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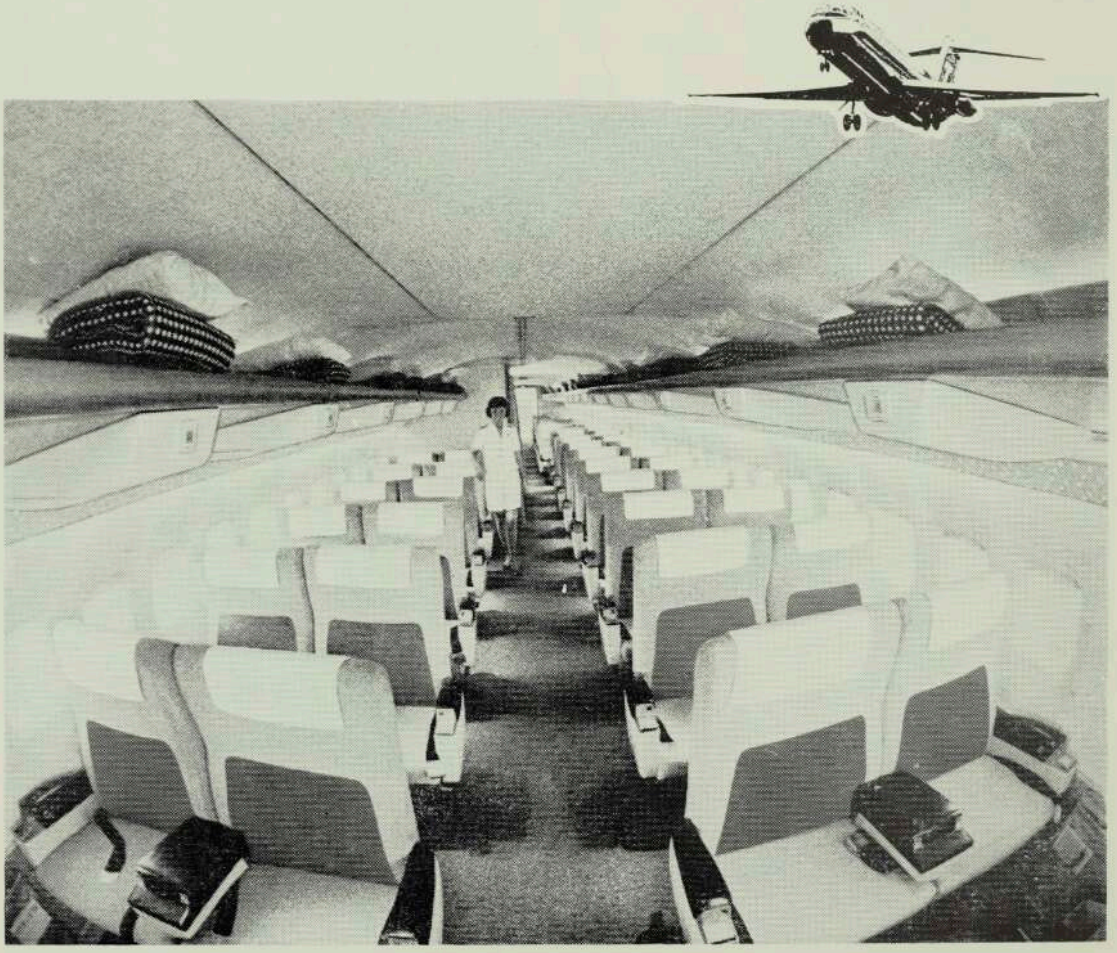

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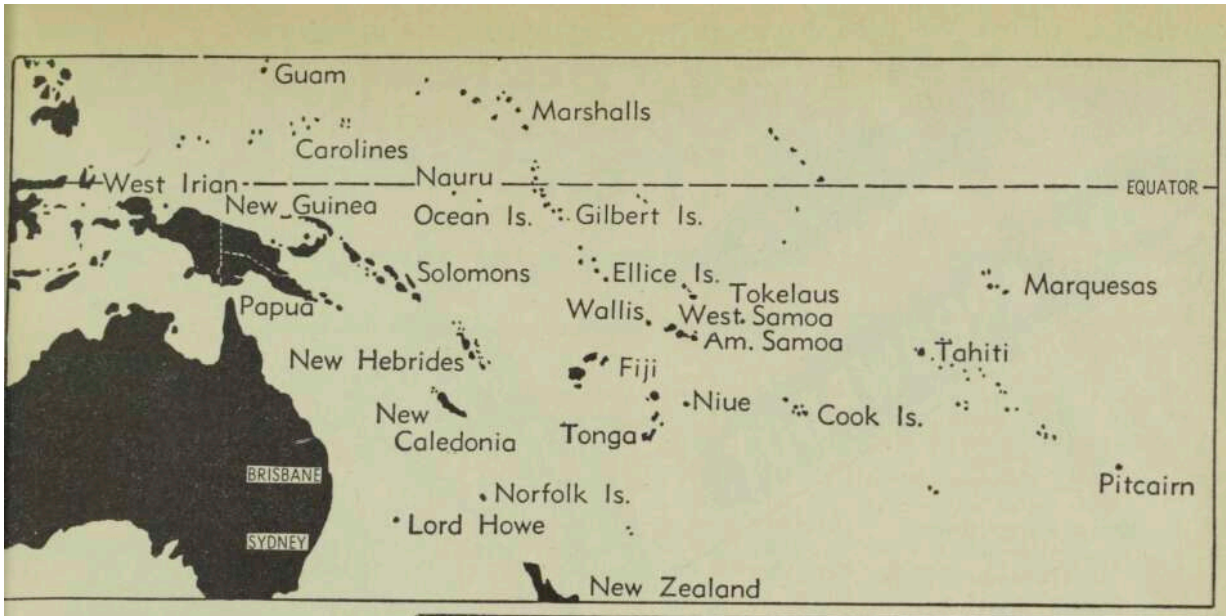

