the aged statues dies". The fact is that no one has yet been known to get out of this world alive.

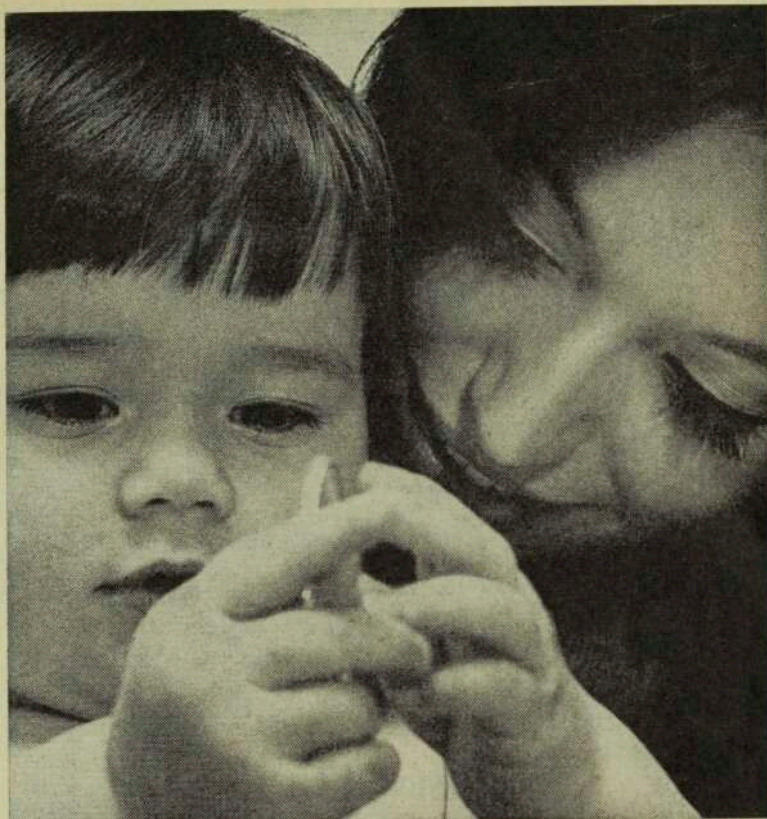
A. T. KEE TOUCHER.

Papeete.
Tahiti.

LOOK! NO STEERING

Sir,—In the August *PIM*, pages 78-79, the advertisement for Datsun had me intrigued. It's fantastic, how does it operate? It has no steering wheel.

(MRS.) ALMA TOWNSEND.
Sydney.



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An exquisite skin is an asset every woman can have whatever her age if she devotes a few minutes of attention to it each day. Try some of these beauty-care suggestions to prove to yourself that, though a lovely, fine-textured complexion is sometimes born, it is far more frequently created through constant cherishment.

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Test your skin for signs of roughness by gliding the fingertips lightly over your face and neck as you apply your daily base of moist oil. Any dry or rough skin patches which may be evident should be gently massaged with the oil of Ulan to nourish and restore the smooth beauty of your complexion. This will also ensure that your make-up will blend evenly to give your complexion a radiant youthful bloom.

TWO RABAU DIRECTORS MET IN JAPAN

Sir,—The reference to Dr. N. H. Fisher being appointed director of the geological branch of Australia's Bureau of Mineral Resources (*PIM*, May, 1969, p. 110) reminds me of an interesting meeting Dr. Fisher had in Japan in 1966. I was able to introduce him to Dr. Takashi Kizawa, of the Meteorological Research Institute of Japan. Dr. Kizawa was the director of Rabaul Observatory during the war years.

Dr. Fisher was director of the observatory immediately before and after the war. When the Japanese captured Rabaul they threw the earthquake recording instruments from the observatory over a cliff.

On the other hand, when the Australian forces recaptured the town they brought the Japanese instruments to Australia as spoils of war. Some are still in operation today. Dr. Kizawa recently spent a year in NZ working with the DSIR Seismological Observatory in Wellington.

He told me that the only way for him to escape conscription was to volunteer for the job at Rabaul. He was the sole Japanese civilian there during the war years.

At the conclusion of the war in the Islands he was instructed by his commanding officer to destroy all his scientific instruments before the retreat to Tokyo. Instead, Dr. Kizawa quietly disobeyed. He left a note on the equipment which expressed the hope that the next generation would not be beset by war. And he sealed his underground observatory with earth.

It would be interesting to hear from anyone who was involved in the unearthing of the observatory with Dr. Kizawa's note at the end of the war.

I hope that Dr. Kizawa's reports and recordings at Rabaul Observatory during the war will one day be published in Australia. They surely have a place in Australian scientific literature, if only to fill in the gap in Rabaul recordings during the forced absence of Dr. Fisher from the observatory.

To ensure that his recordings were properly preserved, Dr. Kizawa went back to Japan with some records wrapped around his chest. I was director of Apia Observatory from 1962-65.

JOHN MILNE

Canberra,
Australia.

More letters on p. 25

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PACIFIC ISLANDS MONTHLY — OCTOBER, 1969

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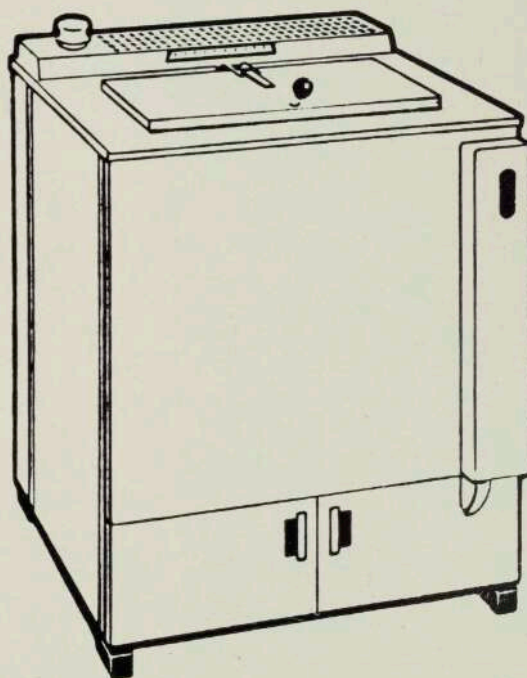
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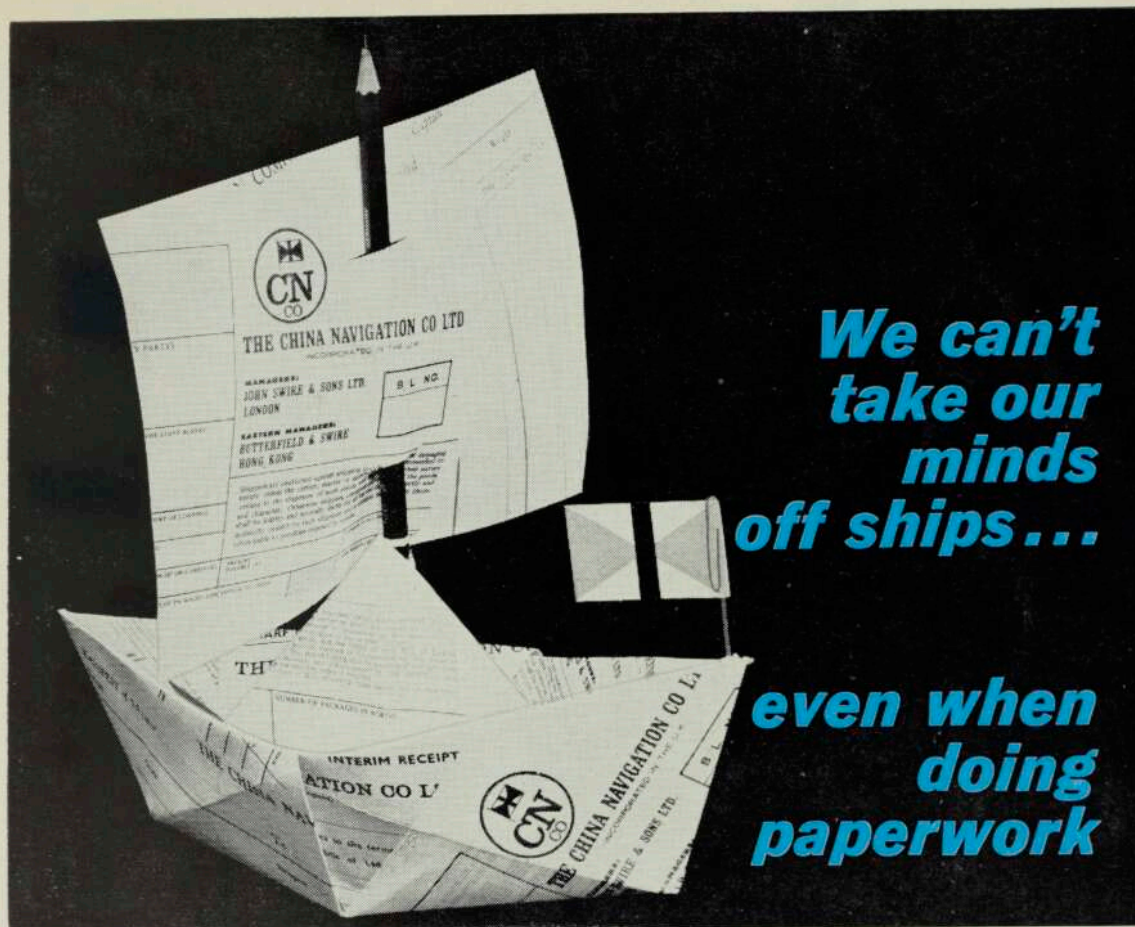
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Letters

Continued from p. 20

P-NG'S ADMINISTRATORS

Sir,—Your article in the August issue on the demise of the DDA is not correct in the statement that DDA began in Papua in 1909.

The Native Affairs Department of Papua controlled native labour and was not the department concerned with district administration. That was controlled by the Government Secretary and the field staff consisted of eight resident magistrates, 16 patrol officers and 16 assistant resident magistrates, who were loosely called the "outside" men, the name from which Jim Sinclair has taken the title for his biography of Jack Hides.

The field staff were also inspectors of native labour and for these duties they came under the Commissioner for Native Affairs who was always a former resident magistrate.

The Government Secretary was also head of the Public Service, Police and Prisons, Director of Native Taxation and Native Plantations and responsible for education. The headquarters staff of the Government Secretary was small—chief clerk, records clerk, accounts clerk, stenographer, two clerks in the taxation and census section and six Papuan clerks.

Protocol was strict. Only the Lieutenant-Governor communicated with Canberra and when the Lieutenant-Governor on his frequent visits to out-stations issued an instruction to a resident magistrate a copy of the instruction had to be sent to the Government Secretary, otherwise, as the instruction neatly put it, "there would be complete chaos."

The Native Affairs Department was abolished in 1941 and became a branch of the Government Secretary. The title of Government Secretary was a carry over from British New Guinea administration. Anthony Musgrave, for whom the main street of Port Moresby is named, was Government Secretary of British New Guinea from 1888 to 1906 and when the territory of Papua was proclaimed in 1906, A. M. Campbell, a resident magistrate, became Government Secretary. He resigned in 1912 and the then Treasurer, H. W. Champion, became Government Secretary and remained in office until the Territory of Papua ceased as an entity in 1942.

Champion had joined the British



All pioneers of Papua in their time, these three men now live in Australia. At left is Ivan Champion, writer of the letter on this page, and at right, his brother, Claude. Centre is their father, H. W. Champion. Claude and H. W. live in Sydney, Ivan in Brisbane. In the post-war P-NG Administration Claude Champion held the position, like his father earlier, of Government Secretary, although by then the title had been changed.

New Guinea administration in 1902 from the firm of Burns Philp and became the first Treasurer of Papua in 1906. He was a man of few words, in speech and on paper, and his memoranda rarely went beyond a half sheet of quarto paper. He was something of a financial wizard mainly responsible for running Papua on a shoe-string.

Civil Government in the mandated territory of New Guinea began with a Government Secretary as head of the field staff but owing to differences of opinion a new department was formed called District Services and Native Affairs, and a former assistant resident magistrate from Papua became director.

The latest reorganisation by Secretary Warwick Smith and Administrator Hay must result in better efficiency, but it has taken 25 years, during which time all the "bright boys" have played chess with the department.

IVAN CHAMPION.

35 Katumba St., Brisbane.

WHO PRODUCES 'COKE'

Sir,—We feel a correction is warranted concerning an item which appeared in *PIM*, Sept. (p. 125), about the production of "Coke" in Lae and Rabaul.

The company which has the Coke franchise in Rabaul is Gabriel Achun & Co. Pty. Ltd., and not A. Akun & Co. Pty. Ltd. as reported.

It seems that whoever reported this news item is not worth a grain of salt, much less his profession as a reporter, for failing to ascertain a simple fact such as this.

R. A. CHUE,
Manager.

Gabriel Achun & Co. Pty. Ltd.,
Rabaul, NG.

● *Correction herewith. Our reporter did in fact ascertain that simple fact, by confirming our report with the Sydney offices of Coca-Cola Export, who okayed the names. We won't be sacking him, despite Mr. Chue's lack of confidence in his professional ability.*

GLEN WRIGHT IN REPLY

Sir,—Is it not interesting that criticism of my *PIM* articles about events in Samoa, and of me as a person, has come from Fiji and Tahiti?

Be that as it may, both of them (Malu O Tiafu, *PIM* July and Richard Goodman, *PIM*, August) ought to learn a basic lesson in journalism before they embarrass themselves again. This fundamental principle concerns the functions of language: report, inference and judgment.

The articles that so stir the emotions of Messrs. Tiafu and Goodman are reports. All material is attributed as to source. All inferences are based on first-hand or authoritative observation and knowledge.

For example, the *Chiefs Keep Power* story is larded with such attributions as "M.P. Fatiafofa said", "Mata'afa argued", Members of Parliament "argued" and "said". I write that I got my information about the matai system from "six dissenting MP's, the Press, and a host of youth leaders".

I quite plainly indicate that I obtained information from the

Letters

parliamentary debate (March 28, 1969) over the franchise. This argument revealed that in one district populated by only 655 people more than 21 years old, 1,400 matais were registered. "Was not this an abuse of the matai privilege?" an MP asked.

Again, an MP charged that in this debate there existed "the undesirable spectacle in by-elections of many dozens of new titles being created, even down to children under 10 years of age. Such matais did not have control over customary lands or perform any of the governing functions of a matai but were created solely so that their votes could be registered in support of the candidate or his backers who created the titles. To prevent this cheapening of the matai system, government has made it illegal to confer a title on any person under 21 years of age, but the creation of great numbers of titles for electoral purposes is still possible".

Not my opinion, but statements by members of parliament, recorded in the official transcript of proceedings and printed in the *Samoa Times*, March 21 and 28, 1969.

My story about the edict against ship-docking on Sundays in Apia and other quirks of official Samoa behavior was just as factual. All these things happened.

In neither case did I express an opinion pro or con. Goodman is dead right about my being unsympathetic. I don't care which way the cat jumps. I take no sides. I am not a participant, but an observer, calling the plays as I neutrally see them, with truth as my sole objective.

I am not by any means immune from commitment of error, and right now I want to correct one I made on page 23, *PIM*, July, John Wendt of the Western Samoa Price Control Tribunal is not a sheet metal and air conditioning contractor but rather is Financial Secretary to the Government. In this regard may I quote famous New York lawyer Louis Nizer, who writes in his book *My Life in Court*, that "minor discrepancies and variations are of no account when testimony flows toward the pole of truth."

What men do is the stuff of truthful journalism; what they ought to do, of propaganda.

GLEN WRIGHT.

Apia,
Western Samoa.

NEW HEBRIDES OPINION

Sir,—In Sydney we viewed televised "Four Corners" with interesting aspects on Vila, New Hebrides. Among views offered, an Australian deemed himself an authority on its supposedly precarious future in 10 years' time.

Such publicised nonsense is to be deplored. It can only foster unnecessary fears among the already established—or others who may care to invest in the New Hebrides.

Much is being done by the Condominium Government (French and British) to educate New Hebrideans. It will take at least 50 years before the bulk of indigenous people are in a position to handle home affairs along sensible lines.

Present educated ones appreciate that, without European aid and guidance, they will revert back to stone-age existence in no time. It is essential for them also, to bear with the Condominium for their own protection.

Another spokesman said that many well-founded, progressive ideas were stunted owing to distrust on either side of the Condominium Government. True, but this applies to other countries with two or more political parties.

The disgruntled few would be misfits in any other part of the world. Being outspoken, they, unfortunately, reach the limelight (even gain honours above others who plod along quietly for "good of country") and air short-sighted views to the detriment of those delightful islands.

In the New Hebrides there are many races and creeds working and playing side by side in harmony. No racial discrimination whatsoever.

Although an unusual set-up, the Condominium has managed "entente-cordiale" extremely well over the years. However, to restore fairness regarding land problems and other matters for the islanders, the re-instatement of a neutral Joint Court President, as in pre-war years (as stipulated by the Protocol) is of utmost urgency. Vive le Condominium!

(MRS.) C. M. RATARD,

St. Ives,
Sydney.

FRESH AIR FROM PIM

Sir,—You will be pleased to know there is an increasing awareness of the importance of the Pacific Islands in New Zealand . . . and I hope this increases. I am a fan myself, both for pleasure, and because of the political implications and I do my share of trying to wake people up about the Pacific and its importance.

I have travelled extensively and manage to get about a month a year in the Islands and am quietly getting to know them. Your magazine is a delight and I am very impressed by the fresh and enthusiastic way you cover events—it is a real breath of fresh air. BARBARA BAIGENT.

Hamilton,
New Zealand.

COASTWATCHING NOVEL

Sir,—I suppose a novelist has to use his imagination to make up a good story, and I have no doubt that Olaf Ruhen is a good novelist. However, he knows nothing about Coastwatching. (*PIM*, Sept., p. 97).

July Tudor's review of *Scan The Dark Coast* is an excellent one but it reveals the author's ignorance of the subject he is writing about. I seldom feel like criticising articles I read in the Press but I feel that I must expose the greatest weakness in the novel under review.

As an old Coastwatcher I must point out that shot-down pilots of any nationality usually arrived at the Coastwatcher's camp in a shocked and dazed condition. Sometimes they were carried in by the natives, either almost dead from starvation or suffering from wounds or injuries. They had to be nursed back to health by the Coastwatcher before they could be evacuated.

Sometimes an odd one arrived in fair condition but he certainly did not feel like having an affair with the village girls, nor would he have been allowed to by the Coastwatcher.

As for knocking off two Japanese scouts for their rifles I am afraid that Olaf Ruhen is under-rating the Japs. They seldom sent out scouts in pairs but mostly in platoon strength. Even two lone Japs would take a lot of knocking off and the natives of New Georgia were not renowned for their aggressiveness against armed men.

Apart from the above criticism, no Coastwatcher would have allowed a shot-down pilot to go outside the perimeter of his camp.

I am afraid that I will not be spending \$3.25 for *Scan The Dark Coast*, but I will be spending more than that very shortly for Mary Murray's excellent and authentic books *Escape* and *Hunted*. I have already bought two of each and given them to friends, but need more.

CARDEN W. SETON.

Sunnybank,
Queensland.

● *Might be fairer of Mr. Seton, nevertheless, to spend his \$3.25 and read the book himself. Our review was only eight pors.*

(More letters on p. 158)

They're studying a blueprint for Fiji self-government

Now that Lord Denning, Britain's leading jurist, has (in September) completed his marathon arbitration hearing on Fiji's new sugar-cane contract and returned to London to compile his report, Fiji's political leaders are looking at the next vital problem on the horizon—a new constitution to take this British colony of a half million people into an era of independence.

Lord Denning's sugar decision is expected to be announced in Fiji in December, and there is not much use local politicians and union leaders attempting to anticipate reactions. Meanwhile the problem of Fiji's constitution has to be faced, for it won't wait much longer for solution.

It became an active issue last year, when it was decided that London would again be the venue for a constitutional conference. But Britain made it clear that she didn't want a repeat of the 1965 London constitutional punch-up, when Opposition and Government members fought out their differences in public, and the constitutional changes which followed were an uneasy compromise. All nine members of the Opposition later boycotted the Legislative Council as a protest against the constitution.

Sugar politics

So it's been agreed that this time there will have to be a measure of unanimity between Government and Opposition beforehand, and earlier this year both Government and Opposition leaders were making some progress in behind-the-scenes talks. Then things ground to a halt. The feeling of lack of urgency followed realisation by the Government that if agreement could be reached in time to hold a London conference towards the end of this year, then it might all explode into nothing later because the cane contract also had to be negotiated this year. Sugar cane is highly political in Fiji, and mis-handled negotiations could rock the boat alarmingly.

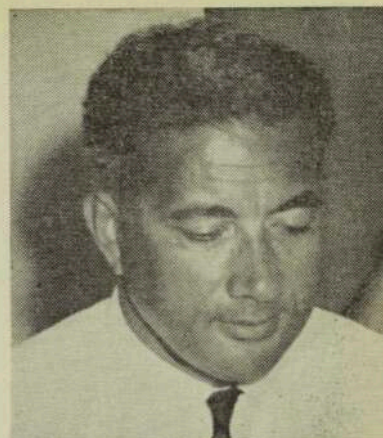
Hence the mid-year slackening of efforts towards an early constitutional solution. The latest date for a London conference is now popularly supposed to be about the middle of next year, but in fact no date has been set.

In the meantime there is at least a constitutional blueprint available for study and the governing Alliance Party is studying it hard before making any public statement.

Those members of the public who would like to study for themselves the future framework of a self-governing Fiji may do so by paying 7/- Sterling to Her Majesty's Stationery Office, London, and acquiring their own copy of the Bahama Islands (Constitution) Order 1969.

This constitution was drawn up at a conference in London in September last year between the UK and representatives of the Bahama Islands. It confers on the Bahamas the title of the Commonwealth of the Bahama Islands.

This constitution gives the Bahamas internal self-government almost to the point of independence, and this looks like the path the British Crown Colony of Fiji will travel in 1971 when its Legislative Council comes



Ratu Sir Kamisese Mara, Chief Minister.

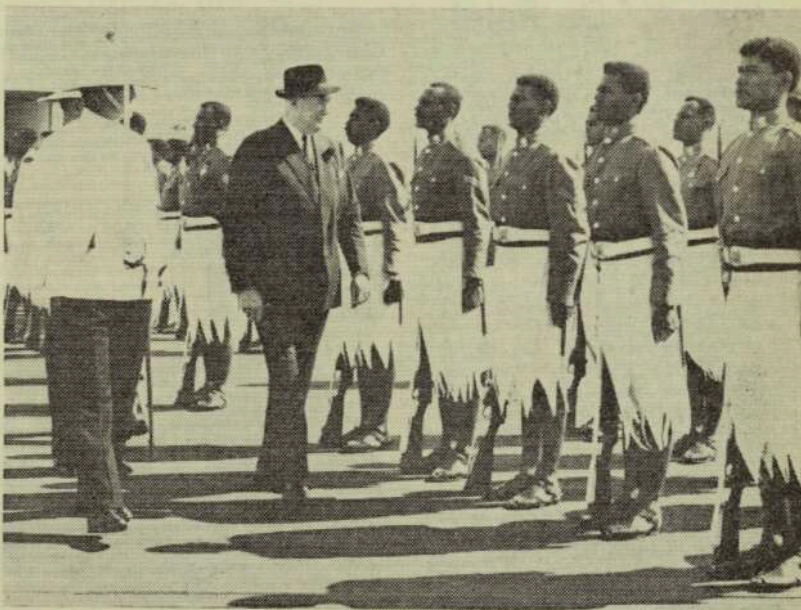
up for re-election. The Queen would be the head of an autonomous state within the Commonwealth.

New constitution

In detail:

The new Bahama Islands constitution provides for a Governor, who is also commander-in-chief, appointed by the Queen; and a Deputy Governor.

There is a Senate (in the Bahamas, 16 members, all appointed), and a



A guard of honour of 48 men and two officers of the 2nd Battalion of the Fiji Infantry Regiment, inspected by the NZ Governor-General, Sir Arthur Porritt, when he arrived at Nausori Airport in September. Sir Arthur and his party stopped over in Fiji for two days, before visiting Western Samoa, the Tokelau Islands and Tonga.

Photo: Bindi Pal.

Blueprint

for Fiji

House of Assembly (38, all elected). All must be British subjects and possess Bahamian status.

Chief executive is the Prime Minister, who is leader of the majority party in the Assembly. He selects a cabinet of not less than eight other ministers—at least one and not more than three being from the Senate.

The Minister of Finance must come from the Assembly. The Senate can't initiate money bills, nor can it hold them up for an undue length of time. Nor can it hold up any bill for an undue length of time.

Nine of the 16 Bahamas senators are appointed (by the Governor) on the advice of the Prime Minister; four on the advice of the Leader of the Opposition; and three after consultation with the Prime Minister and

any other persons the Governor may choose to consult.

Term of the legislature is five years.

The Bahamas constitution establishes a Supreme Court, presided over by a Chief Justice, and a Court of Appeal, with a president and not less than two appeal judges. All are appointed by the Governor in consultation with the Prime Minister.

The Public Service is controlled by a Public Service Commission, appointed by the Governor after consultation with the Prime Minister, and a Public Service Board of Appeal.

There is a Judicial and Legal Service Commission (chairman being the Chief Justice), to control magistrates and government legal officers; and a Police Service Commission to exercise control over the police force in association with the Police Commissioner.

The Governor still retains certain powers under the Bahamas constitution but he can delegate them. He can withhold or reserve assent to bills if he feels they are inconsistent with any obligation imposed on Britain by any treaty, are repugnant with provisions in the constitution or affect external affairs, defence, internal security or the police force.

Security Council

But the constitution adds that the Government of the Bahama Islands "shall have such authority to conduct external affairs as may from time to time be entrusted to the Government of the Bahama Islands by Her Majesty's Government in the United Kingdom".

Although the Governor is responsible for defence, internal security and all police matters, "the Governor shall by instrument under his hand entrust the designated minister with authority to discharge that responsibility".

In addition there is a Security Council, consisting of the Governor, the Prime Minister and others who may be appointed, empowered to discuss policy on external affairs, defence, internal security and the police force.

The Bahamas framework looks like a satisfactory one for a self-governing Fiji. Fiji would differ in the method of election to the legislature, and in the numbers. The major problem facing Fiji is still a satisfactory compromise between those who want elections based purely on racial lines, and those who want one man, one vote. It's in this area that the talking needs to be done before any London conference can meet.

Employers offered \$80,000 a year to employ more locals

The New Guinea Administration is giving private businessmen an admonitory shakeup—by offering them \$80,000 a year to train native businessmen.

New Guinea's Ministerial Member for Labour, Mr. Toua Kapena, announced the scheme in Parliament—and in the lobbies, government members were telling businessmen that if they did not take the scheme seriously, they would have themselves to blame if frustrated local people began thinking of expropriation.

At the Papua-New Guinea Week seminar in Sydney last month, a prominent Tolai, Mr. John Kaputin, said the same thing publicly. And one of New Guinea's more hard-headed conservatives, Mr. Sinake Giregire, was quick to go on record "that most New Guineans do not think the way Kaputin does."

However, many of the territory's European businessmen are now looking at the potential danger of too much commerce and industry remaining too long in European and Chinese hands.

The government's \$80,000 a year for businessmen is for its Indigenous Training Incentive Scheme, the result of two years of world-wide research. The government looked at the idea of tax rebates for training, but decided the \$80,000 subsidy would work and look better.

The government will pay the money to approved employers of native people—and in the long term, help these same employers to reduce their payroll.

Native people receive considerably lower wages than Europeans in most fields, yet many big firms are still recruiting from Australia men for jobs that, with a little training, might soon be handled by local people.

The new scheme to train local people may in turn create a genuine native middle-class of business and competent warehousemen and counter clerks.

The \$80,000 will be turned out to approved employers in subsidies for vocational training, tool-kits for employees—in fact, everything from assisted leave fares to subsidised accommodation.

And now, with talk of expropriation in the air, many of the territory's European businessmen are beginning to take notice.

Death in Fiji of Mr. A. D. Patel

Mr. Ambalal Dahyabhai Patel, a controversial political figure in Fiji, and leader of the Opposition Federation Party, died in Fiji on October 1, aged 64, just as this issue was going to press. He became ill during the recent sugar industry arbitration.

Mr. Patel was a brilliant lawyer, and when the occasion roused him, was a compelling and forceful speaker. He was a member of the Fiji Legislative Council from 1944 to 1950, and again from 1963 till his death. Just before the introduction of the Ministerial system in Fiji, he held the portfolio as Member for Social Services.

With his death there will be speculation about his successor as leader of the Federation Party, particularly with the constitutional talks in London on the horizon. Two other lawyers will probably compete for the position — Mr. S. M. Koya (Lautoka) and Mr. K. C. Ramrakha (Suva).

- The Duke of Kent, stopping to speak with the children of St. John's School at the public rally in Honiara, has a chat with little Claire Montgomery.

KENTS GET ROYAL MELANESIAN WELCOME



Vila and Luganville, the New Hebrides' major towns, went gay for the three-day visit in early September of the Duke and Duchess of Kent. Locals made sure there wasn't too much of importance the regal guests didn't see during their stay. Earlier, the British royal couple had visited the Solomons.

It was a big three days for the nastic displays, dances, stone-laying nastics displays, dances, stone-laying ceremonies and inspection of fish processing and artifacts, they were on the go from when their private Andover aircraft landed at Bauerfield Airport, Efate, to when they left the same spot for Fiji 72 work-laden hours later.

Residents of Vila and Luganville turned out in great numbers to welcome their guests. In both towns much work went into cleaning up dirty streets, eliminating "eyesores" and brightening up buildings with flags, ribbons, streamers and new paint.

Even threatening rain on the first day discreetly withdrew for warm sunshine, and the Kents were welcomed by 2,000 people at the airport, their arrival exactly on time—3 p.m.

They were first driven to Kawena College, where displays of Hebridean dancing (a stick dance) were shown and leis and bouquets presented by schoolchildren. Next stop, through gaily-decorated Vila, was the site of the new British Base Hospital at Erakor Lagoon where the Duke laid a foundation stone. (It had recently been decided to replace Vila's 58-year-old Paton Memorial Hospital. Hopes are, with UK funds, the new hospital will be completed at Erakor

by 1973, together with a similar hospital, built with French funds).

In a short speech to about 3,000 people at the foundation ceremony, the Duke described the Hebrides as "very beautiful and very interesting islands".

Mrs. Madeline Kalchichi, representing the women's clubs of the condominium, then presented the Duchess with a mounted and polished pair of pig's tusks. Villagers also gave the regal couple a stuffed turtle, a small wooden spear and three pandanus mats. Vila's Tongan community contributed a polished bowl.

To Santo

The Duke and Duchess slept at the British Residency, Iririki Island, Vila, and next day made a flying visit to Santo. More bouquets were presented by youngsters and an assembled 1,500 schoolchildren from Santo and nearby islands got a short glimpse of their visitors.

First call was the South Pacific Fishing Company's fishing and processing headquarters, Palekula, before the Duke and Duchess were returned to Luganville (Santo's capital) where they were guests of honour at a reception, attended by 250 locals, hosted by the British District Agent for the Northern

District, Mr. J. D. Field, at agency headquarters.

Not to be outdone by Vila, Luganville was decorated for the occasion, together with a welcoming arch constructed by the Chinese community. Ceremonial shields and banners were everywhere.

Look at volcanoes

Returning by Andover to Efate later in the afternoon, the royal aircraft was diverted over the islands of Ambrym and Lopevi, for a glimpse of two of the Hebrides' volcanoes. The same night was Vila's biggest social event of '69—over 400 guests attended a reception at the British Residency for the Duke and Duchess.

Sunshine stayed for the couple's last day. Calls were made at the Cultural Centre, the French Secondary School and the British Ex-servicemen's Association Clubhouse before lunch with the French Resident Commissioner, Mr. J. Mouridian.

At the Cultural Centre, Mr. R. Platt showed the couple his new tropical fish tanks, Mr. H. Bregulla talked about his collection of stuffed birds, Mr. Reece Discombe discussed the articles he had recovered from the wreck of *La Boussole* and Mrs.



The Duchess of Kent, accompanied by Director of Education, Mr. D. H. Hibbert, stops to admire the children of Chung Wah School, Honiara.

Hannah Dale answered questions on shells. All in 15 minutes!

The Duke and Duchess' Hebrides visit wasn't long and it was only one stopdown on the couple's Pacific itinerary. Few would grumble, however, that residents didn't make the best of it.

In the Solomons

On a five-day stopover in the Solomon Islands, the Duke and Duchess of Kent saw and visited three outer islands—Gizo, Malaita and San Cristobal—as well as having a good look around Honiara, the protectorate's capital, on Guadalcanal.

The Kents attracted 6,000 people at a public rally at Honiara, 3,000 people for their landing by the motor vessel *Kwai* at Gizo Wharf and 2,000 people at the small village of Ngorangora, near Kirakira Airstrip, San Cristobal.

They were the first members of the royal family to visit the Solomons since the Duke of Edinburgh's stay in 1959 and the first-ever members to visit San Cristobal, the major southern island.

Their appearances at schools, hospitals, the rice project, training colleges and colourful canoe exhibitions at Gizo weren't without small side-lights.

At Honiara, it was reported the Duchess was advised by a serious

little schoolgirl not to go swimming in the sea for sharks would eat her.

Outside Honiara, at the Ilu Farm rice-growing project, the Duke found no lack of excitement in a display of crop spraying by a small aircraft. On the first run, specially for the Duke, the plane flew low enough to—accidentally—catch the royal party with a shower from its spray.

At Gizo, the royal couple headed for a 100-guest reception at the DC's house in a Land-Rover, but the vehicle wouldn't go. With smiles all round from the Duke and Duchess—and cheers from a watching crowd—a royal transfer was made into a spare vehicle and the mini-motorcade proceeded successfully to the reception.

Also, on their way to a rally at Lawson Tama, the couple were "challenged" by Guadalcanal warriors, armed and clad in the traditional way. The Duke and Duchess had been forewarned but when a near-naked spearman hurled himself from behind cover at the royal car, the Duchess gave a distinct start.

The Duke's later comment: "The spectacular challenge with which we were met—I might almost say ambushed—was extremely impressive and not a little alarming, and I was glad that on close inspection you decided we were not enemies and allowed us to proceed".

Wider net for New Hebrides Advisory Council

The first meeting of the new, enlarged New Hebrides Advisory Council was to sit in Vila on October 1, following elections throughout the widely-spread islands of the condominium in July and August to select representatives from the eight new electoral districts.

It was decided last year (*PIM*, Feb. p. 35) to increase the overall members of the council from 26 to 30, by adding four new private members.

The real significance of the new council is that nearly 60 per cent. of the private members have been elected; previously only 40 per cent. were elected and the rest nominated. The views and feelings of all Islanders throughout the condominium are expected to be better heard with eight, instead of four, elected Hebrideans from the eight new electorates.

14 elected

October's meeting was to be attended by six official members (number unchanged), 10 nominated members (three British, three French, and four Hebridean) and 14 elected members (three British, three French and eight Hebridean).

There are six official members—the two Resident Commissioners, (Messrs. C. H. Allan and J. Mouridian), the British Assistant Resident Commissioner and the French Chancellor, the condominium Treasurer and the Superintendent of Public Works.

Nominated members are the Venerable D. A. Rawcliffe, Messrs. R. U. Paul and Roy Gubbay (British representatives), Father Verlingue and Messrs. Jean Chauveau and Jacques Russet (French), Father Gerard Leymang, Dr. Makau Kalsakau, Mrs. Madeline Kalchichi and Mr. Michel Noel (New Hebridean).

The six private members, elected by the Chamber of Commerce, are: Messrs. P. Lutgen, J. Ratard, P.

West Samoa "girls" are banned

One of Western Samoa's more bizarre tourist attractions will soon be a thing of the past. Parliament in September considered a bill outlawing the impersonation by males of females and vice versa. As a result the mincing, beautifully coiffured, rouged and powdered *faafafine* now a fairly common sight on Apia's streets will soon be driven from public view.

Homosexuality has long been accepted as a fact of life in Samoa and these *faafafine* are in demand as house "girls" or gainfully employed as dressmakers. Several years ago Police Chief Philipp claimed that lesbianism was an even greater problem than male homosexuality.

It is generally doubted that the righteous indignation of Samoa's Parliamentarians will result in any diminution of the practice.

Delacroix, G. Seagoe, W. Hamlyn-Harris and James Burton.

The elected New Hebridean members from the eight new electoral districts are: Messrs. Iolu Abbil (Tanna), Tom Tipolomata (Epi and Shepherd Groups), George Kalkoa (Efate, Emau, Nguna and Mataso), William Mete (Aniwa, Futuna, Aneityum and Erromanga), Michael Ala (Aoba, Banks and Torres Islands), Frank Kenneth (Malekula), Michael Liliu (Pentecost) and Pastor Titus Path (Santo).

Alternate nominated members who can attend council meetings in place of absent full nominated members, have been invited to accept appointment. They are: Miss Alison Todd, Reverend S. J. Cooper and Mr. G. Svenne (British), Mrs. Marguerite Colardeau, Mr. Edmond Gauchet and Mr. Yves Tanguy (French), Messrs. Lop Kissel, Andre Carlot, George Tor and Mark Melin.

Of the nominated members, Messrs. Rawcliffe and Paul of the British trio had served on the previous council, Mr. Rawcliffe as an alternate member. The French members are all new to council, as are the Hebridean members, except Father Leymang.

Mrs. Kalchichi is the second Hebridean woman to be a member. Mrs. Agnes Terei, of Santo, was first (PIM, Jan., 1966, p. 11).

P-NG's "SUNNY" DEMOCRATIC FUTURE TAKES A TUMBLE

From JOHN RYAN in Port Moresby

The 'police actions' on Bougainville and New Britain have cast a pall over the sunny democracy being so carefully nurtured in the New Guinea House of Assembly.

After five years of democracy, Parliament has discovered that it just cannot advise, cajole, demand or legislate to wipe out or decant New Guinea's absolute tribalism and, in the case of Bougainville and New Britain, emotionalism.

Among the more constructive and serious of Parliament's elected members, the rot has set in.

The House's prestige, privileges and immunities have taken a tumble recently at the hands of Pangu's Mr. Albert Maori Kiki and the *Post-Courier* Press ban.

Piled on top of the trouble, was the realisation by elected members that nothing they could do in the House would solve or ameliorate the tribal-emotional-breakaway outbursts of Bougainville over the copper and land row, and the perhaps more serious campaign by the Tolais of Rabaul against the newly-proclaimed multi-racial Gazelle Local Government Council.

Native police

After so much talk of Parliamentary prestige and power in the emerging, rapidly-developing New Guinea, elected members had to sit back nervously while Executive Government at Konedobu and Canberra (the Australian administrators) had to "solve" Bougainville and Rabaul with plane-loads of native policemen.

More than 100 policemen camped near Rorovana to help the government win its confrontation with native landowners who, according to latest reports, have now agreed to sell their 150 acres to Conzinc Rio Tinto for the first stage of the copper project.

Rorovana was a small scale affair, albeit the first real police action since 600 police were flown into Buka Island (northern end of Bougainville District) in 1962 to put down John Teosin's Hahalis Welfare Society. In 1962, because of the reverberations, everybody thought

that the days of police actions were over.

But those people, convinced that New Guinea's tribalism was on the way out, that the rule of law was entrenched and that Parliament, with technical-professional help from the Australians, was now running New Guinea, received the shock of their lives when 1,000 policemen were rushed to Rabaul.

One-third of New Guinea's entire police force in one town at the one time!—the largest police action in New Guinea's history, including the police in Rabaul for the 1961 Sepik-Tolai street-fighting, in which two rioters were shot dead.

Tolai tribalism

The Rabaul trouble (land, racism, local government and sheer Tolai tribalism) has been mounting for several years, but was ignited in May when the Gazelle (Native) Local Government Council asked the Administrator to proclaim the new council multi-racial; with three Europeans, one Chinese and 34 Tolai members.

Local government began near Rabaul in 1952 but for years, several influential Tolai groups resisted—leading to the police confrontation at Navuneram in 1958. Recently, Gazelle Council and government men have tried to bring into council influence the resisting Tolais, with moderate success.

The Tolai Cocoa Project which grew out of Tolai demands for economic advances, received technical help from government men—but the private planters were indifferent, and some were guilty of working against the highly successful scheme.

In European business eyes, it was simply good business—and in the business world quite legitimate—to put the opposition out of the running. In Tolai eyes, it was another proof of lordly Europeans trying to run everything.

When the multi-racial council was

proclaimed and Tolais realised that Europeans and Chinese would be elected, thousands marched in protest. Nothing was achieved, and the Tolai Mataungan (Alert) Society began a concerted underground campaign, with the help of Mr. Oscar Tammur, M.H.A. (Kokopo), to defeat the Gazelle Council.

The Tolais were afraid the Gazelle Council and its European-Chinese members would run the Tolai tribes—and also the cocoa project. Mataungan began collecting tax—the \$12 which by law, was due only to the council. Battle was joined, and Mataungan less-sophisticated members began making threats of violence against councillors and some Europeans.

By escalation, it was soon open conflict—and three Mataungan leaders were in court (proceeding) for stealing and/or having in their possession Gazelle Council keys to the council chambers and council vehicles.

Senior Lecturer in Law at the University of Papua-New Guinea, Nigerian, Mr. Ikenna Nwokolo, defended them in court and spoke of "government proclamations legalising the council retrospectively". After years of simmering discontent among many Tolais, it was now open war—and the Local Government Ordinance and the Administrator's manner of using it was coming further into the spotlight.

Right thing?

Back in the Port Moresby Parliament, seven elected Members with ministerial rank were wondering if, when involved in the police action decision in the Administrator's Executive Council, they had done the right thing.

And in Sydney, an educated young Tolai involved in the Rabaul problem, Mr. John Kaputin, was telling an Australian audience that the Tolais had now begun to fight and that the Tolais would win.

Many of the older elected members, including the Speaker Mr. John Guise, were voicing increasing concern at New Guinea's tribalism and the threats of breakaways by Bougainville and New Britain—and trying to track down rumours that some leading Papuans were tired of being "dominated" in Parliament by New Guineans and were thinking of a breakaway Papua!

If all these cracks in sunny democracy weren't enough, in September Mr. Joe Paul Langro announced he would resign his ministerial rank in the Assembly.

(Continued on p. 135)

Dull budget in P-NG—because members had their say

By JOHN RYAN in Port Moresby

A full scale Parliamentary row four years ago and the whims of the general election voters last year, has taken the sting out of New Guinea's budget debates.

New Guinea's record \$172 million budget for 1969-70 went through the House of Assembly here in September with barely a whimper; it was one of the dulllest, least imaginative debates I have heard.

There's good reason to that—elected members did not have the background to argue the budget with the government experts... nor did they have many openings for argument, because this year for the first time, Parliament had been given a significant and genuine consultative part in the early planning of the budget.

Four years ago, the then Member for the Highlands, Mr. Ian Downs had led Parliament in revolt against the government budget and had reduced it by \$50,000—a protest against Canberra's reducing of native public service salaries a few months earlier, and against Canberra's refusal to let elected members have any real say in budget-making.

In those days, the budget was brought down in Parliament as a *fait accompli*. But the Downs attack on the 1965-66 budget, his threats of more to come, and the demand by Mr. Guise's Select Committee on Constitutional and Political Development in 1967 put an end to the government's absolute power over budgeting.

Real power

The Guise Committee won limited Ministerial Government, a Budget Committee within the House of Assembly, and real budget-making power for the eight elected members given Ministerial rank and membership of the Administrator's Executive Council.

Eighteen months ago, when the voters failed to re-elect Messrs. Don Barrett and John Stuntz, and Mr. Downs retired to Sydney, Parliament no longer had any unaligned elected members capable of seriously questioning a government budget.

And early this year, the Administrator Mr. Hay kept his end of the ministerial bargain by making sure

that the eight MHA's with ministerial rank were drawn right into departmental estimate-making for 1969-70. They followed the estimates right through to the final stages within the Executive Council.

"We were really involved in it," says Assistant Ministerial Member for the Treasury Mr. Oala Oala-Rarua. "We have helped put this budget together—it was very hard work."

Until the Pangu Party or the Independent Group of Elected Members deepen their research, or get financial or legal advice, the annual New Guinea budgets may well continue as dull debates.

\$195 million budget

The 1969-70 budget is \$172 million (up \$22 million) but because of a new costing arrangement on government stores in stock for several years, the Treasury Budget figure on paper appears as nearly \$176,000,000.

The breakup—Grant from Australia—\$96 million (up nearly \$9 million)

Domestic revenue — \$66,400,000 (up \$11,263,000).

Territory Loan — \$10,500,000 (including World Bank contributions for agriculture and communications).

To the total public budget of nearly \$173 million is added \$22 million coming in through Commonwealth Departments and agencies—making the real budget for 1969-70 just over \$195 million.

About 60 per cent. of all the money to run New Guinea this year is from Australia.

To bridge a budgetary gap of \$1,500,000, there's new indirect taxation on luxury goods—sedan cars, station wagons, cigarettes, wines, spirits, tape recorders, record players and petrol. Retailers were quick off the mark—within 24 hours of the budget on August 26, many shopkeepers had moved the prices up (some doubled the increases) even though the increases officially should only have come into force with the arrival of new stock.