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Up Front with the Editor

Despite some apparent indications to the contrary by a number of speakers at the South Pacific Conference is Noumea in October, tourism is accepted as a necessary evil in the islands of the South Pacific.

Those who are most vocal in warning of its dangers are often those who haven't yet managed to participate fully in its financial benefits.

When they do they will be as anxious as anybody else to supply the visitor with what he wants, or what they hope he wants, and encourage him to come back. The Islander's innate sense of hospitality will see to that.

But New Caledonia is in a separate position. This French territory has managed to build up tourism a respectable degree without either the government or the local people becoming closely involved. Or wanting to.

I was in Noumea in October on my first visit for some years. In the intervening period I had listened to report after report from returning travellers with cries of "the French don't care about tourists", and "they're pricing themselves out of the business with high charges and poor service".

The Matson ships had meanwhile stopped calling at Noumea, and the crews of others were warning cruise passengers not to expect a warm welcome in Noumea, but to "save up your money for Suva".

I noticed before I left Sydney that visitor figures for 1969 were down on those for the same period last year, which seemed ominous.

After having spent a week in Noumea—and a pleasant week, too, be it noted—I am ready to predict that visitors will continue to lose interest in Noumea unless Noumea, as a whole, makes more effort to attract them. And I am not sure Noumea will be bothered making the effort.

New Caledonian tourism is the result of the efforts mainly of the hotels, the shipping and airline companies and the travel agencies. There is a government-sponsored tourist bureau, with an inadequate budget.

The travel business works hard at it overseas, where the customers are, and attracts the customers to Noumea.

Then Noumea lets them down. Noumea is busy with its own affairs and can't trouble about tourists. There is a booming nickel economy and much greater riches to come. Labour is so short that European migrants are being encouraged to work there. Wages are high, and so are food and liquor prices. Most food has to be imported.

Greener Fiji

The hotels continually struggle to provide competent staff, and what they do acquire is high-priced, which helps push up the hotel tariffs. The customers complain about the service and the tariffs, and wonder out loud whether they wouldn't be better off in Fiji, where the local people are supposed to be friendlier.

One can't help being sorry for the Noumea hoteliers, even if one does suspect that their prices don't have to be as astronomical as they are in the dining room and the bar. They've got their troubles, and the situation in Noumea is not their doing.

For it's Noumea which is the problem. Noumea is not New Caledonia, but such is the geography of the island that it might just as well be, for most visitors.

There are areas and islands outside of Noumea without the prosperity of the nickel that would appreciate visitors, not only for their money, but it will take more support from the government to establish them than the government is giving. Or willing to give.

For I don't believe that the New Caledonian administration is interest-

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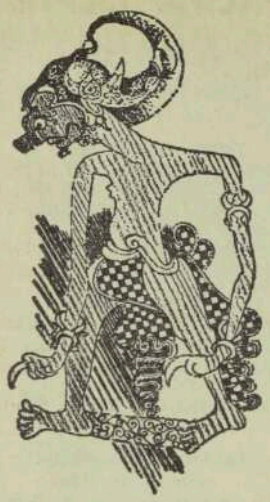

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ed in developing tourism. Like the people of Noumea, the government is otherwise occupied.

I believe that it is conscious of having an economy that will expand and expand in the next two or three years without a tourist having to set foot in the country. Nickel is big and getting bigger, and as it grows with the new exploitations that are planned, there will be new social and political problems to deal with, and the government knows it.

The hotels, the airlines, the travel people are going to have even a harder time to convince the government that tourism has its value too.

And a hard time to kill the apathy of the average Noumean towards the tourist industry.

But I do sincerely wish them luck.

OUR COVER

Making a colourful—and attractive—display are these pupils from the fourth form of the Elaine Bernacchi High School at Bikenibeu, Tarawa, in the Gilbert and Ellice Islands. The school is named after the wife of a former Resident Commissioner for the GEIC. The photograph is by Bruce Adams.

THE awful deathroll in the New Guinea Highlands from the influenza epidemic, which is mounting as I write this, will bring some bitter memories to many older people in Western Samoa.

Samoa had its time of tragedy 50 years ago, and history was altered by it.

It was in November, 1918, a few days before the World War I Armistice, when the ship *Talune* reached Apia from Auckland with some passengers suffering from pneumonic influenza. Samoa, taken from the Germans, was still under NZ military administration, and nothing was done to quarantine the ship, despite the fact that this precaution had been taken at both her Fiji ports.

Flu ran unchecked through the population, then totalling 38,000. That November and December, 7,542 people died from it. This figure represented a little under 20 per cent. of the population.

The epidemic continued into early 1919, and the total deaths were 8,500, or 22 per cent. of the Samoan population.

Thirty years later, a UN population report said that that Samoan epidemic of 1918 "ranks as one of the most disastrous epidemics anywhere in the world during the present century, as far as the proportion of deaths to the population is concerned".

Professor Jim Davidson, of the Australian National University, in his modern Samoan history, *Samoa mo Samoa*, points out that deaths in New Zealand from the same epidemic totalled 5,471, or less than 0.5 per cent. of the population, and that NZ war dead in World War I were 16,000 to 17,000—or 1.5 per cent. of the population, spread over a period of four years. But the Samoan deathroll from flu was 10 times heavier than these combined deaths in proportion to population, and it was suffered in a period of only a few weeks.

In Apia, the newspaper ceased publication for a fortnight (the editor was among the dead). When it started again, the obituary notices inserted by the local people were appalling witness to personal tragedy.

O. F. Nelson, leading trader, lost his mother, only brother and his brother's wife, and one of his two sisters. Toleafoa Lagolago, a politician, lost his mother, brother, two of his sisters and a nephew. S. H. Meredith, another merchant, lost seven close relatives.

Of the members of the Fono of Faipule, the Samoan advisory council, 24 died, seven survived.

The New Zealand government at home appointed a Commission of Inquiry, which brought to light a story of administrative confusion, delay and folly, as well as many acts of courage and energy.

The administration of the military commander in Samoa was brought to an end by the epidemic.

Nobody knows to this day what effect the influenza deaths had on Samoa's search for a national identity, but Jim Davidson has recorded that even in recent times the epidemic has been cited to him by older Samoans as a wrong done to Samoa by New Zealand.

He believes that the epidemic, while weakening the forces of an older traditionalism because of the deaths of many elders, also provided the people with a new reason for resentment of the administering authority, and resentment is a classic base of nationalism.

—Stuart Inder

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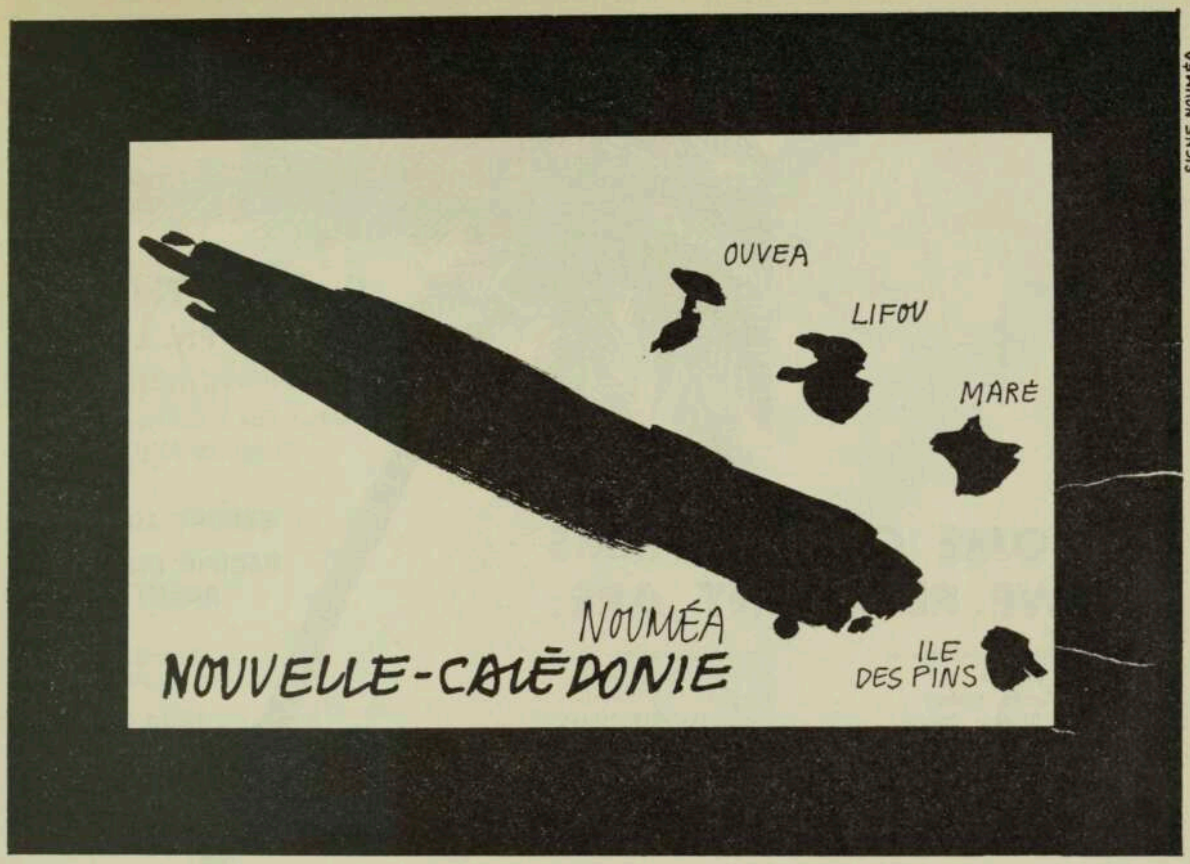