HAYDON STARTS BY MAKING CHANGES IN U.S. SAMOA

John M. Haydon's presence has been more than felt in his first two months as American Samoa's top executive; and few can disagree that he has tackled his unfamiliar and tough job with zeal.

Most government departments have come under close financial and efficiency scrutiny, several new bodies

have appeared, a close look was had at the territory's future budget needs, the Governor, a former Port Administrator, has applied his experience to improving Pago Pago's dock and storage facilities.

Even cynics who called Governor Haydon's ambitious August 6 inaugural speech (*PIM*, September, p. 53) pure public relations have conceded that Samoa's new man is getting into stride at a fast pace.

Among his new appointments are: Thomas K. Thorpe, 39, of Oregon, appointed Attorney-General, Tagoa'i M. Tunoa, a Yale University graduate, appointed hospital administrator of the Lyndon B. Johnson Tropical Medical Centre, and Pamerika L. Tauilili, University of Hawaii graduate, appointed first assistant director of the Department of Agriculture for two years.

"Partnership"

Two new councils—with Governor Haydon as an ad hoc member of both—have been formed; a six-man Wage Standards Council, with Carl Meeuwsen, director of Administrative Services, as chairman, and an eight-man Education Council, with Robert Williams, acting director of education, as chairman.

A "partnership approach" between members of Samoa's elected Legislature and the Governor's staff has begun, initially on budget sitting and education policy and the Governor has outlined three special guidelines Samoa will have to follow to win grant programmes over and above its normal budget from the US Government; an orderly territory budget process, non-duplication of funds from various US Government departments and a fully-informed joint budget review committee.

With several departmental heads, Governor Haydon made an inspection trip to the Manua Islands, a part of Samoa often described as neglected, compared to development on the main island of Tutuila, and a new government department—Manpower Resources—was formed to handle all the activities of the personnel office, compile various statistics on government and private



Governor Haydon.

business and operate the workmen's compensation programme.

Another visit was to Hawaii to discuss a filariasis research programme, expansion of coast guard services in Samoa, future airline operations into Samoa, and commercial, sports and tuna fishing possibilities. After Hawaii, he represented Samoa at the US National Governors' Conference at Colorado.

Things seem to be happening in American Samoa and latest news is Governor Haydon's predecessor, Owen Aspinall, is to take over as legal advisor to the comptroller in the Guam Government.

POLYNESIAN PLANE IS FLOWN AWAY

Early in September, Polynesian Airlines lost possession of the DC4 it was leasing from the Charlotte Aircraft Corporation of North Carolina. Mr. Martin, representing the Corporation, who caused a sensation in August by chaining the plane's wheels when it was at Tafuna airport in American Samoa, brought a crew down from the US and had the plane flown to Hawaii.

Litigation over the whole deal is still pending, but meanwhile Polynesian is chartering a Fiji Airways 748 for its Tonga and Fiji flights and relying on its remaining DC3 for its now twice daily service to Pago.

Polynesian managing director E. F. Paul meanwhile predicted the purchase of its own jet-prop or jet aircraft within the next few years.



Mata'afa admits "slapping" tourist

Prime Minister Mata'afa of Western Samoa has confirmed that he did hit a German tourist trespassing on the Lepea malae near Mata'afa's house one Sunday recently.

"I slapped his face because he kept taking my picture," said Mata'afa, when asked to comment on a report of the incident in *PIM*. "It was the bus driver I was really annoyed with but he drove off down the road," he added.

Mata'afa said that Lepea was off limits to tourists at any time and not just on Sundays. He said that all the local tour agents knew this and that the driver of the tour bus must have known this too. He said that contrary to some reports his wife Fetaui was not involved in the incident.

Micronesia accepts "free association" with the US

The Congress of Micronesia, after a 45-day session finishing on August 27, has accepted the Future Political Status Commission's report recommending free association of Micronesia with the United States.

A 10-member Micronesian Political Status Delegation was created and was due to go to Washington at the end of September to confer with members of the US Congress and the Administration.

A resolution was adopted authorising the Washington delegation to study the steps to independence as well as free association with the United States.

Members of the new Political Status Delegation include: Senators Lazarus Salii, Palau; Andon Amaraich, Truk; Tosiwo Nakayama, Truk; Francisco Palacios, Marianas; Bailey Olter, Ponape; and Representatives Ekpap Silk, Marshalls; Olter Paul, Ponape; John Mangefel, Yap; Minoru Ueki, Palau; and Benjamin Manglona, Marianas. Salii and Silk are co-chairmen.

See "US military chiefs look towards Micronesia", p. 54.

● The most virulent type of influenza for many years swept Western Samoa in September filling the hospitals and resulting in several deaths with its complications of pneumonia.

In an effort to halt its spread the two-week August school holiday was extended an extra week for secondary school pupils and two weeks for primary schools.

● Results of mineral investigations by the Conzinc Rio Tinto Company in the Eastern District of the British Solomon Islands have so far proved disappointing, according to a spokesman for the Geological Surveys Department. The company, which has been prospecting for bauxite on Ugi and Ulawa, has found it present only in very small patches, and these small amounts are not worth exploiting. This was also found to be the case when investigations were carried out earlier at Maru Bay, San Cristobal.

Prospecting licences for Ugi, Ulawa

and Small Gela were granted to the company in September, and work in the last area, Small Gela, has just begun.

In August the company was granted prospecting licences for the Three Sisters Islands, and a large area of Santa Cruz.

● A New Zealand motelier, Trailways Ltd., has been granted permission by the Cook Islands Government to build a 36-unit motel on a 20-acre site at Amuri Beach, Aitutaki. The government will take up a third interest in Trailways Aitutaki Ltd., which will own the motel. Clearing has already started and it's hoped to have the motel completed by January next year when the territory's main airstrip on Rarotonga is closed down for re-building into an international jet strip.

● Indian firewalking ceremonies may be dropped from Fiji's Hibiscus Festival programme in future because of objections on religious grounds by Hindus. They said firewalking should be reserved for religious purposes and not be held on a commercial basis as a festival attraction.

● Hopes that Papua's gas reserves will be utilised were raised again in September by a six-day visit to the territory's underground and offshore gas prospects in the Gulf by a 12-man Japanese Government team. Price negotiations were not held.

Oil Search Ltd., oil explorer in Papua for over 30 years, said the Kuru, Bwata and Berikewa gas wells were owned about 71 per cent. by itself, 15 per cent. by British Petroleum and 14 per cent. by Mobil Oil.

● Western Samoa released in October a \$1 crown to honour the 75th anniversary of the death of Robert Louis Stevenson, who died in 1894 and was buried at the summit of Mt. Vaea, adjacent to his home *Vailima*, in the suburbs of Apia.

● An old pre-war airstrip at Salamaua, in the Morobe District of PNG is to be reconstructed for use by light aircraft. The new airstrip will be 2,200 ft long, 150 ft wide, and will give quicker access for

medical emergencies from Salamaua to Lae and, it is hoped, encourage the tourist trade.

● Fletcher Holdings Limited of NZ has won a contract to build \$US5 million chain of hotels in Micronesia. About \$70,000 worth of machinery for site preparation was to leave New Plymouth in the *Turakina* for the Truk group, where the first of seven hotels was to start in September. The contract is with Travelodge Corp. of the US (a subsidiary of Travelodge Australia) and Continental Airlines to build the first of the hotels, on Guam, by January next year.

● L'Institut d'Emission d'Outre-Mer has printed a 100-franc note which will in time replace the note of the same face value issued by the Bank of Indo-China in the New Hebrides. The new note shows on one side the bust of a girl playing a guitar surrounded by a variety of Polynesian objects. On the other side is a girl's head garlanded with flowers. On this side are printed the words *Nouvelles Hebrides*. The Bank of Indo-China notes will continue to be legal tender.

● Mr. Lindsay James Curtis, 40, a senior parliamentary draftsman in the Australian Commonwealth Government Attorney-General's Department, will take up his appointment as Papua-New Guinea's Secretary for Law on October 27, succeeding Mr. W. W. Watkins, who retired in mid-September after 20 years in NG. The choice of a man not in the territory public service for the \$10,500 a year job was criticised by the NG Public Service Association.

● Emergency supplies of food and water were distributed by the government to outer islands in the Fiji group and rural areas badly hit by a prolonged drought during September. The long dry spell has resulted in disastrous losses to farmers, whose crops have withered and died. On one island alone, Vatoa in the Lau group, more than 5,000 coconut palms have died.

● Work is going well on Vila, New Hebrides', \$1.8 million overseas ships wharf. Clearing of a five-acre site for the wharf and adjacent buildings has been completed, preliminary survey work has been

South Seas in a nutshell

finished and dredging in 35 ft of water started in September ahead of schedule. Major work on the wharf—due for completion by 1972—is to start between January next year and May, 1971.

● Following rejection of a \$6 million hydro-electric project to supply future power requirements for Honiara, Solomon Islands. (*PIM*, Aug., p. 125), two English firms, McLellan and Partners and Wilton and Bell Dobbie and Partners, both based in Australia, have been jointly engaged by the Solomons Electricity Authority to plan an alternative \$US800,000 diesel scheme.

● The New Guinea Administration is considering having an exhaustive survey made of a multi-million dollar proposal to reclaim a large area of swampland in the Wahgi Valley area of the Western Highlands. Several private firms have submitted reports on how they would conduct the survey.

● In the most direct step into politics taken by a P-NG church leader, Anglican Bishop of New Guinea, Bishop David Hand, called for the resignation of Minister for External Territories, Mr. C. E. Barnes, in Sydney on September 24. Bishop Hand said Mr. Barne's politics represented "muddling, ham-handedness and perhaps even a little panic". "I don't know if it is he or his advisors who are at fault but we need a new look", he told members of the Sydney Journalists' Club at a luncheon.

● Two banks have set up branches on the site of the proposed mining township north of Kieta, Bougainville, adjacent to the island's huge copper finds. They are the National Bank of Australasia Ltd., which has as clients several contractors for Bougainville Copper Pty. Ltd., and the Commonwealth Banking Corporation.

● Solair, the New Guinea controlled Solomon Islands internal airline, has had its protected industry status extended for an additional two years, to 1971. Earlier this year (*PIM*, June, p. 123), two other air groups tried unsuccessfully to set up other air services in the protectorate. Now the Solomons Government has decided continued protection of Solair is "in the public interest".

● After over two years dropping broad hints that it would get into the Fiji hotel business, BOAC, the British Government international air-

line, has finally agreed to invest \$550,000 with Qantas in two pubs, the Fijian, Sigatoka, and the Mocambo, Nadi, both on the main island, Viti Levu.

Each airline is putting \$175,000 into Fiji Resorts Ltd., owner of the Fijian, and \$100,000 each into Fiji Mocambo Holdings Ltd., owner of the Mocambo. The Fijian will be extended and 70 new rooms built, making a total of 170 rooms.

● Troops from Singapore, Hong Kong, New Zealand and Fiji carried out a two-week jungle warfare exer-

cise inland from Sigatoka on the main island of Viti Levu, Fiji, in September. British and Gurkha troops acting as the enemy were "attacked" by New Zealand and Fiji troops. The Governor, Sir Robert Foster, during a visit to the exercise area landed by helicopter in a "terrorist camp".

● In what must be the fastest-growing tourist area in the Islands, about 12,500 visitors entered the United States Trust Territory last year and a further 17,000 visitors are expected this year. Increases have averaged about 45 per cent. per year for the past four years; in 1968 visitors spent \$US540,000, this year they will spend \$750,000.

By 1974, providing these trends remain unchanged and corresponding facilities—such as new hotels, are built—the territory can expect 97,000 visitors a year spending about \$7 million.

● Fiji's bureau of statistics estimates that gross receipts from tourism in the first six months of this year totalled more than \$12½ million. This compares with \$17½ million in the whole of last year. If the present trend continues for the rest of the year, gross receipts from tourism could soar to more than \$26 million, the bureau said.

● How to lose 7 lb in three days and wear your car out into the bargain? Sydney journalist John Bryson came out winner of the Papuan Safari, which started from Port Moresby on September 15—but he returned to Australia a lighter man.

John, who completed the last London-to-Sydney marathon, is all smiles about his first Papuan Safari, in which 16 teams took part. He really believes that it could become the world's number one safari, taking



Tarawa's causeway may be a "pipe dream"

Because finance is not on its way yet, feelings in Tarawa, capital of the Gilbert and Ellice Islands Colony, are that the colony's proposed causeway between Tarawa's commercial and government centres, Betio and Bairiki, will never be built.

All investigations, including aerial surveys and searches for sufficient sand and debris in the lagoon to construct the causeway, have been completed, and last year, a newly-formed American society, the Foundation for the Peoples of the South Pacific, pledged at least \$US100,000 for a big dredge and its operating costs to start the project.

Since then, the foundation has been unable to raise even half this sum and the dredge, due in Tarawa early this year, has not been seen.

The GEIC has not insisted on the foundation making good its promise as any pressure brought to bear could embarrass both the US Government and the GEIC, especially with the possibility of a US airline, Air Micronesia, flying into Tarawa.

P and O may join the jet set

Under a joint jumbo jet-liner arrangement, P and O may begin operating air-ship holidays as package deals in small places such as Fiji, Noumea or Tahiti, where accommodation is limited. With as many as 350 people coming off a jumbo, the plan is to transfer them to a waiting ship which would offer accommodation as a floating hotel for a day or two and then sail them to other territories before being flown home.

over from the ultra-tough East Africa Safari.

Says John: "The conditions at Moresby and the fantastic interest take by the people there, could make it big. We drove 800 miles in three days along river beds, through 15 ft high grass and over some of the roughest ground I've seen.

"Manufacturers could well use this safari to test their new cars. We drove a lot on disused wartime jeep tracks into foothills of the Owen Stanley Range, one car was destroyed by fire and another retired with a broken sump."

The safari, arranged by the South Pacific Sports Club, is already an annual event, but it is due soon to become part of the South Pacific Rally series which includes Indonesia, New Caledonia, New Zealand and Australia.

● The Noumea Hotel Residence was opened in New Caledonia in September under Australian manager Jean-Claude Kruger. Built by Caledonian interests for \$A300,000, the new 30 room project is situated in a quiet residential street of Baie des Citrons, behind the existing 50 room Noumea Hotel on the beach-front.

Offering double accommodation at \$A10 per night, the new rooms are equipped with individual refrigerators, and the "Residence" also offers a bar and light refreshments with French television each evening.

● The funeral of Bishop Hill, 13 years Bishop of Melanesia, took place before 2,000 people at St. Barnabas Cathedral, Honiara, in the Solomon Islands on September 1. The Bishop's coffin, wrapped in tapa cloth and a mat given by members of the Fijian community, was lowered into a newly consecrated burial plot in the cathedral grounds, specially reserved for those who have served the diocese of Melanesia in special ways.

COSTLY DAMAGE, MANY ARRESTS IN RIOT

Thousands of dollars worth of damage was done to property and three people were injured, one seriously, in a riot in Noumea on September 2. About 300 people, mainly Melanesians, were involved in the riot.

The riot is said to have been sparked off by a roneoed leaflet advocating an armed uprising against authority. It was distributed among natives of Mare, one of the three Loyalty Islands, and was written in their language.

The Secretary-General of New Caledonia, Mr. P. Lenquette, told an extraordinary session of the Territorial Assembly on September 9 that the leaflet was "a veritable apologia for murder and racism". He said the Administration was searching for the authors and distributors of the leaflet; and that 21 people had already been arrested for their part in the riot.

Noumea's *Bulletin du Commerce* claimed that the authors of the leaflet had fixed on September 24 as the date for an insurrection, but that their plan misfired prematurely.

This followed the arrest at Noumea's Magenta aerodrome on the morning of September 2 of Nidoiche Naisseline, a leading Mare personality, who was about to return to Mare after conducting a series of emotional political meetings in Noumea.

"Rampage"

Naisseline was taken to police headquarters in Noumea for questioning along with several Europeans, and, as a result, the police seized a quantity of "revolutionary propaganda material" and some arms, according to the *Bulletin*.

Meanwhile, a large crowd of Mare Islanders gathered outside the building, blocking traffic in the Place de la Victoire.

At 7 p.m., when about 300 people were still milling around the police headquarters, the gendarmerie was called in to help the police disperse them.

However, some of the crowd refused to be driven off, and fought back with bottles, sticks and stones. Others went on a rampage through

the town, breaking windows, lights and windscreens. A taxi driver was seriously injured and two policemen were slightly injured during these disturbances.

Following the riot, 20 Loyalty Islands leaders called on the Secretary-General to express their regret for, and disapproval of, the incidents and to assure him that they would try to maintain order among their compatriots, particularly on Mare.

A week later, at the extraordinary session of the Territorial Assembly, members unanimously adopted a motion condemning the instigators of the riot.

At the same time, the Secretary-General urged the Assembly to put quarrels aside and to work out a positive plan of action for social progress that would be "founded on the harmony of the [French and Melanesian] communities".

P-NG towns to get urban government

Papua-New Guinea's bigger towns are to have urban local government by the middle of next year—or the government will want to know the reason why!

Port Moresby, Lae, Madang and Rabaul have been selected for the June, 1970, target date, and a string of smaller towns—Popondetta, Kainantu, Alotau and others—are next on the list.

Since 1952, experimental local government in New Guinea has mushroomed and now covers nearly 1,900,00 with 142 separate councils, many of them multi-racial. But none of the territory's towns has ever contemplated genuine urban government.

The government has always handled the essential services—very few among the rapid turnover of urban population were interested in helping to run their towns—and landholders stood out because they knew urban government would mean land rating.

Now, the government has stepped in and set timetables. Citizens' advisory committees are being established to help decide council areas, the services they should handle, the rate of subsidy from central government, and the type of rates and taxes.

The time has come, the government says, for townspeople to begin helping themselves.



Tropicalities

The biggest single resort development in the South Pacific is planned by a Canadian company on land at Deuba about 30 miles from Suva on Fiji's main island of Viti Levu. Known as Pacific Harbour, it will cover 7,500 acres.

There are plans for hotels, motels, aquatels, commercial sites and a large number of single family, estate and home unit lots, and the working plan has been drawn up by Project Planning Associates Limited, the group responsible for the master plan of Canada's Expo 67.

Construction of the first stage, at an estimated cost of more than \$5 million, is scheduled to begin towards the middle of next year and is programmed for completion 18 months later. It will cover 1,150 acres and include all major facilities.

Public take part

The design includes a system of navigable interlinking inland waterways, and over 100 acres of artificial lakes. A number of strategically located marinas will facilitate water sports with special emphasis on yachting and deep sea fishing. Also included in the recreational complex will be polo fields, tennis courts, riding stables and the first Robert Trent Jones championship golf course in the South Pacific.

Construction of the first hotel, designed to international resort standards, is scheduled for commencement in mid-1970. A Canadian public company, Southern Pacific Properties Ltd., has been formed to allow public participation in the new development. The underwriting will be handled by an international group headed by Cochran Murray and Co. Ltd., members of the Toronto Stock Exchange.

Strong support in principle for the project was announced by the Fiji Government on September 22 by Fiji's Minister for Communications, Works and Tourism, Mr. C. A. Stinson, who described it as an imaginative project and said it was the type of planned development in Fiji which he had wanted to see go ahead for some time.

Meanwhile, in another major hotel development, an American company, International Leisure Hosts Ltd., of Arizona, announced a merger with Makita Holdings Ltd., owners of Suva's Isa Lei Hotel, International

MAMMOTH \$5 MILLION RESORT IN FIJI

said the Isa Lei, which has reportedly been up for sale in recent months, would be enlarged to 200 rooms, making it the colony's biggest hotel.

The American group, with hotel and air charter interests in the US, said it would build two new hotels in Fiji within three years. Its Fiji investment in this time would be between \$F6 million to \$F8 million. Plans were to change the name Makita Holdings to Polynesian Resorts Ltd.

Fiji Council gets a lady's touch

Acting Clerk of Fiji's Legislative Council is tall, attractive Lavinia Ah Koy, the first woman in Fiji to hold the position, and one of the few, if not the only woman in the world to hold a similar posting. Previous Clerks to the Legislative Council have all been highly qualified academically, many with legal degrees. Lavinia left school at 15 years of age.

The 29-year-old Acting Clerk is the wife of Suva businessman Jim Ah Koy, and the mother of three small children. An expert Hansard reporter, she began her working career as secretary to the Deputy Commissioner of Police in Fiji, and it was not long before she was seconded to the Legislative Council reporting staff.

She had some experience reporting in the Supreme Court in Suva when she went to Australia for six months and there enrolled at the Sydney Technical College. At the Sydney Tech. she brought her shorthand speed up from 140 to 160 wpm. She then went to Canberra to observe parliamentary procedure there and a second visit followed in 1967.

In 1961 she was made acting re-



Lavinia Ah Koy.

porter to Fiji's Legislative Council, and in 1963 the appointment was confirmed. It was at this time she helped perfect a new system of taping members' speeches. Under the new system a cassette records voices for half an hour, and then is quickly replaced by a fresh cassette while the used one is taken to a typist. Simultaneous reports of proceedings are then available almost immediately.

Part of Lavinia's many responsibilities as clerk is having the minutes which members pass printed and ready for members' perusal the following morning. She works in close co-operation with the government printer, sending him minutes as soon as they are passed. At the end of the day she proof-reads his printing after she finishes her own work which is usually about 7 p.m. or 8 p.m. when council is in session.

As Clerk of Council she prepares the agenda for each Legislative Council session, pays members their allowances, processes questions with notice and handles replies; records decisions, rulings and daily minutes, and generally attends to the smooth running of council.

Lavinia is secretary to the Fiji branch of the Commonwealth Parliamentary Association, and recorder of minutes at almost all committees formed within council. Her know-

ledge of the inner working of government and of the country's affairs is extensive.

The time could well come when this attractive clerk could play a different role in the Legislative Council. She confesses eventually she may stand for election, though it may not be for some years yet. "I feel I am serving the country now," she said.

Right royal party in Tonga

HMNZS *Taranaki* glided into Nukualofa, Tonga, bearing the Governor-General of New Zealand, Sir Arthur Porritt, on the last leg of his Pacific Islands goodwill tour in early September.

Sir, Arthur, in mufti, with Lady Porritt and their son Jonathan, watched as the peace and quiet of the Friendly Islands was shattered by a series of reciprocal 21 gun salutes.

Once alongside and formal greetings over, the party, accompanied by the Commissioner and Consul, Mr. A. C. Reid, Deputy Premier, Mahe 'Uli'uli Tupouniua and Crown Prince Tupouto'a drove off first to the residency and later to the royal palace to be warmly greeted by King Taufa'ahau Tupou and Queen Mata'aho.

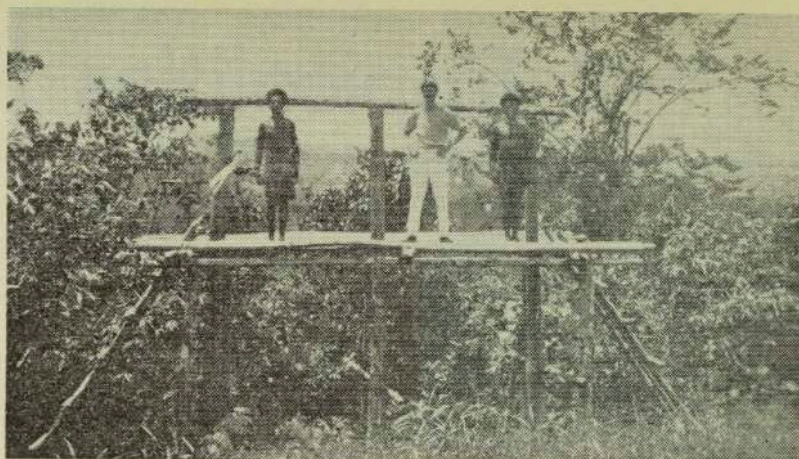
It was a most cordial reunion, for the Tongan royal couple had been entertained at Government House, Auckland, during a private visit earlier in the year.

Then came the feasting and dancing at *Kauvai*, the King's country residence, nine miles away, an ideal tropical setting by the sea for such a significant occasion. Three hundred invited guests, including a fair muster of the ship's company, sat down to a typical mouth watering, Tongan meal baked in the great earthen ovens and for which elaborate preparations on land and sea had been made for days beforehand.

The guests sat under decorated bowers of greenery, tapa cloth and fine matting and as they ate tasty morsels of spit roast pork, poultry, lobster, marinated fish and yam, large and small groups of dancers and singers entertained.

During the afternoon the chief guests were conducted on a sight seeing tour of the island by the Crown Prince, who until recently had been friend and guide to Prince Richard of Gloucester on his way north to Japan.

A truly royal occasion concluded in the evening with a resplendent



Prompted by a recent article in the "New Guinea Post-Courier", Mr. Ted Bishton, now of Sydney, called in to show us this interesting snap-shot of the gibbet on which five natives were hanged in the 1920's for the murder of a German planter on Manus Island.

A German planter, Mr. Reisz, says Mr. Bishton, was at his house on the island when Drukul tribesmen came down looking for work. He agreed to employ them and while writing out an agreement on the verandah, he was struck from behind with an axe. A terrified houseboy who witnessed the incident ran to the nearby missionary settlement where he informed a Father Bourchardt.

Mr. Bishton was then a naval petty officer stationed in New Guinea and took a keen interest in the native trial. When the murder was reported to the Administrative settlement at Lorengau, a hunt began for the tribesmen.

About 20 men were eventually rounded up, says Mr. Bishton, and five were condemned to the gallows. They were called Drakali, Drukul, Tela, Semil and one other.

dinner party at the residency where the King and Queen chatted happily and affectionately with their vice-regal visitors. Sir Arthur and Lady Porritt and their son Jonathan flew home, no doubt with deeper ties of friendship and understanding linking the hand of the Long White Cloud and the Friendly Isles.

Pioneer Jean Brock celebrates 20 years

At the close of Noumea's Australia Week in September, Qantas celebrated the 20 years' service of Mr. Jean Brock as general sales agent for New Caledonia.

Jean Brock is acknowledged as one of the island's pioneers in developing Caledonian tourism. One of the promoters of early Noumea hotels as well as of the more-recent Noumea Hotel, Mr. Brock also has an interest in the *Maeva*, a comfortable cruiser recently added to Noumea's tourist fleet.

Speaking recently of his work for Qantas, Mr. Brock said the Australian airline was the first to operate a commercial service to Noumea after World War II, beginning with

the *Coriolanis* flying-boat which could carry 32 passengers and a crew of seven on fortnightly services. Then came the Catalinas and Sandringham flying-boats cruising up to a grand 180 mph.

More competitive traffic began in 1953, when Air France obtained commercial landing rights in Australia. From DC4's to Super Constellations and the Electra, Qantas finally introduced the Boeing 707 jet, with the latest jets now taking Caledonians to Sydney in 2½ hours.

Noumea now has six flights a week to Sydney, operated by Qantas, UTA and PanAm.

Mr. Brock's best-remembered flight was in August, 1953, when the French authorities urgently requested the Sandringham flying-boat to look out for a lost schooner from the Loyalty Islands.

La Monique, with some 100 passengers aboard, disappeared off Mare Island. Captain Solly, in his flying-boat, spent a full day from dawn to dusk searching the sea. No sign of the boat or survivors was sighted and the loss of the vessel still remains a mystery, although odd debris was found later.

Whimpers continue as history expires

A close observer of recent developments in "Happy Valley", Papua-New Guinea's administrative headquarters, Port Moresby, writes for the record:

PIM's August article on the demise of Papua-New Guinea's Department of District Administration now needs a postscript.

PIM's crack that the old department went out "not with a bang but with a whimper" has proved sadly true. No wrathful roars were heard from the kiaps when the first news of once mighty DDA's abolition reached outstations via the ABC. At the Mt. Hagen club an ADC was heard weeping quietly into his beer: "We've been left for dead—and we ARE dead." A mildly protesting letter from a Deputy DC in the territory Press evoked swift threats of retribution from the Public Service Board chairman.

At the annual District Commissioners' conference a week or so later, Administrator Hay (who had initially fumbled the ball when he told a Press conference that he didn't know much about the reorganisation) blandly said he'd been wanting it for years, and hinted at more pay for DC's. The boys abandoned their earlier intentions of thumping the table and purred. *O tempora, O mores!* Is this the breed of Monckton, Hides, Kassa Towns- end and Jim Taylor?

It is now beginning to look as though another of PIM's points—removal of the formidable Dave Fenbury from the centre—may well have been the real reason for the "reorganisation". One current story is that this transfer was demanded by Warwick Smith because he would not go along with Canberra's ambitions to fill key Assistant Secretary positions in the Administrator's Department with Canberra (i.e., Warwick Smith) nominees.

There is probably more to it, including some sharp differences with the Territories Department amateur experts on security and Army matters. Representatives of the armed services and other Commonwealth agencies have not concealed their concern at Fenbury's transfer. Said a Murray Barracks senior officer: "We could do business with that bloke. He's a pro., but . . . well, you know Canberra. . . ."

The reorganisation was arranged in frantic haste just before Fenbury returned from three months' leave. The patter about the urgent need to

DESIGN CONTEST FOR PACIFIC GAMES '71

The Federation Generale des Societes Sportives of Tahiti is running a contest for an emblem for the Fourth South Pacific Games open to all residents of territories taking part in the Games. Entries close on December 1.

Three prizes are offered:—15,000 Pacific francs (\$A150) for the best entry, 5,000 Pacific francs (\$50) for the best entry by a French Polynesian resident and 5,000 Pacific francs for the best entry by a person under 16.

Conditions of entry state that the projects should be simple, in black and white, or presented in four colours at the most. Each entry should measure 25 cm by 20cm or 10 in. by 8 in. Entries should be sent to M. le President de la EGSS (Concours de l'Emblem des 4eme Jeux du Pacifique Sud), BP650, Papeete, Tahiti.

achieve better inter-departmental co-ordination, etc., is so much eye-wash. At no time did the Director of District Administration report direct to Canberra, and the new arrangement does not put the Administrator in any closer contact with DC's than he had before.

At any rate, for most practical purposes, the two departments are still operating as separate entities, under two former Assistant Secretaries—Pearsall and Dyer—who are now called "Directors" and are being paid higher duties allowances at junior departmental head level. Nominally they are responsible to Tom Ellis, but other departments are dealing with them direct. Both are regarded by Canberra as good docile types.

Dyer is a post-war field officer with a commerce degree and before coming to Moresby was DC of West New Britain. Pearsall, who was trained as a minister of religion, originally joined the service as ADC (or official secretary) to Col. J. K. Murray. He has spent all his service around headquarters and is the chief beneficiary from the reshuffle.

Little has been heard as yet of the new Department of Social Development and Home Affairs, but among the legislation before the House of Assembly is a bill to make its Departmental Head the Chief

Fire Officer. When last seen around Konedobu, Mr. Fenbury seemed relaxed. The same could not be said for Mr. David Chenoweth, the highly competent Principal of the Administrative College, who has been also recently "translated" without warning to other duties—again, it is said, on orders from Big Brother down below.

Pacific churches decide to get together

The churches of the South Pacific, like many others in other parts of the world, have for long failed properly to exploit the various communications media. Now there is a good chance that they will remedy the situation, if proposals made by a recent joint churches consultation are taken seriously.

About 40 representatives from Protestant and Roman Catholic Churches throughout the Pacific met at Nobonob, near Madang in New Guinea, to see how the churches could together best use the media at their disposal.

It was the first consultation of its sort to be held anywhere in the world. Organised by the Christian Literature Fund following a survey of the Pacific two years ago, the consultation had the advice of experts brought specially from England, America, Africa and Switzerland.

The proposals laid heavy emphasis on the development of existing facilities and on the need for training Pacific people in the fields of radio, audio-visual aids, literature, literacy and public relations.

Among new organisations and appointments recommended was a clearing house, to be located in Papua-New Guinea, for information on all communication media. This would serve the whole of the Pacific.

The consultation recommended that the Pacific Conference of Churches establish a Christian Communications Commission and appoint a communications organiser who would co-ordinate work throughout the Pacific.

It was also proposed that another Communications Commission be set up for P-NG and the Solomon Islands. The two commissions would be expected to work closely together.

All this is expected to cost a lot of money, but it seems pretty certain that financial assistance will be available on an impressive scale from international funds, especially if Pacific churches showed a willingness to help themselves.

RUB NOSES WITH A FRIENDLY NEW ZEALANDER

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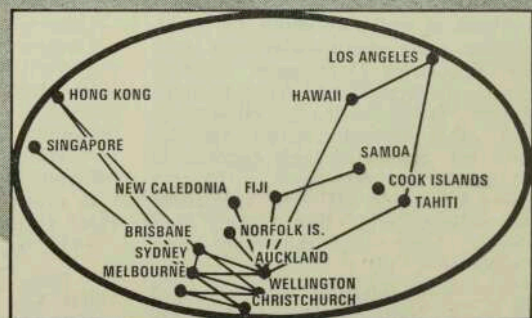


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B OCTOBER, 1969—PACIFIC ISLANDS MONTHLY

Some thoughts on the freedom of New Guinea's Press (and radio)

"This gives the future for democracy and freedom of speech little hope," said Dr. John Gunther, Vice-Chancellor of the University of Papua and New Guinea. He was referring to the report of the House of Assembly's Committee for Privileges in the much publicised Kiki case, and the subsequent action of the House in ejecting the representatives of Niugini's only newspaper, the *Papua New Guinea Post-Courier*, from the House's Press gallery and precincts.

The quite memorable occasion on which Dr. Gunther spoke these words was a forum organised by the Politics Club of the University of Papua and New Guinea. The audience which packed the university's lecture theatre heard some of the best oratory I have ever heard in Port Moresby from the quartette of speakers—Dr. Gunther, *Post-Courier* editor John Lawrence, law lecturer Ikenna Nwokolo and Pangu Pati member Toni Voutas.

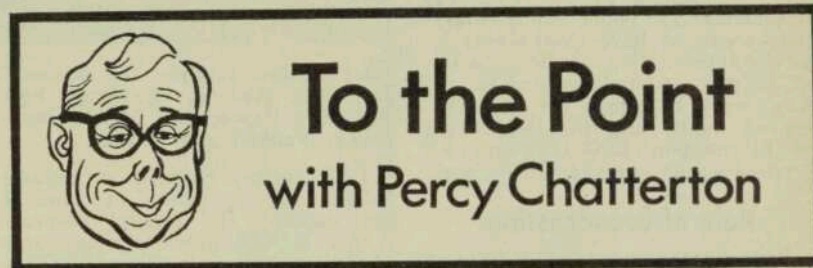
One of the fringe benefits of having our own university is that of having a number of first class brains around, housed in persons not inhibited by being public servants and therefore allowed to say out loud what they think. One wonders, in passing, what Dr. Gunther himself would have had to say on this issue if he had still been Assistant Administrator for Services.

It is not always realised what an enormous handicap this situation was before the establishment of the university. The situation is quite different here from what it is in Australia. Here in Niugini, overseas officers of the public service comprise a very substantial proportion of the expatriate community, and its local officers, although a small minority of the total indigenous population, include an overwhelming majority of its best educated sector.

Thankful for university

The British tradition that civil servants should stand aside from public controversy is no doubt sound enough; but its effects in Niugini can be inhibiting of free discussion to an extent often not realised in Australia. So let's be thankful for the university.

Taking a backward look at the Kiki case I find myself wondering whether for Niugini the concept of parliamentary privilege may not be as great an anachronism as are wigs and gowns. It all started, apparently, with the Mother of Parliaments finding that it had to protect itself from the oppressive acts of the



King, and maybe Niugini's parliament needs some way of protecting itself from the oppressive acts of the Department of Territories.

But if its integrity is impugned, its remedy should surely be through the courts, either by actions initiated by individual members or, where the circumstances warrant it, by action initiated by the House as a whole through its Speaker. We politicians do enough harm as it is by enacting laws which give power to petty officials to bullyrag the citizenry and act as prosecutors and judges rolled into one. We do worse when, without either training or experience in the administration of the law, we set ourselves up as a kind of super court, and hand out penalties for acts which we ourselves judge to be derogatory to our own dignity.

"Black and White" dead

It has been suggested that the recently deceased magazine *Black and White* sometimes laid itself open to the charge of contempt of parliament. Perhaps it did, but parliament surely dealt with the situation more wisely by tightening up a law which applies to everyone rather than by taking action under a law which applies only to itself.

It seems fairly certain that the House's handling of the Kiki incident has diminished rather than enhanced its dignity. But with all due respect to Dr. Gunther it is open to doubt whether the penalty imposed on the *Post-Courier* has in fact substantially diminished freedom of speech. Actually, of course, it didn't even stop the *Post-Courier* from obtaining and publishing quite a lot of information about what was going on in the House.

I suggest that the real danger to freedom of speech, and so to democracy, in Niugini lies in the control of news media. The right of free speech is of little use to the man who can't make himself heard; and in Niugini, with its high proportion of illiterate and marginally literate people, the vital news medium is not the Press but the radio.

The bally-hoo over the ban on the *Post-Courier* tends to overlook the fact that this journal, Niugini's only newspaper, has a circulation of under 10,000 in a population of 2½ million, and a substantial proportion of this circulation is among expatriates. It is to be doubted whether more than a few hundred copies circulate among Niuginians, and these only among the more sophisticated Niuginians. In the light of this consideration the Committee

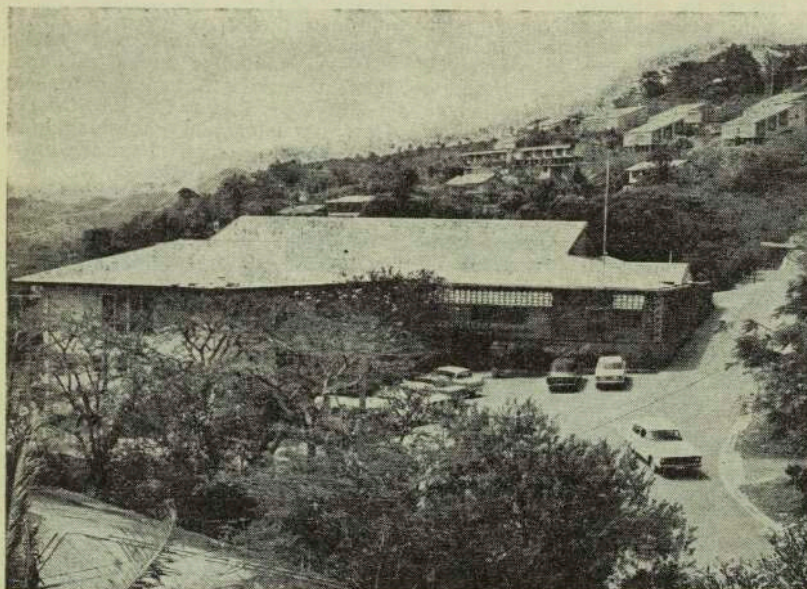
Radio is a two-edged sword

for Privileges' conclusion that the House's image in the eyes of Niuginian villagers had been damaged by the publicity given to Albert Maori Kiki's verbal fireworks by the *Post-Courier's* publication of them seems a bit silly.

If the image was tarnished, it was rather through the diffusion of Mr. Kiki's innuendoes by the ABC, and presumably (a point which everybody seems to have overlooked) by the Administration radio stations which pick up and rebroadcast the ABC news bulletins. Yet the ABC got off lightly and the Department of Information and Extension Services wasn't even put in the dock.

Role of broadcasting

Radio broadcasting in Niugini is in the hands of the ABC and the Department of Information and Extension Services which operates the Administration radio stations. The ABC operates stations at Port Moresby and Rabaul, and plans to operate one in Lae. The Administration currently operates eight stations: at Daru, Kerema and Samarai in Papua; at Goroka, Mount Hagen and Wewak on the New Guinea mainland; and at Rabaul and Kieta in the New Guinea islands.



The Papua-New Guinea House of Assembly in Port Moresby. It has just debated privileges and freedom of speech. The real danger to freedom of speech, says Percy Chatterton, lies in the control of news media in New Guinea, and particularly of radio.



Nine further stations are planned: at Lae, Madang, Kavieng, Port Moresby, Popondetta, Mendi, Kundiawa, Vanimo and Kimbe.

It is further planned to increase substantially the power of some of the stations. The general rationale is that the ABC provides programmes aimed at the expatriate and sophisticated indigenous sectors of the community, while the Administration stations provide programmes for the people of the villages. It seems clear that in a few years time, with more stations and increased power, the Administration network will be a dominant force in shaping public opinion in Niugini.

The Administration's view of its role in broadcasting has been stated in parliament by the Assistant

Headquarters building of the Australian Broadcasting Commission in Port Moresby. The commission, controlled from Australia, is independent and tries to remain impartial. What safeguards will there be should a New Guinea controlled commission take its place? Would it plug the government line?

Administrator for Services as follows—

"Administration stations have been set up essentially as a channel of communication between the government and the people, to explain what the government is doing and to help people prepare for and participate in an informed way in the changes that take place. . . . The programmes make very extensive provision for reporting (people's) reactions and presenting listeners' views on matters which concern them. . . . Administration broadcasting is concerned with communicating with people, helping them to express their views and to understand the government."

They plug the government

In other words these stations are mainly concerned with plugging the government line, and criticism of that line only receives publicity by grace and favour of the criticised. I wonder whether those members of the House of Assembly who have clamoured for Administration radio stations in their electorates realise that these are weapons which could be turned against them later if they step out of line, as has been reported to have happened to Bougainville's Paul Lapun and Kokopo's Oscar Tammur. We have been warned.

Since 1966 a Broadcasting Coordinating Committee, under the chairmanship of Mr. Warwick Smith has been deliberating (apt word!) on the future of broadcasting in Niugini, heading with what Francis Thompson called "deliberate speed, majestic instancy" towards an undisclosed goal.

There should be independent radio

Is it merely aiming for closer co-operation between the ABC and Administration radio of the kind contemplated for Lae, where the two services are to share facilities? Or is the aim to be the amalgamation of the two services in a Niuginian Broadcasting Commission? If so, the Committee might well take a look at recent developments in local broadcasting in Britain. Perhaps it is already doing so.

How independent would such a commission be? I find a lot of Australians fairly sceptical about the independence of the ABC. Pressures exerted by the establishment on a Niuginian Broadcasting Commission, both before and after independence, would probably be quite strong.

Any satisfactory scheme for broadcasting in Niugini should make provision for genuinely independent stations. Some church organisations have been interested in establishing such stations for quite a while. Bodies such as local government councils might be interested at local levels. The university might be interested at a national level. Commercial stations in the Australian sense might also be possible. The greater the variety the better.

Stalling for years

The Administration and the Australian Government have been stalling on this issue for years, putting off the church organisations interested by saying that it is bound up with the question of whether commercial broadcasting should be allowed in Niugini or not. Until it is resolved, and the threat of a monopoly of the wave-lengths has been averted, there can be no assurance of freedom to express dissident views.

I repeat what I said earlier in this article that the right of free speech is of little value to a man who can't make himself heard; and in Niugini heard means heard, not read.

A government monopoly of broadcasting could lead to regimentation of thought. But it could also provoke non-acceptance, ("You can't believe a word they tell you"). An Australian parliamentarian is reported as having said that part of the trouble in Bougainville was due to the fact that the government had talked at the people, not with them.

- What was once Annexation Day in New Guinea, commemorating the annexation of British New Guinea in September, 1888, by William MacGregor, later became Commemoration Day with the addition of some other significant historical dates. But now the P-NG House of Assembly has decided that it will be renamed National Day, and be kept as the territory's national holiday. This reminds Port Moresby resident J. K. McCarthy of what Commodore Erskine said during an even earlier ceremony, in November, 1884—or what cartoonist McCarthy claims he said . . .



"... and furthermore, we guarantee your land forever. There is also some small print on the back but I won't trouble to read you that!"

Exactly the same thing has been said of the situation in the Gazelle Peninsula by people who should know what they are talking about.

Seventeen Administration radio stations talking at the people of Niugini will not necessarily produce docility; and displays of strength by 1,000 police can only be regarded as a temporary alternative to talking with people. Uninhibited panel discussions broadcast by independent radio stations might render such displays unnecessary; "sweet talk" from government controlled ones evidently doesn't.

National holiday

A few months ago I suggested in this column that it was about time we had some sort of civil liberties organisation in Niugini. Now, in a letter to the *Post-Courier* touched off by the House of Assembly's Press ban, Mr. Epeli Hau'ofa, of the University of Papua and New Guinea, has come up with the same idea. I hope that someone will get cracking on it before it is too late.

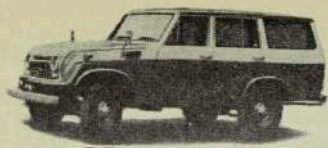
And now to end on a less con-

tentious note. As I write we are approaching our usual September holiday, the only public holiday which is really our own. In pre-war Papua, if I remember correctly, it was called Annexation Day, commemorating as it did the annexation of British New Guinea in September, 1888.

After the war, when the two territories were amalgamated, some bright lad realised that not only the capture of Rabaul from the Germans in 1914 but several important events of the 1942-45 war also occurred in September; and Annexation Day became Commemoration Day in both parts of the territory.