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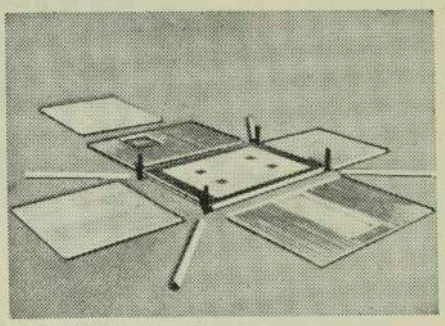

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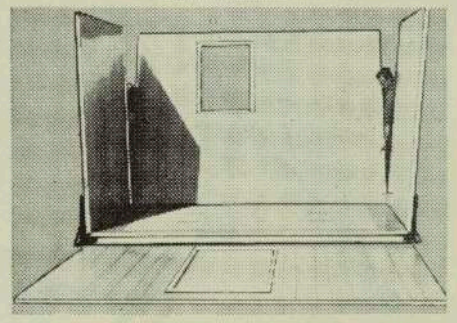

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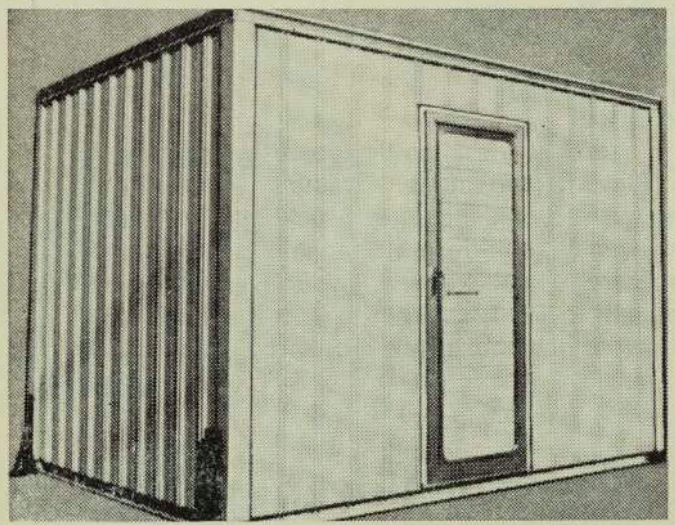

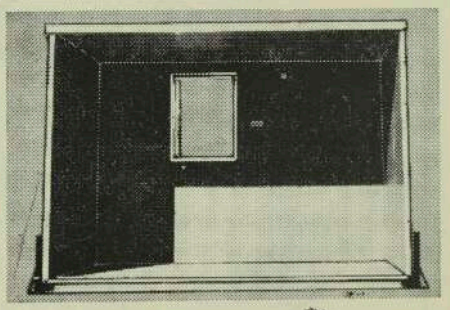

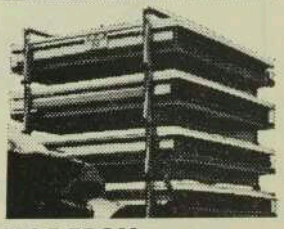

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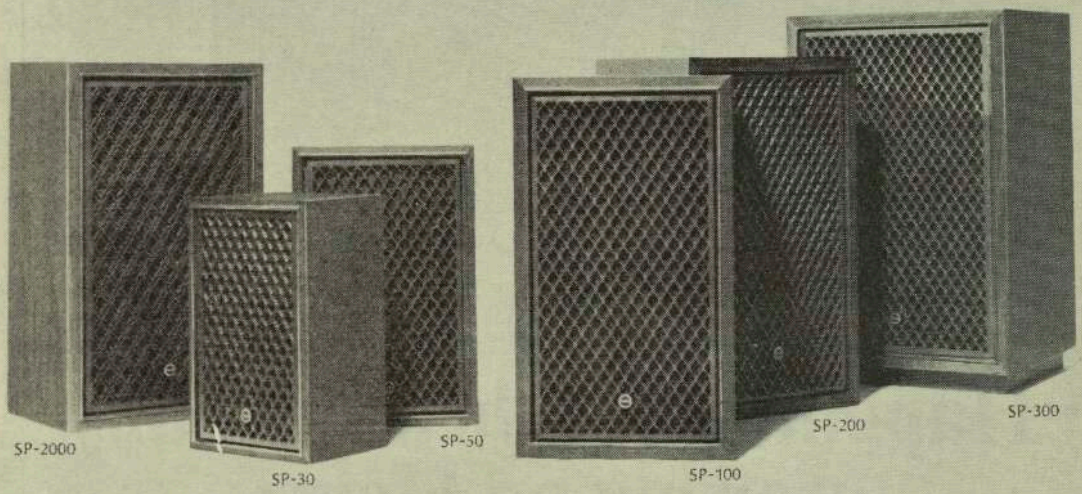