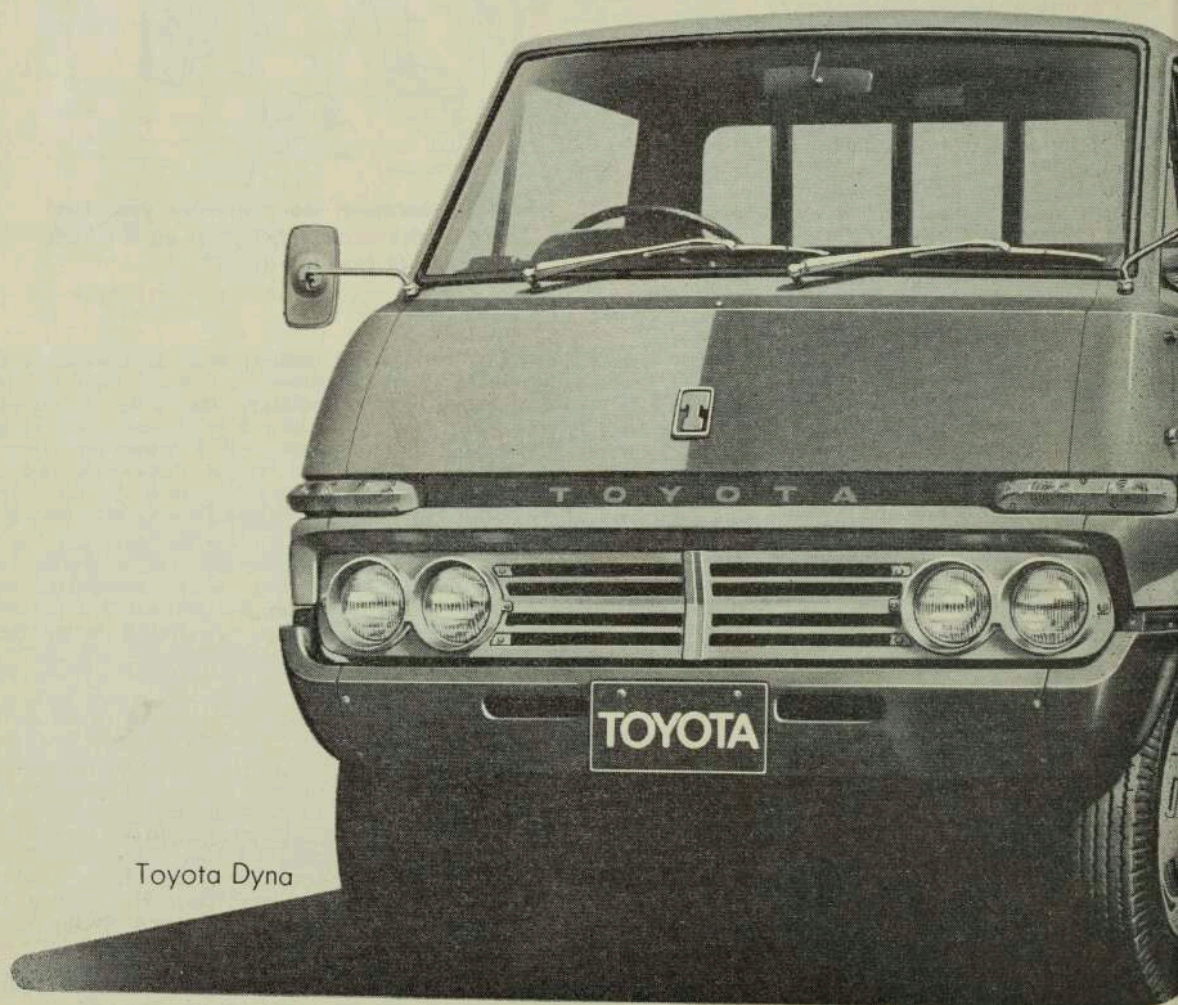
At the August-September meeting of the House of Assembly, Tom Leahy, member for the Markham Electorate, came up with the suggestion that this mid-September holiday should be re-christened National Day. His motion to that effect was carried on the voices. So from now on National Day it is.

- See "Press freedom could lead to anarchy," p. 47.



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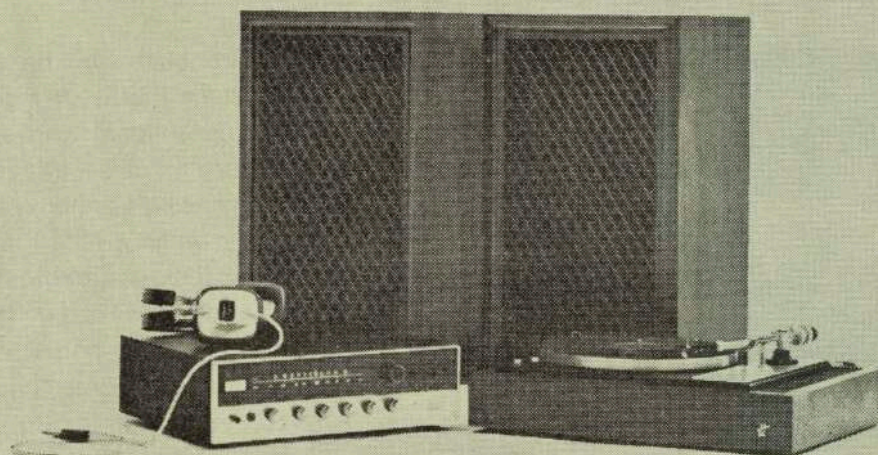
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Tom now (officially) can look out for mail

Solitary Tom Neale, now in his mid-60's and official caretaker of the remote, deserted atoll Suvarov in the Northern Group of the Cook Islands, received the position of postmaster recently. Tom has lived on Suvarov for the past two years alone but in good health, and was delighted recently to receive a visit from his daughter who attends school in Rarotonga.

Tom is now responsible for the dispatch and receipt of what mail might come to his atoll. The author of a book "An Island To Oneself", he depends largely on a small, carefully cultivated garden for food. But recent drought has curtailed the variety of his diet. Picture shows Tom receiving his appointment from Cook Islands' Chief Postmaster, Mr. Verne Bullians.

PRESS FREEDOM "COULD LEAD TO ANARCHY"

Giving greater freedom to Tonga's only newspaper—the government owned *Chronicle*—would lead to "anarchy", eventual destruction and a chance of "Communist or Labour Party" infiltration, said members of the Parliament of Tonga, at a recent meeting.

During a straight-talking session of the parliament one member, Noble Luani, said: "Why should they (the *Chronicle*) criticise the leaders in government? Why should a banana grower or fisherman say this should be this and so-on? Are we going to obey them?"

Main criticism was directed at the paper's "Citizen Survey" column, in which members of the public are invited to air their opinions on various matters. But one member also thought that some film advertising in the newspaper was both "distasteful and misleading".

The *Chronicle* replied by reporting the debate on an entire page, and devoted its two middle pages to King Taufa'ahau, who made a speech defending the freedom of the Press.

The *Chronicle*—edited by American Peace Corps volunteer, Jack Richard Schwartz—was not the only medium of communication to feel the lash of Hon. Luani's tongue. At a later sitting he accused the governments' ZCO radio station of broadcasting news that resulted in undesirable behaviour by some listeners.

His motion, that a committee should be formed to "examine" all local and overseas news items on ZCO, was defeated by 16 to two.

The parliament agreed to two motions affecting the *Chronicle*. A committee is to be formed to

formulate the presentation of news and whether a news item should be printed. Distribution of the paper is to be speeded up as sometimes it takes a month or longer to reach the outer islands.

A "more mature and reliable person" is also to be appointed "to assist the reporters and clerks because there have been many instances of wrongful or disrespectful use of some Tongan words".

The parliament threw out a motion that a special person should be employed to criticise the government in the paper.

Spearheading the attack on the *Chronicle*, the Hon. Luani, declared: "This motion if passed will open the door for some to criticise your work. The *Chronicle* staff, for the work they have done, should be given a pay rise, but reject this motion" to employ a critic.

Backing the attack, Mr. S. Tu'akoi said the House was "one of unity" and that the suggestion that criticism of the government be allowed was a doctrine from "Communist or Labour Party countries". More criticism would lead to anarchy.

He added: "Mr. Speaker, all ideas put forth by the *Chronicle*, the ZCO and the hotel, because of the people who are running them, lead only to destruction. For who would be criticised? The King. The features of these new developments will some day lead only to destruction.

"You should watch closely developments in this country; they are the factors that start divisiveness in the



King Taufa'ahau—"we can all profit from criticism."



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S 69

Free to speak

land. Developing is all right but the ideas pumped into it are dangerous."

Mr. S. L. Unga pleaded for the right of the *Chronicle* to criticise, because Tonga should not be like "Communist China and Russia" where none dare to open their mouths.

The Premier, Prince Tu'ipelehake, suggested there was hardly enough space for more opinion material in the newspaper's present size. He added: "One of the provisions of our constitution is that we are free to speak, to listen and so on.

"This freedom is a basic element of a democratic government. For anyone is free to listen to our deliberations and comment on them."

Later, the Hon. Luani, attacking Radio ZCO, said some films had an age restriction but the radio did not. Young ones could understand what was being broadcast. All news broadcast should be first examined by a committee.

Citizens were too fond of imitating others. A man had, after seeing a Tarzan film, imitated the hero and ended up with a broken back. Students at Queen Salote College had unexpectedly demonstrated and shown their feelings.

Ease fears

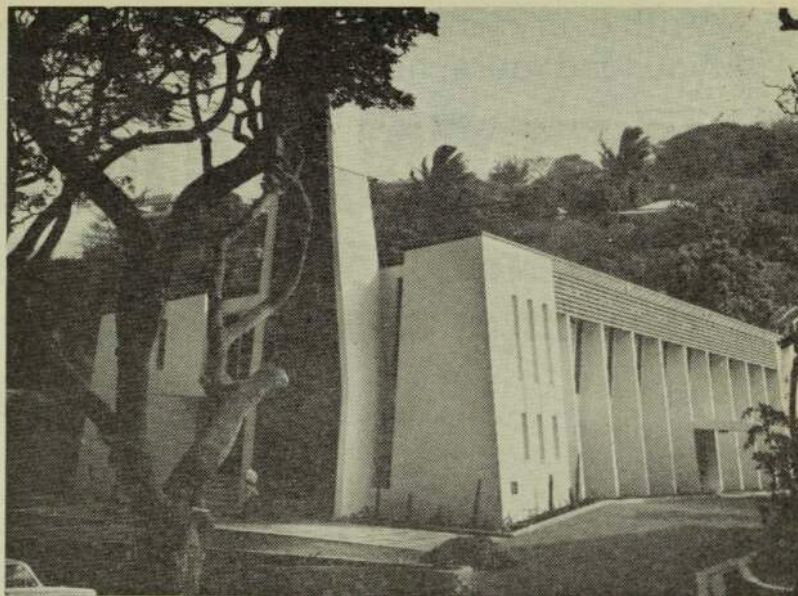
To ease some fears of a complete return to censorship, King Taufa'ahau spoke in the *Chronicle*. Because the newspaper was financed by the Tongan government he said, from time to time employees of the government and officials thought that what was said by the *Chronicle* might be misinterpreted to be the views or attitudes of the Tongan Government itself.

"Such nervousness is understandable," he added. "These views are only held because they are not used to newspapers making comments on public affairs.

"I should say, had they experience in a country where a free Press is rather the rule than the exception, they would find governments in that country tend to develop a hide about as thick as a rhinoceros' hide. Newspaper, radio and television criticism simply bounces off.

"I think we can all profit from criticism."

- While the Anglican church in Papua-New Guinea was deciding to become a self-governing diocese in New Guinea the Catholic church in the territory was opening this fine new cathedral in Port Moresby—St. Mary's Memorial Cathedral, a tribute to those who fell in New Guinea battles. It's a striking building of concrete, on the site of the old one in the main street, with a modernistic replica of the tribal Haus Tambaran, or spirit house, at the entrance.



ANGLICAN CHURCH IN P-NG TAKES INDEPENDENCE

By SUSAN YOUNG

The Anglican Church in Papua-New Guinea is now a self-governing diocese within the world-wide Communion.

The unspectacular but historic step to independence was taken in September when the General Synod of the Church of England in Australia, meeting in Sydney, passed for the territory church a new constitution which gives it administrative autonomy.

The Synod was told by the Bishop of New Guinea, the Rt. Rev. David Hand, that self-rule was a natural development for the Church. "It was clear to us," he said, "that we in the Church must get on with the job, not just so that we would not be dragging our feet behind political developments, nor merely to keep up with the political Joneses, but because it is right and fitting that the Church should be leading the way."

We trust them

Bishop Hand said he had "the utmost confidence in my people's adulthood and ability. The sooner we can trust them with full re-

sponsibility the better. We won't let down the mother Church in Australia, but what is more important now I believe is that we shall not let down our own people in Papua-New Guinea."

Elect bishops

The chief result of independence will be that the territory Church can now elect its own bishops, instead of having them chosen by the Australian Church. It will also be able to decide whether it wishes to remain part of the Australian Church or form a new Province in the Pacific.

But independence may bring other changes of a kind which could prove a lot less acceptable to the Australian Church.

"It may be that the form of synodical government which the Papua-New Guinea Church will develop will not be the same as anybody else's," said Bishop Hand. "It

may be, as time goes on, that there will be a demand for decisions to be made not by majority vote, but by our traditional Papua-New Guinea method of consensus.

"It may be that they will want for their bishop a different type from the type we expatriates might choose."

Conflict of ideas

Sydney Diocesan Registrar, Mr. John Denton, prophesied possible changes which, even as an uncertain long range forecast, must have seemed to General Synod even more disturbing. He foresaw a time when the needs and circumstances of a developing Papua-New Guinea could compel the territory Church into actions, statements and demands which might come into "fundamental conflict" with the ideas and outlook of the Australian Church.

If and when that happened, he said, the Australian Church must react "with charity and understanding." (The new territory Church will continue to take substantial financial and staff support from the Australian Church).

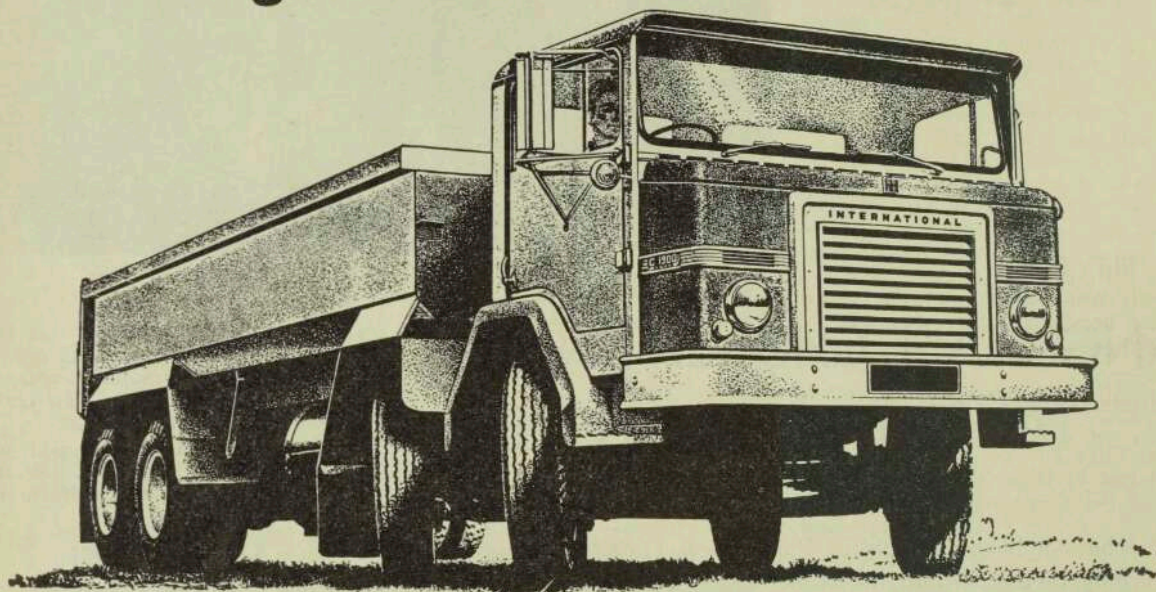
Whether or not any of these things come to pass remains to be seen. In the meantime, the newly autonomous Church is already busy getting up its own steam. The new constitution will be officially announced in the diocese in November and then work will start on drawing up legislation to bring before the Church's first Diocesan Synod.

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A PAINTER WHO BRINGS THE MARKETS TO LIFE

From Beryl Cates, in Suva



Kitty Burns preparing one of her paintings for dispatch to a customer in America. This painting sold for \$240.

Fiji's Kitty Burns (her friends call her Kate), is a woman singularly without temperament in the accepted sense. Extremely serious about her art, she gives the appearance of rarely, if ever, being ruffled even. She claims the appearance is false. Casual in dress and manner, she and her husband spend most of their leisure hours swimming or riding with their family.

But Fiji's art lovers are aware of the talent in their midst in the person of Kitty—in private life Mrs. Leonard MacKeon. The artist's name is known well beyond Fiji. Her works hang in private collections all over the world. Murals by her are in Edinburgh Theatre, and in the High Court and a theatre building in Dar-es-Salaam.

Two private collectors in the US are sent—at their request—colour slide photographs of those works the artist considers will interest them, and to date they have bought 14 paintings.

Private gallery

Tourists and Fiji residents take the opportunity to possess original Kitty Burns painting by keeping check of what the artist has in her private art gallery in her home in Tamavua, Suva. The art gallery is the only one in Suva.

Prices for the works are high by Fiji standards, but are considered bargains by purchasers. One large contemporary oil, *Coconuts*, was sold to an American customer for £120. In Tanzania, where the artist first began producing work of note, buyers happily paid up to £300 for her work.

Kitty Burns began her art career when as a Wren in England she won

an amateur water colour competition sponsored by the London Society of Art, as a result of which she was given a grant to study for four years at Edinburgh Art College. The prize-

Supersonic jets to cross Pacific

Pan American World Airways President, Najeeb Halaby said on September 22, the PanAm 747 would operate in the South Pacific next winter. Initial Nadi Airport improvements, to be completed by June, 1970, could greatly assist PanAm to inaugurate the services and the South Pacific community would be among the first served adequately by the 747.

Mr. Halaby said that he was also gratified that the Nadi Airport improvement programme will eventually include lengthening of the runway and expansion of the terminal as the South Pacific will be the ideal route for the Supersonic transport, to be introduced in the middle to late 1970s.

winning painting now hangs in the Imperial War Museum, London.

After graduating she taught art for 12 months and then married a fellow Scot. They went to Africa with its hard, vivid colours, its lush plant life and intriguing people, and here her talents developed and broadened, and buyers began asking for her works.

Later, while living in Dar-es-Salaam she was asked to do the murals for the theatre and High Court building. On leave from Africa two compositions of African life were accepted for exhibition in the Royal Academy, and a further painting accepted by the British Arts Council for exhibition.

After leaving Africa the family went first to Aden and then to Spain with the idea of settling permanently in the latter country. Spain, however, disappointed them. They returned to Scotland and then later made their way to Fiji.

Stylised and selective in drawing and composition, she is nevertheless at her best expressing herself on large canvases. She is a colourist who uses brilliant reds, warm browns and tans and off whites.

Usually her works reflect the Fiji scene, and in particular its heat, noise and colour, and as often as not the patience of its people.

Country scenes and individuals absorb her, but she is perhaps at her best when painting scenes and subjects from Suva's noisy, colourful markets.

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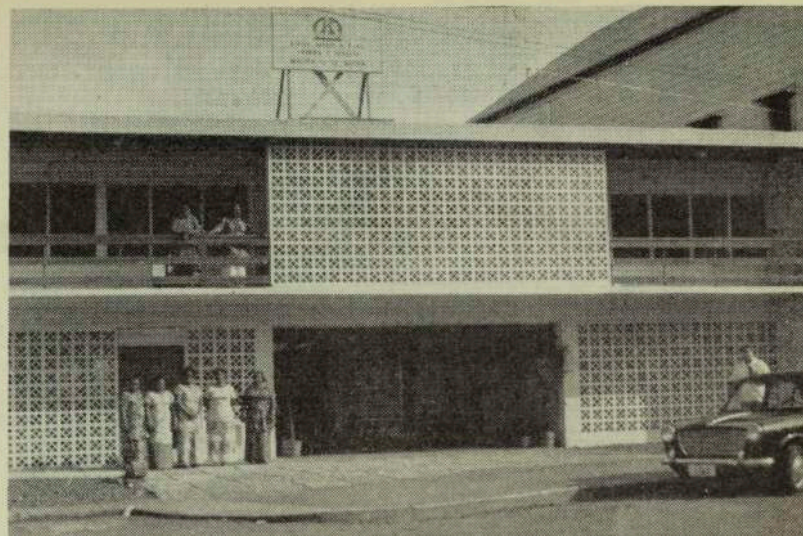
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When the ladies go "Fa'a Samoa", the work gets done

From GLEN WRIGHT in Apia



Two years ago the Samoan National Council of Women decided to construct a headquarters building in Apia.

They had only \$WS10,000 but their building would cost \$80,000 just for materials. What to do? The women came to the rescue. First thing needed was a set of working plans, and among the members was a fully qualified architect whose husband was a civil engineer.

She was Mrs. Lilan Nelson, wife of the United Nations representative to the Department of Public Works. Before she departed for Sweden, Mrs. Nelson drew the plans, free.

Next, one day in June 1967 a few men, directed by construction contractor and member of parliament, Tofoeono Taulima, and a horde of women appeared on a plot of ground in downtown Apia.

Women toiled

Then, the men instructing, the women toiling, dirt began to fly. Foundation trenches were dug, and concrete piers and floors were poured. The women began mixing sand and gravel, pushing wheelbarrows and pounding forms!

When truckloads of lumber, cement, nails arrived, who unloaded them? The so-called weaker sex, of course.

Twenty months and some 4,500 women-hours of labour later, the Women's Centre of Western Samoa was dedicated.

The story is a heart-warming example of successful co-operation and also of open handed generosity on the part of many people, some from overseas.

For instance, 360 gallons of white paint, all that was needed, was

donated by James Rough of Los Angeles, California.

The Western Samoa Council of Women was organised in August 1953 by Irene Powles, then wife of New Zealand High Commissioner, Guy Powles; Nove Irene Tamasese, wife of the late joint Head of State and Salamasina Malietoa, his sister. It was then known as the Women's Central Health Committee.

A primary objective right from the start was a women's centre of some kind and the fledgling organisation began immediately to collect money for one.

In 1960 Mrs. Powles, first president, returned to New Zealand as her husband's tenure as High Commissioner had ended. Mrs. Fetaui Mata'afa, wife of the Prime Minister, was elected to succeed her.

Under Mrs. Mata'afa's dynamic leadership the council's fund drive was accelerated. The building fund slowly grew to its eventual \$10,000.

But odds against the project were too great even for the Bank of Western Samoa or any other lender to gamble on; \$20,000 would be quickly used for preliminaries, and what then?

Palagi (white man) thinking, said the council's directors. There was a way—*Fa'a Samoa* (the Samoan way).

The directors made a deal with contractor Taulima. He would supply a crew of experienced foremen, who would receive food, tobacco and refreshment every day for themselves and their families, and some money on such special occasions as Christmas and White Sunday.

Upon completion of the job his fee and their wages, plus fine and ordinary mats, coconut oil, tapa cloth and other fringe benefits, would be paid.

Each of the 26 village districts of the council then sent an average of 40 women a week to the job.

While this was going on a contingent of other women were busy raising money. They realised \$WS10,000 from a Queen contest, \$8,000 from a musical concert in American Samoa by 150 members and lesser amounts from such ventures as bazaars, concert parties, booths at the Independence Day celebration and fund drives.

By the time the main hall was completed in June 1968, \$WS60,000 had been collected and spent.

Cost doubled

The entire front of the building was yet to be constructed. Its cost was estimated at \$22,000. At this point the Bank of Western Samoa lent the council enough to finish the job, which took eight weeks and double the estimated cost.

Left owing was \$40,000. The council cashed in \$8,000 of government securities and wound up with a mortgage of \$32,000. But they had their building.

Ceremonies for the centre's grand opening on December 17 last year are still talked about, so lavishly *Fa'a Samoa* they were. Guest of honor His Highness, Head of State, Malietoa Tanumafili II, cut the ribbon.

All this was achieved by an organisation only 15 years old, whose 20,000 members are scattered thinly throughout small villages in 26 districts on both Upolu and Savai'i Islands.

John Griffin, staff man with the *Honolulu Advertiser*, Hawaii, is an Alicia Patterson Fund award winner. In this, the second of his articles we've published, he takes a look at the American presence in Micronesia—and its intentions. He says the days when an American congressman, asked what he thought of Micronesia, said, "Mike who?", may be over. Then why the sudden US interest in these Pacific Islands?

US military chiefs look towards Micronesia

For years the US in its ostrich-like way had colonies (or as we call them, territories) without facing up to the need for a colonial policy. Now events involving Micronesia—the Trust Territory of the Pacific Islands ruled since World War II under United Nations mandate—have forced us to adopt a policy. Briefly, this policy seems to involve having our cake, offering and getting world credit for giving the people self determination, and eating it too, in terms of having them accept a form of regular US territorial status and the presence of American bases.

Guam is a separate, regular US territory due soon to have an elected governor and other advancements; in the long run, however, its fate seems bound with the ethnically-related Mariana Islands which are part of the surrounding Trust Territory. American Samoa, a tiny territory of only 28,000 people, remains a dependent economic challenge just starting to explore the potential for its uncertain political future.

So from the outside as the decade ends, it would seem the US is doing quite a bit better than when it started. But both the needs and international stakes are also much higher.

Micronesia is the hottest political

situation and story in the Pacific. A year ago, even six months ago, it was equally hard to find new reading material or someone interested and able to talk about this Trust Territory. Few worried about the tiny islands spread across an area larger than the US yet holding only 100,000 people on total land area smaller than the island of Oahu, which makes up the city county of Honolulu.

There were some in Hawaii and Washington who knew and cared, of course. Still the tired old story about the Congressman who, when asked what he thought about Micronesia, responded, "Mike who?"—that is no joke.

Now, however, there is almost too

much to read. The list includes an excellent article in *Foreign Affairs*, various magazine pieces, a good new book on the political background (*The Congress of Micronesia* by political scientist Norman Meller; University of Hawaii Press), speeches and news reports of political developments turned out by Micronesian News Service. There is even tourism material from Air Micronesia.

At the least, Micronesia's islands, spread almost from Hawaii to the Philippines, are a geographical buffer; the US certainly would not want any other power to have them or have bases there. There are other, humanitarian elements in American policy towards this area, but the strategic and defence considerations (nuclear bomb tests, the missile shooting range at Kwajalein, CIA training for Chinese National guerrillas, and now fallback bases) have seemed to predominate.

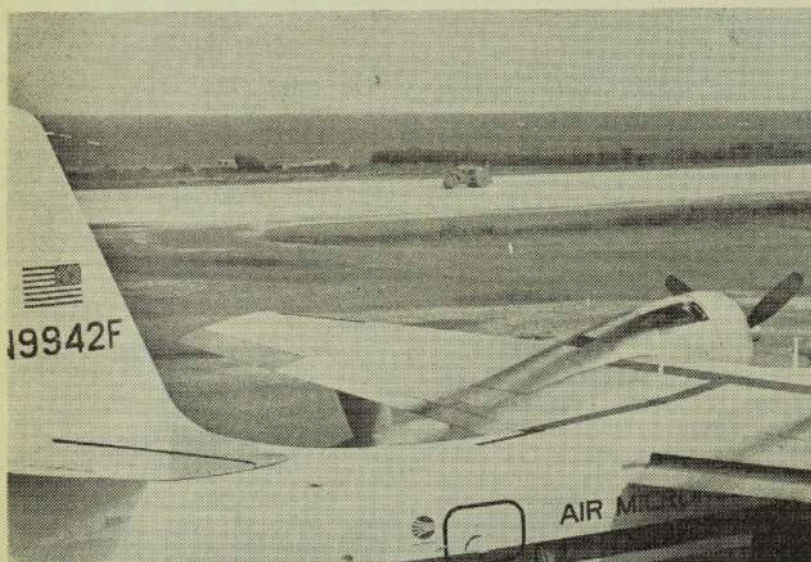
Leave Okinawa

A Micronesian student-critic of US policy put the current situation this way: "If you didn't have to get out of Okinawa, you wouldn't be in such a hurry in the Trust Territory".

The Micronesian situation rests uneasily between American political promises and military pressures; somehow the two must be reconciled in the months ahead.

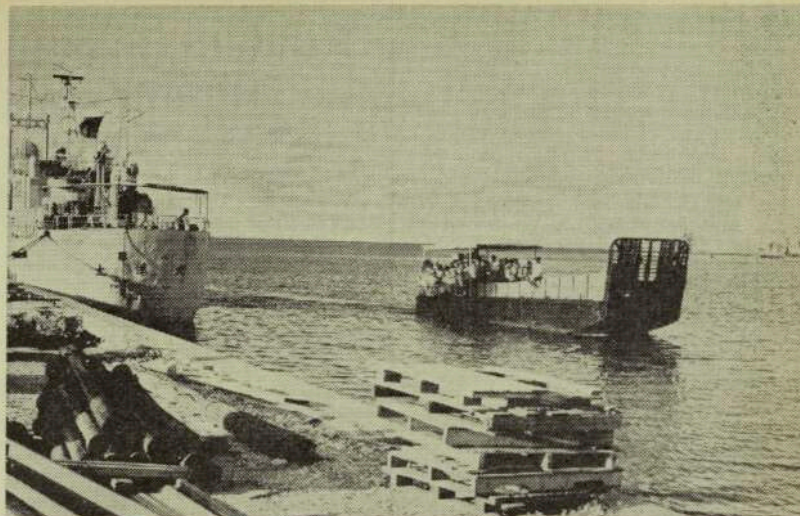
The Micronesian situation has been moving on several levels that could mean conflict, potentially embarrassing and even degrading, for the United States unless it is handled right.

Two years ago the young Con-



The local airline, Air Micronesia, at Meon Airstrip, Truk, in the Carolines.

Saipan Harbour, Marianas, and a group of Micronesians in a World War II landing barge arrive from nearby island, Tinian.



gress of Micronesia set up its future status commission to explore possibilities, taking the initiative from the Johnson Administration which was considering the idea of its own status commission. The Micronesian group studied, discussed, and travelled widely. Its members talked openly about the possibility of seeking independence, and there was the fear in some American circles that the group would become so committed on that level that it would be hard to compromise later.

Like Puerto Rico

But on April 19 it recommended "that the Trust Territory of the Pacific Islands be constituted as a self-governing state, and that this Micronesian state—internally self-governing and with Micronesian control of all branches, including the executive—negotiate entry into free association with the United States".

What's pictured is a state with considerable internal autonomy, such as Puerto Rico, or the relationship of the internally self-governing Cook

Islands with New Zealand. The Micronesian status group foresaw an agreement on American bases in return for considerable financial compensation for use of the land. In total, the eloquently-written Micronesian proposal was more moderate than some had expected.

As the Micronesians were moving, so was the Pacific strategic situation and the US military. US policy is now to end the Vietnam war, reducing immediate military needs in Asia. We are expected to return Okinawa to Japanese rule in the very early 1970s. The future status of Okinawa's vast complex of American military bases is uncertain, but at a minimum it would seem nuclear weapons will be banned and possibly "prior consultation" required, as in Japan itself, for any offensive use.

Military bases

With this handwriting on the wall, the American military has been looking at Micronesia for replacement bases. Ranking military leaders and survey teams have been appearing in western Micronesia with increasing frequency. Some very extensive preliminary or tentative plans for air fields, naval facilities, and troop areas seem to have been made.

What remains is the fact that, while the US can legally put in bases now under the UN Trust Territory agreement, these islands are not American territory. For the military, this means a continuing measure of uncertainty. For others, it raises questions of morality:

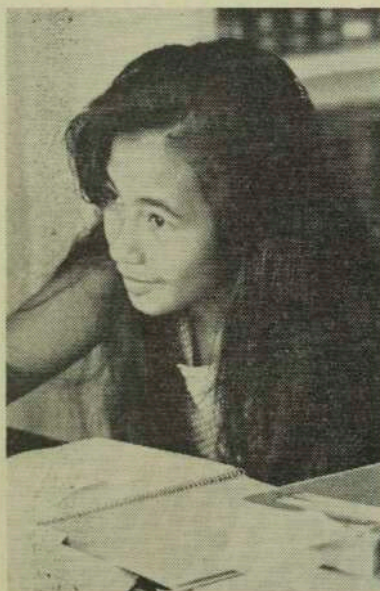
Micronesians have the right—which we have reaffirmed—to choose their own political future, a choice which also implies the right to accept or reject US bases.

Although both the Micronesians and the US military were moving in their own independent ways, the Nixon Administration got off to a slow start on the Trust Territory this year. With a suddenness that indicated a bureaucratic political goof, it accepted the resignation, in February, of Democratic-appointed High Commissioner William Norwood, a Hawaii man very popular with the Micronesians. Washington also let Norwood's experienced deputy leave soon after while the choice of a new high commissioner bogged down in a patronage battle.

It was April and weeks of White House delay before the appointment went to Edward E. Johnston, Hawaii state chairman of the Republican Party, a moderate conservative insurance man with good political and administrative skills and a new but seemingly good grasp of the problems facing the US in Micronesia.

Nixon's interest

Since April, however, the Nixon Administration has shown both interest and action. Interior Secretary Walter Hickel flew out to Micronesia in early May to install Johnston and make a major policy statement. Hickel promised long-needed improvements in Micronesian participation in government



An attractive Micronesian student studying at the Ponape Central School, Caroline Islands

US defence

and more economic benefits. He also said there would be no arbitrary US takeovers of land (meaning for bases) and joint decisions on all important matters in the future.

He didn't talk about plans for bases, although back in Washington he said the Trust Territory could become an important part of a new US defence perimeter. Nor did he talk about some specific future political status, although it is clear the US wants Micronesia to become an American territory.

The Micronesian reaction was to welcome Hickel's interest and promises, but key leaders made a point of later saying the US should not expect to buy future Micronesian political affiliation with economic benefits.

This was the situation as the Congress of Micronesia opened regular session in mid-July to consider the status commission report and future steps. Washington expects a Micronesian group will fly there later in the year for talks on a variety of economic improvements—plus discussions of a new political arrangement. This may mean some "organic act" or "constitution", sources say;

French to re-start "H" tests

France will re-start hydrogen bomb tests at its remote testing centre in the Gambier Atolls of French Polynesia about June next year.

About \$A54 million has been allocated in the current French budget for the tests, the first since September, 1968. Severe credit restrictions in France prevented tests this year.

The tests are aimed at developing a hydrogen bomb small enough for Polaris-type missiles to equip France's proposed nuclear submarines in the '70's.

whether it will be near the ultimate arrangement both sides foresee is uncertain.

There are indications the Micronesians, which have some very talented top leaders, will not be alone in future negotiations with Washington. The status commission has retained a noted civil rights lawyer, Harrup Freeman. Senators such as Fulbright, Kennedy, and

McCarthy have been contacted and reportedly have expressed an interest. Various US groups, including some in the New Left, are now following the Micronesian situation. And the UN will be more than a casual spectator.

At the same time, the US military continues surveys, and plans include a B-52 facility on the old World War II B-29 base on Tinian in the Marianas between Guam and Saipan. Some who have been following the situation see strong evidence Washington has already decided on where it will build what bases and that it wants them as soon as possible.

There is a co-ordinating group, but it is no secret that over the years there have been strong differences between the Interior and State Departments on one hand and the Pentagon on the other. Said one source who knows the situation: "There are those in Washington and in the Pacific military who don't give a damn about the Micronesians' land or political aspirations."

"They see the place strictly as a military reservation". The view that the UN is not important is said to be even more widely held, including among those sensitive to Micronesian hopes. Hard bargaining seems ahead.



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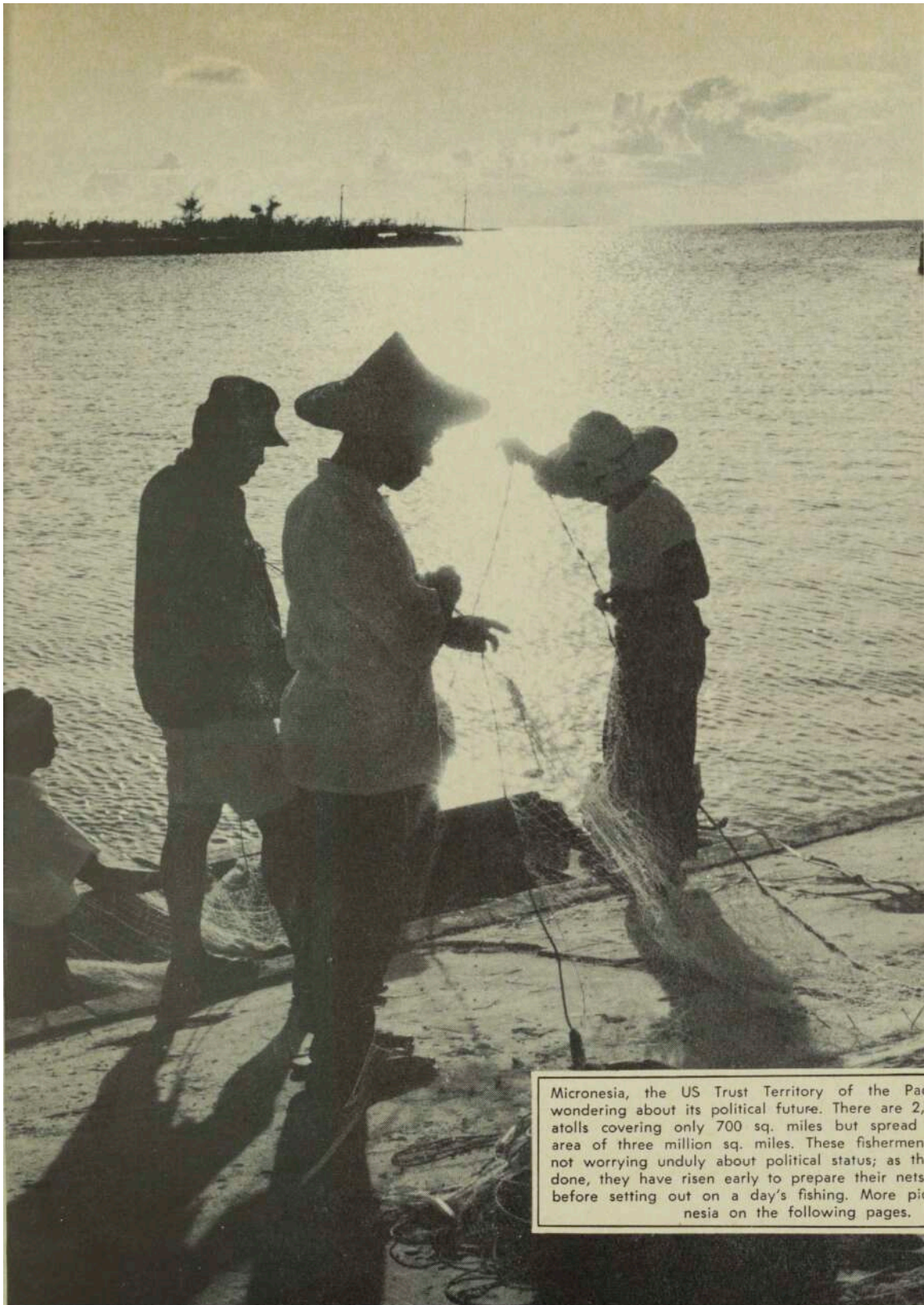
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6.00 a.m. - 10.00 a.m.	9.54 " - 31.45 "
8.00 a.m. - 8.30 p.m.	15.16 " - 19.79 "
2.00 p.m. - 8.00 p.m.	15.24 " - 19.69 "
6.45 p.m. - 9.15 a.m.	9.56 " - 31.38 "
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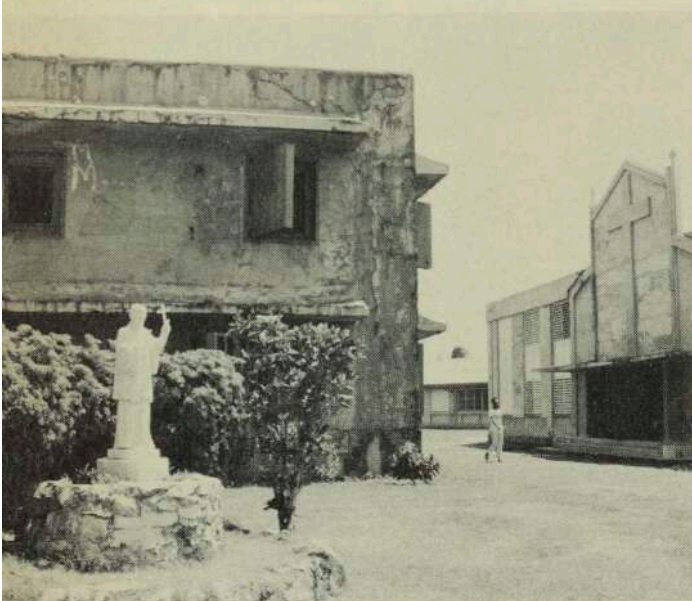


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Micronesia, the US Trust Territory of the Pacific Islands, is wondering about its political future. There are 2,000 islands and atolls covering only 700 sq. miles but spread over an oceanic area of three million sq. miles. These fishermen on Saipan are not worrying unduly about political status; as they have always done, they have risen early to prepare their nets in the harbor before setting out on a day's fishing. More pictures of Micronesia on the following pages.



The sea is never far away in the Micronesian islands; right, on Ponape lagoon locals set off in their traditional out-rigger canoes. Above, the Xavier High School on Moen Island, one of the 100 Truk Islands, which was used by the Japanese during World War II as a naval communications centre.



No one knows who built these ruins of Manmatol (opposite page) made of huge crystals of basalt, but they are spread over more than 100 swampy islets on Ponape lagoon. This page, right, a mother holds her beautiful child at Kolonia, on Ponape.



Taxi drivers, above, wait for customers outside the newly constructed Taga Hotel on Saipan. Right, efficient members of the Palau District Constabulary go on parade on Koror Island.



THE 'PRINCESS ISLANDS'



Top, approaching Moorea's rugged coastline by smallship from Papeete; on the right is the main street of Paopao on Moorea; above are the thatched-roofed rooms of the Hotel Noa Noa on Bora Bora.
See the article beginning on the opposite page.

These two "princesses" offer beauty and value

Visitors to Tahiti who make excursions to the two princesses of the Society Islands—Bora Bora and Moorea—find when they return to their air-conditioned rooms in Tahiti that it is hard to decide which of these two spectacularly lovely islands they preferred, writes Ken McGregor.

I know their difficulty. I reached both by ship in June and still I cannot decide which one impressed me the most.

Moorea has many knife-edge mountains and I'm sure the majesty of the cliff walls around Captain Cook's Paopao Bay couldn't be equalled.

Distant Bora Bora has really only one haunting edifice—Mount Temanu—which I recall with religious awe, and its beautiful livid clear lagoon with a myriad variety of sea life, provided a better aquatic sight than Moorea.

I give up. Why should I make a choice anyway?

To reach Bora Bora, I took a 65-minute flight from Faaa airstrip, Tahiti, on a lumbering DC4 of the local airline.

Seats cost about \$40 return and on the plane were French Polynesians, American tourists and several local French people and Chinese businessmen.

"Tahiti plonk"

Service consisted of numerous grins from a smartly dressed Tahitian steward, a sticky lolly and one iced soft drink. Spirited requests by the tourists for a second drink—"Tahiti plonk"—failed miserably.

Landing bumps forgotten, everyone piled out at Bora Bora airstrip, on the outer flat rim of the island. Half the visitors opted to walk the 500-odd yards to two waiting launches, the rest reached their launch in style on "le truck".

The first launch took people to the French Noa Noa Club Mediterranean resort near Vaitape Village but my launch went to the more distant American Hotel Bora Bora. The hotel is owned by Mr. Ed "Huey" Long, also a shareholder in the Pan Am Taharaa, on Tahiti.

Bora Bora is a steep volcanic island with a dirt circumference road surrounded by strips of low-lying

atoll land and surf-washed reefs. A vast and colourful lagoon lies between the two land masses.

It took an hour's ride to reach the hotel, which resembled a neat island-style village from afar and changed into a well-built resort with *bure* rooms on land and lagoon when we stepped on to an adjacent jetty.

At meals-inclusive rates varying from \$US40 to \$80 a day the resort ranks with Fiji's Toberua Island resort among the most expensive in the islands.

Most of the launch visitors were on day tours out of Tahiti and returned by launch and plane in the afternoon. I stayed overnight and found the food and service well above average, my room merely adequate (no air-conditioning and poor lighting) and life relaxing and quiet.

Guests were mainly rather elderly Americans and four Italians from Milan. They felt it was worth paying so much for the beauty of Bora Bora's mountains and lagoon and for the pleasure of its peace and isolation.

Roast pigs

In the evening, the hotel's unruffled long-time manager, Alec Bourgerie, had two huge pigs roasted on the beach, an event which attracted islanders from miles around to finish off the meat (after hotel guests had their turn) and to turn on some impressive firelight dancing and singing.

With a magnificent sunset ("typical" locals assured me), an endless supply of spirits, Tahitian beer and flame-carrying canoe singers, it was quite a night.

Next day I spent on an around-the-island bus tour in one of local skin diver Erwin Christian's buses.

The big attraction was the spectacular backdrop of mountains and the only sidelights were stops at yachtsman Alain Gerbault's grave, a



Bora Bora's lagoon is one of the most colourful in the Islands, and of course kids agree.

couple of neglected and defunct sacrificial *marae* altars, Vaitape Village and a strategic prolonged stay at the local curio dealer's headquarters.

The highlight of the return flight to Tahiti the following morning was a transit stop, after 10 minutes' flying, at Raiatea. Another volcanic Society Island, Raiatea had only three passengers awaiting the flight to Tahiti.

Bora Bora? It's undeniably one of, if not the, prettiest islands in the South Seas. For tourists, Bora Bora is also an extremely expensive destination.

Apparently, these two factors go hand in hand.

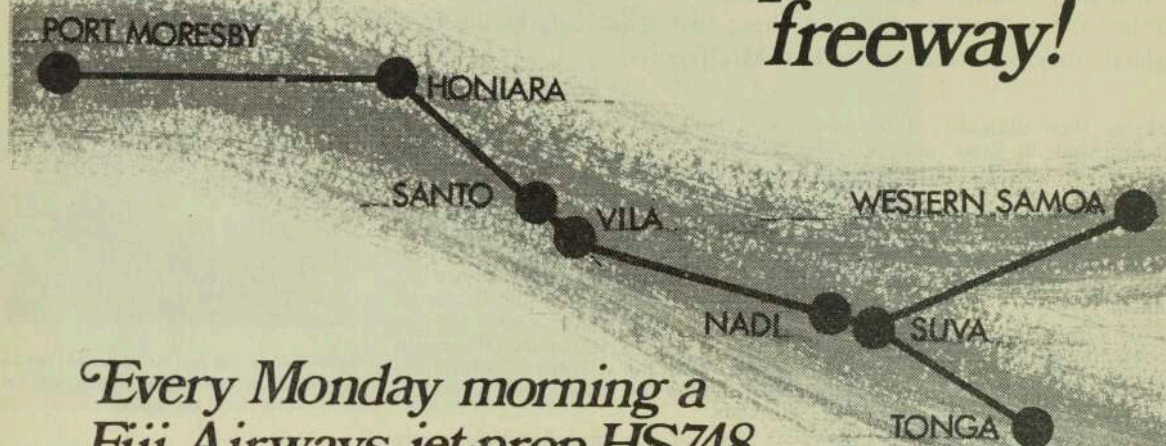
Moorea visitors can use either light plane or boat. The island's airstrip has been open for over a year and regular air services from Tahiti are operated by RAI, a local associate company of UTA, and taxi plane services are run by two charter groups, Air Tahiti and Air Moorea.

Flights never take more than 10 minutes and they offer great views of Moorea's sharp peaks and scenic bays. Charges are \$5 each way.

At least two boat operators leave the Papeete wharves daily on Moorea trips which vary from 75 minutes to two hours, depending on the speed of the boats and the weather conditions.

Fares are either \$2.50 or \$3 each way. The trips are good value be-

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Flight FJ 963

departs Nadi every Sunday at 8.20 a.m.,
arrives Honiara at 3.10 p.m.

Flight FJ 965

departs Honiara every Monday at 7.30 a.m.,
arrives Port Moresby at 10.30 a.m.

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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527

Green Islands

cause they give you time to take in the outlines of Papeete Harbour and the green islands of Tahiti and Moorea.

I went across and back in the faster boat, *Keke II*, and with ample supplies of Tahitian Hihano beer and Pepsi available, an informal group aboard and smooth waters there and back, the trip was enjoyable and relaxing.

Incidentally, the 11-mile strip of Pacific between the islands has a reputation of always being rough with heads over the side all the way. Don't believe that!

I disembarked at the first Moorea landfall, the American Hotel Bali Hai, operated informally by three young Americans, and bought a couple of drinks before leaving for a hike round the island with some "wahines going my way".

We went about one-and-a-half miles along the island's dirt road to Captain Cook's Paopao Bay, passing two curio-cum-dress material stores and the studios of two local artists.

We lunched at a quiet Hotel Aimeo, 500 yards from Paopao Village (several Chinese stores, a poolroom full of women and a dozen two-roomed, European-style Tahitian houses).

Booming reef

The bay is breathtaking. There's a booming reef at one end, massive jagged cliffs on the two sides and at the rear, verdant valleys rising into the most spectacular peaks, their tops iced with clouds.

Construction had nearly finished on a dozen on-the-water Tahitian-style Aimeo bungalows to accommodate 24 guests later in the year with rates at \$48 per day per two-bed bungalow. These additions will lift the hotel's accommodation potential to well over 50 guests and give the Bali Hai brisk competition.

Paopao is but a tiny part of Moorea. A day's visit, with the total cost of lunch and travel out of Papeete at \$11 is good value for money. To put it mildly.

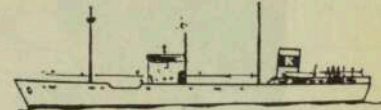
● Air Micronesia Inc. is still hoping to establish an air service between Nauru and Majuro in US Micronesia, using B727 aircraft. The company is asking for a subsidy from the Nauru government to help cover the extra costs of operating a jet service. To date nothing has been finalised.

MORE SERVICE/MORE PORTS/ MORE OFTEN

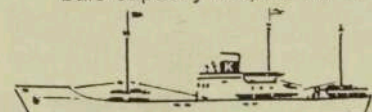
CARGOES WITH KARLANDER



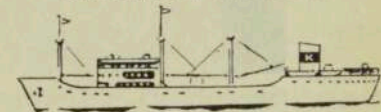
M.V. Slott 290 feet
bale capacity 160,640 cu. ft.



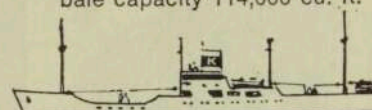
M.V. Slidre 258 feet
bale capacity 97,900 cu. ft.



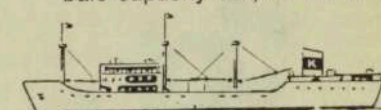
M.V. Saidor 264 feet
bale capacity 114,000 cu. ft.



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



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



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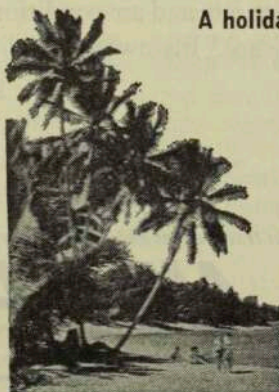
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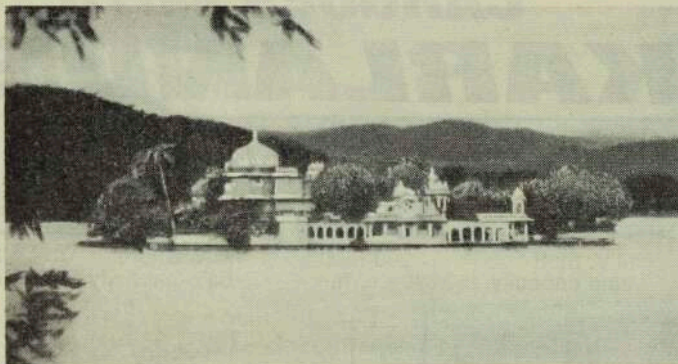
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THESE "SAVAGES" COULD NOT BE FRIENDLIER

By Lema Low

Travelling on board the *Tofua* from Suva bound for Niue can be quite an adventure.

As the only ship which regularly does the Auckland-Fiji-Niue-Samoa-Tonga-Fiji-Auckland trip, the *Tofua's* limited cabin accommodation is usually booked out months ahead, except for a few berths allotted to each Islands group.

You are therefore in doubt until just before the ship leaves whether you've drawn a berth in a cabin with a complete stranger or are destined for a deck passage along with approximately 190 other souls. (The deck passengers, I should add, are carried only between islands and not in the colder temperate zone.)

In theory, it sounds highly romantic to bunk on deck in the tropical moonlight. But decks are hard, the wind can be chilly and the sea rough, and your companions may snore like the dickens and babies will cry.

Excellent food

Apart from deck passages, the *Tofua* gives pleasant and comfortable travel and suits most tastes. The food is excellent, the service, the slickest imaginable—almost too slick. One's plate is whisked away and the table cleared before one has time to say "cheese and crackers".

Passengers adjourn to the lounge to drink coffee, take a guess on the day's run, and read a book, play deck games or simply scan the sea, looking for some land.

The only island sighted while travelling through the Fiji Group was Oneata. Then we passed very close to the northern tip of Vavau in the Tongan Group and saw a rugged coastline indented with large caves and crescents of golden sand.

At 5 a.m. on the morning of the third day out from Suva, the Tongan girl sharing my cabin put her head out of the porthole and exclaimed, "There's Niue!" Someone had told me that Niue from the sea resembled an inverted soup plate, but I thought it looked like a softly-green, wide-brimmed sun-hat.

The ship erupted into action. Everyone had the same idea—bathroom, breakfast, packing and disembarkation. A haze of hair oil, talcum powder and perfume quivered above the *Tofua*.

When she dropped anchor in the blue waters of Alofa Bay, a mountain of luggage had already accumulated in the ship's foyer and a queue of smartly-dressed people awaited breakfast and immigration officials.

Men, in terylene suits and brightly polished shoes, were hardly recognisable as the casual, lava-lava clad songsters of the previous evenings. Women and girls in modish linen suits and frocks, beautiful shoes and elegant hair-styles, bore no resemblance to the shock-headed females in muu-muus and flip-flops who had lounged around the ship for two days.

It's all very well, I thought, to impress people, but, after one look at the swaying gangway, I settled for an old frock and canvas sneakers!

Health, immigration and Customs officials gave us a cordial welcome. They came out to the ship in a launch, because there is no wharf at Niue, only a concrete jetty and loading ramp. They were closely followed by the island's lighterage fleet of whale-boats and flat-bottomed steel barges which idled around until the ship was cleared and unloading could commence.

We passengers leaned over the rail, watching operations. Then we looked at each other and gasped with amazement. "Good gosh!" said one, "Don't tell me they have women working on the boats at Niue!"

The "women", we discovered, were actually young Niuean men with the traditional long hair which is

New Cooks tourist chief

The Cook Islands Tourist Authority has appointed a general manager to take up office in Rarotonga in October. He's Mr. Arthur Helm, of Wellington, New Zealand, an author, Antarctic explorer, traveller to 67 countries and a former tourism official for the NZ Government. Mr. Helm will be responsible to Mr. R. W. Rapley, chairman of the authority.

assiduously groomed from boyhood in the hope that it will develop abundantly. Then, after a family consultation, invitations are sent out for a hair-cutting party.

A feast is provided by the proud parents and the guests usually consist of other parents of long-haired sons who no doubt will reciprocate with a similar party later on.

Each guest is given food and a lock of the son's hair, for which payment is made and is carefully recorded by the scribe/treasurer—a donation could be \$1 or \$20 and such donations at a single party could total \$800. No wonder the parents regard the boy's luxuriant hair as money in the bank!

The lighterage crews, from long experience, were expert at their hazardous task. The sea-swell was enough to make work tricky, if not dangerous.

Disregarding the captain's warning that "passengers go ashore at their own risk", numbers of *Tofua* passengers of all ages and conditions ventured ashore to see Niue, braving the bucking gangway and stumbling into the leaping launch.

The local population were not permitted onto the jetty, which was buzzing with cargo trucks, directed by a policeman on traffic duty on the road above the landing-place. However, they crowded every vantage

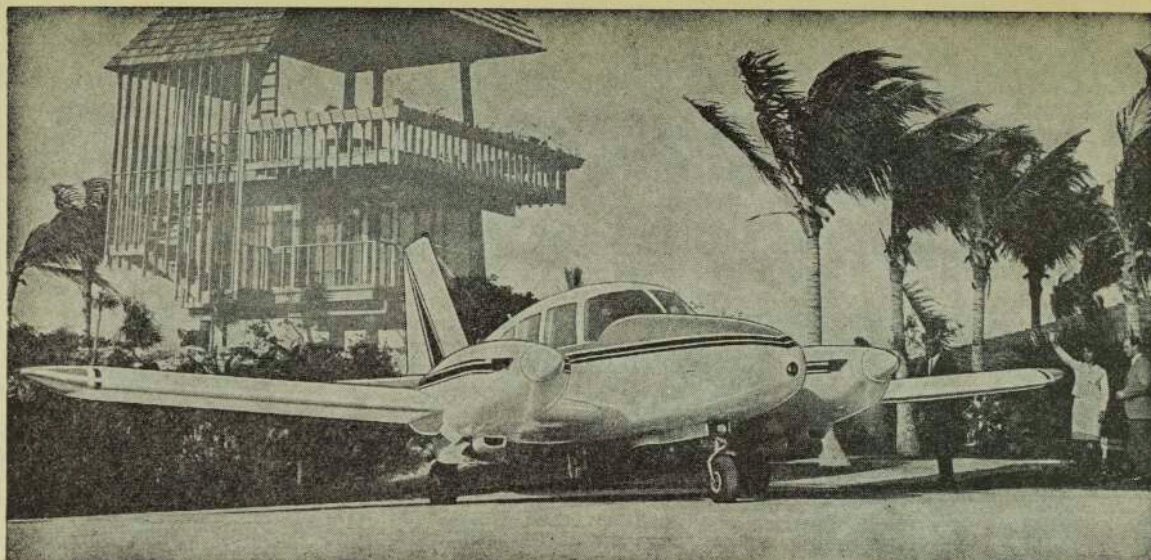
AIR HAZARD MAY HALT FIJI HOTEL

Work on the foundations had already begun when it was suggested recently that the Travelodge organisation's proposed \$650,000 hotel at Nadi Airport might have to be re-designed.

Mr. C. T. Thompson, general manager for the Travelodge group in Fiji, denied that the stop-work had been ordered by the Fiji Government. He said the Public Works

Department had merely suggested that the company take another look at the hotel's design. The company itself stopped the work on August 22.

The hotel's site is near the airport boundary and the trouble seems to be that the proposed design for a two-storey hotel might prove to be a hazard to aircraft landing and taking off from the airport's alternative strip. The hotel was to have been completed by July next year. If the hold-up means a major re-design of the plans, there could be long delay.



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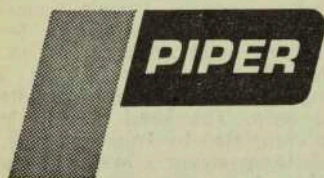
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Brilliant colour

point at the top of the cliffs to welcome visitors and residents.

A luncheon and Niuean fiafia (entertainment) had been arranged for the passengers, who saw as much as possible during their brief visit and also bought the beautiful Niuean woven ware.

As this was boat-day, the big day of every month for Niue, the main town, Alofi, had come alive like a disturbed ants' nest, and one's first impression was of colour, brilliance and action, washed by waves of dazzling sunshine and the heat which radiated from the white limestone roads.

Before coming to Niue, we could find out very little about the island. Friends murmured vaguely, "Niue? That's the phosphate island, isn't it?" Well—if Niue's limestone outcrops were phosphate deposits, it would be the richest island in the world. It has an area of approximately 100 square miles and is an elevated coral outcrop with a shore reef fringing a precipitous coastline.

Submarine eruption

When somebody told me that it is the largest coral island in the world, that it was thrust upwards by a terrific submarine eruption and that it is part of an underwater mountain 2½ miles high, I felt like clutching the cliffs and saying, "Don't rock the boat!"

I also appreciated the wisdom of Antione St. Exupery's "Little Prince", who lived alone on his planet with three volcanoes which he cleaned carefully every day, because—"one never knows".

In general formation, Niue consists of two terraces, the lower 90 ft and the higher 200 ft above sea level. Apart from the rise from the lower to the upper, there are no hills, and no running streams or surface water. Niue was unlucky enough to experience a severe hurricane in February, 1968—and is just recovering from the extensive damage.

The natural resources of Niue lie in the soil which, though fertile, is not plentiful. This fact, together with the rocky and broken nature of the terrain, makes cultivation difficult. It is almost impossible, for example, to cultivate a nice lawn. Residents have a strong suspicion that the more they cultivate, the more the rocks grow, like mushrooms!

However, the arable areas of soil grow excellent fruit and vegetables including enormous papaws and deliciously sweet kumeras, and the

island is well-wooded with trees and shrubs common to all Pacific Islands. Coconuts grow throughout the island.

The Niueans are New Zealand citizens and have all rights and privileges, including free education and medical services. Many Niueans reside in New Zealand—more, it is said, than in Niue itself.

Niue is believed to have been inhabited for over a thousand years. Captain Cook called at the island in 1774 and, receiving a hostile reception, named it Savage Island, a name which is no longer in general use.

If Captain Cook were to visit Niue today he would have no cause to complain of his reception. The people



This young Niue girl obviously loves posing for the camera. She was seen enjoying the island sunset at Alofi.

are overwhelmingly kind and friendly. They drop in with gifts and invite you to their homes, their parties and their feasts. They delight in showing their island, in which they have a loving, possessive pride.

Under New Zealand's benign protection and guidance, Niueans are a happy, healthy, vigorous people, intent on working out their destiny and solving problems in their own way.

Life goes on at a dizzy pace—there are days set aside for going to the bush and cultivation of gardens; there are parties going on all the

time, mostly in peoples' homes; hardly an evening goes by without a dance somewhere, either to raise money, or to have a good time.

Movies are popular and each time the *Tofua* arrives there is a new programme of old favourites, such as "The Ten Commandments", "Mutiny on the *Bounty*", or "Tarzan". When Tarzan's on the go, the excited shrieks can be heard all over Niue.

Niueans have taken to every form of modern transport like ducks to water and the only working quadrupeds left on the island are two horses and a donkey—which flatly refuses to give rides to the children.

Motor-bikes and the "go-go" spirit have really hit Niue—so have mini-skirts, pipe-stem pants and pop music as played by "The Mustangs".

Momma on bike

It isn't only poppa and big brother who ride the motor-bikes, but also momma, big sister and grandma!

Take a Niue flapper with a flashing smile, put a creamy frangipani flower in her black hair, or a snazzy Niue hat on her head, dress her in a pareu mini-skirt and seat her on a motor-bike—no doubt about it, sales would zoom!

To reduce isolation and attract visitors, an airstrip large enough to take jet planes is being built across the higher plateau of the island and is due for completion in late 1971. Owing to the unstable nature of the terrain, work is slow and difficult.

Niue certainly needs comfortable, high-class accommodation and if it could be built of Niue rock to harmonise with the landscape, so much the better. One visualises Niuean artistry decorating the building and tropical trees and flowers filling the gardens.

Guests should be given a Niue menu—the uga (coconut crab), turtle, baked bonita, chicken, delicious kumera and Niue puddings—the good, simple food of the island—at reasonable rates; then they will really appreciate their Niuean holiday.

When we are back home in Fiji we shall always have a warm place in our hearts for Niue. We shall remember the cool breeze sweeping over the plateau, and the terraces, down to the indigo-blue sea—that wide, empty, lovely sea, from which the sunsets glow in unbelievable splendour.

We shall remember the sounds of Niue—of enormous waves thundering against the cliffs, cargo cranes grinding under heavy loads, the incessant buzzing of motor-bikes, peoples' strong, melodious voices and constant laughter.

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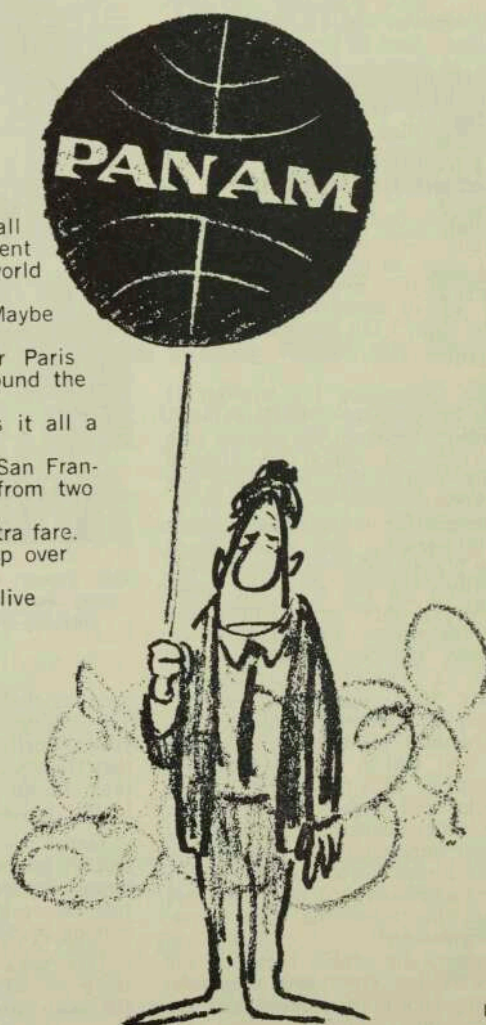
One includes a stopover in New York at no extra fare. The other wings you direct to Europe, non-stop over the Pole.

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- On the High Seas all lone yachtsmen dread being swept overboard and having to swim for it. American Fred Wood was knocked into the sea five miles off Christmas Island by the boom of his yacht "Wind Song", while sailing from Hawaii with all his possessions on board recently. He never saw "Wind Song" again, but at least "I'm still alive," he writes.

Lone sailor walked 15 days after being swept off yacht

I was swept into the water at three o'clock and land was about five miles off and out of sight below the horizon. I took bearings from the sun, moon, stars and planets and swam hard, praying not to be swept seaward by the current. I gained land seven hours later and picked my way through gentle surf, distinguishing from rough surf by the different sounds. Using my hands and feet to avoid damage from the coral I staggered onto the beach.

I built a shelter in the lee of the beach by using dry sticks and branches and slept four hours until dawn. I walked windward for a mile until I reached the end of the island, scanned and then followed the beach towards Paris until a coconut grove came into sight in the centre of the peninsula. I made breakfast from young shoots, land crab and coconut water and meat. I continued walking along the beach towards Paris but could only use my sore eyes occasionally to look for boats or signs. So I judged my paces to obstacles on the beach and walked blind.

Continued this walk for three days, sleeping in crude shelters and also walking at night when the mosquitos were too thick to let me sleep. I lived off coconuts and even wrapped my feet in coconut fibre when my calouses wore thin. I carried a palm frond for shade, wind shield and sleeping cover. On the way I found and wore for the rest of the trip a pith sun helmet with half of the crown missing.

Crude knife

At Paris I also found a large boat nail which I hammered into a crude knife which I kept tied to my waist band. And I wove a mat. After sleeping at Paris I started to walk around the lagoon, only to be driven back by the thorn-studded lowland too extensive to get round. I made a pair of wooden sandals and after another night in Paris, made it to the also vacant copra camp of Poland. There I made a G-string from a cast-off woman's skirt.

I had my first fresh rain water here, caught in an old quart tonic bottle held under a spout. I constructed a screened sleeping cot and spent a fitful night swatting the mosquitos that got in. Found some rock salt spilled on the ground and an open can of rolled oats infested with weavils. I had my first "civilised"

Air Pacific flies to outer islands

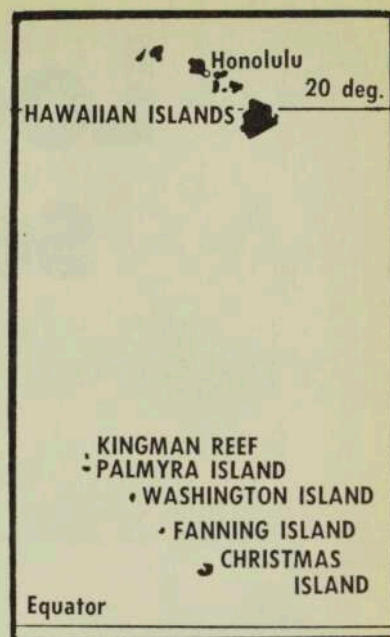
Fiji's Air Pacific is now operating frequent flights to Kadavu, Lakeba and Vanua Balavu with its Mallard amphibian aircraft.

Flights are operated on Fridays from Suva to Vunisea, Kadavu and fortnightly to Nukunuku, Lakeba and Lomaloma, Vanua Balavu. Flight schedules are according to dates rather than days, because of tidal conditions.

The services also depend on the availability of the aircraft, passenger loadings and weather factors. Fares being charged by the airline are \$9 single and \$18 return to Kadavu and \$20 single and \$40 return to Lakeba and Vanua Balavu.

The Mallard carries a maximum of 10 passengers on the 56-mile flight between Suva and Kadavu and six or seven on the 165-mile flight between Suva and the Lau Group.

Surprisingly large numbers of Fijian adults and schoolchildren have taken advantage of the new flights. The Mallard also carries small amounts of first-class mail to the outer islands.



breakfast of salted raw oats and coconuts.

I followed the plantation road through a maze of coconut groves until I convinced myself of the futility of this. Then I decided to go cross-country across the lagoon and follow the shore line towards London. On the sixth day I arrived at an abandoned military camp (Y site) and hungry, tired and footsore, I had a second drink of rain water and managed to bottle another two quarts of the rain. Lived on coconuts, portulaca and oatmeal for the next six days while building a boat and letting my feet heal.

Finished building my punt and pushed off to Little Oasis where I stayed a night and refreshed myself with land crab. Next day paddled to a boat house on the main shore and slept in a screened-in porch. Started before light towards London and I arrived in the village while church was in session. I met a native walking down the street and the children standing round the church raised such a commotion when they saw me that the plantation manager came out to see what was happening.

He gave his barely-clad castaway his first bath in five weeks, fed and clothed him and then took him to see officials who asked leisurely questions over coffee and toddy. I spent the remainder of my stay of five days being shown round the plantations, fishing and paddling my punt across the lagoon four miles to the seashore residence where I was allowed to live. The Gilbertese were wonderful to me.

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New resort opened for tourists on Guadalcanal

Tambea Village, a new resort for tourists on Guadalcanal in the Solomon Islands and dining-out and recreation centre for local people, was opened on a limited scale recently.

The first tourist project of its kind in the protectorate, Tambea also embraces a novel system of ownership in which most of the shareholders will be Solomon Islanders. The controlling interest will be held by Mr. and Mrs. Olle Torling, and the remaining shares—convertible to cash at any time—will be earned by 45 Tambea villagers in exchange for work.

Plans for the village, to eventually include 25 holiday bungalows, have been taking shape since last September. At first, only a restaurant was opened to visitors but development is being accelerated.

On the advice of visiting executives of a leading US travel company, and the Fiji Visitors Bureau, the project aims to combine a traditional Pacific Island atmosphere with modern amenities.

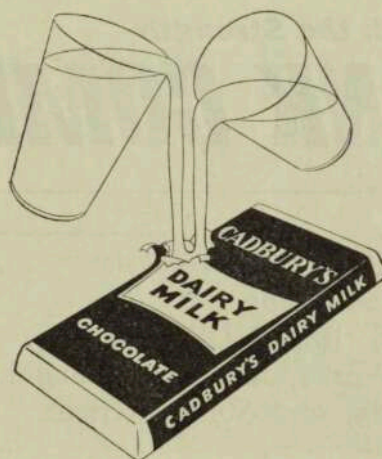
Leaf construction

The bungalows (about six will be completed by the end of the year) will be of leaf construction and lighting will be by gas lamps. At the same time, said Mr. Torling, each would have a brick-built toilet and shower, and would be fully furnished including easy chairs, spring mattresses and refrigerators.

When finished, said Mr. Torling, the resort would include a large fresh water swimming pool, changing rooms, a trading store, a miniature golf course, and a number of beer gardens. Water ski-ing facilities would be operated on a small scale at first and would be expanded later. A vessel for game fishing would be available on charter, and under construction were two glass-bottomed boats to enable visitors to study the sea life. Custom dancing displays, including girls from the Roman Catholic Mission at Visale, were being organised.

Mr. Torling said the resort would be serviced by local gardens, locally reared poultry, a piggery and local fishing operations. The villagers who will help to operate the project were now being trained, and would wear uniforms.

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PAN AM TO CUT FARES ACROSS THE PACIFIC

New excursion fares are offered across the Pacific by Pan American World Airways starting October 1, and new low bulk fares will be introduced January 1, subject to government approval.

The excursion fares will be considerably lower than existing economy fares, but higher than fares proposed earlier by Pan Am and rejected by the Japanese and British Governments, Rush S. Clark, Director for Australia, said in early September.

"While our initial proposal for significantly reduced Pacific fares was rejected, we feel that the proposal paved the way for the reductions which we now plan to provide the travelling public," Mr. Clark said.

The bulk fares, for groups of 40 or more, are similar to Pan Am's earlier proposal via the Great Circle route.

Under the new proposal, the basic 14/21 day roundtrip economy excursion fare between New York and Tokyo, either via Fairbanks, Alaska or via the West Coast and Honolulu, will be \$US852.

The new bulk fares to be introduced January 1 require that a minimum of \$US100 in ground arrangements be purchased in addition to the air fare. Under the bulk fare programme, New York-Tokyo fare will be \$US600, West Coast-Tokyo \$US400, and Hawaii-Tokyo \$US250. Travel agents or Pan Am form the groups.

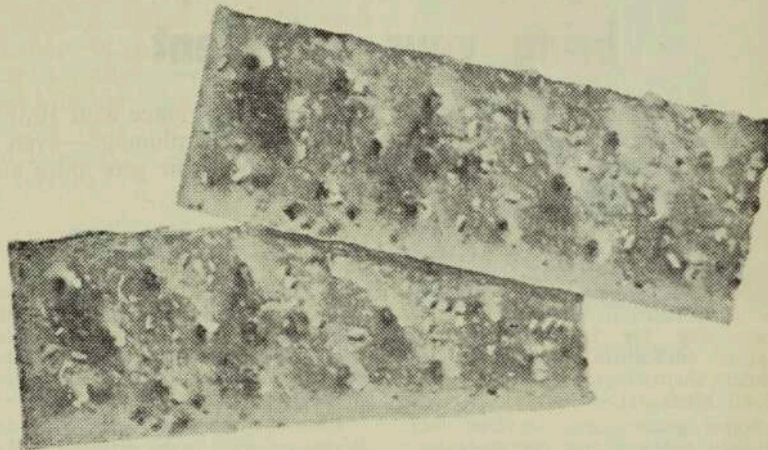
Caledonian Divers on Japan TV

Melanesian women divers at Hienghene in New Caledonia have become stars of Japanese TV, filming there since July. The divers include a 60-year-old woman who can plunge down to 12 metres in search of trochus shell.

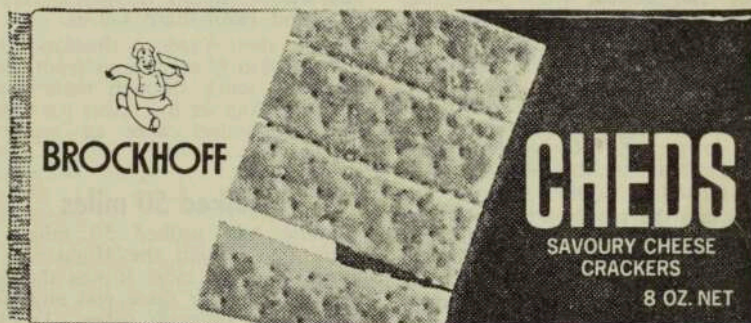
Before plastics overtook pearl shell in the button industry, trochus diving was a rewarding activity for the women of Hienghene, which is a scenic tourist spot on the east coast, 220 miles from Noumea.

The underwater cameramen from Nippon Television Network also plan to film islanders at Ouvea in the Loyalty group as part of a programme on traditional fishing techniques.

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Cheds - baked oven-crisp by

BROCKHOFF

3224

- Life for the tourist in P-NG is not yet wine and roses, as Ken McGregor found out among 10,000 Highlanders . . .

The Hagen Show is unique—but bring your own tent

The Mount Hagen Show is still a unique experience with 10,000 Highlanders on parade in all their wildly coloured plumage—even if life gets harder for the tourist as each year the show gets more and more popular.

At this year's show, held in the Mt. Hagen Showground, seven miles outside the thriving township of the same name in late August it was open day for local shopkeepers, Hagen authorities and the Highlanders themselves, as 70,000 visitors of all kinds arrived.

Some prices and services were daylight robbery and operators were only able to get away with them because in most cases visitors didn't have any choice.

Prices put up for the show were many and varied, from local mini bus charges, because local hire cars were all taken, to top prices for meals. The Hagen Hotel charged tourists 50 cents a shower if they were not staying at the hotel and others, myself included, paid \$10 to bed down for two nights on the local primary school floor with a blanket and mattress.

Perhaps the money went to a good cause—nobody told me. Some meal prices in the town were pretty hot and especially designed for the occasion I suspect. Pity. I move around quite a bit and was glad to be at Hagen for the great occasion, but many visitors I spoke to weren't so philosophical.

10 cents a photo

Even the Highlanders got in on the act, insisting on either 10 or 20 cents before camera fans could take pictures and then they asked fantastic prices for any spears, arrows or miscellaneous junk they carried. Chimbus particularly and Wabag Highlanders proved a nuisance to many by asking for more money after people had bought goods off them.

Most tourists' reactions were: "Well, what can we do about it? We came, after all, and now we're here we'll have to buy something and be robbed". The local get-rich-quick-at-any-costs attitude seems a short-sighted one. It would be interesting to see how many overseas

visitors return to see the show at Goroka next year.

Nevertheless, the Hagen Show lacked nothing in excitement, and the Highlanders themselves were in high spirits. They were the top attraction, but no one enjoyed themselves more than them.

Chimbus, Wabags, Taris, Minj and Wapenamanda men arrived decked in bizarre finery, including bird of paradise feathers, pig's tusks, shells, leaves, warpaint and an amazing array of weapons varying from bows and arrows to 20 ft spears, Hagen axes and razor-sharp knives.

With their faces a thousand different colours, everything from nails to bones stuck through their noses and with four or five wives per chief, the Highlanders were an orgy of colour.

Walked 50 miles

Many had walked 50 miles or more up through the Highlands to attend and for most it was the one time of the year there was any contact among different tribes. Trouble was predicted, but apart from a few drunks and a couple of isolated fights, peace prevailed.

Hamburger stalls, a fairy floss shop and 70-cent cowboy hats were big favourites with the Highlanders, one stall was jam-packed by people three or four deep throughout the show.

When it came for the Highlanders to do their dances in the main oval, people 10 and 12 deep thronged the outside fences. With a great roaring chant, the Highlanders surged forward onto the oval, creating 10 times the applause and interest a subsequent polo match received.

Photographers—amateur and professional—charged over the fences to get close-up shots and the Highlanders doubled their crescendo with drums, yells and animated stamping.

It was a great get together of the one-talks. Most Highlanders had stayed during the show in long houses or *Instant Hiltons* as they are popu-



This fine specimen of a man turned out to be quite a businessman and, after charging 20 cents for his picture, spent some time trying to sell the pig tusks which adorned him.

larly known outside the show gates. Many were charged entrance fees to the showground—a point which many visitors and tourists couldn't understand as *they* were, after all, the show, not the visitors.

Exciting drive

Most of the several thousand tourists arrived in Hagen by charter or regular airline flights from Port Moresby and Lae on tiny Cessnas to lumbering DC3's and Fokker Friendships and for the two days of showtime the nearby airstrip was by far the busiest in NG.

But if you like a drive with rarely a dull moment many ventured along New Guinea's 300 mile Highlands Road, from Lae to Mt. Hagen. I was a passenger in the Valiant six-cylinder sedan which was on a marathon 6,000-mile test of 10-odd return trips up and down the road, financed by Goodyear Tyres, Mobil Oil and Chrysler.

With co-drivers Colin Davis of

Goodyear and Clyde Hodgins, a Sydney motoring journalist, we left Lae at 6 a.m. and arrived at Hagen about 7 p.m. the same day in time for the show. Our road surface varied from the dry, pot-holed dust stretches of the Leron Plains to the oozing, landslide-torn mud patches of the Daulo Pass, outside Goroka.

Speeds differed from up to 70 mph in isolated stretches to one or two miles an hour up sections of the Kassem and Daulo Passes.

The Valiant ploughed through several waterpasses but there was only one spot—on a tributary of the Markham River outside Lae—where we had a few anxious moments in the middle of a flooded river.

The motor stalled several times but Clyde kept re-starting her and we eventually pulled through, after water had risen to the bottom of the windows.

While the danger of damage to the car from extremely rough strips of the road was always there, it was the near misses with huge trucks on blind bends which kept us well and truly awake.

It's the best way to see the Highlands, though. Tiny, isolated villages line the road, as do the villagers. Highlanders from Banz, Minj, Chimbu, Nondugl, Goroka, Watabung and Kundiawa always wave, offer fresh fruit or chat.



Skydivers were a big interest to Western Highlanders, many of whom were familiar with planes, but not men coming in out of the sky.

Tribute to Bishop Hill, 13 years Bishop of Melanesia

Bishop Alfred Hill, 13 years Bishop of Melanesia, died recently after over 30 years' work in the Islands. This tribute comes from the Archdeacon of Melanesia, the Rt. Rev. H. V. C. Reynolds.

As an old and close friend of Bishop Alfred, I feel moved at this time of his passing to pay tribute to a great man. We had known each other with affection and mutual understanding for over 30 years, and all this became deeper as the years passed on, in that close association we had with each other during his 13 years as Bishop of Melanesia.

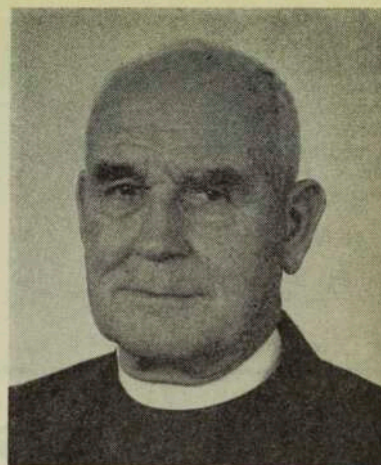
In 1936, he joined the staff of the Diocese after an interview with Bishop Walter Baddeley in England. Alfred Hill, then a layman with an extra Master Mariner's ticket, and a one time captain of a 20,000 ton vessel, had much to give the island Diocese of Melanesia, and it was initially planned, that he be Master of *M.Y. Southern Cross VII*, then about to be launched. After leaving the sea, and before coming to Melanesia, he had, for five years, been a lay missionary in the East End of London, so he had gained much pastoral experience.

On arrival in the Diocese, plans were changed, and he went to New Britain then a part of this Diocese. There he was captain of the ketch, *M.Y. Cecil Wilson* and began his tireless work as an evangelist. This lasted for about two years, when he was recalled to the Solomons to be headmaster of All Hallows School, Pawa, which, owing to many staff changes, was going through a difficult period.

Alfred Hill became the great headmaster of Pawa for over 14 years. During these years, his influence over Melanesian youths was immense, and he moulded the lives of many Melanesians, so that now they are holding positions of responsibility in all walks of life, both in the Solomons and the New Hebrides.

Father Hill, for he was ordained shortly after going to Pawa, also became Farmer Hill and did much to influence the government and all of us on the need of a strong agricultural bias in the education of the Melanesian.

Then came the Pacific War. It



Bishop Alfred Hill.

was a case of "carry on", and carry on he did in a remarkable way, not a day's schooling was lost. All the odds were against him, but he won through with a most wonderful spirit of perseverance.

On the resignation of Bishop Gething Caulton, Melanesia strongly nominated him as its next bishop. So on May 30, 1964 he was consecrated as the ninth Bishop of Melanesia in the old quonset hut, All Saints Cathedral, the first Bishop to be consecrated in Melanesia—and remained so for 13 years.

He was a man's man, there was no narrowness in his outlook on life, so naturally he was to the many who came to him, a guide and a counsellor. Another interest of his, was keeping up with the news and thus he was public-spirited; all this was very evident in his forthright speaking as a member of the Advisory Council and later the Legislative Council. In both the Solomons and the New Hebrides, the ecumenical movement is very much alive, and in the encouraging and promoting of this Bishop Alfred took a very leading and pioneering part in the earlier days.

In his episcopate he achieved much, widening the field of education; the strengthening of the Melanesian Ministry; enlarging the sphere of the Melanesian Brotherhood by sending brothers as evangelists to the Diocese of New Guinea and preparing the way for them to go to Polynesia; increasing the medical work and, greatest of all, preparing and presenting for the episcopate two of his old Pawa pupils, Dudley Tuti and Leonard Alufurai, both consecrated on St. Andrew's Day 1963 in the old All Saints Cathedral.

A MAN at Newplace village at Supaina Bay, South Malaita, went to his pastor recently and told him he was engaged. He asked if he could be married next day, and the pastor agreed to perform the ceremony. The guests assembled next day at the South Seas Evangelical Church.

At first it seemed as if the bride was a little late, and the guests waited. But five hours afterwards they were still waiting, and were

beginning to feel rather hungry. Eventually the guests all went home, but the bridegroom and the pastor waited for another hour, though in vain.

Apparently the bridegroom had told everybody about the wedding, except the bride. When she heard about it from a third party she was not at all pleased, and decided she would not marry anybody! The disappointed bridegroom, still single, has now left his village.—*Item from BSIP News Sheet, Honiara.*

night there with the headmaster of the Island Council School before proceeding to Tabiteuea North.

On Monday afternoon, the officers set out on canoes for Tabiteuea North. Most of the time there was no wind, and sometimes they had to walk several miles. They arrived at 2 a.m. to find news of their coming had not reached there either. There were no candidates and so they had to postpone the exams till Wednesday and finished on Thursday. The telegrams sent from Tarawa arrived at Tabiteuea North on the Friday, and on the Saturday, the officers returned by the internal air service to Tarawa.

Both officers were very disappointed at the fact that no one knew they were coming. They did not know who was to blame for this, however, there was one consolation for them, "the flight was an enjoyable one", commented Ten Taomati Iuta.—*Item from GEIC Colony Information Notes.*

ID like to tell you a true story which happened on Tongoa during the month of July. One night a woman sat in her house and saw a dim light ascending and descending on a tree some way off her home. She then went to see what the light was and as she got to the foot of the tree, the light was on the ground. She covered the light with a coconut shell and went home to sleep.

Early the next morning she got out of bed and hurried to the foot of the tree where she had left the light covered. When she lifted up the coconut shell there underneath was a five cent coin. She picked up the coin and went home happily. When she got home she put the coin in a bottle and to her surprise it increased to \$1.20. She spread the story about her village, but not long after, when she returned to see how much her money had increased to, she found the bottle empty.—*Letter to "British Newsletter", New Hebrides.*

IT has been reported to us by Mr. Charlie Aramui of the British District Agency at Lakatoro, that, on Sunday, August 3, a man named Song saw a large stone floating in the sea at Blacksand, near Unua. Song quickly alerted Chief Harry and some of the other villagers.

By the time they reached the beach the stone had been washed ashore. The stone was later weighed by Mr. Oscar Newman and it was found to weigh 120 lbs.—*Item from Radio Vila, New Hebrides.*

From the Islands Press

FOR a long time we have been noticing something very bad and it ought to be stopped. It is about girls, who mainly come from the Chimbu District, that we are writing.

Many girls are sent to school at a young age. When they have grown up and reached a certain level of education, the parents of the girls take them away and let them get married. Something should be done to stop these parents. If they still continue to do this then it is no use sending Chimbu girls to school.—*Letter to "Our News" of P-NG.*

THE Japanese stowaway from the MV *Scandia Clipper* escaped from hospital in August and an extensive search was carried out. Dr. Mulligan's home was broken into and food, cigarettes, shoes, can opener, etc., was stolen, and it was suspected that the stowaway was responsible.

He was recaptured by a police patrol on August 19 after two days of freedom. Arrangements are now being made to repatriate him to Japan as soon as possible.—*Item in the "Bulletin" of Nauru.*

TWO fairly large carved stone human heads are now in the care of the curator of the Solomon Islands Museum following their discovery about 50 yards from the shore at Rove, Honiara, recently.

The carvings show the facial features quite well, and are generally in good condition, although one appears to have been part of a larger carving. Their age and origin are at

present unknown.

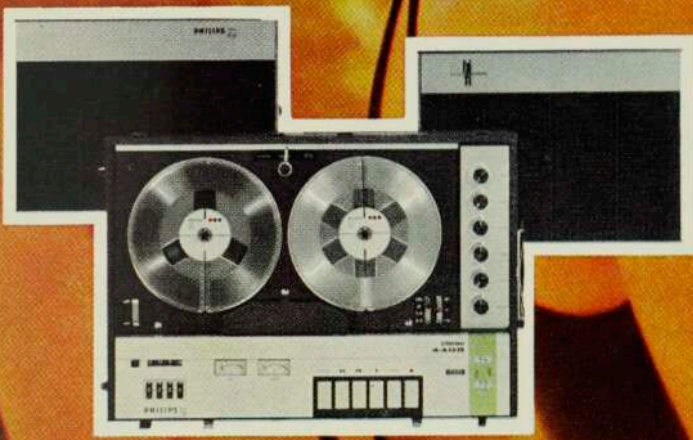
One of the first tasks for the curator, Mr. Ray Wright, is to remove the handiwork of the resident who found them. The resident decided that the heads needed beautifying, and touched them up with household paint.—*Item in BSIP News Sheet, Honiara.*

TWO education officers, Taomati Iuta and Atanraoi Baiteke were stranded at Tabiteuea after conducting entrance examinations there recently. Both officers left Tarawa on board *Temaui* to conduct entrance examinations on Nonouti, Onotoa, Tabiteuea South and Tabiteuea North.