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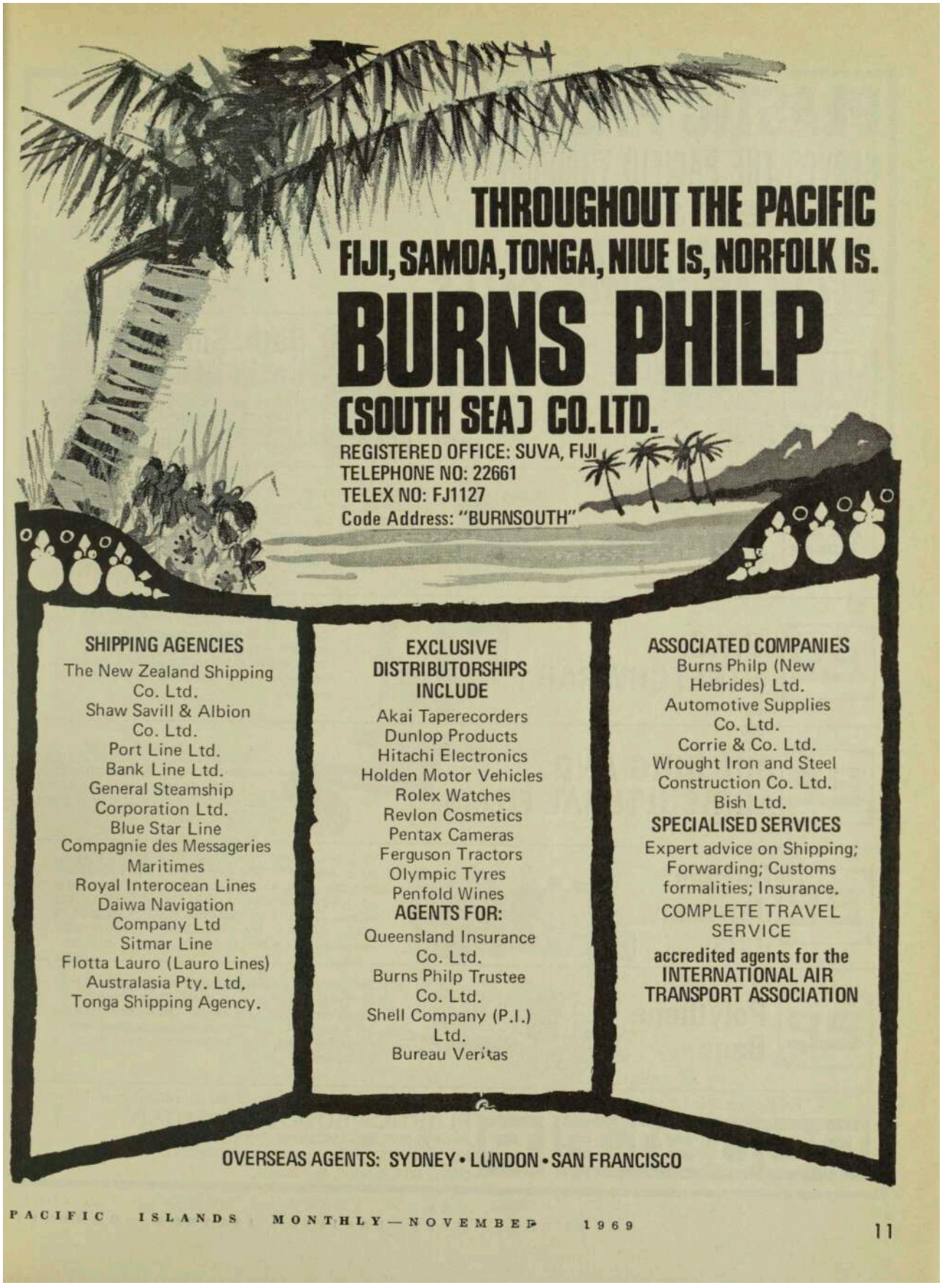

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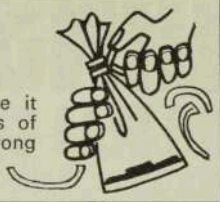

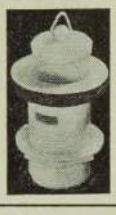

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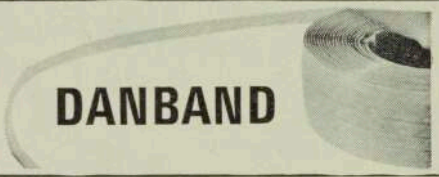

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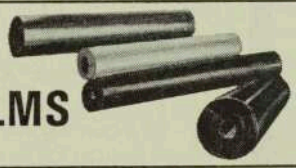

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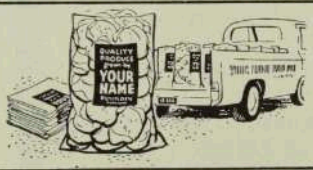

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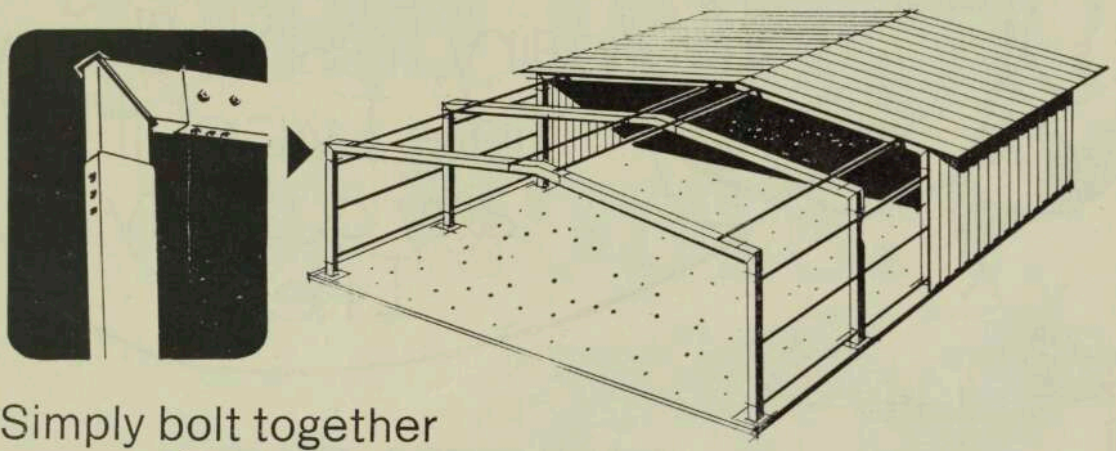

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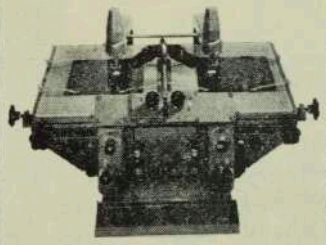

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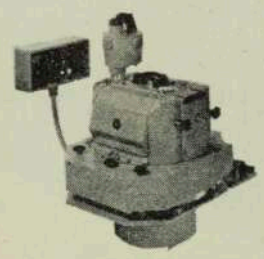

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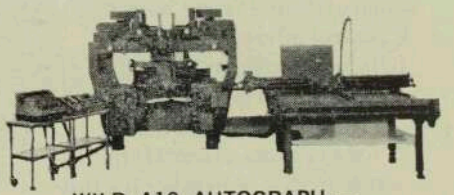

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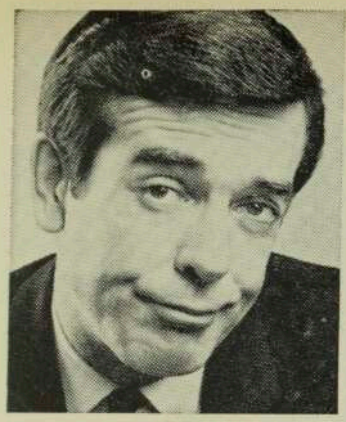

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It's never worked.
I've got another that I bought as a holiday souvenir. That went for a week.
I've got three other jobs that only need a new little ratchet thingummy.
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Lighters?
I've got a drawer full of them.
And a sore thumb.

Somebody please give me a Ronson

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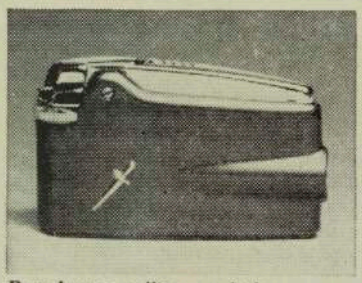
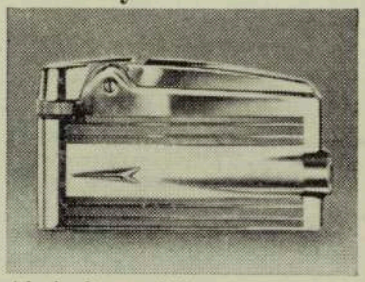
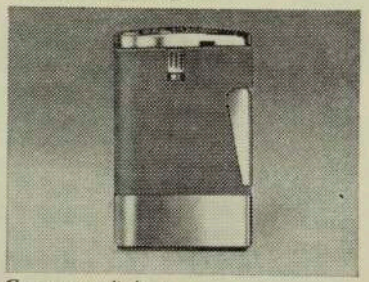