Telegrams to the Island Councils of these islands had already been sent advising them to have candidates ready before the officers arrived. However, on arrival at Nonouti they found the telegrams had not reached there and so the examination was delayed. It started at 2 o'clock in the afternoon and went on till 6.15 in the evening.

The same trouble occurred at Onotoa. The ship was delayed there when the captain felt sick, and the doctor advised that he should be taken back to Tarawa immediately. The officers then contacted the education department at Bikenibeu about what they should do. It was decided that they were to be dropped at Tabiteuea South to finish their work there. Again the two officers found the telegram had not reached the Island Council School there, and spent some time waiting for their candidates to get ready. It was dark when the examination finished and the two officers had to spend the

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The Philips N4408 stereo recorder is a black and silver device with two large reels on the left and a control panel on the right. It is positioned in the center of the advertisement, with a woman's face and shoulders visible in the background. The woman has dark hair and is looking towards the camera. The background is a warm, orange-yellow color.

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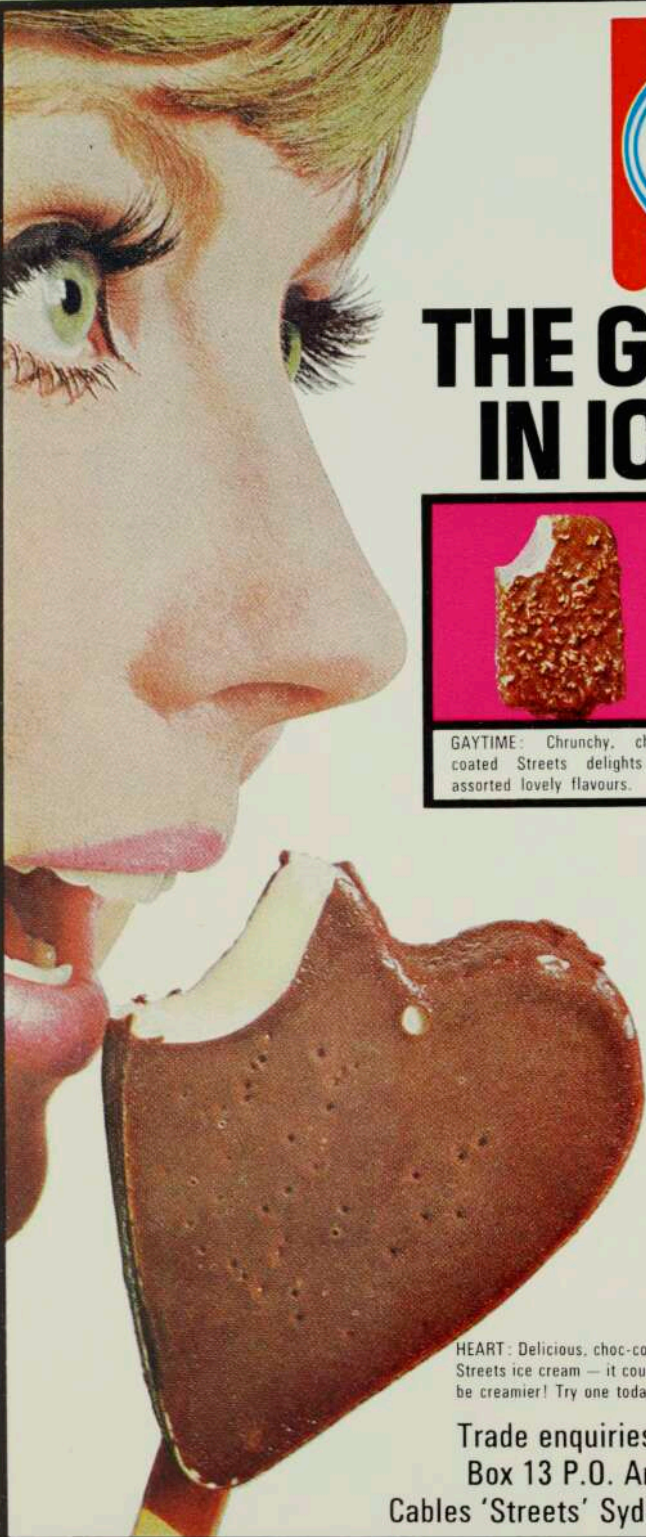
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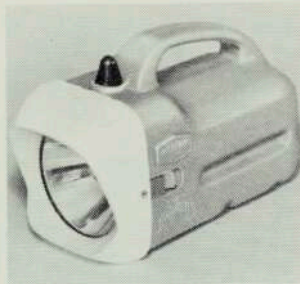
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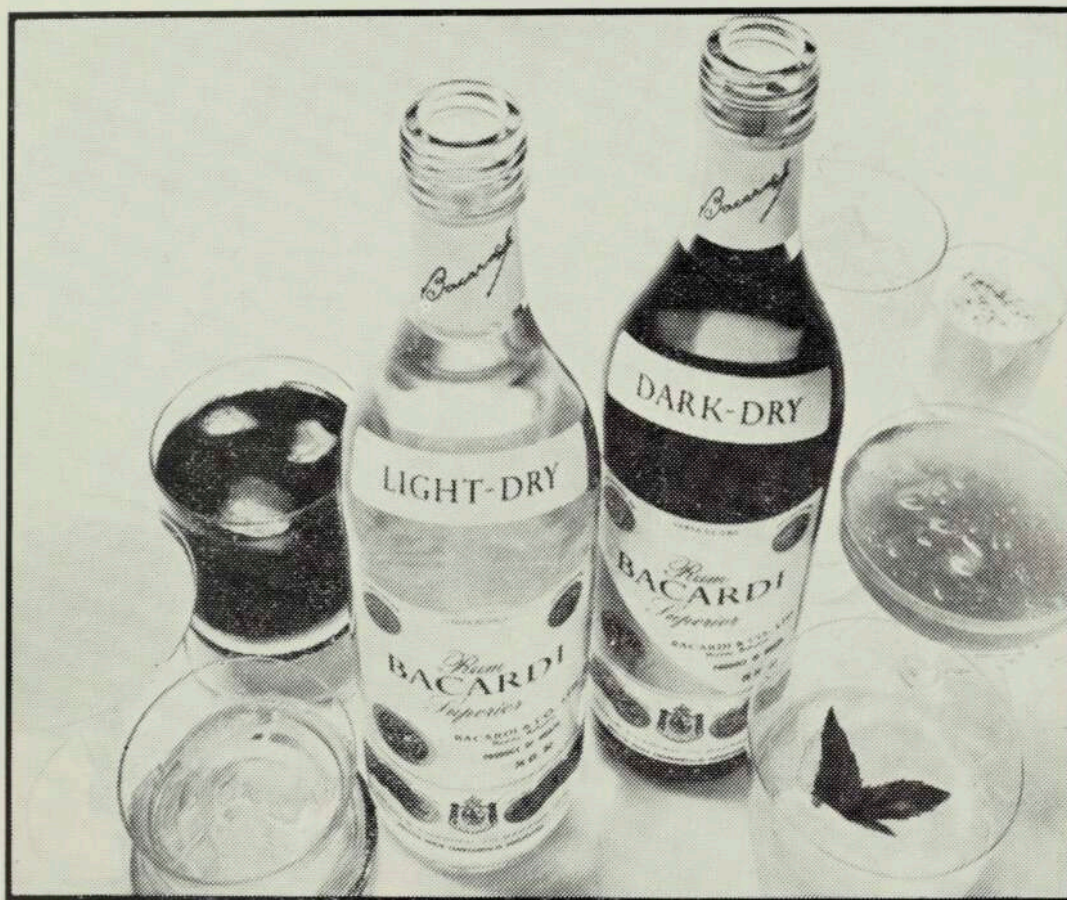
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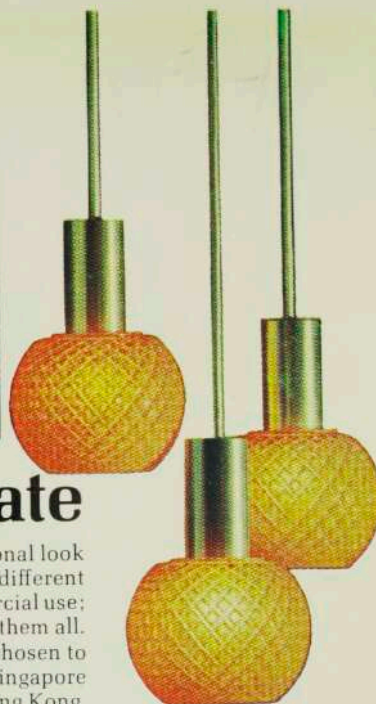
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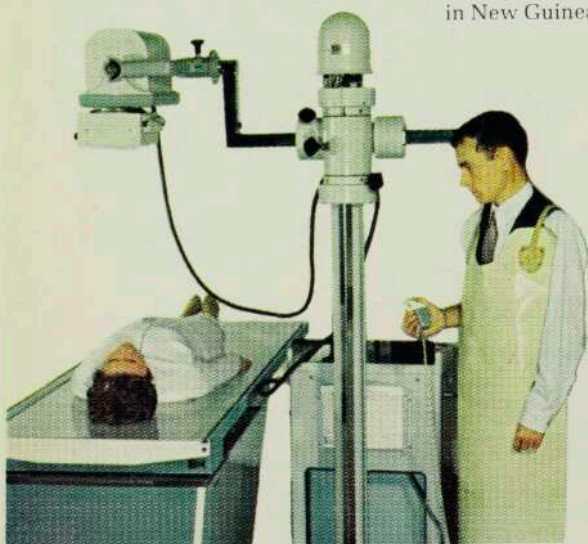
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Magazine Section

THE CHALLENGE OF NEW GUINEA'S VIRGIN ALPS

By JAMES PORTER

When I climbed Mt. Wilhelm two years ago, its altitude was shown on all the maps as 15,400 ft. It was rather deflating to the ego therefore to discover on the latest survey charts that it is a mere 14,793 ft above sea-level. But even at this height it remains the territory's highest, although there are some contenders across the border in West Irian.

Wilhelm's jagged peak forms part of the Bismarck Ranges in the area just north of Goroka and Mount Hagen. First recorded sighting of the mountain was by members of a German expedition to the nearby Finisterre Ranges in 1888, led by German scientist and explorer Hugo Zoller.

They named the four highest peaks of the Bismarck Range after the children of Bismarck from north to south, they are—Herbert Berg, Marien Berg, Wilhelm Berg and Otto Berg.

Although these ranges are only six degrees south of the equator, snow falls often form temporary belts on the mountainsides in some areas. For most of the year though, snow is limited by the presence of warm winds coming up from lower altitudes, melting it quickly into isolated hard ice-packs in the gullies.

Some snow

But whether or not one actually sees snow, the change in climate from the hot humid coastal strip to the chill high altitude air of New Guinea's Alps is quite startling.

Most visitors or even residents of the territory miss out altogether on this unique area—alpine scenery on a tropical Pacific island. The tortuous mountain backbone of New Guinea has a deservedly rugged reputation, yet access to some of these areas is a good deal easier than many people would expect.

For the person who is reasonably fit and used to walking, a visit to at least the foothills of these mountains

is well within the realm of possibility. An experienced bush-walker with overnight camping gear would have no trouble at all in ascending Mt. Wilhelm itself in the space of a few days. No special mountaineering

equipment (such as ropes) is required.

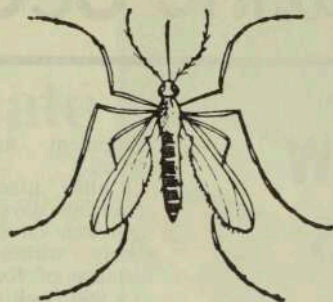
Unlike many other high peaks, requiring days, sometimes weeks of approach on foot, Wilhelm is fortunately within reasonable walking distance of Keglsugl Mission airstrip at 8,000 ft altitude, a mere half-hour's flight by light aircraft from Goroka.

One day's walk from Keglsugl village at the end of the strip are the beautiful high altitude Pinde-Aunde Lakes and waterfalls at 11,500 ft. With a base camp here, Mt. Wilhelm summit may be climbed (up and back) in a day if one commences bright and early.

On the shores of the Pinde-Aunde Lakes the Australian National University has constructed a hut for scientists undertaking research work in tropical high altitude flora and fauna. The two lakes are separated by a stepped 500-ft high waterfall,

On the shores of the Pinde-Aunde Lakes which are separated by a stepped 500 ft waterfall. Shrouded by dense cloud for most of the year, the summit of Mt. Wilhelm is beyond the rugged mountain backdrop. It looks formidable but in fact it is easily climbed with a little care.





Keep your family safe from mosquitoes

It is of the utmost importance to keep your family safe from mosquitoes. The spread of malaria, directly attributable to the bite of the female mosquito, is still one of the costliest diseases known to man, killing a million people a year.

Today malaria is fought on a global scale at its source—with the eradication of the mosquito itself. Programmes for control are made easier by the fact that the insects must breed in water. The elimination of any possible breeding sites near the home, such as old tins and bottles, roof gutters, flower pots, fire buckets and drains, is a natural precaution to observe.

The mosquito is also a carrier of such serious diseases as yellow fever, dengue, encephalitis and filariasis. There is no need, however, for you or your family to run formidable risks. Tremendous scientific advances made by A.N.I. Chemical Research now place the powerful effects of high-potency Pea-Beu aerosol insecticide at your disposal, an ideal means for eliminating the mosquito menace and for rapidly killing all insect pests on a pattern similar to fumigation.

As mosquitoes prefer shadowed and darkened areas, always spray the Pea-Beu fine mist spray towards pelmets, curtaining, the shadowed sides of furniture and dark room corners where mosquitoes lurk. The wide "umbrella-spreading" action of this concentrated insecticide will keep all your home and family safe from these disease-carrying pests and ensure that every mosquito is killed off. Pea-Beu is pleasantly perfumed, and can be sprayed freely with safety throughout the home.

Wilhelm dominates

Lake Pinde being the higher of the two.

Beyond the half-mile-wide lakes, a rugged mountain backdrop soars skyward in real alpine grandeur to the dominating peak of Wilhelm. The summit itself is out of sight behind this first guardian.

With its lakes, snow, grass and steep rock faces, this area reminded me strikingly of the Cradle Mountain and Dove Lake region in the Cradle Mountain-Lake St. Clair National Park reserve of Tasmania, a favourite resort for Australian bush-walkers.

But Wilhelm is more than twice the height of Australia's tallest alp, Mt. Kosciusko, and one is certainly well aware of the exhausting effects of high altitude air at this level, approaching 15,000 ft.

A few people are unable to adjust readily to the change in oxygen content of the air which affects blood cells even in the region of 10,000 ft. For them "high altitude sickness" will spoil the pleasure, but a normally active person acclimatises very quickly indeed.

Short breath

During our own climb we experienced the "short breath" effect and one or two had slight migraine headaches, but only one member was unable to reach the top. He remained in camp at the lakes at 11,000 ft.

The best approach for anyone attempting the top is to base at the Pinde-Aunde Lakes. A Chimbu native guide can be hired for a nominal sum from Keglsugl village if one is unsure of the route.

From Keglsugl the route passes along a stony creek bed for a mile before climbing steeply through dense moss forest to the lower end of a terminal moraine at 10,000 ft. The view from this moraine of the wide Chimbu Valley and the airstrip 2,000 ft below, is in itself spectacular enough to warrant the climb thus far.

Approaching the upper end of the moraine after an early walk along its bed of another mile, a waterfall can be seen which is actually just below Lake Aunde, situated on a small plateau above the timber line.

Following an overnight camp at the lakes, either in one's own tent or using one of the three or four empty native huts in the area, the keen climber will rise before daylight for the main ascent. It is a fairly steep scramble up above the western side of the lakes, passing right by the

Fabulous view

remains of an aircraft (World War II American bomber) on the ridge below Wilhelm at about 13,000 ft.

Unless you are already altitude acclimatised by a few days at base camp, rest periods will become more frequent above this level, which is all grass, devoid of timber. Skirting around the base of Wilhelm and over a saddle at approximately 14,000 ft, the summit cairn can be seen about half-a-mile off on a great pile of jagged rocks forming the top.

Apart from a short climb over an exposed face 50 ft below the top, which requires some care (there is a straight drop of several hundred feet below this on the eastern side), no real climbing skill is required.

You will need some luck with the weather, of course, to see the fabulous view of the coastline at Madang and Astrolabe Bay 60 miles away, as these peaks are more often than not shrouded in cloud. The day we arrived at the summit cairn at midday, we saw only other mountain peaks sticking up out of a broad layer of white cloud beneath our feet.

Unconquered

But a few weeks before that I had observed what must be almost the same view of Madang from the top of Mount Otto (11,634 ft high in the same range) on a perfect, cloudless day. That mountain is also within easy reach of Goroka.

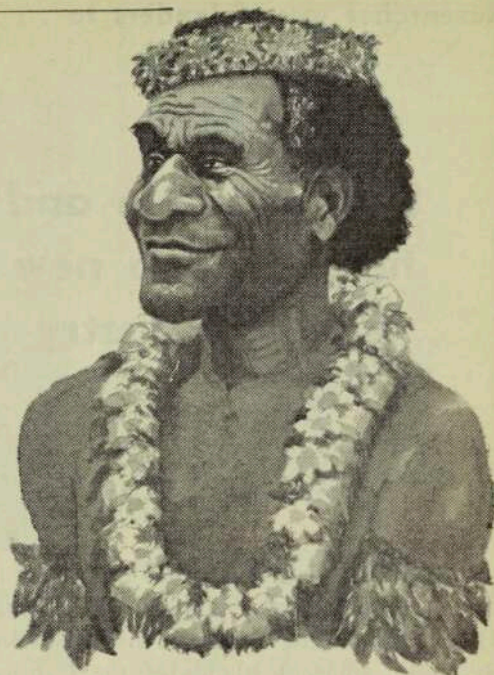
For the more energetic climber there are plenty of other challenges well within the scope of a bush-walking party, i.e., they don't require a major expedition.

One of these is Mount Herbert (14,000 ft) about eight miles north-west of Wilhelm which is apparently yet unclimbed. Perhaps attempts had been made by patrol officers approaching it from Kundiawa, who found difficulty in locating the peak from ground level amid the jumble of valleys and lower mountains which form the approaches on all sides.

Herbert Berg had thus earned the reputation of being New Guinea's most elusive mountain. But even when this is conquered, the list of unclimbed cloud-scrappers lurking along the unexplored ribs of the high backbone of New Guinea is as yet unlimited.

BRETT HILDER PROFILE

*Epeli
makes
rich men
happy*



Epeli Vale Sekidrau, of the Yasawa Islands, helps to make his corner of Fiji an entrancing place for the lucky tourists who get there. It is a three-day trip from Lautoka in converted Fairmile cruisers, and pretty expensive, but how pleasant it is to be a millionaire, if only for three days!

On the first night we met Epeli, at his village of Nabukeru, in the north of the Yasawas. The occasion was an evening entertainment in a large meeting house, one end packed with a mass of Fijians, and the rest comfortably filled with flickering torches, cameras and millionaires. The leader of the dance-band bowed humbly and doffed his flowered coronet to the audience, then turned to the massed performers, whispered a few words, and the show was on.

The songs and music were first class, with plenty of variety. The mass was a group called Derua, consisting of 33 males and 15 females, and containing ukeles, guitars, a lali drum and many hollow bamboos which were thumped, end-on, to the ground. Their leader was a well-built man who turned out to be a born showman, without speaking a word, until the show was over. He was introduced to us as Ratu Epeli, with his ancient father, Levinai, the titular chief of the village.

The song and dance group was organised about three years ago by

Epeli to cater for the tourists visiting the Yasawas several days a week, and numbering about 30 at a time. Apart from the other attractions of these islands, the Mystery Island of Sawa-i-Lau lies only a mile from the village of Nabukeru, and apart from old legends there are limestone caves in which are some ancient petroglyphs.

These have never been deciphered but the only other writings they resemble are the earliest inscriptions found in the Indus Valley in India, dating back to about 3,000 B.C. The caves contain sea-water, and one has to swim underwater to see all the petroglyphs in the innermost caves.

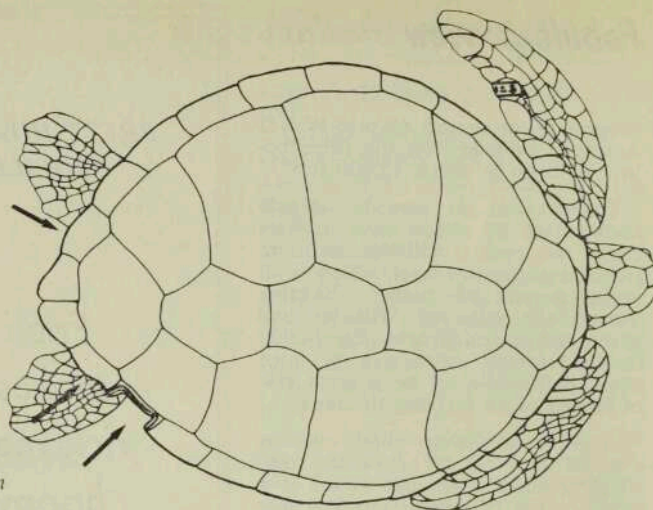
The village also does a good trade with native artifacts and sea shells, and there is a school which is very interesting to visitors. Epeli leads the village and two neighbouring ones in public works and the co-operative society. He was born in 1913, went to school at Nadi on the main island of Viti Levu, and has a fine hand in writing and printing.

He has been married twice, has 10 children and some grandchildren, and, when not acting the part of a cannibal chief, can be seen visiting Lautoka neatly dressed and carrying a briefcase as a successful businessman. He could make his fortune overseas in show business, but is happier among his own people, doing a very fine job for his native land.

Researcher asks Islanders to . . .

Spot a turtle and help build a new Pacific industry

By Dr. H. ROBERT BUSTARD of the Australian National University.



Have you seen any turtles with metal tags attached to their front flippers or with a small portion cut out of the rear of the upper shell? These turtles were tagged on the Great Barrier Reef of Australia at Heron or adjacent islands of the Capricorn-Bunker Group or at Bundaberg on the Queensland Coast. When the turtles are legally taken, rewards are offered for the return of the tag or in the case of clipped turtles for the return of the carapace.

Scientists at the Australian National University became interested in sea turtles six years ago and started a research programme into their ecology, and conservation requirements. The programme, initiated and carried out at the Research School of Biological Sciences in the A.N.U. is a population study. The work has much relevance to problems involved in operating an efficient turtle fishery and turtle hatcheries. I believe that sea turtles are potentially a very valuable resource if properly managed and could provide big money to the Pacific.

Suicidal methods

Present methods of fishing, which rely heavily on taking female turtles when they are out of the water to lay their eggs, are suicidal. They prevent regeneration of the stocks (if the females are taken before the eggs are laid) and put the "fishing" emphasis on the breeding females. Fishing should take place on the feeding grounds. The green turtle, the most valuable commercial species, feeds mainly on green seaweeds growing in shallow seas. Work in progress will determine the most economic size at which to fish turtles.

One aspect of the work is involved

in the migrations undertaken by turtles in the course of their lives between breeding and feeding grounds. In order to effectively manage the turtle resources of the South Pacific region it is essential to have this information. During the last six years thousands of breeding female turtles have been tagged. This is done by applying a cow ear tag to the trailing edge of the *left* front flipper, as in the diagram. In rare cases where the left flipper is damaged the tag is placed on the right flipper.

Although the recent tags bear the word REWARD and give a return address, the early tags only have a serial number on the upper side and the letters A.N.U. on the lower side. Rewards are payable in respect of both tags and it should be noted that our team are the only people tagging turtles in the South Pacific.

\$4 Reward

A reward of \$A4 is payable if the tag is returned together with the following information: date taken, place taken and, if possible, the size of the carapace or weight of the turtle. Sizes should be measured over the curve of the upper shell in the

mid-line and from the front to the rear of the shell. Tags should be returned by airmail. Postage will be refunded.

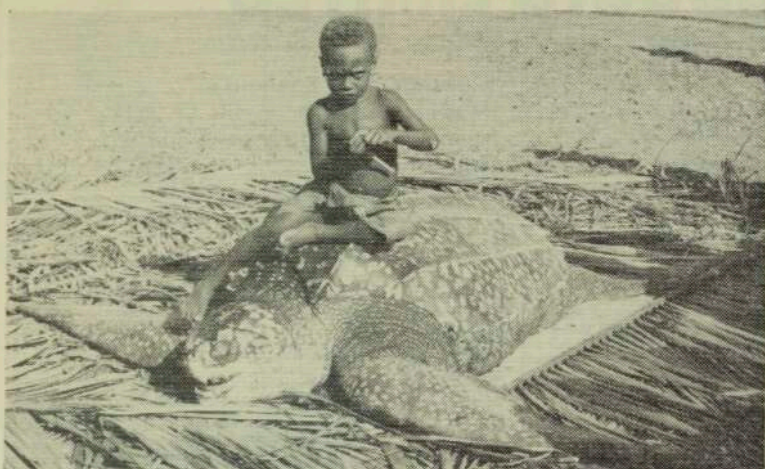
As well as tagging adult female turtles of two species—the green turtle (*Chelonia mydas*) and the loggerhead (*Caretta caretta*)—I ran a hatchery at Heron Island capable of holding 50,000 eggs at one time. This hatchery was operated in three successive years and held eggs of green and loggerhead turtles. The hatchling turtles were marked and liberated within several hours of emergence. Since at birth they weigh only half an ounce and next leave the water in the case of females (males rarely leave the sea) when they weigh between 150-200 lbs, it is not possible to place a physical tag on the hatchling which will remain in place until the turtles attain breeding size.

Shell removed

In order to be able to recognise these hatchlings subsequently a portion of the rear of the upper shell was removed with a specially designed punch. The perimeter of the upper shell has a number of clearly defined shields called marginals. By clipping a different marginal in successive years it is possible at a glance to refer any turtle back to the year it was clipped and so know its age. In the drawing the appearance of the clipped marginal is shown in a four year old green turtle. The cut figured is very distinctive.

In some individuals it may be much less distinct. Arrows point to the three different marginals that were clipped during the study. If turtles

Turtles tagged in thousands



are taken with clipped portions in any one of these three marginals the carapaces should be returned to Dr. H. R. Bustard, Australian National University, P.O. Box 4, Canberra, Australia.

It is only necessary to send the upper shell. This should be forwarded C.O.D. by air freight. If freight has been paid it will be refunded and a reward of four dollars will be paid for every carapace returned. As before, the sender should state the date and location at which the turtle was taken. Where the carapace has an economic value to the finder (as a tourist souvenir, for instance), this sum will also be paid.

It is particularly requested that people possessing such carapaces return them as soon as possible as the data is essential for the turtle research programme which in turn will benefit the peoples of the Pacific Islands.

It should be emphasised that it is not possible to fake the appearance of the cuts and that rewards will not be paid in respect of shells with cuts other than in any of the positions arrowed in the figure. Furthermore, tagged or clipped turtles will be either green turtles or loggerhead turtles. So far we have not marked other species of sea turtles.

Three captures

Although we have seen most of our turtles several times when they returned to nest at Heron Island later in the same summer we have not received notification of many recaptures elsewhere. This is to be

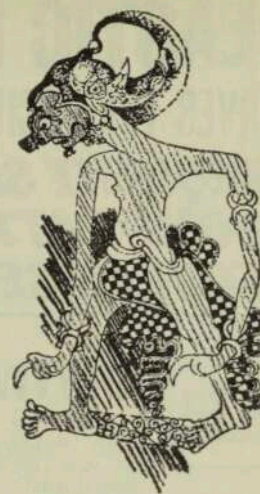
When this turtle was killed by natives at Pilapila, near Rabaul, P-NG, something of a mystery was made of it. A farsighted photographer took a picture of it before it was eaten and noted that it had a large horny beak, no shell, and bony ridges down its back. Experts later identified it as a Luth or leathery turtle—good to eat, but not the type looked for in this article. These turtles are the biggest of their species, weighing up to half a ton, and are found in all oceans. The little boy will get a good feed from this 800 lb gentleman for many months ahead—but there won't be any \$4 reward for him.

expected because much of the Barrier Reef is totally uninhabited. Most of our recaptures have come from the Queensland coast.

However, we now have three international recaptures. Two are of green turtles tagged at Heron Island which were recaptured in south-east Papua and in New Caledonia. The third was a loggerhead turtle tagged at Bundaberg in south-east Queensland which was recaptured in the Trobriand Islands.

We hope that as a result of this article many more recaptures will be reported from the South Pacific. We know that adult turtles make long migrations from our own work and reports elsewhere. For instance the turtles feeding on the Brazilian coast go out to mid-Atlantic to Ascension Island to breed.

Nothing is known about the travels of baby turtles between hatching and maturity. We hope that as a result of this article we will have a number of recaptures from the Pacific in the future.



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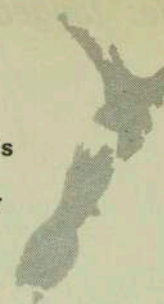
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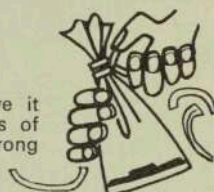
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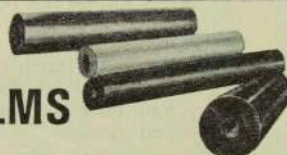
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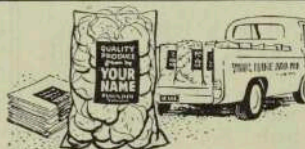
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PP.EP.54

"Dick America is Dead" said *PIM* and in a couple of columns the adventures of an 83-year-old Negro who died at San Cristoval, Solomon Islands, were recounted. Born George Washington Ezekiel Richardson, at Philadelphia, USA, "America" had spent his youth on square-rigged sailing ships around the pearl shell bases of the Torres Straits.

He moved to the Solomons in 1905, beginning as a beche-de-mer fisherman off Malaita, and for the next 44 years traded, supervised plantations and grew his own coconuts in various backwaters of the Solomons. Nicknamed Dick America by Islanders, he married a girl from Malaita and left four children.

Other items from *PIM*, October, 1949, included:

Noumea Council, New Caledonia, agreed to sell the US Government an area of 40 acres, on Semaphore Hill, for about £Stg.4,000. A new US Consulate was to be built on this site (the previous consulate was damaged in a cyclone).

From Canada came the report that Fiji's bananas didn't compare in appearance with bananas from South America. Buyers in Vancouver said many Fiji bananas had arrived in wrong stages of maturity; they urged that only the best fruit be exported, lest bad fruit give Fiji a bad name.

Two Islands trading firms, W. R. Carpenter and Co. Ltd. and Steamships Trading Co. Ltd., reported respective profits for 1948-49 of £80,194 and £50,907. Last year, Carpenters made over \$5 million profit, and Steamies, over \$1 million.

Mr. Bill Murnan, an American yachtsman collecting sealife and taking films for the Bishop Museum, Hawaii, arrived at Honiara, Solomon Islands, in his 30 ft stainless-steel yawl, *South Seas II*.

The French national airlines, Air France, began a fortnightly service between Paris and Noumea, New Caledonia, with Skymaster aircraft. Fare on the Brisbane-Noumea leg was £A28/19/-.

Seven Japanese soldiers were located in a remote village in the Finisterre Ranges of the Eastern Highlands of New Guinea. They had been hiding with the Highlanders for five years and when found, were suffering from malnutrition.

Yesterday

A Chinese, Tai Shek, was sentenced in a Fiji court to death for the murder of Mr. William Thomas Allen, an engineer of the British Phosphate Commission, at Ocean Island, on April 26. In a tragedy which upset the small Ocean Island community, Mr. Allen was found stabbed in his bedroom, and his wife, stabbed to death also in the lounge room of their home.

A party of three men from Bulolo Gold Dredging Company, had left the small government outpost of Angoram, on New Guinea's Sepik River, to explore the upper reaches of the muddy Sepik for gold and timber. It was BGD's second attempt to locate gold in the Sepik area.

The national status of the people of Western Samoa was altered. Previously they were classified as British protected persons, in future they were to be NZ protected persons.

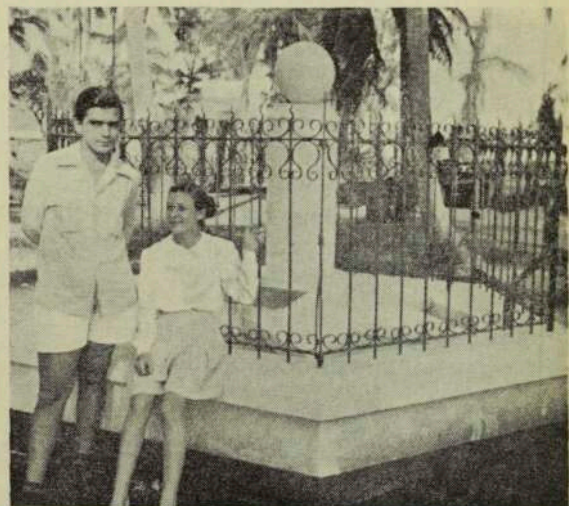
Mr. J. K. McCarthy, formerly District Officer, Madang, New Guinea, arrived at Rabaul, New Britain, to become DO, Rabaul. He replaced DO Mr. C. D. Bates.

Arrangements were being made for a three-monthly air service by Royal New Zealand Air Force Catalina flying-boats to the Tokelaus, a small group of islands near Apia, Western Samoa. The Tokelaus' population was increasing rapidly, particularly on Fakaofu Island, and *PIM* said many people would have to be resettled eventually.

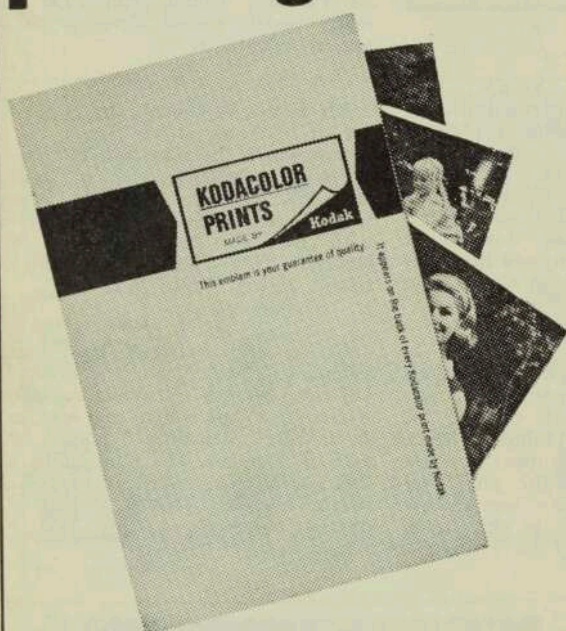
Mr James Michener, the American author of *Tales of the South Pacific* (from which the play and film *South Pacific* originated), was in Sydney with his wife en route to several Islands calls. Mr. Michener served with the US Navy in the New Hebrides, New Caledonia and Norfolk Island during World War II.

On a trip between the Society Islands of Maiao and Moorea, the 107-ton Mervin Brothers schooner *Vaiete* was lost when big seas in a storm threw her onto a jagged coral reef off Moorea. The nine adults and five children aboard managed to reach Haapiti Village, where the district chief gave them food and shelter.

The 68-year-old memorial to Captain Cook's observation of the transit of Venus, at Point Venus, Tahiti, pictured in *PIM* in 1949. Mr. and Mrs. Tony Bambridge, one of the island's oldest families stand nearby. Mr. Bambridge is today a Papeete businessman.



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Book Reviews

A GENUINE EFFORT TO CAPTURE THE ISLANDS

The beauty of the Islands has been captured perhaps like never before with the publication of two books this month.

Sensitively treated, the Pacific Islands are among the most photogenic in the world. Small wonder then that *A World of Islands* offers a galaxy of moving and exciting pictures of Fiji, the Gilbert and Ellice Islands and Tonga, for Peter Carmichael has put his soul into his book of photographs.

Acting as a soothing and informative introduction to his pictures, June Knox-Mawer's text is excellent.

A World Of Islands opens its deluxe pages with Fiji and takes a reader through a journey of photographic delight. As the author states, the Islands are a paradise in danger. Carmichael has tried to capture the astounding beauty of the islands before the modern world takes over completely. His camera dwells fondly on the wicker and straw huts that look so picturesque. The owners would be pleased to move into government built prefabricated concrete houses, but what a sad day for the beauty of the island.

Spirit worship

Events were recorded when the duo were lucky enough to be at the right place at the right moment—and they often were. Featured are an occidental coronation, a *kava* ceremony of welcome, firewalking ceremonies and the ancient rites of spirit worship.

The Fijian *kava* (or *yagona*) ceremony is lushly photographed and there are some hilarious shots of a village fish-catching session in which the women reach into the nets, grab a fish and kill it with their teeth. Carving is a great part of Fijian life and a number of examples are featured including a man who carves

bowls six feet wide from the trunk of a tree.

The Gilberts are treated separately to the Ellice Islands and everyday life there is drawn with skill. The only bare breasts in the book are in the Gilberts section—and as the author points out, it's seldom you can see this sight.

Religious life is strong in the Gilberts; in the Ellice Islands, Carmichael's camera moves into the local houses, where a framed picture of the Queen takes pride of place always. Life is also hard there but the camera shows the people are in harmony with nature and happy.

Tonga is reserved for the last section of the book and offers the sea in all its many aspects on the island. The beautiful women of Tonga are described well by June Knox-Mawer, who now lives on Fiji, as is its im-

New world atlas

A world atlas may be an unusual item to be included with book reviews but we thought this Australian production for use in secondary schools worth a mention.

Special attention is paid to Australia and the South-east Asia region and there are 24 vertical relief maps with colour throughout. One map of particular interest shows Australia's trade with Africa and Asia.

(Published by H. E. C. Robinson. Price \$2.95).

pressive monarch, whose word is law—almost.

A World Of Islands is a beautiful book, especially for those whose misfortune is to have visited the Pacific Islands and then to be separated from them indefinitely. Photographic albums have been presented before—but this one is well worth a special perusal.

New Guinea would seem to lend itself to photography with its wealth of visual beauty and excitement. And American, James L. Anderson, in his first book has captured the essence of that wild country with a series of beautiful photographs which should impress everyone from the hardened New Guinea expatriate to the first-time tourist.

James Anderson aimed to contrast the stone age existence of former cannibals in virtually unexplored jungle areas with the

A lover's look at Fiji

Books, good and bad have arrived regularly about New Guinea in recent years. The same is now happening with another territory, Fiji.

The latest Fiji book to turn up at PIM is *Fiji-Many Flowering Islands*, written by a Canadian lawyer, Mr. C. A. Perkins, who wandered through the colony several years ago.

Mr. Perkins visited many of the lesser known islands in the Fiji group and the result is a charming collection of anecdotes and personal glimpses at the life of the people he so obviously loves.

More than a travel book or a guide to Fiji, it is a racy account

of a keen observer taking an objective look at a people. Local photographer Rob Wright has dozens of his pictures dotted through the book as are many of the author's own pen drawings.

The fascinating history of Fiji is given with great gusto and, with some local myths and legends thrown in for good measure, this book seems just the job for extra-curious tourists who would like to know a little more about the islands they are visiting. Come to that, many local Fijians could find a lot of information in this book.

(FIJI-MANY FLOWERING ISLANDS, Collins, \$4.75).

The Charter of the Land

CUSTOM AND COLONIZATION IN FIJI

Peter France

In this study the author seeks to examine the influence, in a Pacific island group, of the variety of alien notions imported by Europeans on the indigenous society, together with the reverse effect of that society on European notions about it. It is a study in cross-fertilization and it concentrates particularly on the aspect of native culture in which the two races were most frequently involved, the possession and transfer of rights to land.

\$6.75

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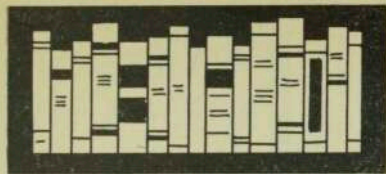
AN INTRODUCTION TO NEW GUINEA PIDGIN

Father F. Mihalic. This booklet consists of an English/Pidgin dictionary section containing both words and phrases, and an explanatory introduction—ideal for use as a quick course in New Guinea Pidgin.

85c

THE JACARANDA PRESS

46 Douglas Street, Milton, Queensland, Australia.



emergence of more civilised natives into the world of the atom. Hence pictures in *New Guinea* of the primeval forest alongside a picture of a painted Highlander driving a souped-up motor bike.

Anderson visited the Biami area where a patrol he was accompanying, captured a number of natives believed to have been involved in recent incidents of cannibalism. Text is written with great insight by long time resident of P-NG, Donald Hogg. He covers all aspects of New Guinea from Australia's involvement to what the future holds for the growing nation.

Burial photos

New Guinea is every bit as good as *A World Of Islands*. Anderson has climbed up trees to picture the remains of a New Guinea burial and held his camera up to men who have seldom if ever seen a white man. The pictures are impressive, especially those of the jungle. Sections dealing with the Australian community, the government and what the future holds, are inevitably a little less exciting. But for those who want to know more about this strange country *New Guinea* is the answer.

Wild music

To make the country even more vivid as you read, Anderson has also produced a stereo long-playing record from tapes he managed to take in New Guinea in between photographs. *This Is New Guinea* by Hibiscus Records is the sound of the people, from missionary influenced natives of the coast to the wild beating of stone-age natives.

Whether or not you can read and listen at the same time *New Guinea* is a fine book and well worth a look.—JSE.

(A WORLD OF ISLANDS; Collins, London. \$12.50.

NEW GUINEA, A. H. and A. W. Reed, \$9.95).

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HOW THE AMERICANS ENTERED THE PACIFIC

In the early 1900's, after American colonists had proved their claim to govern and own their vast continent from east to west, they turned to the lands of the Pacific. In his book, *The United States Enters the Pacific*, Lionel E. Fredman, traces the early history of the United States and links its growth with the expansion of Europe into the Pacific.

In 1783 a group of American merchants proposed to break the stranglehold Britain's East India Company maintained in Asia. Enterprising seamen and merchants sold to

China the sea otter furs of the north-west American coast, sandalwood and beche-de-mer from the Pacific Islands and sealskins from the Australian coast.

The first of many New England vessels in the Islands trade took its cargo from Fiji in 1806, and the promised rewards of the Pacific trade loomed closer as treaties were negotiated with China in 1843 and Japan in 1854.

Two-thirds of the world's whaling fleet at that time sailed under the American flag, and these ships ranged far and wide to all reaches of the Pacific.

Whaling and trade required way-stations or what the owners and seamen called euphemistically refreshment ports. There were a number of islands well suited for safe anchorage, which had agreeable climate and friendly islands girls. Contact also brought missionaries and consuls to control the seamen and collect Customs duties.

Hawaii soon became a busy way-station and in 1898 after a series of upheavals, was annexed.

Meanwhile the new steamship services to Australia and elsewhere increased demands for naval bases and coaling stations. Pago Pago on the Samoan island of Tutuila became a coaling and trading station in 1878, and Germany and Britain also became interested in Islands bases and coaling stations.

In 1889 the three powers agreed upon a tri-partite protectorate and an administration which guaranteed some Islands territories' independence. However, 10 years later the kingship of Samoa was abolished and divided between the US, (Tutuila and the Manua Group) and Germany (Western Samoa). Germany relinquished her claims to Tonga.

Mr. Fredman's book is useful in that it does provide a painless way of absorbing large quantities of history, but more clarification on many points and more details on Islands history would have been interesting.—RLR.

(THE UNITED STATES ENTERS THE PACIFIC, Angus & Robertson. \$2.25).

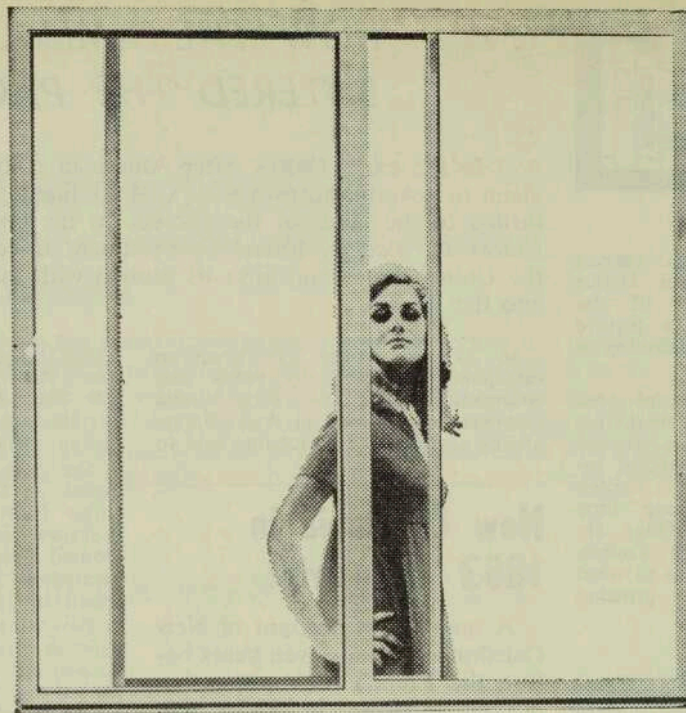
New Caledonia in 1853 manuscript

A manuscript account of New Caledonia written seven years before the French took possession of the territory in 1853 was among the documents bought by the Library of the University of Hawaii at the sale in Paris recently of manuscripts and other valuable Pacific items owned by Father Patrick O'Reilly

More than a third of the 201 items auctioned at the sale were acquired by the four member libraries of the Pacific Manuscripts Bureau. The manuscript account of New Caledonia in 1846 was one of 12 items bought by the University of Hawaii Library. It is a document of 80 pages written by Francois Leconte, commandant of the French naval station in the Pacific and captain of the frigate *Seine*.

The *Seine*, with a crew of 200 men, was wrecked on a reef on the east coast of New Caledonia on July 3, 1846. While awaiting rescue, Leconte took the opportunity to explore the countryside and to interrogate the Marist missionaries who were his hosts. The result was a valuable account of the ceremonies, social life, wars, burials, fishing methods, pottery, etc., of New Caledonia at that time.

Although Leconte's manuscript was published in Brest in 1851 in the author's *Memoires pittoresques d'un officier de marine*, copies of that book are now exceedingly scarce as a large stock of them was destroyed by fire. No copies are known to exist in Australia.



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FACINATING STORIES OF THE PACIFIC

"New Caledonia is so called after an old name for Scotland, but it is a French island and convicts were once sent there to work the nickel mines. Later they were liberated from them, but could not leave the island. They settled down there and some married white women and some married Kanaka women. The Kanakas are a fine class of native with a beautiful bronze skin; the men are tall and powerful and wonderful swimmers. . . .

"The old Frenchman who acted as doctor, dentist and other things, had been sent there for murder. While we were there I had to have a back tooth removed and I went to this old man who sat me in an ordinary chair. His 'anaesthetist' was a big Kanaka who put his arms around both me and the chair, and as I couldn't move, the tooth had to come out. He gave me a glass of milky stuff which proved to be cognac, so I soon forgot all about the tooth. . . .

"He probed an abscess in the ear for me as well.

Donkey engine!

"Japanese were at this time (about 1915) employed in the nickel mines; the ore was loaded into barges and Kanakas brought the barges alongside the ship and filled baskets which were hoisted on board by our donkey engine. The sand ballast had been discharged, some at sea, the rest in the deep part of the harbour."

Intriguing? Many seadogs and historians will find these memories so, should they get hold of the latest *Annual Dog Watch*, a varied collection of pieces about ships and the sea published by the Shiplovers' Society of Victoria.

As usual, the modest booklet is packed with reminiscences from all sorts of people about all sorts of ships and characters. Included is an excellent photo of the missionary vessel, *John Williams III* (formerly the *Samoa*), which in 1895 was replaced by another *Williams* vessel and sold to an Australian buyer who renamed her *Kashgar*.

For New Guineaites there is this account by Commander H. A. Willian, of the troopship *Berrima*, of the Australian takeover of Rabaul from the Germans in 1914.

"We landed at Kaba Kaul on September 11, captured the wireless station at Bitu Paka, and then 300



ratings and a handful of officers were sent to Herbertshoe to establish a garrison there. Herbertshoe, now Kokopo, is about 16 miles from Rabaul.

"At this time, back in Australia, there had been a general appeal for 'Christmas Cheer' for the force in New Guinea, and the response was splendid. This Christmas cheer and our own private parcels came up on a ship which arrived on December 20.

"The private parcels were sorted out there and the public gifts were divided up in proportion between Herbertshoe and Rabaul. I was detailed, with one petty officer and six ratings, to take the motor boat *Sydney* to Rabaul and bring the gifts back to Herbertshoe. I found my box of camera gear and put it in the first boatload. All our private parcels were put in the gunroom for safety and the four midshipmen agreed not to open any parcels until Christmas morning."—KMcG.

(THE ANNUAL DOG WATCH 1969. Shiplovers' Society of Victoria. 80c.)

ON THE BARRIER REEF

One of the prettiest towns on Australia's east coast is the northern Queensland town of Cairns, which in earlier years was on Islands-bound shipping runs to Thursday Island and Port Moresby.

Today Cairns has fewer Islands connections (although it boasts a big Burns Philp motel). But, it's the northern centre for huge travel and tourism activities around Queensland's Barrier Reef.

Cairns has much to offer for holidaymakers, with many islands, bays, drives and beautiful beaches to the near north and for those who haven't made Cairns, or are thinking of a stop there, *What To See Round Cairns*, is an ideal guidebook.

The 120-page booklet is jammed with facts, figures, maps, drawings and pictures of Cairns and at \$2.50 it's keenly priced.

It isn't hard to see the booklet becoming a must with several others which have come out.—KMcG.

(WHAT TO SEE ROUND CAIRNS. Angus and Robertson. \$2.50.)

Problems of New Guinea—political and pastoral

Written in honour of Australian historian and geographer, Sir Grenfell Price, by his students and colleagues, *Settlement and Encounter* is a collection of geographical studies, including one on vegetation changes in Fiji, and two on New Guinea.

Written by G. Ross Cochrane, *Problems of Vegetation Change in Western Viti Levu, Fiji*, takes a look at population density and links it with the areas of cultivation. It also takes a look at the Fijian economy, over 80 per cent. of land is Fijian-owned, and the typography of the island.

Some Non-nutritive Functions of Food in New Guinea, by David Lea examines the diet problems of New Guinea as they reflect the "cumulative weight of tradition, beliefs, taboos and prejudices" of the people.

Food payment

The author suggests that as food is an integral part of payments, distributions and exchanges in New Guinea, a surplus of food is essential for the proper functioning of the society. The occasional surpluses which result in a village feast, are not good enough—what is needed is a permanent surplus, he says.

Problems connected with waste, storage, methods of distribution of food, nutritional stresses and times and areas of food shortage, he claims, are just as important as studies of food production itself.

In *Australia in New Guinea: None So Blind*, Diana Howlett examines Australian policy in New Guinea and finds it wanting. She concludes by saying this: "... Australia has followed largely without question the precedent of other colonial powers; and in fact has duplicated in a span of a few decades the characteristic features of colonialism which evolved during more than three centuries.

"New Guinea it seems will have to bear the consequences in its modernisation efforts in much the same way as have other colonies."—JSE.

(SETTLEMENT AND ENCOUNTER, Oxford University Press).

Personal choice:

LATEST HORROR PAPERBACKS

Science-fiction writers such as Brian Aldiss and Ray Bradbury have been topping best-seller lists with a brand of thriller writing which combines horror with science for some years. All the more exciting then to review a horror book in the old-fashioned sense of the word by American Gerald Kersh.

Nightshade And Damnations is certainly "horrible" and all the more so because mixed in with the thrills are shades of reality which might have really happened. For instance one of many short stories in the volume is *The Brighton Monster*, an incredible account of a green slimy thing like a man which emerged dripping from the sea off the Sussex coast of England and then months later ran back screaming.

A wild tale in the best horror-style, but the answer is reasonable even if unproven, *The Queen Of Pig Island* is a beautiful story of a trio of circus freaks lost on a deserted island and could have been written as a newspaper account so vivid is the idea. *Whatever Happened To Corporal Cuckoo* is a story which will make you wake up in the middle of the night screaming for the light to be turned on. It concerns a man who wakes up on the battlefield in 1537 with half his head cut off by a sword blow. But it mends . . . and mends . . . and mends.

Kersh, originally born in England, has a notable heritage of horror-style writers to draw from. But his style is a unique one. By writing in a factual Hemingway-style he gives one a vital horror feeling, that it actually could happen. (Coronet 80 cents Aust.).

"BELOW the jutting chin, the gaping wound showed wet and ugly. A bedraggled crow squatted on the dead man's chest, talons hooked into the skin and dipped daintily into the exposed carrion of the throat...." Lovely juicy, horror material. But *Evil Intent* by John Wainwright deals more in black magic than old-fashioned horror.

Take the hoary old black magic cult complete with black mass and fertility ritual, give it a modern twist and you end up with a novel

about witch hunting which makes easy reading. When it comes to mystery there's nothing like good, healthy witch-hunting round the English countryside in the 20th century—and the finish is not what you would expect either. (Fontana 60 cents).

THIS review of paperbacks seems to have more than its quota of horror and mystery. Old reliables, Edgar Wallace and Leslie Charteris both offer fine fare with *The Yellow Snake* and *The Saint In Miami*. Edgar Wallace features hero Clifford Lynne hunting down a nasty oriental called Fing-Su, dreaded member of the Joyful Hands.

Under Fing Su's satanic leadership the Hands plan to take over China and then the world. But Mr. Lynne is more than enough match to scotch his chances. *The Saint* will need no introduction to Simon Templar fans; in this edition he gets caught up in the bright Florida sun with a gang of toughs crazy enough to have come from *Alice In Wonderland*. *The Yellow Snake* (Hodder 60 cents), *The Saint* (Hodder 60 cents).

A COMPLETE change of pace features a look at 26 of the best war stories of all time, introduced by war veteran himself, Ernest Hemingway. *Men At War* offers accounts of action in the front line by Faulkner, Lawrence, Churchill, Tolstoy, Kipling and Forester to name but a few. A must for all amateur war historians (Fontana 90 cents).

SUSANNE HART'S book *The Tame And The Wild* tells of the adventures of a woman vet in Africa, or how a lady treats a giant bull for warts. An entertaining book both for those interested in medicine or just the wonders of Africa. (Fontana 80 cents).—JOHN ECCLES.

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Fiji
Motibhai & Co. Ltd.,
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New Caledonia
Agence Automobile S.A.,
P.O. Box 842, NOUMEA.

New Guinea
H.C. Motors,
P.O. Box 431, LAE.

Andersons (Pacific)
Trading Co. Pty. Ltd.,
P.O. Box 223, RABAU.

New Hebrides
Societe Bourgeois & Cie.,
P.O. Box 28, PORT VILA.

New Zealand
Torino Motors Ltd.,
P.O. Box 6240, AUCKLAND.

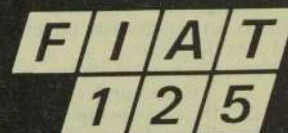
Norfolk Island
Red Rental Ltd.,
P.O. Box 147, NORFOLK ISLAND.

Papua
John Buchan Motors Pty. Ltd.
P.O. Box 102, PORT MORESBY.

Solomon Islands
Chan Wing Motors Ltd.,
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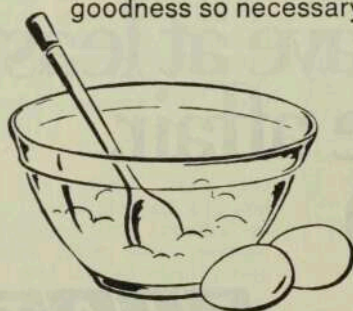
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FIJI FASHIONS FOR SYDNEY

Young Suva designer Cherie Whiteside will bring the colour and gaiety of Fijian fabrics to Sydney during October when she exhibits her designs at an international trade fair. Cherie also took these photographs. Modeling her clothes is niece Andra. Top left, Andra relaxing in wide white pants, slit at the ankles, with an all-over Polynesian print in black and brown. The neat belted top is black, as is the lining of the slacks. Top right Andra poses sexily in two rectangular pieces of material joined only from below the arms to thigh level, making this a loosely draped long dress for evening wear. Its' been dubbed a *tobana*, Fijian word for wings. Scarlet cotton, printed with black and white and lined with black. Left Andra reclines gracefully at the bar of the Fijian Hotel dressed to kill in lime green patio culottes, banded with a border design in mustard and navy blue.—SUE WENDT.



Recent graduate from the School for Dental Nurses, Wellington, NZ, was Nurse Maara Hosking, of Rarotonga, Cook Islands. Photograph above was taken when she received her certificate and medallion. At right, an attractive bevy of Fijian women swimmers made this picture at the South Pacific Games in Port Moresby. From left to right they are L. Probert, O. Pickering, S. Murphy and L. Emberson.
—Photo: Chin H. Meen.



Three hopeful entrants in the Hibiscus Festival's Baby Show await the judges' decision at the New Town Hall in Suva. The show, a popular event in the festival, drew a field of more than 100 babies, aged between a month and three years.

Mr. Claude Griffiths, 78, the only surviving son of the founder of "The Fiji Times", placed a wreath on his father's grave at the Suva Cemetery on September 5, the day after the newspaper celebrated its centenary. With Mr. Griffiths are a great-great-grandson of the newspaper's founder, Mr. Stephen Marshall, of Sydney, and Mr. R. W. Robson, managing director of Pacific Publications Pty. Ltd., owners of the daily. Mr. Griffiths, who lives in New Zealand, was making his first trip to Fiji in 50 years, and was "astonished" at the changes.—Photo: Bal Ram.



Sir Guy Powles, 12 years High Commissioner in Western Samoa, and Lady Powles, seen below signing the register at the NZ Military Cemetery in Bourail, New Caledonia. The couple recently have been making a tour through the Islands, which has taken them to Fiji, Tonga, New Caledonia and Western Samoa. They renewed many old friendships. In Noumea they were guests of the local representative of the 3 NZ Division, Alan Mackay, at a reception.



There's nothing puny about the cabbages they grow out around Labasa, Vanua Levu, in Fiji. Shamima Bi, right, needed both hands and arms to support this monster, 17 lb in weight and 32 inches wide. The vegetable was exhibited by the Balebasoga Public School at a recent Junior Farmers club show at Labasa.





MISS HIBISCUS, 1969



These shapely girls are the winners of the 1969 Fiji "Miss Hibiscus" contest. Despite continuous rain at the festival, which raised over \$16,000, they have reason to be happy; above, in the centre, Miss Hibiscus herself, 18-year-old Laurie Crowe; left, Helen Bentley in second place, and third, on the right, is Virginia Rounds. Cheerful Lusiana Vakarewa, 21, below, left, won herself the Miss Charity Queen title by raising \$1,003. The 19 contestants for the title raised a total of \$3,824. — Photos: Stan Ritova.

People

● Chief Daniel Tioko Bea, one of the oldest people in the Western District of the Solomon Islands celebrated his 97th birthday in August. Chief Bea, of Dundee Village, Roviana, was one of the first Methodist teachers in the Baniata area of Rendova Island at a time when many of the islanders were pagans. He has 10 children and 43 grand children, and is still active enough to work in his garden.

● Messrs. Philip Dignam, James Whistler and Clive Wilson have been elected members of Lord Howe Island's Committee, a non-decision making body which makes recommendations to the island's board. Howe is allowed four members on the committee, but only three valid nominations were submitted.

Clive Wilson, also Lord Howe Island's hapless boatowner and bicycle operator, recently became the father of a second boy, Campbell Bryant. The baby was born at the island's Gower Wilson Memorial Hospital and he is a brother for young Craig and Melanie. Clive lost his new \$30,000 tourist boat on its delivery voyage from Sydney to Howe in late June.

● Father George Kester, longest resident RC priest in Rarotonga, celebrated his 25th year in the priesthood at Titikaveka on July 25. Born in Holland on August 7, 1907, he arrived in the Cook Islands in June, 1947. He almost died of typhoid the following November when he was stationed in Manihiki.

● Moorean archaeologist, Mrs. Marimari Ottino, found an ancient adze similar to those of Polynesia while digging on the island of Madagascar with her French husband recently. Her husband has been doing field work for his Ph.D. degree on Madagascar and the adze is believed to be the first of its kind to be found on the island, although scientists have long been familiar with other similarities between the cultures of Polynesia and Madagascar.

● Archdeacon of Suva, the Venerable Jabez L. Bryce has been appointed Archdeacon in Polynesia and Vicar of the Parochial District of

Viti Levu West. As Archdeacon in Polynesia he will have the oversight of Anglican work in Fiji outside the Suva area, and in Samoa, Tonga, Gilbert and Ellice Is., Nauru and Ocean Is., Rarotonga, Niue and French Polynesia. As Vicar of the Parochial District of Viti Levu West, he will have the Cure of work in the Western Division with headquarters in Lautoka.

● Sydney journalist, Ian Todd has been made Pago Pago representative of the *Samoa Times*, Apia. Formerly a *Daily Telegraph*, Sydney, journalist, Mr. Todd has a two year contract. A former BBC sub-editor and crime reporter in Canada, he will take up his duties on October 1.

● Doctor Jim C. Hitchcock of the division of infectious and tropical diseases, University of California, Los Angeles, has just completed a two month survey of filariasis on Tonga's northernmost islands of Niuaotupapu and Tafahi. The entire population of 1,400 were given clinical and blood tests village by village.

● Dr. J. J. Saave, who has been in charge of the malaria section of the Department of Public Health in P-NG for the past eight years, is to assume other functions within the department where his wide knowledge of each district and the health problems of the territory including malaria, will be utilised. He has commenced compiling an epidemiological report on the changes in disease patterns which have occurred over the past decade. He will also report on the general development of health services over this period.

● An unusual award was announced on September 1 by the Australian Institute of Agricultural Science—it has given a fellowship to a man who died recently. The posthumous award has been made to Mr. Frank C. Henderson, who at the time of his death on July 21, at the age of 58, was Assistant Administrator, Economic Affairs, in P-NG, in recognition of his services to scientific agriculture in New Guinea and his work in the economic development of the country.

● Mr. Akila Inivigo is to be sent by P-NG's Department of Lands, Survey and Mines, to advise Solomon Islanders on alluvial gold-mining techniques. Mr. Inivigo has already supervised an alluvial gold-mining project in the West Sepik District of P-NG, which provided a new cash



There are almost as many cars on Norfolk Island as there are people; out of a total of 1,300 people, the 1,000th registration of a car took place recently. Mr. Alan Buffett took the honour of ownership and the picture shows him fixing the 1,000th plate in place. Wykeham Perry took it for us

income for people of that area. He hopes to be of the same use to the people of the BSIP.

● The University of Otago, NZ, has accepted a thesis by the Regional Health Officer for the New Guinea mainland, Dr. L. A. Malcolm, for a doctorate of medicine. Dr. Malcolm is the 11th person to obtain a doctorate from the study of medical conditions in the territory and the eighth officer of the Department of Public Health to do so. He carried out research on the growth and development of children in the Bundi area of the Madang District over a period of two years. He is also currently doing research in the growth and development of children in a number of New Guinea societies.

● Bougainville Copper Pty. Ltd. has recently made five senior staff appointments. They are Messrs. R. W. Ballmer, director of operations and general manager; D. C. Vernon, assistant general manager; R. P. Ehrlich, project manager, North America; P. W. Quodling, administration manager, and J. R. Trezise, concentration manager. Mr. F. F. Espie remains managing director.

● The first New Guinea Womens' Association (Melbourne) Memorial Prize has been awarded to Miss Milika Tom of the Milne Bay District of New Guinea, who obtained top school certificate examination results in home economics. Miss Tom is training to be a welfare officer.

FOR SALE

Due to the acquisition of a new service craft, Torres Industries Pty. Ltd. of Thursday Island have available for sale one of their present craft, i.e. "CAPTAIN BANKS" or "GANNET", with prompt delivery "as is" at Thursday Island. Apart from their role as pilot launches, either vessel is readily adaptable for conversion to a work boat, survey craft, fishing unit or pleasure purposes.

Brief particulars of these excellently maintained units are:

	"GANNET"	"CAPTAIN BANKS"
BUILT	1964	1951
LENGTH	39'0	42'6
BEAM	11'3	11'6
DRAFT	5'6	5'6
HULL	Pine	Wooden Coppered
ENGINE	5 Lw. Gardiner	6 Lw. Gardiner
AVERAGE SPEED	8 knots	9 knots
SLEEPING BERTHS	4	4
SURVEY CERTIFICATES	16/7/70	17/1/70
PRICE IDEAS	\$A22,000	\$A18,000

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"GANNET"



"CAPTAIN BANKS"

Pacific Shipping

Columbus Line spearheads German drive in the Pacific

To celebrate its centenary next year, Hamburg Sud, the diversified German shipper and food processor, is fast building up its shipping services and general influence in the Islands.

The company's subsidiary, Columbus Line, is spearheading its Islands expansion by winning a big chunk of the \$15 million trade between New Guinea and West Germany and taking on more and more Islands-trained seamen from the Central Pacific.

Last month's news (*PIM*, Sept., p. 114) of a direct six-weekly service from Europe to New Guinea and New Caledonia is now followed by an announcement that a third ship will be added to the Columbus' year-old NZ to Melanesia run by December and that a non-profit making company has been formed in Germany to encourage other German shippers to employ Islands-trained seamen.

Columbus has undertaken to employ Islanders trained at the *Teraka* Training School, at Tarawa, capital of the Gilbert and Ellice Islands. So far, about 110 Islanders have secured jobs on six of Hamburg Sud's 92 ships.

Since forming the company, Columbus in Sydney told *PIM*, inquiries had been received from six German shippers interested in employing Tarawa-trained seamen. Several of these companies indicated they would loan personnel to help train Islanders at Tarawa.

For the company's Europe-Melanesia run, Columbus said the chartered 1,600-ton *Hinrich Witt* would leave Hamburg on October 5, and call at Rotterdam, London, Dunkirk, Le Havre, Panama, Noumea (Nov. 14), Port Moresby (Nov. 20), Lae (24), Madang (27), Rabaul (29) and return via Panama. A second ship, *Jupiter*, leaves Hamburg on November 7.

Exports from NG to West Germany are running at about \$10 million yearly and imports to the territory at about \$5.5 million.

Columbus hopes are this trade will continue to accelerate at the same rate as recent years. NG imports

such as cars, manufactured goods and mining equipment for the Bougainville copper project haven't been forgotten by Columbus, and as its parent company is a major buyer of cocoa and other foods, chances of exporting NG coffee, tea and passionfruit to Germany are also possibilities.

A call at Kieta, Bougainville, for the *Hinrich Witt* is probable at a later date when the six-weekly service becomes monthly.

Hamburg Sud is unlisted on German Stock Exchanges as it is wholly owned by Mr. Rudolf A. Oetker, of Bierlefeldt, West Germany. Founded in 1871 to begin a shipping route from Europe to Brazil and Argentina, the group built up big fleets of ships, which were decimated in both World Wars.

The company re-entered shipping in 1951 when it obtained its first ship. Today there are 92 ships with a deadweight tonnage of 841,500. Annual income is between \$400 million and \$500 million and 18,000 people are employed.

Proving a success since going into service in May for Steamships Trading Company Ltd. is the 137-ton passenger-cargo vessel "*Simon Ruiero*", which trades out of Port Moresby around the Papua coast. Built at Steamies' Moresby shipyard, the all-steel vessel has a built-in freezer hold, a permit to carry 32 deck passengers and a four-berth passenger cabin. Her length is 71 ft and her average speed, 8.9 knots.

In The News This Month

Aloha	Mamamouchi
Annette M	Metung
Apogee	Mink
Astrocyte	Moana Roa
Beleena	Myonie
Black Rose	Naomi
Blanche	Nexus
Bluebird of Thorne	Niuvakai
Bona Dea	Ohra
Celesta	OT79N
Ereva	Pacific Chieftain
Estrelita	Raireva
Free Flight	Ran Annim
Har Gilead	Regina Maris
Hihifo	Samarai
Hinrich Witt	She
Invictus	Shearwater
Iota	Simon Ruiero
Janus Lee	Solveig III
Keton Altair	Sonoma
Kia-How-Ya	Svanen
Kon Tiki	Teraka
Kuala Lumpur	Towai
Lady Lafa	Waimate
Lauro	Waitere
Lulawai	Yutaka Muru No. 12
Magic Isle	

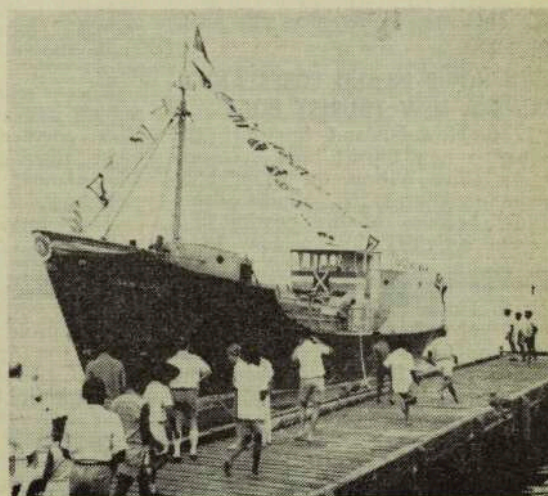
Columbus entered the South Pacific for the first time in 1959 after the Argentina-US East Coast meat trade collapsed when a foot and mouth epidemic struck Argentina.

The US wanted meat and Columbus immediately set up an Australasia-US run, carrying Australian and NZ meat northwards. Four years later two separate services by Columbus were plying this route.

German political influence in the Islands has long gone—her commercial links are still very much alive through companies such as Hamburg Sud.

STRANDED SEAMEN ON PUKAPUKA

Pukapuka, perhaps the most isolated of the Northern Cook Islands, made news in early September when the 127 ft cargo and passenger vessel, *Magic Isle*, went



aground on a reef off the island.

Magic Isle's five-man crew escaped to the island and afterwards she slipped off the reef and sunk in deep water.

Magic Isle, formerly an American tourist carrier, was bought recently by an American Samoan businessman, Mr. Pila Patu, for a reported \$US150,000. She could carry 99 tons of cargo or over 300 passengers. Mr. Patu had planned to base her out of Pago Pago, Samoa, and operate passenger and cargo trips among various Islands territories. One round-trip to Hawaii a year with a cargo of Islands artefacts was also scheduled.

When *Magic Isle* grounded on September 1 she was on her delivery voyage from Los Angeles, California, via Hawaii to Pago Pago, where she was to be re-christened *Lady Lata* before local officials. Her loss at seldom-visited Pukapuka posed big problems of picking up the stranded seamen.

Pukapuka, a small atoll with a population of 500-odd Islanders, 380 miles northeast of Pago Pago and 720 miles northwest of Rarotonga, is way off normal sea routes and is visited by government vessels out of the Cooks' capital of Rarotonga about once a year.

A government vessel was not due until November and officials at Pago Pago at first tried to get the Matson freighter *Sonoma* to divert and pick up the men but this idea was abandoned when *Sonoma's* captain said the pickup would mean a 20-hour delay for his ship and would cost about \$US6,000.

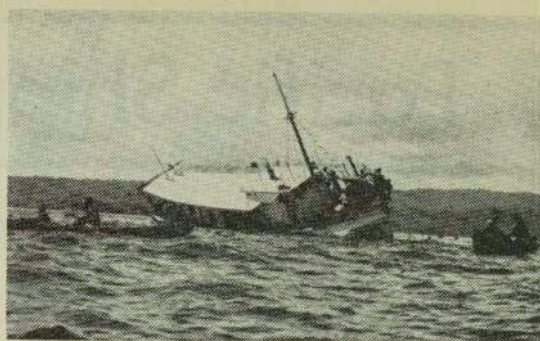
Then, the 47 ft ketch *Naomi* (at \$US50 a day) set out from Samoa to pick up the seamen. The ketch is owned by New Zealander Darcy Gilberd, who is working in Samoa's neglected Manua Islands group drilling water wells. The round trip to Pukapuka was expected to take about six days.

LORD HOWE ISLAND LOSES AND GAINS A NEW TOURIST BOAT

Lord Howe Island has lost and gained a new tourist boat in recent weeks. Clive Wilson, the island businessman known to almost every visitor because of his boating and bicycle activities, lost a new 36 ft aluminium boat, designated OT79N, while on its delivery trip from Sydney to Howe.

OT79N suffered serious engine and flooding faults off Newcastle. A Qantas plane located the boat and the China Navigation liner *Kuala Lumpur* picked up the two passengers, Lance Wilson (Clive's brother) and George Bowtell (a Sydney publican). The boat, which

The grounding of the Chinese-owned trader "Lauro" on Vatore Reef, Vella Lavella, Western Solomons, recently (PIM, Sept., p. 115), attracted this photo, submitted by B. M. Healy, of Gizo. Mr. Healy tells us the ship was grounded for nine days but most of her 30 tons of copra was saved. In September "Lauro" was at Gizo, extensively damaged.



cost \$30,000 was abandoned as it was not practical to take her aboard the *Lumpur* or tow her back to Sydney. It was insured.

Clive had hoped to replace another of his vessels, the *Pacific Chieftain*, which was wrecked off Howe, with the OT79N, for fishing and sight-seeing expeditions around the island. OT79N had been built by De Havilland Marine of Sydney and had passed Marine Services Board requirements.

Another tourist boat, the 37 ft *Lulawai*, was launched successfully several weeks later on the island.

Designed for carrying groups of tourists around Howe's four-mile lagoon and around the island itself, it was built for Leanda Lei guest-house owner, Mr. Roy Wilson (a relative of Clive Wilson) by Bill and Tom Fisher, Jim Fitzgerald, Kevin Wyborne and Don Payten, with added help from locals.

LACK OF SUPPORT HALTS USS SERVICE TO THE ISLANDS

The Union Steam Ship Co's Australia-Pacific Islands service has ended abruptly, although not altogether unexpectedly. Officially, the *Waimate* has been withdrawn, but the company has announced it would consider re-entering the trade should there be sufficient business.

The scheduled mid-September sailing was abandoned. Lack of support, coupled with the almost complete absence of return cargo from the islands, led to the decision to withdraw.

The service was not entirely satisfactory to shippers because it was rarely possible to give firm sailing dates, a month or two in advance, from Australian ports.

To protect bookings previously made for Apia and Nukualofa, the USS Co. made arrangements with Burns Philp to allocate space in the *Niuvakai*, which left Sydney early in September. BP's is agents for the *Niuvakai*, which is owned by the Tongan Copra Board.

The withdrawal of the service, however, will not mean that the *Niuvakai* will suddenly be guaranteed a full load each time she leaves Sydney, for she has already reached that desirable state.

Fiji importers will have to make some readjustments with the withdrawal of the USS Co. service, and because of the strong likelihood of the *Niuvakai* excluding Fiji from outward trips from Sydney, except for two calls a year at Vatia Point to unload explosives for the Vatu-koula goldmines.

She will still call at Labasa on trips from Tonga to Sydney to pick up timber for Melbourne.

WEST IRIAN'S SHIPPING FLEET TO BE ENLARGED

The United Nations has begun the heart-breaking job of trying to restore West Irian's coastal shipping fleet frittered away by the Indonesians since 1963.

When the Dutch left Irian in 1962, there were 76 coastal ships. In 1967, when 26 experts from the Fund of the United Nations for the Development of West Irian toured the province, there were only 37 ships left in the water, and many others should have been beached.

Executive Secretary of FUNDWI, Mr. Thomas F. Power Jr., passing through Port Moresby in September, said there were now 47 in the water, including four private boats chartered by the Indonesian Government for one year beginning last August.

FUNDWI, using Dutch dollars, has ordered eight new ships for delivery from November to March. Two of the ships under charter, (about 1,800 tons) are plying Jakarta-Djayapura monthly, and two are trying to keep open the supply lifelines between Merauke, Sorong and Biak.

Mr. Power says there'll be no marked improvement in West Irian shipping at least until June, 1970. In addition, many of the Dutch wharves, piers, beacons and other navigational aids have to be restored or improved.

MORE SHIPPING POSES PORT PROBLEMS IN TRUST TERRITORY

Big increases in shipping cargo tonnages in the US Trust Territory have emphasised the inadequate port and warehouse facilities in the area. The result has too often been expensive vessel delays with big cargo exposures and damages.

MILI, the US shipper which began a 10-year contract to service the territory from the US West Coast and Japan as well as operating inter-island services from September 2 last year, reports that 110,000 revenue tons of cargo were carried, an increase of 35 per cent. over the previous year's total.

The increased volume, the company admits, produced "more problems than profits".

Short-term improvement in facilities at territory ports has since been made, it says, but "permanent improvements" are needed. Inadequate port facilities could place a stranglehold on the territory's economic development.

MILI said 23 round-trip voyages had been made and six more were in progress. Two extra ships, the 6,415-ton *Har Gilead* and the *Ran Annim*, had been chartered to maintain services from the Far East and Guam.

Introduction of direct service from the US West Coast had changed buying habits so drastically that shipping requirements had to be "carefully revalued". "Valuable lessons" had been learned in scheduling and space requirements.

Despite failure to get US Government aid for a scheme to train Micronesian deck and engine hands, MILI was proceeding with a smaller, company-orientated program. Captain C. A. Trueman had been hired as training officer to upgrade standards of skills aboard the three MILI ships as part of a long-range plan of certification and licensing which will produce competent local crews for all six MILI ships.

SHIPPING BRIEFS

● The RAN patrol boat *HMAS SAMARAI* in early September picked up 21 survivors of a wrecked Japanese fishing vessel, *Yutaka Muru No. 12*, which went aground on a reef off Rossel Island, Louisiades, Papua. The fishermen jumped from their wrecked craft into a liferaft then transferred to a workboat from a trader standing out to sea. The workboat took the men to the open sea outside the reef where they transferred to the *SAMARAI*.

● New Guinea's Bogia Wharf, in the Madang District (mentioned in *PIM*, Aug., p. 109), will cost

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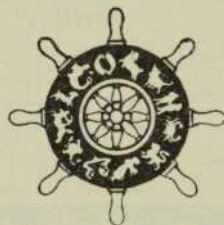
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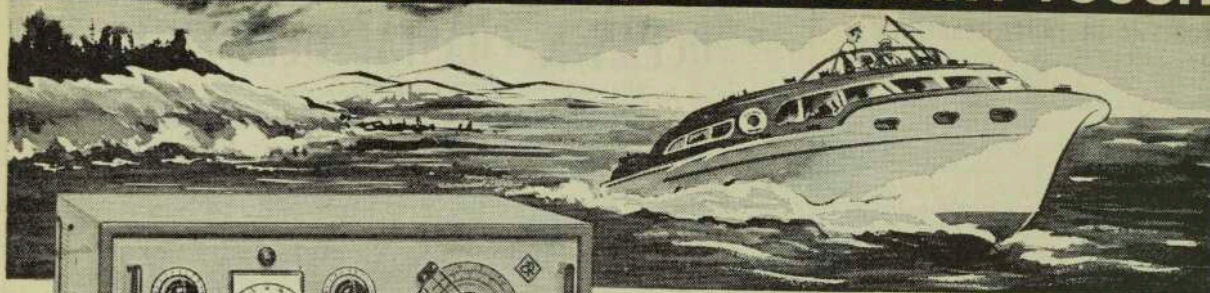
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\$50,000 and be built by June next year, "subject to budget approval", Mr. L. W. Johnson, the Assistant Administrator (Services), said recently. He also said design of an overseas wharf for Wewak was complete, and it was hoped work would start before 1970. No tender has yet been let for Wewak.

• The NZ Government owned passenger and cargo vessel *Moana Roa*, which makes regular monthly trips out of Auckland to the Cook Islands, lost \$NZ229,101 in 1968-69—over \$50,000 more than the previous year. The average number of passengers carried dropped, as did cargoes carried from the Cooks to NZ. Cargoes from NZ to the Cooks were the highest for the past four years.

• *Towai*, a New Zealand 567-ton coastal vessel, has been sold by her owners, Anchor Shipping and Foundry Company, to a New Guinea-based company and was to leave Wellington for NG in September to start a 30-day shipping service from NG to other Islands territories.

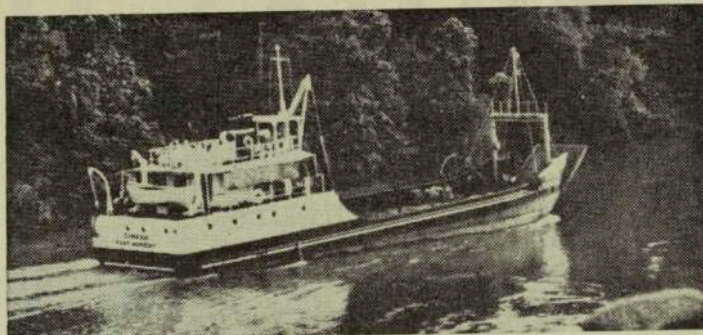
• *Beleena*, a 65 ft motor vessel was due at Rarotonga, Cook Islands, in late August from Niue to begin a mineral survey of Rarotonga, Aitutaki, Manuae, Mitiaro, Mauke and Nassau, to be carried out by an Australian-registered company, Avian Mining Pty. Co. Ltd., which has recently been granted permission by the Cook Islands Cabinet to search for minerals.

• Japanese tuna long-line ships will continue to fish within the three to 12-mile zone off the coast of Papua-New Guinea, except in "certain specified areas off south Papua", until November, 1972. This is one of the conditions under the Australia-Japan fisheries agreement, which came into effect in late August.

• Fiji's Fisheries Division is attaching yellow plastic streamers to kalia fish in an effort to trace their movements and develop greater knowledge of possibly productive fishing grounds. A number of kalia caught by the division have been tagged with a special plastic marker supplied by the CSIRO in Australia.

The tag is a small arrowhead inserted in a muscle of the fish and yellow plastic streamer which is visible externally. Fishermen are asked to help in the research work by returning any tags on fish caught to the Fisheries Department, Suva, or the nearest office of the Department of Agriculture, stating where and when the fish was caught.

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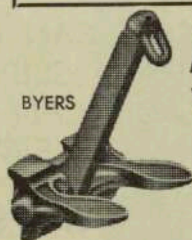
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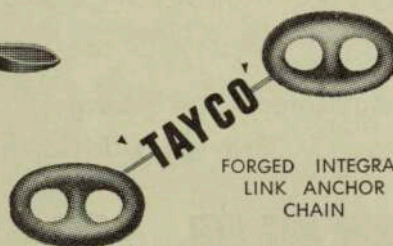
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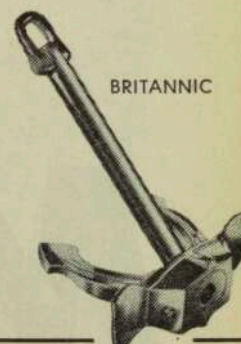
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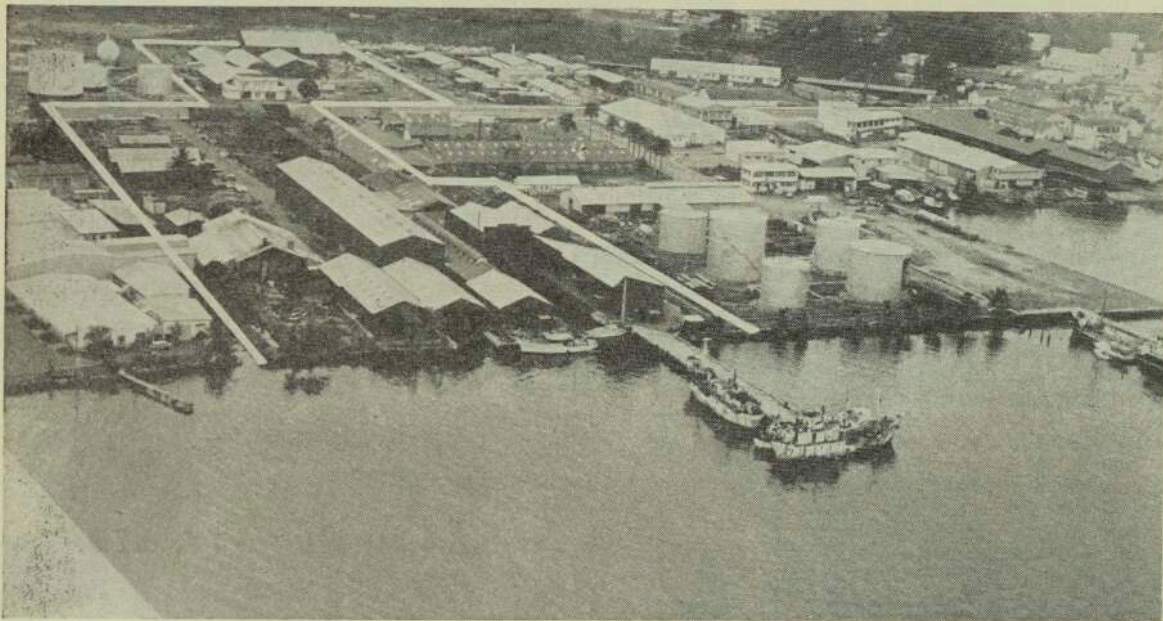
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• **ALOHA**, Ted and Averil Gotcher's 35 ft ketch, left Port Moresby recently for Fiji, via Thursday Island and Cairns, Queensland. The Gotchers hope to stay in Fiji two years.

• **BLUEBIRD OF THORNE**, 50 ft ketch, with owner, Lord Robin Riverdale of Sheffield, England, and crew Mike Hart, 20, John Hope and Brian Leech, left Nukualofa on September 6 for New Zealand, via Fiji, after a three-day stay in Tonga. The wishbone rigged steel boat was for several weeks hove to at PaoPao Bay, Moorea, French Polynesia, in June and July.

• **ASTROCYTE**, with Ruth Gould, **BLACK ROSE**, with the Goodhues, **INVICTUS** and **OHRA**, with Lothar Harder, were at Capetown, South Africa, recently. In early 1968 *Astrocyte* made an extensive cruise through New Guinea (PIM, Nov., 1968, p. 57).

• **JANUS LEE**, Ken Broadhurst's Tahiti ketch, was at St. Helena, West Indies, in June after a trip from Capetown, South Africa. After the West Indies, Ken was either headed for Brazil or the Mediterranean. Sid, Barbara and Fred Nettleton of *Shearwater* would like to catch up with Ken, so if any yachties know where he's hiding himself, let us know!

• **METUNG**, 35 ft ketch with Bill and Chevaun Holmes, left Port Moresby recently for South Africa, via Thursday Island, Timor and the Seychelles. The ketch is named after the small town in Victoria where she was built. The Holmes' dinghy, incidentally, is called *Nutmeg*.

• **IOTA**, Simon Simpson's 30 ft yacht, will make an island-to-island trip from Timor to Java, Indonesia, in June and July next year and Mr. Simpson would like to hear from any yachties who've made similar sails in this area. Can anyone help? He can be contacted c/o Roche Products, Inman Rd., Dee Why, NSW, 2099, or by phone, Sydney, 982-3433.

• **MYONIE**, with Al and Helen Gehrman, was in Port Moresby in

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late August with plans to push on to Durban, South Africa, via Mauritius. The Gehrman, an American couple, have been cruising Melanesia for several weeks and while on Kolombangara, in the Western Solomons, they met an Australian old Islands hand, Brian O'Keeffe, who managed a small sawmill near Monga Village. Brian, they told *PIM* in a recent note, could spin many a tale of the Solomons.

● **MAMAMOUCHI**, with the Roberts Brothers, *SOLVEIG III*, with Rollo Gebhard and *WAITERE*, with Downie Muir, were in Port Moresby in late August. They were all Durban-bound.

● **REGINA MARIS**, 188-ton Norwegian barquentine, left Plymouth, England, on September 14 to retrace Captain Cook's voyage of discovery to the Islands and Australia 200 years ago.

● **ESTRELITA**, Doug Sutherland's 40 ft tri, made a recent call at Honiara, Solomon Islands, en route to Japan from New Zealand. Doug built her himself.

● **NEXUS**, Chuck and Frances Harris' yacht, was at Port Moresby, New Guinea, in August and September. Chuck and Frances were on the move in the territory by foot, truck and air. They hitched all over Moresby to see most of the events at the South Pacific Games before flying to Lae. From Lae they hitched two separate rides in trucks up the Highlands Road to Mt. Hagen, where they stayed for a couple of days to watch the Highlands Show and slept with many other visitors at the local high school.

● **EREVA**, Fred and Mike Sibthorpe's cutter, was at Redondo Beach, Los Angeles, California, recently with plans to continue cruising the Pacific. Friends of Willie and Shirley Barnes of *Free Flight*, the Sibthorpes stayed in Hawaii for six months late last year and early this year (*PIM*, Apr., p. 111).

● **KETON ALTAIR**, reached Christmas Island, in the Phoenix Group, on August 16 from Fanning Island. Her skipper intended to stay on Christmas for about three weeks.

● **BONA DEA**, which won the first Port Moresby-to-Durban cruising yacht race in 1967, was in Recife, Brazil, recently with plans to sail to the Azores, in the mid-Atlantic, and Ireland. Before Recife, *Bona Dea* had made calls at Rio,

CAPTAIN T. HAWORTH

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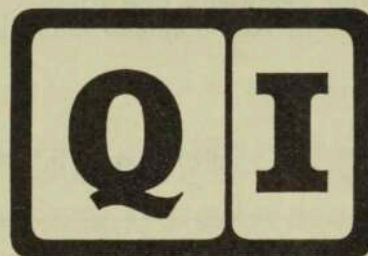
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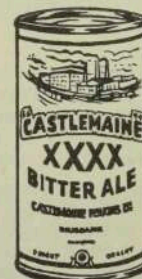
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The 41 ft ketch won the Moresby-Durban race with an average sail of 138 miles a day. Her skipper, Andy Price, beat Alan Eddy in *Apogee* and Mr. G. Symons in *Atea* (PIM, May, 1968, p. 111).

● *CELEUSTA*, an 18 ft rubber boat fitted with three sails and a canvas cabin, reached Raroia Atoll, Tuamotus, on August 10, with three Italians on board, after a 4,500-mile trip from Callao, Peru.

Celeusta left Callao on June 2 to follow the sea currents used by the Norwegian explorer, Thor Heyerdahl, on the raft *Kon Tiki*, in 1947. The crew—Mario Walli, 50, a former army officer, Vittorio Marcioci, 32, a navigation expert, and Sergio Groci, 32, a filmmaker,—carried out various scientific tests en route.

Celeusta had tried to land at the first atoll sighted in the Tuamotus—Pukapuka—but heavy seas forced her to sail on to Raroia, a remote pearling spot.

● *RAIREVA*, sloop with John and Leni Muller of Germany is in NZ from Fiji. John, three years out from home, is thinking about a trip to Indonesian and Malaysian waters, but says he is in no hurry.