***Premier** top-selling gas lighter*



***Adonis** slim gas lighter*

***Windmaster** gas lighter*



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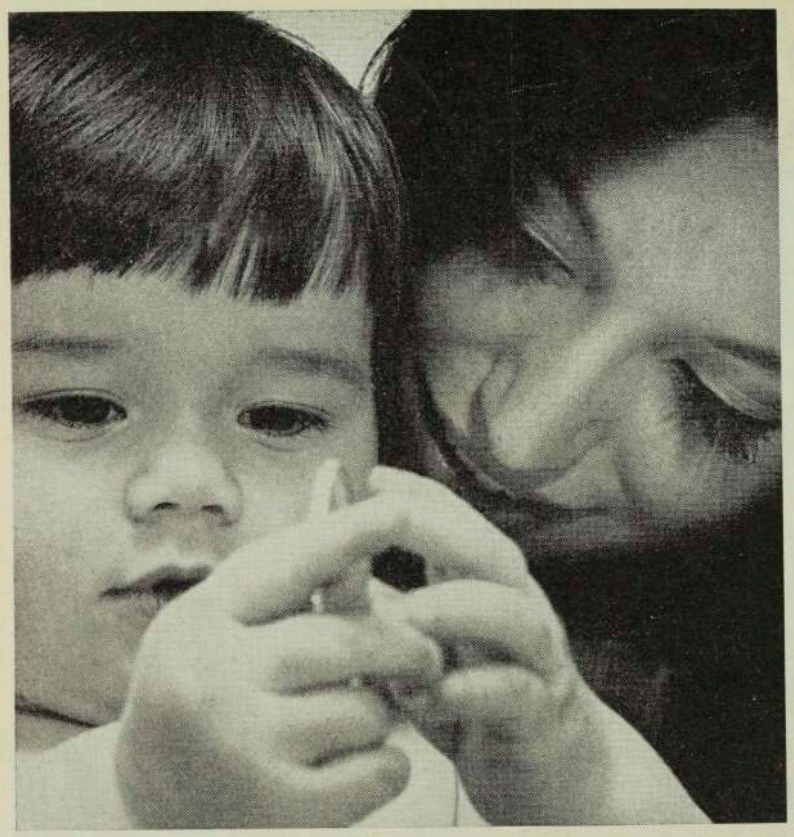

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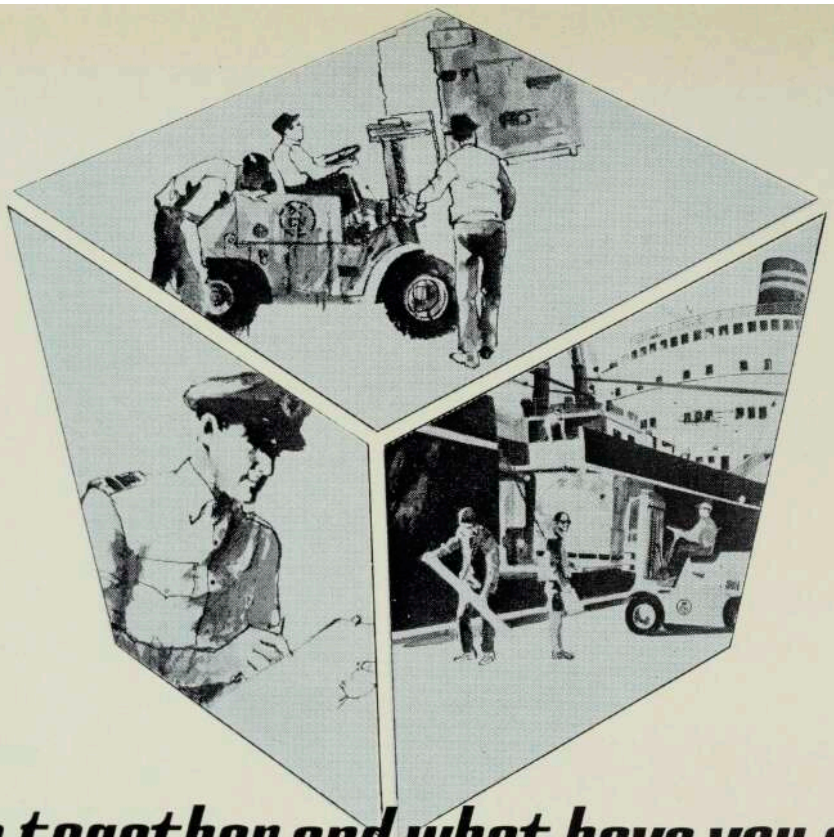

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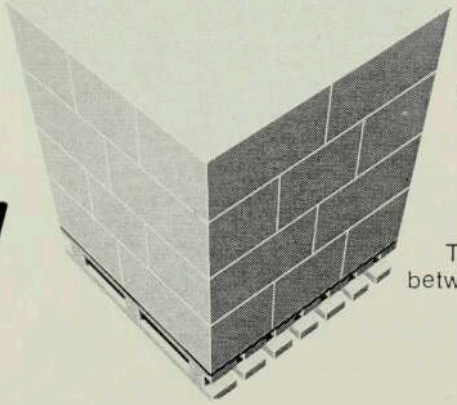

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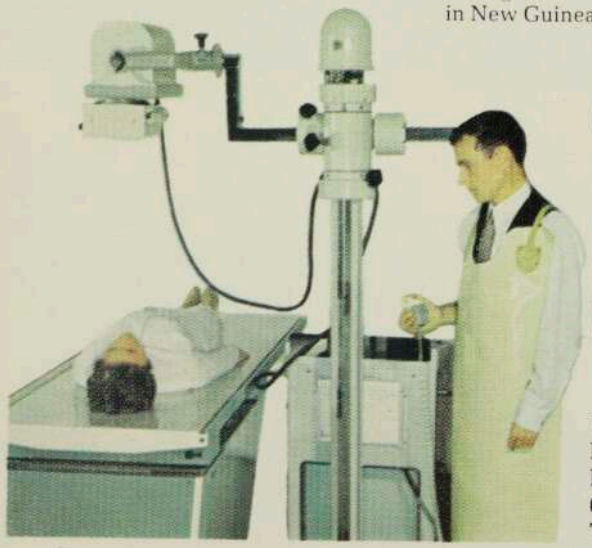