● *KLAWHOW-YA*, Art and Anne Ahrens' ketch out of Vancouver, BC, have been in NZ for about three months. The Ahrens' many friends in Hawaii will be glad to hear that they will be heading that way again in about six weeks. Last mention was PIM, June, p. 112.

● *SVANEN*, 54 ft British ketch with skipper-owner Alan Batty-Scott will leave Auckland in November for Fiji, New Guinea, the Marianas, Japan, the Philippines and Borneo, and then across the Indian Ocean to spend Christmas 1970 in Durban, South Africa.

Alan and his wife Louise plan to take five or six crew members. Those interested contact Alan c/o P.O., Auckland.

● *ANNETTE M*, Jim Pike's 48 ft auxiliary ketch, which has been in Port Moresby for the past two years on charter work in the Gulf of Papua, recently departed for Brisbane via the Torres Strait. Jim's wife Joyce is accompanying him.

While working on charter the Joyces visited the Fly River and Murray Island where they became well-known with the locals.

Jim plans a two or three-month holiday before again heading for NG where he hopes to obtain

more charter work. Could be he will sail to Samarai or the Solomon Islands.

He's a great lover of the Islands and *Annette M* has dropped anchor at Fiji, Tonga and many others.

● *MINK*, 34 ft cutter owned by Jerry Nolan, sailed into Port Moresby recently with crew Bob Amies and Freddie Varga. *Mink* had sailed from Cairns, Darwin and Thursday Island and will stay in Moresby until the end of the sou'easter before returning to Thursday Island. In Moresby, *Mink* will go up on the slips for a check and paint job in

preparation for a trip to Seychelle Islands and Ceylon.

● *HIHIFO*, Melbourne based Bermuda cutter, 42 ft long and owned by skipper Stan Field with crew Mick Hurry, arrived from Apia in mid August. It will probably go on to Suva but is cruising round Tonga for a break.

● *SHE*, 35 ft sloop with Hans Fleming and wife Shelia, tied up on a buoy in Nukualofa, Tonga, for a few days after arriving from Apia, Western Samoa via Vavau. She left mid-August for Suva.

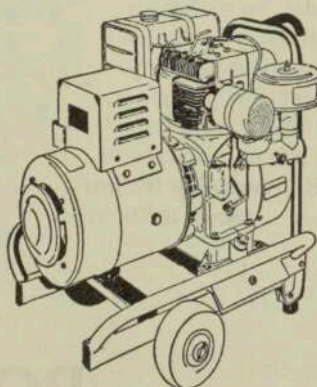
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Business and Development

UK Crown Agents to take a good look at Pacific investment

No immediate reactions are likely to follow visits through the British Islands territories in November by two Crown Agents, Messrs. E. A. Morris, of London, and W. Walter, Sydney-based representative for Australasia and the Western Pacific. But the calls will be nonetheless significant because this 136-year-old arm of the UK Government is in the process of taking its longest yet look at investment, technical and developmental opportunities in the Islands.

Known in the Pacific primarily as stamp agents for several territory governments and Australian dependency administrations and as a diversified "Customs agent" for supplies and workers to British territories, Crown Agents has resources capable of doing far more.

Its world-wide interests include extensive investment research facilities, big industry contacts, engineering, shipping and procurement know-how and loan raising resources. The group has a 40 per cent. interest in a West Indies bank, through which it offers merchant banking services, and has contributed to loans floated by the Fiji Government.

Through its Sydney man, Mr. Walter, who knows the Islands well, the Crown Agents has a receptive ear open to development projects proposed by Islands governments. The group, which likes to call itself a "public service" rather than a department of the British Government, has funds ready for investment in viable schemes which need not necessarily reap big profits or returns in the first year or two. Long-term investments are favoured.

Not interested in hotels

But Crown Agents will not be building hotel resorts—the group has no direct tourism investment and isn't contemplating any.

Islands governments have not in the past pressed hard enough to bodies such as Crown Agents for financial or other help.

For example, the idea put up several years ago that a Pacific Islands Stock Exchange be set up in Suva, Fiji, has lately interested some

Americans who wouldn't be adverse to the proposed exchange being in Port Moresby, New Guinea, instead.

But the intricate knowhow financing and technical experience to start an exchange wouldn't be outside the ability of Crown Agents.

Whatever the project or scheme, the fact remains that there's much that can be done now—unless most Islands territories want forever to be economically dependent on countries such as Britain. And hopes are that as a result of this tour the Crown Agents will find a way of doing more.

Aussies on Nauru may have to pay home taxes by '70

Under new legislation to come into effect in 1970, Australians working in Nauru will be subject to Australian taxation on their income. President Hammer DeRoburt told the Nauruan Parliament at the end of August that this had caused great "concern" on the island, which traditionally has never imposed taxation.

"This new situation in Australian legislation, has placed us on precisely the same footing in the eyes of Australian taxation, as any other country which is a foreign country to Australia," he said. "This change has therefore created difficulties for us

NAURU AND AUSTRALIA EXCHANGE AIR FLIGHTS

The first air services agreement between Australia and Nauru come into effect on September 17. The agreement signed in Canberra by the Minister for Civil Aviation, Mr. R. W. Swartz, and the President of the Republic of Nauru, Head Chief Hammer DeRoburt, gives Qantas the right to operate from Australia to Nauru and a Nauruan Airline the right to fly between Nauru and Brisbane. Both Qantas and the Nauruan Airline will be entitled to operate one service a week.

At present there is no direct regular air service between Australia and Nauru, and this is the first inter-governmental air services agreement ever to be signed by Nauru.

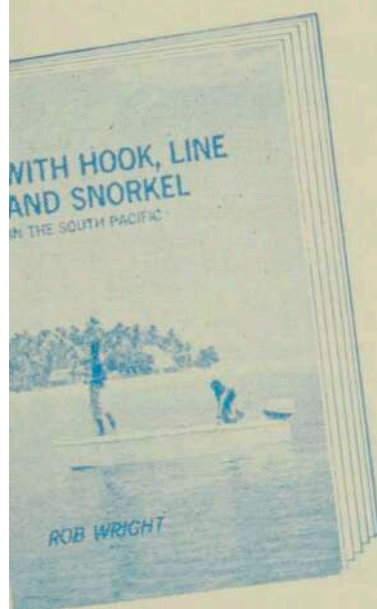
which have hitherto never existed. They arise out of continuing to employ experts, advisors and staff from the country to which we have had a long association and traditional ties.

"However, expatriates from countries other than Australia appear to be able to come here without being subjected to tax on their Nauruan earnings in their home countries. There is an easy way out of this in that if we impose taxes here, then under existing Australian legislation, Australian residents working on Nauru would be exempt from Australian tax on their Nauruan earnings.

"We, however, have never had taxes and do not see the need ever to have taxes. The thought of the imposition of taxes on Nauru is in fact, contrary to our desires and traditions, as is equally the thought of imposing a discriminatory tax structure which would apply solely to Australian residents working on Nauru so that they may be exempt from Australian taxation.

"Accordingly," he continued, "we are continuing with our negotiations in Canberra in an endeavour to overcome this problem to the mutual satisfaction of all concerned."

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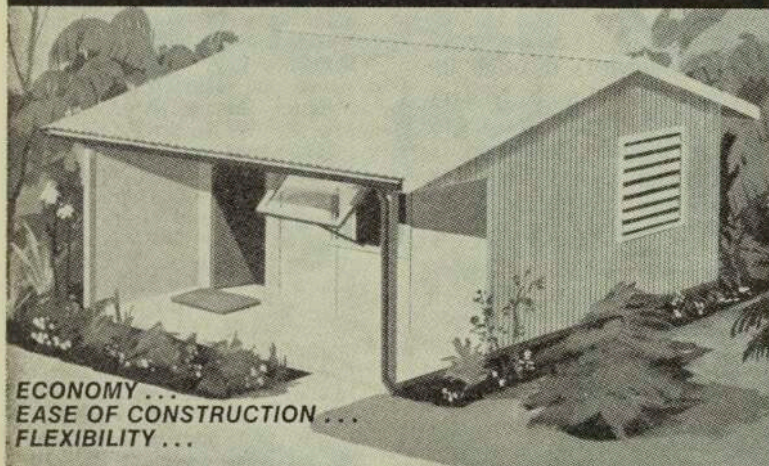
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Copra prices move upwards

Mr. K. G. Oliver, deputy-chairman of the Papua-New Guinea Copra Marketing Board, gave the following report on September 19:

Although copra prices remained firm in August and the average for the month finished at \$A180.42 (some 38 cents better than July), there was really little activity in the market from the devaluation of the French franc until the first week in September.

Even so, prices remained steady and with the September resumption of trading have made substantial gains. From their level at about \$A180 at the start of the month, prices have moved up and presently buyers are offering as high as \$A186½ c.i.f. Northern European ports for September/October shipment.

Equivalent gains have been recorded in most sectors of the oil-seed and oil market with the best gains for groundnut oil. Here, buyers have advanced their prices by as much as £Stg.6 per ton. Coconut oil has followed the upward trend with some quite useful gains.

Cars to be assembled in P-NG soon

PNG Motors, New Guinea's publicly-listed motor dealer and taxi operator, anticipates assembly of vehicles in the territory will begin late in this financial year or in July, 1970. The firm's plans, to set up a motor vehicle assembly plant, are under consideration and negotiation with the NG Administration.

PNG Motors said late last year it wanted two plants—at Port Moresby and at either Lae or Madang. It hoped to assemble Land-Rovers, British Motor Corporation commercial vehicles and Mini-Mokes and a director of the company, Mr. A. A. Morris, said the company was also considering building a small passenger vehicle in NG.

The company has not made any other references to the small passenger vehicle in its 1968-69 report, issued recently.

In the report, PNG revealed it made a \$121,517 net profit, a profit rise of less than \$2,000 on the previous year. The latest profit represented an earning rate of 20.95 per cent. on current paid-up capital of \$580,000.

A final dividend of 12½ per cent. was paid to shareholders and directors

warned that tougher times could be ahead: "It is important to draw shareholders' attention to increasing competition being encountered now and to be faced in the future, to achieve and hold our markets, particularly in the field of motor vehicle sales," they said.

BNG quietly does well

Pioneer Papuan growers, British NG Development Company Ltd., released a bumper annual report recently.

BNG, established in Papua before World War I as a grower and trader, and since the 1930's as purely a rubber, copra and cocoa producer, has rarely done better than it's doing now. The company's 2s. (Sterling) shares, quoted only on the London Stock Exchange, were recently changing hands at a little over 4s., offering a yield of over 12 per cent. from the recently-announced 25 per cent. dividend.

For the year ended January 31 this year BNG made a trading profit of £Stg.195,170, compared with a profit of £113,794 for the previous year. And that's on a paid-up capital of only £438,750.

No wonder directors lifted annual dividend 6½ points to 25 per cent.

A breakdown of 1968-69 figures shows \$88,086 was earned from rubber, £156,479 was earned from copra and £2,995 came from cocoa output (before working expenses).

BNG has made its mark with the development of rubber in Papua, pioneering early experimentation into clonal seeds.

Average selling price per lb was 20.29 pence (18.47d. in 1967-68) for a production of 2,881,890 lb (2,818,900 in 1967-68). In 1968-69 yield per acre was 716 lb, a slight drop on an average of 723 lb in 1967-68.

Two Papuan estates—Doa and Itikinu—boast 5,094 acres of mature and immature trees. Estate working costs rose by 2.27d. per lb in 1968-69.

Directors say production for the first four months of the current financial year (1,005,000 lb) has shown an increase of 8.25 per cent. over the same period in 1968 and they expect a total crop of three million lb.

BNG'S copra production comes from six plantations—Hisiu Beach, Baubauguina, Gadaisu, Otomatu, Paila and Waigani. Over 8,000 acres are planted, which in 1968-69 produced 3,284 tons at an average selling price of £80 a ton.

Working costs rose by £1 per ton and the good production, directors say, is the result of "more evenly

Hebrides manganese mine to re-open

In the New Hebrides the Forari manganese mines, on the main island of Efate, have found a part-purchaser who intends to re-open the mines and re-continue manganese exports to Japan.

Southland Mining Ltd., Fiji manganese miner and prospector for various minerals in Fiji, New Caledonia, Australia and Africa, has paid an undisclosed sum for a 50 per cent. interest in Le Manganese de Vate (LMV) owner of the mines.

LMV, Southland said, would produce 60,000 tons of ore annually and the first shipment—10,000 tons—would be in April next year. Contract arrangements with Japanese

buyers were being finalised in late September.

Earlier this year a bigger Australian-based miner, Consolidated Goldfields, rejected an offer to buy the mines because "reserves were too limited" (PIM, May, p. 116).

Southland in September said Forari had reserves—reported by a "reputable independent body"—of 300,000 tons of 42 per cent. manganese.

The company, referring to its Fiji manganese exports, also added that 8,000 tons of manganese were booked for Japanese shipment by October, which would leave about 4,000 tons in stockpile in Fiji.

distributed rainfall over the past two years". Production this year is "well in advance" of 1968's figures (1,200 tons for first four months) and a crop of "in excess of" 3,000 tons is expected.

The company's cocoa—inter-planted with copra on the Baubauguina, Paila and Waigani plantations—totals 1,070 acres of mature and immature trees. Production in 1968-69 was a disappointing 1,073 cwt (it reached 1,877 cwt in 1965-66) at an average selling price of £284 per ton.

Summing up prospects for 1969-70 they say, given stable commodity prices and an evenly distributed rainfall, things should be "excellent".

Port Moresby manager is Mr. B. Fairfax-Ross and Sydney agents are F. C. Tracy and Co. Pty. Ltd., who handle several other plantation interests. BNG's London-based chairman, Mr. L. A. Worley, will visit NG and Australia in October. Other directors are Messrs. D. Owen Jones, M. B. Baring, L. J. D. Mackie and T. A. Tweedie.

Fiji manganese shares will be a good buy

February next year could be the time to buy shares in Fiji manganese miner, Southland Mining Ltd. A heavy increase in the supply of Southland scrip on Australian Stock Exchanges could happen at this time.

Former owner of the firm's manganese properties on north-west Viti Levu, Mr. Hari Akhil, received 1.6 million of the company's 25 cent shares for consideration of his properties.

By comparison, the public issue

totalled only 2,152,000 shares of which 550,000 went to institutions and investors outside Australia. Existing capital was 1,248,000 shares and total paid-up capital \$1,250,000 in five million 25 cent shares.

Under agreement, Mr. Akhil's shares cannot be sold before February 6, 1970, and the same restriction applies to several other smaller shareholdings of directors. Sales of the shares have varied from \$4 to \$1.82. They were recently firming around the \$3 mark.

Beetle control project to be extended

The UN/SPC rhinoceros beetle control project is to be extended a further 2½ years from its five-year term ending in November. This was decided at the sixth meeting of the Rhinoceros Beetle Operations Board which ended in Apia recently.

Representatives of the six contributing South Pacific governments attended the meeting in addition to a member of the South Pacific Commission and observers from the UNDP, FAO and Tonga.

The board was encouraged by reports of seemingly good progress in the control of this beetle in Western Samoa coconut plantations over the past six months, following the release of a virus attacking the beetle.

This Rhabdion-virus has now spread to other parts of Western Samoa. Originally discovered in Malaya in 1963 and obtained by the South Pacific project in 1967, it may also be used in Fiji and Tonga.

Meanwhile the control project is appointing a new manager, following

the resignation of young Australian Mr. A. (Mick) Catley, who is to return to entomology work in P-NG.

Profits double for Papuan rubber

Lolorua Rubber Estates is the first Papuan rubber producer to show improved results reflecting the greatly-improved world natural rubber prices over the past year. The company has announced doubled profits for 1968-69 and resumption of dividends at a five per cent. annual rate.

Lolorua made \$13,948 profit (\$5,935 in 1967-68), an earning rate of seven per cent. on its \$200,000 paid-up capital.

In *PIM*, April, p. 118, Lolorua, together with other Papuan rubber producers, were recommended as recovery investments. This company and another, Rubberlands Limited, were especially noted because of their asset backing (over 80 cents) in relation to their selling prices on Australian Stock Exchanges (30 to 40 cents). Lolorua is still 40 cents.

Rubber prices in recent months have continued to hold the 25 pence (Sterling) a lb mark with indications they could go higher. Tests with high-yielding trees in Malaysia have shown costs can be reduced to about 10 pence a lb (current Papuan costs are about 16 cents) based on plantings with average productivities of over 1,000 lb per acre per year, excluding replanting expenditure.

Where output was increased from 600 lb to 1,200 lb an acre per year, production costs were reduced by fourpence a lb.

This research is due to large-scale look into producing better and cheaper rubber since 1960 because of the continued threat of synthetics. Results have so far shown that natural rubber can withstand synthetic products.

The latest rubber trees in Malaysia can produce up to 3,000 lb an acre, where the average output in 1960 was 600 to 700 lb an acre.

Sporting pool scheme for Fiji now

Mr. H. G. Pearce, who last year made a vain attempt to promote sporting pools from Norfolk Island, and earlier this year came to grief with a far more ambitious pools scheme which did get off the ground in Nauru, is still interested in the pools business. This time in Fiji.

Mr. Pearce, who is not now connected with the Nauru company, Pacific Sporting Pools, not operating

now, was recently visiting Fiji where he was planning a Fiji Racing Pools operation. He was planning to register a company called Fiji Sporting Pools, apparently associated with a Norfolk Island company.

Coupons were being printed in September but apparently there was much to be done before the operation could begin.

One coupon seen by *PIM* invites investors to predict the results of Brisbane, Melbourne and Sydney races. The coupon offers "an exciting way to win big money, big cash prizes every week". Investors were invited to bet stakes from five cents up to \$1.

A Suva source said profits from the pools were to be earmarked for the establishment of a greyhound racing track in Fiji.

Solomons copra production up

Copra production is up on last year—but prices have recently been reduced by \$10 a ton for the three grades. That's the current Solomon Islands copra picture. In the first six months of this year Solomons copra output stood at about 12,000 tons. This compares with just over 10,000 tons and 13,000 tons in the first halves of 1968 and 1967 respectively.

Biggest gains have been in the Western and Central Districts.

New copra prices are \$120 a ton, first grade, \$116 a ton second grade and \$106 a ton third grade.

Fiji's sugar inquiry ends

Lord Denning, Britain's Master of the Rolls, hopes to complete work by December on a document which will have profound implications for the future of Fiji.

It's the award Lord Denning will make after ending his work in Fiji in September as arbitrator in a dispute between Fiji's cane farmers and South Pacific Sugar Mills, the colony's only sugar miller, on the terms of a new contract for the growing, harvesting and purchase of cane.

The present contract, due to expire in March next year, came into force nearly 10 years ago.

The millers pressed for the present contract to be retained. The growers asked for it to be scrapped and for new provisions to be introduced.

Lord Denning faced a potentially explosive situation. Ranged on opposite sides of the Parish Hall at Lautoka, scene of the tribunal, were growers' representatives from the ruling Alliance Party and the

opposition National Federation Party.

For both parties the tribunal was more than just a straight-out legal battle between farmers and millers. It was also a fight for the votes of the 15,500 growers.

There were also those present at the tribunal who for many years have nursed a deep dislike, bordering on hatred, for "the monopolistic CSR and its subsidiary South Pacific Sugar Mills".

Lord Denning poured oil on troubled waters. He charmed everyone with his smile and made exactly the right remark whenever a difficulty arose.

Initially, millers and growers' counsel had been concerned about the way Lord Denning was handling the proceedings. They felt he was too lenient, and allowed irrelevant issues to arise.

But by the time the tribunal ended it was generally agreed that Lord Denning's technique had been the right one. No one can complain of being gagged.

Crux of the tribunal was the question of the price to be paid for cane.

The Federation's demand for a minimum price of \$10 a ton was unrealistic. The Alliance worked out schemes for sharing the proceeds on a percentage basis, and many people wouldn't be surprised if Lord Denning adopted the Alliance's concept of a price formula.

The Alliance took a political risk by briefing an Australian Queen's Counsel, Mr. Gerard Brennan, to present its case for the farmers.

But Mr. Brennan proved to be a good buy. His grasp of even the most technical aspects of sugar production made him a formidable company opponent.

The Federation lawyers, too, scored on several issues and gained concessions on a number of points from the company.

Both millers and growers are now hopeful that Lord Denning will give them satisfaction.

Good results for Fiji rice scheme

Fiji continues to make rapid progress towards eventual self-sufficiency in rice.

The government's 250-acre pilot scheme in the Rewa Valley is already proving so successful that 46 farmers in the area expect to increase their yields by four times this year.

Because of newly-irrigated fields and the extensive use of fertilisers and insecticides, the farmers will now have two crops a year.

Under the old one-crop-a-year system, the farmers were only able to produce less than a ton of padi to the acre.

With the new method, they are able to harvest up to two tons of padi to the acre—twice a year.

An Agricultural Department spokesman said the farmers, all Indians who hold leases on the land, were initially critical of the new methods. "Now that they've seen the type of rice crops being produced, they've changed their outlook", he said.

If the present project is completely successful, it will be extended to cover the 13,000 acres of rice land in the Rewa Valley and an additional 13,000 acres on the Navua Flats.

More oil palm for New Britain

A second smallholder oil palm scheme is to start in New Britain. It will involve the establishment over the next three years of a further 980 settlers on blocks of 15 acres. Each settler will plant a minimum of eight acres of oil palms and an area of food crops.

It was decided to proceed with this second scheme because of the good progress being made by the first scheme which involved 580 settlers. At the end of June this year about 280 settlers were established and planted over 1,000 acres of oil palms. The remaining settlers for the first scheme have been established and are expected to have about four acres of oil palms planted on each block by the end of the year.

It is expected that the first 390 settlers for the second scheme will be established in the Buvussi Sub-division about mid-1970. The two smallholder schemes when fully established will have a total of 12,000 acres of oil palms in 1973. At full production in 1979, it is estimated that the export income from the two schemes will reach about \$4 million a year.

320,000 tons of copper ore

Reserves of 320,000 tons of ore averaging 5.2 per cent. copper have been proven in an old mining area 17 miles inland from Port Moresby, Papua-New Guinea, and plans are afoot to float a new company in P-NG and Australia later this year to develop the reserves as the territory's second copper mining venture.

Two Melbourne men, Mr. Keith

Turner, a mining consultant, and Mr. L. M. Gross, a businessman, together with other businessmen, are spending about \$125,000 on exploratory work on the reserves, at Laloki in the Astrolabe mineral field.

Available records show that between 80,000 and 85,000 tons of copper have been produced by several mines on the field between 1907 and 1965. Three mines contributed significantly. They were Laloki, 40,000 tons, Dubuna, 20,000 tons, and Sapphire-Moresby King, 17,000 tons.

The 320,000 tons of proven reserves also average 4.1 dwts. per ton gold and 10 dwt. per ton silver.

About 50 per cent. of the reserves could be mined open-cut and it's understood about \$2 million would be needed to set up a mine and plant facilities.

Three unnamed international miners are believed to be interested in a share.

● Mr. Gordon Thompson is the Income Tax Review Tribunal for Papua and New Guinea, for the next three years. Mr. Thompson was admitted to the bar of the Queensland Supreme Court in 1953 where he practised for 13 years and in January was appointed a member of the Board of Review.

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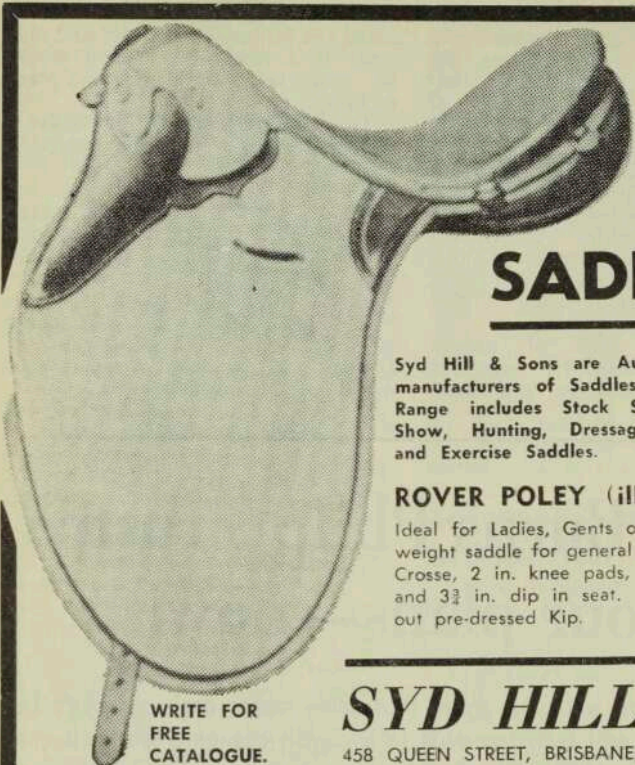
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Islands labour can go to New Zealand again

From a Wellington correspondent

The New Zealand Government is to allow Fiji labourers into New Zealand once again to undertake scrubcutting and other work. The Minister of Labour, Mr. Tom Shand, made the announcement in September, and despite protests from New Zealand workers' unions the first group of Fiji men is expected to arrive before the end of the year to start work.

Importation of Fiji labour was banned by Mr. Shand in 1967 when New Zealand was facing serious unemployment and the country's worst economic crisis since the 1930's.

Mr. Shand said in September that Fiji labourers could again be allowed in because the 1969 registered unemployed figures were down two-thirds on those of 1968. He said that none of the Fiji people would be taking the job of any New Zealander, because the Fiji labourers would be required mainly from September through to February, when New Zealand labourers are employed in other seasonal occupations. But Mr. Shand did say that Fiji labourers might also be employed in other work—land clearing, fruit picking, market gardening and flax cutting. For some of these jobs there isn't enough suitable local labour or New Zealanders do not like doing them.

In the past, many North Island farmers have preferred to employ Fiji labourers because they could offer lower wages and get more work done than if they used New Zealand labourers. Fijians also require fewer special amenities.

But with the new scheme the Fiji labourers will be protected to some degree. Where they are employed by individuals a responsible organisation—like the Federated Farmers—will supervise the scheme.

And there won't be free entry as there was prior to 1967. Mr. Shand has set down a number of strict conditions. The Fiji Government's Department of Labour will select the Fiji men to work in New Zealand, and the New Zealand employers will "sponsor" the workers, paying their air fares to and from New Zealand. The fares and any other

expenses will be deducted from the labourers' wages by the employers, but Mr. Shand said they should still earn enough to "make their visit profitable". It has not yet been made clear what rates of pay the Fiji people get.

The New Zealand employers have to insure their Fiji employees against sickness and hospitalisation, and no worker allowed in under the scheme will be permitted to return to New Zealand until a year after his employment ends.

It is clear that the new scheme will be strictly controlled. It was introduced mainly because two government departments—the Lands and Survey Department and the Maori and Islands Affairs Department—found they couldn't get as many scrubcutters as needed to cut 4,300 acres of scrub in the Gisborne-East Coast area of the North Island.

The national Federation of Labour is to discuss the issue shortly, but it isn't likely that they will manage to reverse Mr. Shand's decision.

Search for minerals on Fiji sea bed

The 60 ft American yacht, *Pandora III*, has been chartered for two months by American exploration company, Crawford Marine Specialists, for marine prospecting work around Vanua Levu, Fiji.

The company holds prospecting leases covering 1.2 million acres off the shores of Viti Levu and Vanua Levu and preliminary work off the north, east and south-west coast of Viti Levu was done last year.

Crawford Marine is working in a joint venture with two other US-based companies in its exploration for minerals which may have been washed from the main islands of Fiji to lie on the sea bed.

Landowners hope for copra rebates

News that copra production in the Gilbert and Ellice Islands Colony will total only a dismal 5,500 tons this year won't inspire copra cutters in the widely-spaced atolls of the territory. But recent moves in the colony's payments-to-producers system bring hopes that producers will get a bigger slice of the GEIC copra cake.

In April this year the Wholesale Society, the government owned biggest business in the colony, lost its lucrative commission agency for all copra, except from Washington and Fanning Islands. WS, however, still handles stevedoring, loading out and storing, but on a work-performed basis

rather than a flat rate per ton, including commission.

The result of the change could be a saving of \$50,000 a year, which could find its way into growers' hands instead of colony reserves.

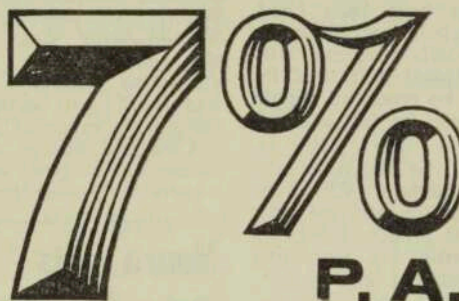
About the same time as the WS lost its agency, the copra production bonus scheme, which cost the GEIC Government about \$36,000 in rebates in 1967 because of near-record production, was dropped. The scheme featured rebates to Island Councils, not individuals, when certain target production for atolls were exceeded.

It had been criticised because rewards for better outputs of copra were not going into the hands of the growers or copra cutters.

Now, moves are afoot to devise some better systems of "export tax" than the current duty of 20 per cent., payable by the Copra Board to the government, even before the board has received overseas payment for its produce.

Since March 1, 1968, regardless of world copra prices which have had their ups and downs, growers have been paid a small 3½ cents per lb for first grade (over 90 per cent. of production) after losing 1½ cents per lb to the government in taxes. From August 18 the board increased this price to 4 cents. Three cents a lb was offered for second-grade copra.

Popular solutions among growers for both the export duty and in-



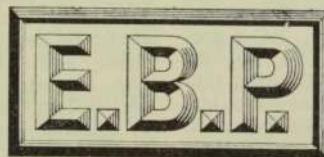
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centive rebate systems, would be for export duties to be at least halved and rebates paid to individuals, rather than councils or the colony government. This, of course, would favour big landowners such as Abemama's acting high chief, and ignore landless copra cutters.

Devising an equitable copra incentive system is almost impossible. Production is at the weather's mercy and future output will be affected by the colony's growing over-population, which every year consumes more coconuts rather than letting the nuts dry for soap, etc.

A bonanza of over 11,000 tons in 1967 was wholly caused by previous rains, and in 1968 a drop in production of over 4,000 tons was caused by lack of rains.

This year rains have been good. Tarawa has collected over 80 inches and some other atolls have over 100 inches. An additional 500 tons (to 6,000 tons) could be produced should the rains' full effects be felt late this year.

Production will be down in the Line Islands, however. Christmas Island, which usually accounts for over 400 tons, has produced only 40 tons so far because big replanting projects have disrupted growings.

Output from the Burns Philp-managed Washington and Fanning Islands will be normal—between 1,400 and 1,800 tons. Last year's output was 1,800 tons.

Line Islands total, normally around the 2,250 tons mark, will be well under 2,000 tons.

Steamships goes better

Steamships Trading Company, diversified New Guinea trader, hotelier and planter, reversed its falling earning rate for the first time since 1964 when it reported in late September a net profit of \$1,312,819 for the year ended June 30, representing 17.7 per cent. of paid-up capital of \$7.4 million. Earning rate last year was 16 per cent., the last of steady falls from a 23.8 per cent. rate in 1964. Steamies' profit was up 10.4 per cent. on last years' result; annual dividend is held at 10 per cent.

Another big Islands firm, Fiji Industries Ltd., Fiji cement maker, reported another profit gain in September. This firm earned \$133,412 in 1968-69, an increase of \$25,169 on 1967-68 and a wide cover of a 22.8 earning rate for a 14½ per cent. unchanged dividend.

French Polynesia faces price war in imported food

A price cutting battle in imported foodstuffs looked likely in French Polynesia following the formation in early September at Papeete, Tahiti, of an association to buy and distribute hundreds of food lines from the US, France, New Zealand and Australia.

The association, called Sava, was formed by a group of ten local importers—Comimpex, Coutimex, Hamon, Wan, Oceania, Mara, Shields, Essor, Morgan-Vernex and La Vanille—who were responding to the action of the strong Chinese-controlled company of Cida which had in August begun cutting prices on a wide range of imported foods.

Cida had offered discounts to retailers and hotel and restaurant owners and made inroads into busi-

ness of its competitors in the importing field.

To attract support for competition against Cida, a meeting was called at the Papeete Chamber of Commerce in early September. Over 250 retailers, shopkeepers, hotel caterers and restaurant operators, representing businesses on the major outer islands of Moorea, Bora Bora and Raiatea as well as Tahiti, attended.

Sava officials asked the guests to buy from their organisation, rather than Cida. They argued that foodstuffs bought in bulk quantities would be cheaper per item, a saving which would be passed on to retailers and the public.

Trade observers said the Sava versus Cida clash was a reflection of two local trends—resentment from French and Tahitian businessmen that the Chinese have too great a stranglehold on local commerce, and general overstocking of many imports.

Voici l'Australie was the invitation of Noumea stores in September as they presented Australia Week to their Caledonian clients.

Despite the 12½ per cent. French franc devaluation which is now raising the price of Australian goods by about 20 per cent., three leading stores offered an extensive variety of Australian foods and fashions.

The fashions were particularly appreciated in a poolside parade of Caledonian mannequins combined with exhibitions from Caledonian and Australian swimming champions.

As far as food tasting was concerned, the Australian manufacturers had a hard time, especially after school hours, keeping up with the demand for samples of Australian biscuits, ice cream, etc.

Due to the current winter ban on the importation of foreign ice cream, Caledonians had to wait until October before they could buy the Australian sweet.

Other items, from Australian orchids to building materials, were in strong demand with stores reporting up to 20 per cent. increases in sales of Australian goods during the week.

● Norfolk Island and Byron Bay Whaling Co. Ltd., which was delisted from Australian stock exchanges seven years ago following the collapse of the whaling industry, will become the vehicle for the exchange listing of an Australian clothing manufacturer, Neater Fashions Ltd. Shareholders in Norfolk will receive five fully paid 50 cent shares at par for every 100 shares of 50 cents they hold in Norfolk.

Nauru gets more for phosphate

Nauru in early September won a 30 cent increase in the price of its phosphate supplied to the three British Phosphate Commissioners—Britain, Australia and New Zealand. The rise means an extra \$525,000 to Nauru in 1970-71 when it will sell 1.75 million tons of phosphate to the commissioners at \$12.30 per ton f.o.b. In 1971-72 it will supply 1.35 million tons at a price to be negotiated.

The increase follows tough and prolonged bargaining between the Nauruans and the commissioners, during which Nauru threatened to sell direct to Australian manufacturers. Australia said import restrictions would be made if the Nauruans sold direct, and this threat was dropped. The commissioners agreed to ship the rock in vessels owned or chartered by Nauru, and also allowed Nauru to sell rock to other customers. Nauru has already sold phosphate to Japan and is hopeful of selling more.

Australia and NZ have previously been taking two million tons of phosphate a year from Nauru. Main reason for the decrease in quantities to be supplied in 1970-71 and 1971-72 is the current excess stockpile in Australia and NZ, caused by droughts over the past two years.

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 Sept. were hot-air dried, \$118 per ton; FMS \$115 per ton; smoke-dried, \$113 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 Oct. 13 were 1st grade, \$F132.75; 2nd grade, \$F122.75; CAS \$F102.75. 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 Tongan Copra Board which sends it to Europe and the open market. Recent prices to growers were \$T92.50 1st grade and \$T80.50 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 from Sept. 1 were: 1st grade, \$120; 2nd grade, \$116; 3rd grade, \$106 per ton, BSIP ports (Honiara, Yandina and Gizo).

GILBERT AND ELLICE:—Local copra board pays growers \$78.40 per ton and receives \$143.05 per ton from overseas buyers.

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 Sept. 25, 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 13.2425 francs to £Stg. Also, £Stg. equals 215.50 Pac. francs.

NEW HEBRIDES:—Copra sold direct by planters to France and Japan. Official market price up in Sept. was \$75 (7,500 Pac. francs). French price up to Sept. 19 was 1,100 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 July, Aug. and Sept. were fixed, subject to freight adjustment, at \$NZ154.81 1st grade, hot air dried; \$NZ152.71 1st grade, sun dried, and \$NZ151.16 standard grade.

US TRUST TERRITORY:—Copra Stabilisation Board pays \$US112.50 per ton, grade 1; \$100 per ton, deliveries outer islands.

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 "Succuwalu" 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 Sept. 24 was £Stg.426/5/- per ton, c.i.f., UK Spot.

On Sept. 25, Quote No. 1: In store Rabaul, export quality \$740 per ton, delivered ex-wharf Sydney, \$800. Quote No. 2: Best quality ex-wharf Sydney, \$820, in store NG ports \$750 (for UK, Continent and USA shipments).

W. Samoa.—Latest price quoted in Sydney on Sept. 11, was 1st grade, £Stg.380; 2nd grade, £Stg.360, f.o.b.

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: Sept. 25, Quote No. 1, good quality A grade 35c per lb; B grade 32c; C grade 29c; X grade 32c and native X grade 30c (ex-store Sydney). (Best prices available).

CROCODILE SKINS.—On Sept. 25, 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 Sept. 25 Australian buyers report very little demand from Japan, Europe and the US. Price not quoted: Honiara: 5c to 6c per lb.

PAPUAN GUM: Graded gum \$185 per ton, f.o.b., NG ports.

PASSIONFRUIT.—Cook Islands, Islands Foods Ltd. pays growers NZ2.5c per lb for good fruit.

PEANUTS.—P-NG: Sydney agents reported Sept. 25, f.o.b., Lae; Kernels—white Spanish 17.25c lb.

PEARL SHELL.—Torres Strait Pearlshellers' Assn. recently quoted these prices for MOP: AA grade, \$A1,260 per ton; A, \$1,460; B, \$2,060; C, \$2,100; D, \$1,260; E, \$910; EE, \$635 and EEE, \$375 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. **French Polynesia.**—Tuamotu, Gambier shells, up to \$1,000 per ton, Papeete.

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

	Aug. 23	Sept. 23
A. Lemon .50	.97	.95
ANG Hold. 1.00	.77	.73
Bali Plantations .50	.94	.91
Burns Philp 1.00	4.45	4.35
Burns Philp (\$S) 2.05	4.35	4.35
Camelec .50	.64	.62
Carpenter .50	2.35	2.40
Choiseul Plntn. 1.00	3.90	3.62
C.S.R. 1.00	6.88	6.52
Dylup Plntn. .50	.87	.88
Fiji Industries 1.02	2.90	2.90
Kerema Rubber .50	.35	.28
Koitaki Rubber .50	.84	.81
Lolorua Rubber .50	.39	.42
Makurapau Plntn. .50	.60	.75
Mariboi Rubber .50	.39	.40
P-NG Motors .50	.63	.62
Plantation Hldgs. .50	.69	.62
Queensland Ins. 1.00	5.42	5.70
Rubberlands .50	.35	.33
Sogeri Rubber .50	.65	.65
Sth. Pac. Ins. .50	2.05	1.95
Steamships Tdg. .50	.87	.86
Watkins Cons. .50	1.15	1.12

OIL AND MINING SHARES

	16.70	16.95
C.R.A. .50	.38	.29
Cultus Pacific .25	2.25	2.00
Emperor .10	.63	.60
NG Gold Ltd. .35	.42	.43
Oil Search .50	.35	.30
Pacific I. Mines .25	.37	.40
Papuan Apin. .50	33.50	38.00
Placer Dev. .25	2.90	2.82
Southland .25		

* No per value

Sydney stock exchange share price index for ordinaries on Sept. 22 was 552.45. On Aug. 22 it was 555.53.

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 Sept. 23 were: Prompt nominal shipment 74 Malayan cents per lb; Oct., M74 cents per lb and Nov., M74 cents per lb (all about 22 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: Sept. 25—**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 Sept. 25 were: White and yellow label processed standard packs, \$6.15; green label \$5.99, c.i.f., Sydney. **Tonga.**—\$T4.20, f.o.b., Nukualofa; \$T4.50, Melbourne.

UK, US QUOTES

COPRA: LONDON, Sept. 24, Philippines, in bulk, \$US209.50 per long ton, c.i.f., UK/Nth. European ports; US Pacific coast \$US184 per short ton.

COCONUT OIL: LONDON, Sept. 19, Ceylon, 1% in bulk, £Stg.133/10/- per ton, c.i.f., UK/Nth. European ports.

RUBBER: LONDON, Sept. 23, Spot 27d Stg. lb; Sept. 25-5/16d Stg. lb; Dec. 27½ Stg. lb.

THE BANK LINE

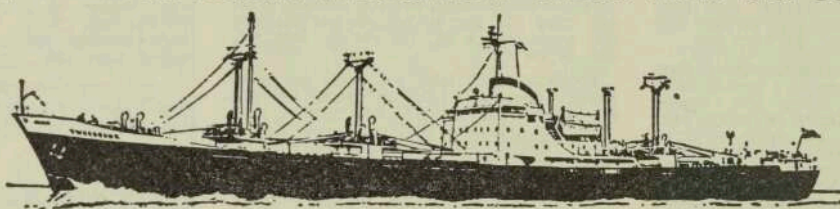
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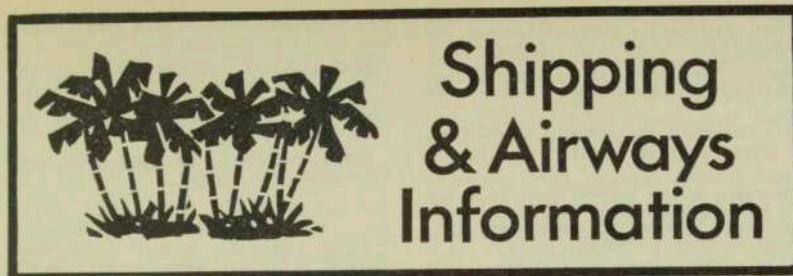
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SHIPPING

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, Newcastle, Port Kembla, Brisbane and (occasionally Townsville) 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).

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 with indument 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 - 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 three liners, operates a monthly passenger service from Sydney, Melbourne or Brisbane to Southampton, UK via Balboa, Panama, via NZ, or Papeete.

Details from Sitmar Line, 22 Bridge Street, Sydney (27-4521).

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 to Lord Howe, Norfolk and Noumea and returns to Sydney.

Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

SYDNEY - GEIC - HONOLULU

Columbus Lines of New York, operate approximately monthly passenger-cargo sailings from West Coast, USA 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 - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Messageries Maritimes Line passenger-cargo vessels, Tahitian and Caledonien from Marseilles, via West Indies and Panama, call regularly at Papeete, Taiohae (Marquesas Group), Vila, Noumea and Sydney, and return to France via S. Africa or Panama taking in some Australian ports.

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

Shaw Savill's five 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 - 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 fortnightly cargo/passenger service from Sydney and Brisbane to Port Moresby, Lae, Madang and Rabaul with two ships.

Details from Wilh. Wilhelmsen Agency Pty Ltd., 13 Bridge Street, Sydney (2-0517).

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. Carries some passengers.

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. Sira sails monthly from Sydney to Brisbane, Wewak, Lombrum, Lorengau and return to Sydney.

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 seven cargo vessels leave Sydney regularly for P-NG ports, calling at Brisbane, Pt. Moresby, Samarai, Rabaul, Lae, Madang, Wewak, Kieta, Fulleborn, Honiara, Buka. Three 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 monthly service from Sydney to Rabaul, Lae and occasionally Fulleborn, and return.

Details from Botany Bay Shipping, 19 Bridge Street, Sydney (27-3837).

SYDNEY - P-NG - FAR EAST

Austasia Line's passenger/cargo vessel Malaysia runs monthly between Australian ports (turn round at Melbourne) and Singapore, via Pt. Moresby and Jakarta.

Details from Joint Cargo Services, 56 Pitt Street, Sydney (27-1271), Amtraco, Sydney (28-2203).

FAR EAST - FIJI - NEW ZEALAND

China Navigation operates a monthly cargo service from Hong Kong to Lautoka, Suva, NZ ports, Manila, Kaohsiung, Keelung, Hong Kong.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (27-4701).

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA

Nedlloyd Lines operate a regular 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.

Details from Royal Inter-ocean Lines, 261 George Street, Sydney (2-0573).

GERMANY - LONDON - PANAMA - NEW CALEDONIA - NEW GUINEA

Columbus Line operates a four to six weeks service from Hamburg, Rotterdam, north continental ports and London through Panama to Noumea, Port Moresby, Lae, Madang and Rabaul and return via Panama.

Details from Breckwoldt & Co. Pty. Ltd., 324 Pitt Street, Sydney (61 7110).

FAR EAST - NEW GUINEA - AUSTRALIA

China Navigation Co. Ltd. operate a monthly cargo service from Japan to various New Guinea ports, Australian nickel ports, and return to Japan.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (27-4701).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Messageries Maritimes operates a six-weekly service from Sydney to Melbourne, Noumea, Vila or Santo, Papeete, and return.

Details from Messageries Maritimes, 2 Young Street, Sydney (27-2654).

EUROPE - TAHITI - NEW CALEDONIA - AUSTRALIA

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

Messageries Maritimes five passenger-cargo vessels run monthly between France and Noumea via South Africa and Australia.

Details from Messageries Maritimes, 2 Young Street, Sydney (27-2654).

FAR EAST - FIJI - NZ

Royal Intercean Lines operate a monthly return service with the Straat Chatham, Straat Singapore and Straat Johore from Manila, Bangkok (opt.), Pt. Swettenham and Singapore to Fiji (Suva, Lautoka) and NZ, returning to Manila.

Details from Royal Intercean Lines, 261 George Street, Sydney (2-0573).

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA - TAHITI - AM. SAMOA - FIJI

China Navigation vessel Chengtu maintains 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 12-weekly cargo service between Tarawa and Sydney, using Moanaraoi. Passengers taken and occasional southward calls at Santo, New Hebrides.

Details from Kerr Bros., 65 York Street, Sydney (29-5703).

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 Swire and Gilchrist, 8 Spring Street, Sydney (27-4701).

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, Nukualofa, Suva and Auckland.

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

NZ - COOK ISLANDS - TAHITI

Holm and Co. Ltd. vessels Luhsand and Fahrmannd 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 - 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).

Holm and Co.'s vessel Holmburn maintains a fortnightly service between Auckland and Noumea.

Details from Holm and Co. Ltd., Customs Street East, Auckland (49930).

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 (31-459).

Sofrana, with Capitaine Cook, operates a monthly passenger-cargo run out of Auckland to Tauranga (NZ), Noumea, Vila, Santo, Suva, Wallis and Apia and return.

Details from Trans Pacific Marine Ltd., 29 Fort St., Auckland. 31-459.

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.

Details from B. K. Kneubuhl, Pago Pago, American Samoa.

TONGA - FIJI - AUSTRALIA

Tonga Copra Board vessel Niuvakai operates a six-week 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 Aoniui. 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, Vila and Santo, New Hebrides, Noumea, Kiefa, Djayapura and Yandina.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George Street, Sydney (27-2041).

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, Kwajalein, and Majuro.

Details from 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 (no passengers) and Ventura. Regular calls include Sydney, Brisbane, Melbourne, 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, Lautoka and Papeete 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 Suva, Niuafoou, Pago Pago and Honolulu to San Francisco.

Details from Matson Lines, 50 Young Street, Sydney (27-4272).

USA - TAHITI - AUSTRALIA 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 Santo, 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 on Sat. and Vancouver on Thurs.

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, 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.

NOTE: From Oct. 26, BOAC will replace its 707's with VC10's and operate to Los Angeles instead of San Francisco, five times weekly. VC10's will leave Sydney on Mon., Tues., Wed., Thurs., Sat., and Los Angeles on Mon., Tues., Thurs., Sat. and Sun.

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. Thurs. flights operate from Los Angeles direct to Sydney.

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

PanAm, with 707's, operates daily return trans-Pacific services out of Sydney and Los

Angeles. Also, extra Wed. and Sat. flights out of Sydney terminate at Hawaii and Wed. and Sat. flights out of Hawaii terminate at Sydney. Jets connect with services to the Far East, New York and London.
 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 depart 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 Sun. 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 Wed. to Port Moresby and Hong Kong on Sat. to Port Moresby, Manila and Hong Kong, and return from Hong Kong on Wed. 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.

QUEENSLAND - PAPUA

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.

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 with BOAC, using 707's.

NZ - FIJI - AM. SAMOA

Air-NZ, with DC8's, operates services out of Auckland on Tues. and Sat. and from Pago Pago on Tues. and Fri.



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 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

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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: 'Kneubuhline'

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

UTA, with DC8's, operates once a week from Auckland on Wed. and returns Thurs. Air-NZ, with DC8's, operates weekly from Auckland on Sun., returning same day.

NZ - NORFOLK IS.

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

and Papeete on alternate Fri. 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 - WESTERN SAMOA

Fiji Airways, with 748's, operates from Suva on Thurs., returning the same day from Apia.

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 - TONGA

Fiji Airways, with 748's, operates from Suva to Nukualofa 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 (Oct. 8, 22).

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, Kiefa, Munda, Yandina to Honiara, returning Wed. same route.

TAHITI - USA

UTA, with DC8's, operates on Mon., Thurs., Fri., Sun. non-stop from Papeete to Los Angeles, and return, the same day. The same flight on Sat. out of Papeete makes an extra call, at Honolulu.

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

Air-NZ, with DC8's, flies to Los Angeles from Papeete on Sun., leaves Los Angeles on Fri.

W. SAMOA - AM. SAMOA

Polynesian Airlines, with DC4's, operates between Apia and Pago Pago more than daily frequencies (all flights, 45 min.).

W. SAMOA - TONGA

Polynesian Airlines, with 748's, operates a weekly service from Apia, leaving on Sun. and returning to Apia from Nukualofa on Mon.

W. SAMOA - FIJI

Polynesian Airlines, with 748's, operates from Apia on Sat., and returns on Sun.

INTER - TERRITORY SERVICES

CHILE - EASTER IS. - TAHITI

Lan-Chile, with DC6-B's, operates fortnightly services, leaving Santiago on alternate Tues.

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APIA—Burns Philp (South Sea) Company, Ltd.

PAPEETE — Agence Maritime Inter-nationale Tahiti.

PAGO PAGO—G. H. C. Reid & Co.

NOUMEA—Etablissements Ballande.

SYDNEY—Trans-Austral Shipping Pty. Ltd.

SUVA—Burns Philp (South Sea) Company, Ltd.

LAE/RABAU—Burns Philp (New Guinea) Ltd.

PORT VILA — Comptoirs Francais de Nouvelles Hebrides.

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, Suva.

Air Pacific, with Beech Barons operates regular services to Ovalau Island, Korolevu, Natadola, Ba and atukoula and with Grumman Mallard Amphibian to Vanua M'Balavu, Kadavu and Lakeba.

Details from Air Pacific Ltd., P.O. Box 1259, Suva (Telephone: 22666).

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 and Air Moorea, with light aircraft, operates charter services from Papeete to Moorea, Raiatea and Bora Bora.

GILBERT AND ELLICE ISLANDS

Fiji Airways, with Herons, operates regular services between Tarawa, North Tabiteuea and Abemama.

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. Ponape's strip was to be ready for 727's in Sept.

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, Jacquinot Bay, Kainantu, Kandrian, Kavieng, Kerema, Kieta, Kikori, Lae, Madang, Malalau, Manus, Minj, Misima, Mt. Hagen, Munda, Nanatani, Nissan Is., Popondetta, Pt. Moresby, Rabaul, Talasea, Valimo, Wabag, Wakunai, Wau, Wapenamanda and Wewak.

Ansett-MAL, with Fokker Friendships, DC3's and Piaggios, operates regular services to Aitape, Ambunti, Angoram, Banz, Bulolo, Erave, Goroka, Hayfield, Ialibu, Kainantu, Kagua, Kavieng, Kundiawa, Lae, Lumi, Madang, Mendi, Mini, Mt. Hagen, Momote, Nuku, Pt. Moresby, Rabaul, Tari, Telefomin, Vanimo, Wabag, Wapenamanda, Wau, Wewak and Yangoru.

Papuan Airlines Pty. Ltd., with a variety of aircraft, operates regular services to Aroa, Balimo, Bereina, Cape Rodney, Daru, Gurney, Kairuku, Kokoda, Losuia, Mendi, Mt. Hagen, Paili, Popondetta, Pt. Moresby, Rorona, Tapini, Vivigani, Wanigela and Wotape.

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, Tongareva and Vila.

Details from Air Melanesia, Vila.

SOLOMON ISLANDS

Solair, with Beech Barons, 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.

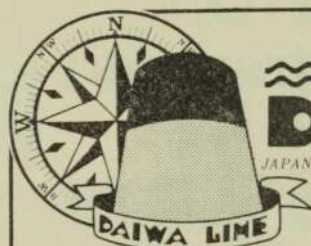
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JAPAN/GUAM & SOUTH PACIFIC

M.V. "FIJI MARU" Voy. No. 25

GUAM Nov./Dec. 30-1

PAGO PAGO Dec. 12-13

APIA Dec. 13-14

SUVA Dec. 17-18

LAUTOKA Dec. 20-21

NOUMEA Dec. 24-26

VILA Jan. 7

SANTO Jan. 8-9

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Subject to alteration with or without notice.

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TOKYO "FUNEDAILINE"

AGENTS:

GUAM: Atkins, Kroll (Guam) Ltd.

APIA: Burns Philp (South Sea) Company, Ltd.

PAGO PAGO: B.F. Kneubuhl, Inc.

NUKUALOFA: Tonga Shipping Agency.

SUVA: Burns Philp (South Sea) Co., Ltd.

LAUTOKA: Burns Philp (South Sea) Co., Ltd.

NOUMEA: Agence Maritime pentecost.

SANTO: South Pacific Fishing Co. (N.H.) Pty. Ltd.

VILA: Burns Philp (New Hebrides) Ltd.

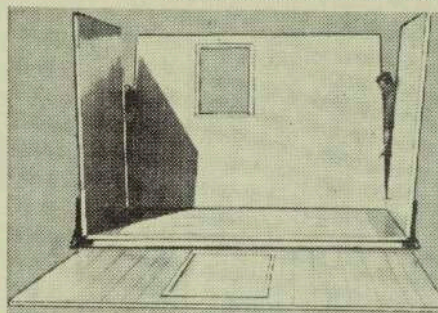
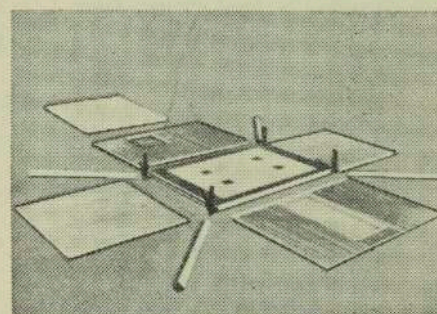
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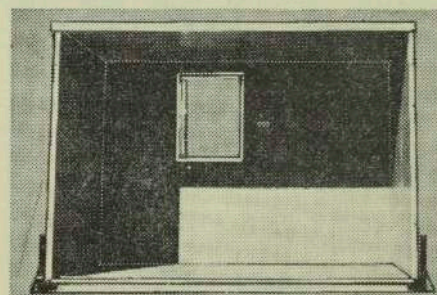
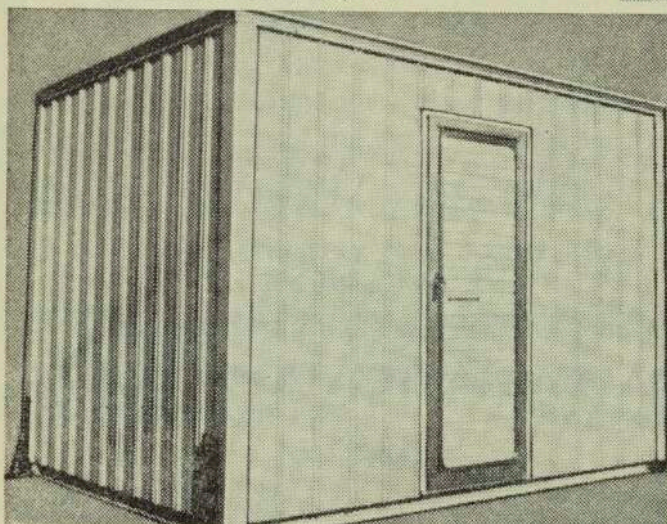
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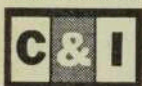
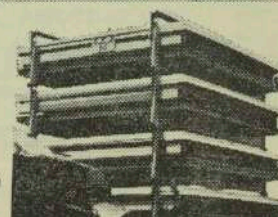


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Obituaries

Mr. George A. Kassi

Mr. George Kassi, who helped trace the fate of many missing Allied airmen in the New Guinea area after World War II, died in Rabaul, New Britain, in September.

Born at Ponape, Caroline Islands, in 1915, he went to Nauru as a child for three years before moving to Rabaul in 1924. For the next five years he was educated at the Malaguna Administration School.

He joined the NG Administration in 1930, first with the Department of Native Affairs. Captured and imprisoned by the Japanese during World War II, Mr. Kassi memorised the names of captured airmen and took messages for them. When war ended he was able to supply valuable information about missing prisoners.

After 1945 he resumed work with the Administration, working in co-operatives, labour, postal and treasury fields before being placed in charge of stores at Manus Island. Of mixed race himself, he later worked voluntarily between Administration and mixed race people in the Rabaul area.

Mr. William Altmann

Mr. William Altmann, who spent 12 years in the Solomon Islands as an agricultural officer, 10 of those years stationed at Gizo, Western District, died recently in Sydney. Mr. and Mrs. Altmann, who were Dutch, were married in the Dutch East Indies (now Indonesia) before World War II, when Mr. Altmann worked on various tea and rubber plantations.

Both, with two of their sons, spent the war years as prisoners-of-war before they moved to Australia. They went to the Solomons in 1957 and Mr. Altmann retired last year to Sydney. His wife died in Australia in April this year. They are survived by five children.

Mrs. Stella Bossley

The death occurred at Lautoka, Fiji, on September 19, of Mrs. Stella Margaret Bossley at the age of 88.

The daughter of William and Susan Orr, she was born at Liverpool, NSW, Australia, in 1881, and in 1907 at Liverpool she married the late Sydney Burdekin Bossley. Educated at

The King's School, Parramatta, he joined the staff of the Colonial Sugar Refining Co. in 1904 as an estate overseer. Their first home in Fiji was at Navo, Nadi.

In 1911, Mr. Bossley resigned to take over Qeleloa Estate, Nadi, as a private planter. The estate was returned to CSR in 1922 when he rejoined the company's staff. After several years the former estate lands were let out to Indian tenants, Mr. Bossley remaining at Qeleloa as sector officer.

After her husband's death in 1935, Mrs. Bossley continued to live in Fiji, spending her time between the various members of her family. During this period she lived in most of the sugar districts, but she was perhaps best known and most beloved for her gentle nature and sense of humour at Ba and Lautoka.

She is survived by her daughter Ena, widow of the late S. E. B. Snowsill of Lautoka, and two sons, Syd ("Bhai") of SPSM, Lautoka, and Harry of Burns Philp Ltd. (Lautoka), and eight grandchildren.

Mr. Hobart Spiller

Mr. Hobart ("Little Spill") Spiller, grand old man of Menapi, Papua, and trader, ship's purser and planter in the Solomons and Papua for 61 years, died recently in New Guinea, aged 85.

Born in Napier, New Zealand, in 1886, Mr. Spiller went to the Solomons in 1909, taking on various jobs as a trader, smallships officer and labour recruiter. He moved to the tiny Conflict Islands, 70 miles east of Samarai, Papua, before basing himself out of Samarai in 1914.

He worked on Burns Philp ships as a book-keeper, purser and supervisor before branching out on his own with his own lugger, recruiting and trading around the Papuan coast and the Conflicts, which he enjoyed.

"Little Spill's" in town was a favourite phrase in Samarai up to World War II and he was a local character. Before the war he bought land at Menapi, Goodenough Bay, to the north of Samarai.

The American Navy used Mr. Spiller during the war for operations out of Milne Bay but by 1945 Mr. Spiller had returned to Menapi where he stayed until 1957 when he retired to Port Moresby.

"Little Spill" knew most old-timers (such as the late King Cameron) of Papua and he could spin many a yarn of life in areas 60 years ago.

'Sunny' democracy

(Continued from p. 31)

In June, 1968, when the House met for the first time, Pangu declined any ministerial responsibility on the grounds that elected members could not serve two masters: their electorate, AND the government.

Mr. Langro, 30, representing the West Sepik electorate, told the government much the same thing in September in pulling out of the government benches. Amid strong reports that he was joining Pangu, Mr. Langro said that his job as Assistant Ministerial Member for Information and Extension Services had been too demanding.

His electorate had seen little of him . . . and the electorate was what would count when election time came round again in 1972.

But there were other factors in Mr. Langro's planned resignation—dismaying reports that the Department of Information and Extension Services was to be dismantled, with its various divisions (broadcasting, libraries, films) going into other departments. Once Canberra approved these changes, Mr. Langro could have become a Member without portfolio.

Most of the 15 Ministerial and Assistant Ministerial Members have had problems in working with, understanding their government departments and satisfactorily representing them in Parliament. Some government decisions do not come easily . . . and many of them come without the support or approval of elected members with ministerial rank.

There have been many divisions of loyalties, and it's quite clear that few Ministerial Members yet appreciate the Westminster tradition of Ministers submerging their electorate or personal feelings in the interests of a government decision.

Mr. Langro's loss is the first crack in the cornerstone of Westminster in Papua-New Guinea. More are expected—another very soon, but for different reasons. The Ministerial Member concerned is beset by the illness of a member of his family, and may be forced out of the government ranks.

Chairman of the recently appointed Parliamentary Select Committee on Constitutional and Political Development, Mr. Paulus Arek now faces a new task—the patching up of the Ministerial system as Westminster and Australia prefers it, a "marriage" of New Guinea and Westminster, or a workable alternative . . . and this may be the Presidential federalism now being promoted so strongly by Speaker, Mr. John Guise.

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PACIFIC ISLANDS MONTHLY — OCTOBER, 1969

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When only the best will do...
and isn't that all the time?

140

OCTOBER, 1969 — PACIFIC ISLANDS MONTHLY



The Practical Planter

Christmas Island is an atoll situated at two degrees north and 157 degrees west in the Central Pacific. It experiences very uniform temperatures throughout the year with a daily range of 72 to 90 degrees F. The average rainfall of only 32 inches is irregular and occasionally there are prolonged droughts during which less than 10 inches falls in a 12-month period. Currently, there is a big replanting scheme for the island. Mr. M. A. Foale, a coconut agronomist in the joint coconut research scheme, Yandina, BSIP, examines the potential and discusses the special problems of Christmas Is. in this article. Text and pictures from the South Pacific Commission.

PLANTING COCONUTS ON CHRISTMAS ISLAND

The soils of Christmas Island differ from the average atoll soils because, evidently, two stages occurred in the raising of this atoll above the sea. Around the outer edge are white calcareous sands with the fresh-water lens at 1½ to three metres. This soil type has a dark surface layer 15 to 25 cm thick, due to the addition of organic matter, and below that the sand is almost pure-white. The water lens is of low salinity, generally less than 200 parts per million chloride.

On the lagoon side of this soil zone are shallow *lagoon mud* soils with .5 metre to about one metre of fine calcareous sand particles firmly compacted above a water lens of salinity in the range of 1,000 to 3,000 ppm chloride. This soil type was apparently formed in a shallow lagoon and has been raised above sea level more recently than the deep sands. There are variations in the lagoon mud soils, with layers of hardpan and higher salinities in the water-table, but these other types are of no interest for coconut growing.

Several thousand acres of coconuts were established on lagoon mud soils between 1912 and 1935 by Central Pacific Plantations Ltd., directed by Father Emile Rougier. Planting might also have been done on other soils, but if so, the palms did not survive.

Close control

On the lagoon muds the salinity of the water exerts close control over productivity of the coconuts. For example, with a water-table containing 1,000 ppm chloride the palms are highly productive, while at 3,000 ppm there are very few nuts. Salinity varies with rainfall, and several inches of rain can greatly reduce the salinity of the top few inches of the water-table and stimulate increased growth in the coconuts. Gradually

the salinity rises again as water is lost through transpiration by the coconuts, and by evaporation through the relatively thin layer of soil.

It appears that average salinity varies in some measure with the

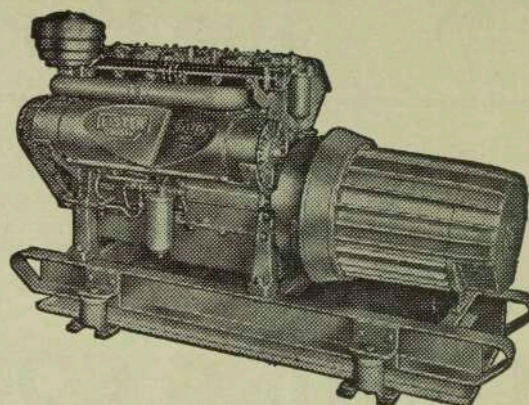
thickness of the soil layer. There would, for example, be less direct evaporation through two metres of soil than one metre, resulting in lower salinity.

The density of vegetative cover



A bulldozed pit for group planting of seedlings at a depth of up to two metres. Water table is at three metres.

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The Practical Planter

also affects moisture loss. A dense stand of coconuts will transpire more water than a thin stand, causing a faster rise in ground water salinity.

The total moisture loss from the soil is termed *evapotranspiration*, and in tropical climates where the soil is fully covered with vegetation the loss is around 50 to 60 in. per annum if the soil is always moist. Under Christmas Island conditions, with a layer of dry sand over the water-table and with a cover of coconuts only, within a few weeks the evapotranspiration would certainly be well below 50 in., but, so far, no measurements have been made.

If the average salinity in a certain area of Christmas Island remains constant over a period, then evapotranspiration from this area equals the average annual rainfall, namely 32 in. There may be a temporary rise in salinity in a dry year and a similar fall in a wet year. But if evapotranspiration exceeds the average rainfall for several years there will be an overall rise in salinity, which would result in the declining health of the coconuts and their eventual death.

The above discussion would appear to indicate that the most moisture will be available for plant growth where the soil layer is thickest, thereby resulting in least loss of moisture through direct evaporation. This is, in fact, borne out by actual measurements, as the water-table under areas of unplanted shallow lagoon mud is always more saline than that under the deep sands nearby.

This leads us to the present phase in the development of Christmas Island, which is an attempt to exploit the vast reservoir of low-salinity water beneath the deep sands. There is some evidence that the fresh-water lens is thicker than 10 metres in some areas. If coconuts were planted on these soils in the early days, the reason for their disappearance has been demonstrated by some further plantings made on them in the early 1960's.

These plantings failed because most of the palms died before their roots could reach the moist layer of sand which occurs just above the water-table—at a depth of 1½ to three metres below the soil surface.

An attempt to overcome this establishment problem was made in 1965 during the visit of a Directorate of Overseas Surveys team. The basic idea was to plant coconut seedlings



Two-year-old seedlings planted at (top left to bottom right) 15 cms, 45 cms, 75 cms, and 105 cms. Water table at 165 cms.

closer to the water-table by digging very deep planting holes.

Deep planting has resulted in an encouraging improvement in early growth where the depth of soil does not exceed two metres. Below that depth, however, even planting at one metre does not help.

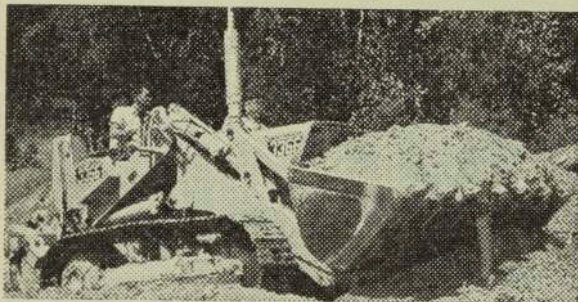
The present manager of Christmas Island Plantations, Mr. P. Langston, has developed a method of planting which might result in successful planting on the deepest sand. This involves making deep pits 12 metres by five metres and one to 1½ metres deep. Coconuts are planted in a cluster of six at 2½ metres triangular spacing in each pit, and the density of the pits is arranged to give about 100

palms per acre. The method is made possible by the presence of cheap ex-armed forces bulldozers to excavate the pits.

A further advance on the deep planting method used in the trials may result from the use of *polybag* seedlings. If the seedlings are raised in polybags 50 to 60 cm deep, there are functional roots 40 to 50 cm closer to the water-table than the bottom of the seed nut when it is planted in the field. In this way the seedlings have an extra start in getting their roots down to the moist zone.

Nitrate fertilisers have shown some promise on Rangiroa and are now being tested on Christmas Island.

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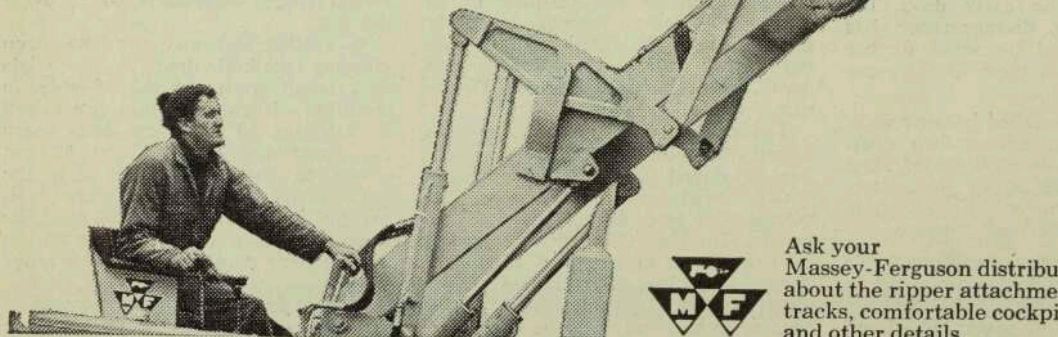
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The insect species *culicoides*, better known as the biting midge or 'nono' is a pest species notorious for the nuisance caused by its unpleasant bites. It is a normal inhabitant of Fiji and Samoa where for some reason, it presents little if any problem and until the introduction of modern high-speed aircraft, it was confined to these islands. Now however, it has been introduced to the Society Islands, islands of the Tuamotu group and Aitutaki in the Cook Islands. In these islands, it has found conditions which favour its multiplication and, there, it has become a major pest. Dr. E. J. Reye, Research Officer of the Department of Entomology, University of Queensland, has recently concluded a three-month investigation in French Polynesia on the problem.

AIRCRAFT SPREAD "BITING MIDGES" IN THE ISLANDS

Members of the species were introduced from Fiji to Bora Bora in 1959 as the result of the opening of air services. From there they became established through the Society Islands by 1961 and some of the islands of the Tuamotu group by 1968. Spread from Bora Bora was relatively easy by way of inter-island aircraft and by natural means.

Up to 1959, the long journeys involved in passage from one island to another had conferred a large measure of protection against the introduction of "foreign" insect species such as *culicoides*, as few could survive. Modern high speed aircraft have largely invalidated this protection and it is clear that other species of mosquito may be introduced to island groups and that *culicoides* will spread further unless preventive action is taken.

The biting midge or nono is aptly named for its bites are very painful, producing oedema, weal, and later, a papule. Due to its small size, it easily penetrates mosquito nets of normal mesh and it can become so persistent as to make normal community life practically impossible, particularly in rural areas. Where the species exists, the nuisance caused to local inhabitants is very great and it thus acts as a considerable deterrent to tourism; on both these counts having a pronounced effect on local economy.

A nuisance

The species in French Polynesia is not known to have any other than nuisance activity. However, it does act as vector to viruses and to some filarial worms in other parts of the world. In the Southern Caribbean area, it, with *aedes* and *culex* mosquitoes, acts as vector for Venezuelan encephalitis, especially in coastal areas. The filarial worm (*Mansonella ozzardi*) transmitted is

principally a parasite of animals not man.

The species breeds in brackish water, neither frankly salt nor frankly fresh. Semi-tidal pools, coastal marshes and roadside ditches near the coast are highly favoured but any body of water, small or large, is suitable provided that there is some salt content.

This type of breeding place makes control extremely difficult once the species is established. The conversion of brackish to fresh or sea water by suitable works is effective but is neither easy nor cheap on an extensive coastline. The draining of swamps is effective, but again presents difficulties. Such measures may reduce the density but are unlikely to eliminate the insects from an island.

Island biological communities are delicately balanced and the introduction of a new species has effects which cannot be foreseen and which can be very undesirable. Once the balance is disturbed, it is very difficult to restore and it is a great deal easier to prevent further introduction of new species such as *culicoides* than to deal with the situation which arises if this is not done.

At the present time, aircraft on international flights are disinfected by aerosol spray of passenger compartments on arrival; few inter-island aircraft are subject to any disinfection procedure.

To prevent the introduction and internal spread of the *culicoides* and other "foreign" insects, it is strongly recommended that all international and inter-island aircraft within the

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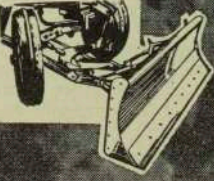
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Pacific area be required to undergo appropriate effective disinsectisation procedures for all flights. At its 18th plenary session in 1968, the World Health Organisation made the following recommendations for the disinsectisation of international aircraft:—

1. For pressurised aircraft:
 - (a) Disinsectisation by vapour during flight, or
 - (b) Disinsectisation by aerosols on arrival.
2. For non-pressurised aircraft:
 - (a) Disinsectisation by aerosols at "blocks away", or
 - (b) Disinsectisation by aerosols on arrival.
3. That the WHO—approved vapour disinsectisation system and formula for aerosols be used.
4. That the recommendations for disinsectisation be implemented by December 31, 1970.

These procedures can be used for inter-island aircraft but it is recommended that the "blocks away" system is used as insects can be liberated immediately on arrival and as this provides protection in the event of diverted flight or forced landing. The undercarriage and cargo compartments must receive adequate application of the insecticide. A suitable pattern for the disinsectisation of inter-island aircraft would consist of:—

- (a) Placement of dichlorvos strips in cabin and baggage compartments to deal with insects harbouring in grounded aircraft.
- (b) "Blocks away" dichlorvos spray applied to cabin, baggage compartments and undercarriage wells and components.

It is strongly recommended that these procedures for international and inter-island flights be adopted as soon as possible in the Pacific islands area in view of the particular vulnerability of the scattered communities it contains.

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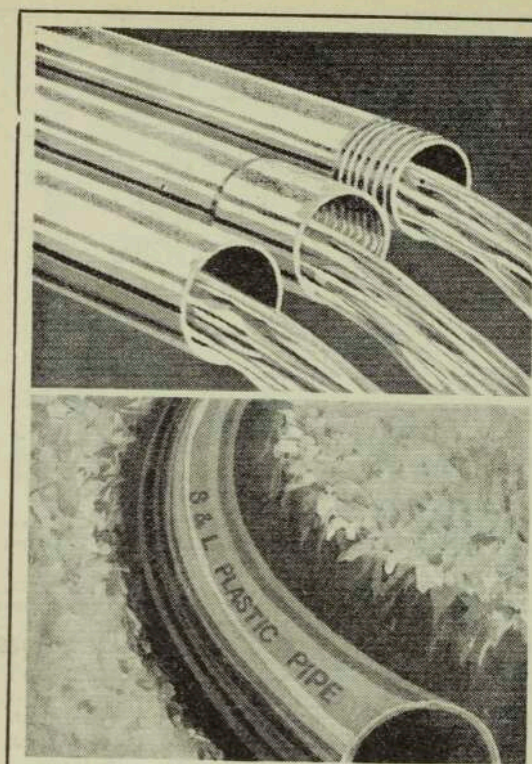
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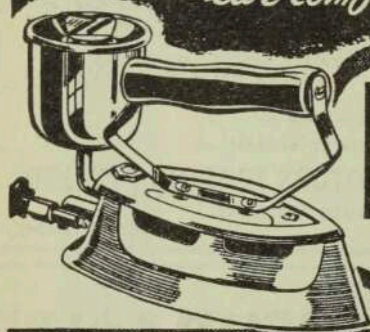
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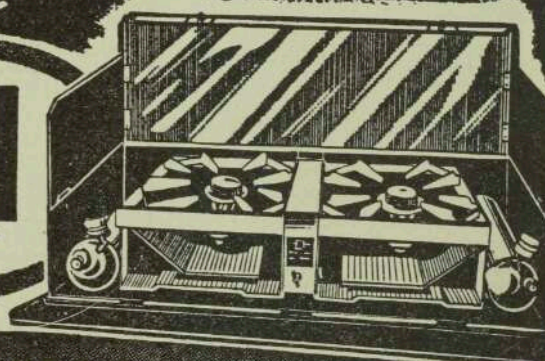
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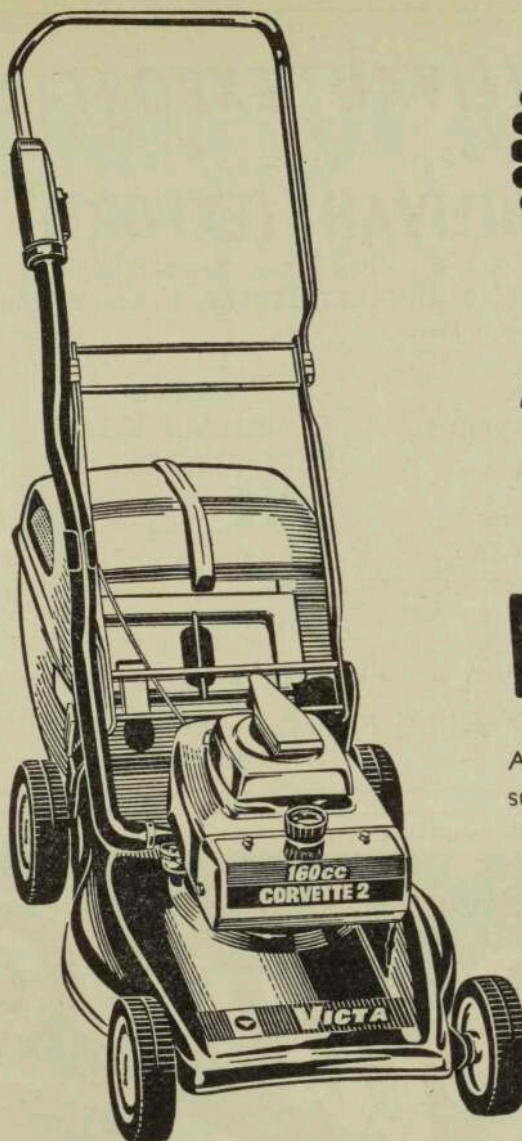
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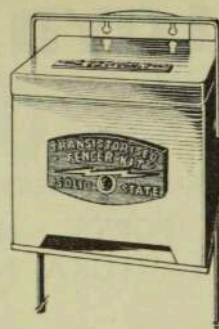
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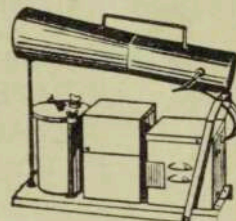
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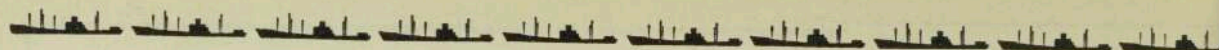
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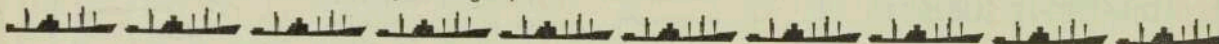
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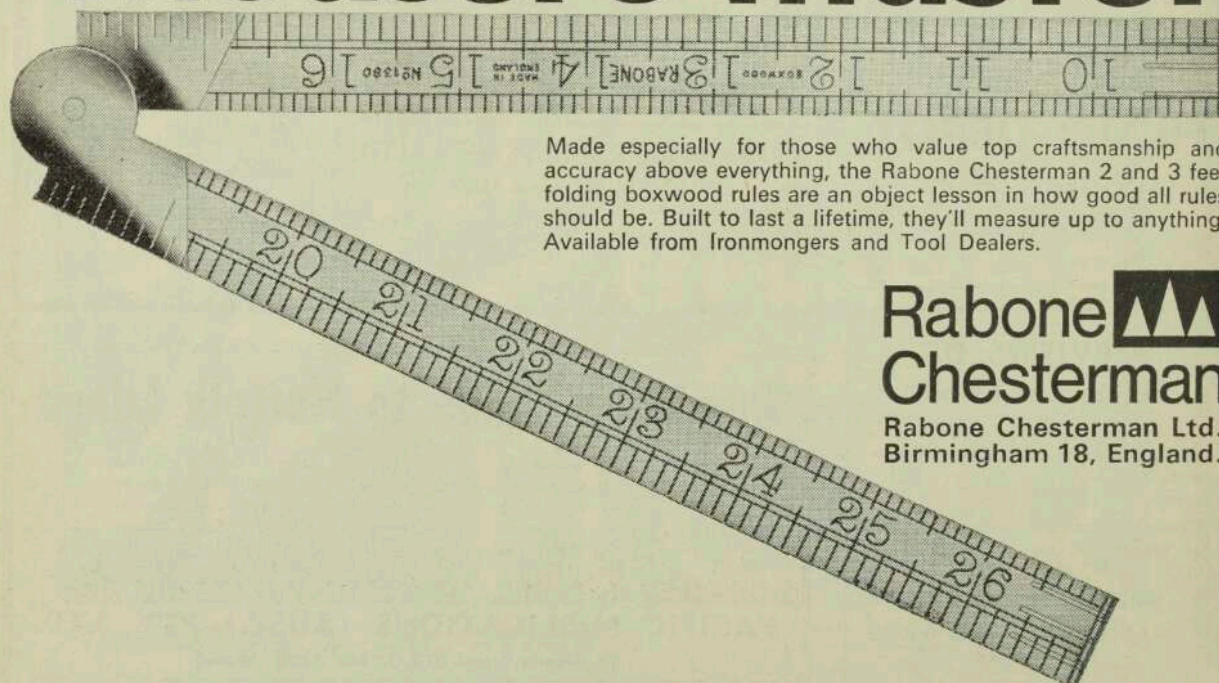
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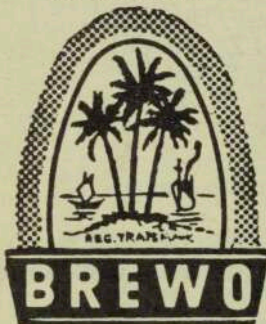
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Ministers agree to build up and improve Pacific aviation

"A landmark in civil aviation history", is how the Australian Minister for Civil Aviation, Mr. R. W. Swartz, described a conference of aviation leaders from six South Pacific countries which ended in Melbourne on September 20.

It was agreed to take a vigorous joint initiative in regional co-operation based on Fiji Airways and improved aviation services. Ministers saw this as a significant development based on a long period of steady and constructive pioneering in the South Pacific area.

Mr. Swartz said that the meeting of civil aviation leaders had been called at an important stage in the development of aviation in the South Pacific, particularly because of the impending introduction of the Boeing 747. Because of the growing importance of aviation in the region, further conferences would be held.

\$21 million spent

Ministers who also attended the conference were Mr. William Rodgers, Minister of State for Civil Aviation and Shipping in the UK Board of Trade; Mr. J. B. Gordon, Minister for Transport, NZ; Mr. C. A. Stinson, Minister for Communications, Works and Tourism, Fiji; President Hammer DeRoburt of Nauru and Mr. Buraro Detudamo, Minister for Works, Nauru; and Mr. Langi Kavaliku, Minister of Education and Works, Tonga.

A representative of Western Samoa was unable to attend this meeting but has been invited to future conferences.

The UK, Fiji, NZ and Australia have been members of the South Pacific Air Transport Council (SPATC) since its inception in 1946. Since then SPATC has spent more than \$A21 million on airports, meteorological and communications facilities in the South Pacific needed for trans-Pacific trunk route operation.

Of this, more than \$17 million has been spent on developing Nadi airport, Fiji, as a first-class international jet airport, administered on behalf

of SPATC by the New Zealand aviation authorities.

Work on the first stage of Nadi improvements, the freight building, is to start soon, and it is expected that there will be no need to extend the 10,700 ft main runway to accommodate either the Boeing 747 jumbo jets or the Concorde. But taxiways and turning facilities will have to be improved to enable the big jets to move and turn freely on the ground.

Details of the new terminal facilities are not yet complete, but they will include automated baggage-handling and aerial ways to provide direct access from the passenger terminal to the aircraft. The first jumbo jets are expected through Nadi early in 1971.

In recent years local Fiji staff have been trained at the airport and in Australia and NZ to a point where, of a total staff of more than 300, the number seconded from overseas is expected to fall to about nine by 1973.

Tonga joins

Tonga has this year joined the council and Nauru and Western Samoa are being invited to join. SPATC also provides advice and information to local administrations, an airport and other ground facilities required for regional as distinct from trunk air services in the South Pacific.

All countries represented have interests in Fiji Airways—the regional operator based in Fiji. Qantas acquired Fiji Airways in 1958 and in 1959 BOAC and TEAL (now Air New Zealand) joined the company as equal shareholders.

Since then, Fiji Airways has grown from a purely domestic operator in Fiji and now also serves Vila and Santo in the New Hebrides, Honiara and Port Moresby, the Gilbert and Ellice Islands, Nauru, Western Samoa and Tonga. It is soon to acquire its third modern HS748 turbo prop aircraft. It also operates DC3 and Heron aircraft. The Fiji Govern-

What about Norfolk, Mr. Swartz?

Representatives at the conference seemed happy about events in the aviation world, but in a late September editorial the *Norfolk Islander* had this to say: "There has been much speculation over the last few months about the rumoured extensions and improvements to our own airstrip, and although we throw up our hands in horror at the thought of Norfolk becoming over-run with visitors, nevertheless it is essential that some statement should be made so that we can plan an orderly development of tourism on the island.

"A landmark of civil aviation" is how Mr. Swartz described the conference, and to the people of Fiji, New Zealand, Nauru and Tonga this is no doubt true. Maybe Mr. Swartz could inform the people of Norfolk Island what our next landmark in civil aviation history will be."

ment joined the company as an equal shareholder in 1965.

In the last three years the governments of the British Solomon Islands Protectorate and the Gilbert and Ellice Islands Colony, Tonga, Nauru and Western Samoa have welcomed the opportunity of taking up shares and appointing directors to the board of Fiji Airways.

Ministers representing Island governments stressed at the conference the importance of Fiji Airways' regional services to the island peoples on its route network. Fiji Airways operates in partnership with Polynesian Airlines based in Western Samoa, and recently there was an exchange of shareholders. Fiji Airways took over the management of Polynesian Airlines earlier this year.

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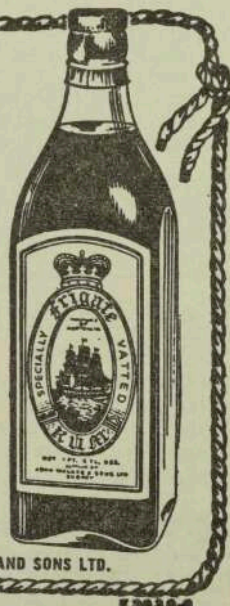
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Letters

(Continued from p. 26)

NOT A NATIONAL SELECTOR

Sir,—Your August issue (p. 103) quoted me as having been a national selector for the Fiji Rugby Union.

I am not certain how this report came to appear in your magazine but I would like to say that although I have done a number of things in the cause of Fiji Rugby over the last 15 years I have never been, nor claimed to be, a Fiji selector.

MIKE LINDEN.

Treasury,
Rarotonga,
Cook Islands.

GAMES YACHTING

Sir,—Reference your report of yachting at the Third South Pacific Games (PIM, Sept., p. 35).

Five teams were competing for the three medals at the last heat of the series—Dabb/Antonieff and Burgaud/Burgaud for the gold/silver, and Gardiner/Gilmore, Arnould/Peaucellier and Reymond/Palmer for the bronze.

In light conditions the finishing order generally was Burgaud/Dabb/Reymond, while in fresher breezes the order became Dabb/Gardiner. The last heat was held in fresh conditions and Dabb won the gold medal. The finishing order for the series was:—

Skipper	Points lost	Country	Boat
G. Dabb	6	P-NG	Circle
A. Burgaud	14.4	FP	Aureole
B. Gardiner	40	Fiji	Shambles
F. Reymond	44.1	Fiji	Christian III
J. Arnould	47.1	FP	Amanda Jane
A. Grey	61.1	WS	Privateer
P. Rothery	77.7	NC	Kris
K. Rodda	78	P-NG	Fiery Fred
Y. Legat	88	NC	Anonomee

The yachting Technical Committee recommended the Tahiti Yacht Club to propose only one class for the Fourth Games, and depending on the response, then consider a second class for the Fifth Games. This decision was based on the assumption that the Games events were to foster yachting as a sport and not foster a particular class. In reaching this viewpoint both the economic situation and the development of the sport in the South Pacific were considered. The French Polynesian competitors favoured the Fireball and the class selected will be confirmed by this November.

The yachting event was made pos-

sible at Port Moresby by individual members of this association loaning their boats and equipment to competitors from other countries.

TREVOR W. BOUGHTON.

Hon. Sec.
Papua-New Guinea
Fireball Association,
Port Moresby.

• Many thanks for the additional, detailed information to our necessarily brief summary of the Games yachting events.

REPLY TO A REPLY

Sir,—I was directly referred to by your correspondent, Mrs. Penelope Bryning, in her letter about Percy Chatterton in August (p. 21), so would like to reply. I feel that with six years only in the territory, and in a very limited area and activity, Mrs. Bryning does not seem very qualified to discuss these matters. Other people could be more competent than myself, but after social services in South America and the West Indies I have been 17 years in practically all the main areas of the territory, first as a lay missionary then as a health officer.

My wife is from a coastal area and we have three children, who have Christian and tribal names; proof that I am probably more integrated than Mrs. Bryning in her present urban work in private enterprise. Although presently living in the Highlands, many of my friends are from the coast.

Mrs. Bryning may be a student of the history of Sicily but I have been in Italy and speak Italian. I have previously put my view publicly about the danger for New Guinea of an emerging middle class (including mostly local public servants) formed mainly from former students on the coast.

We don't want, in 10 or 20 years, to see the Papuans victims in their turn of the type of feeling at present held by many local people against Europeans. The same was evident in the French African colonies after the war, where coloured public servants were often more hated by the Africans than the white administrators.

JOHN H. HUON de
NAVRANCOURT

Health Extension Officer,
PHD, Goroka, NG.

• Pitcairn Island post office released its fourth definitive issue of postage stamps on September 17. The 13 stamps are all pictorial and the denominations are 1, 2, 3, 4, 5, 6, 8, 10, 15, 20, 30 and 40 cents (in NZ currency).

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