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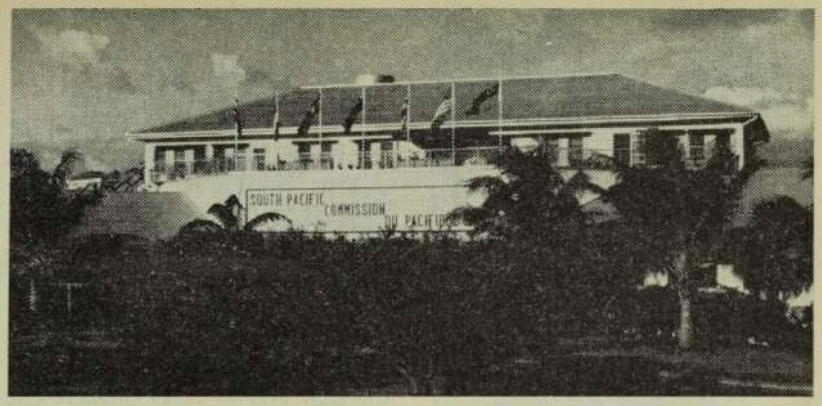
● **With the opening of the Ninth South Pacific Conference in Noumea in October, seven member-country flags flew for the first time on SPC headquarters. They are of Britain, France, the US, Australia, New Zealand, West Samoa and Nauru. Nauru has only recently been admitted —the second Pacific Islands territory to have come of age in the commission's 23 years.**



Togetherness comes to the SPC

By STUART INDER. who was in Noumea for the Ninth South Pacific Conference

An odd thing happened in Noumea in October. A large roomful of Islanders from 16 Pacific territories sat around a conference table for 10 days at the invitation of the South Pacific Commission, and when they finally got up to go home it suddenly occurred to everyone that *they* had become the commision.

That, in a sentence, is the story of what happened at the Ninth South Pacific Conference.

The islands of the South Pacific have won the fight that Ratu K. K. T. Mara of Fiji launched on their behalf at the Sixth South Pacific Conference in New Guinea in 1965 when he bitterly attacked the "exclusive club" that was then the commission.

And it's been a bloodless fight, with the combatants walking off with their arms about each other.

As a result of the final consolidation work put in by the territories at Noumea in October, the territories themselves now:

- Contribute to the SPC budget.
- Discuss fully among themselves the way this money, and the larger sums put in by the seven member governments, will be spent.
- Can virtually guarantee that their majority decisions, on money or any other matter, will be approved by the SPC.
- Have established a review committee on which they are all represented, charged with assessing results of the recent changes in the conference and the commission, and able to suggest more changes.

Only one of the objectives sought in the Mara Revolt has not eventuated—that of having delegates to the conference elected by their legislatures. But, as virtually all the representatives at this Noumea conference were in fact elected members of their legislatures, who could and did speak with authority, this little matter was not pursued.

Ratu Mara, Fiji's Chief Minister, who since last year has received a knighthood and become Ratu Sir Kamisese Mara, did however pursue other matters with his usual rare combination of energy, intelligence, stubborness, dedication, wit and moodiness.

One or several of these traits led him into supporting early in the conference a move to save the SPC's health educator from losing her job. The secretary-general had decided she was to be replaced by somebody with different qualifications.

The storm that followed, in which just about every delegate became embroiled, revolved around the principle of whether the secretary-general or the conference controlled the SPC staff.

The ninth conference in session.

Wanted to go home

Sir Gawain Bell left no doubt in the conference's mind that as secretary-general he controlled the staff and that he was responsible to the commissioners. He implied that if every staff appointment, from the gardener up, had to run the gauntlet of conference approval, the whole secretariat might as well return from

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A new face at the conference was that of Miss Eleanor Emery, recently appointed Head of the Pacific and Indian Ocean Department of the Foreign and Commonwealth Office, London. She was Senior UK Commissioner.

whence it came, because you simply couldn't operate it that way.

Before the storm ended, some were as ruffled as Sir Gawain. Conference chairman Albert Henry, who is Premier of the Cooks, said if the matter wasn't resolved one way or another the Cook Islanders would all go home.

Ratu Mara said he wanted the secretariat to know how far this matter had "pushed the commission to the brink".

In 1965, he himself had almost walked out because of the attitudes of that time, but developments since then had been most encouraging, he said. Now, "with one faux pas", the commission had gone back to 1958.

All of which was unnecessarily dramatic. Ratu Mara's intention apparently was to warn that the secretary-general, too, had a responsibility to the conference, as the commissioners had, and that his decisions could be queried like anybody else's.

But in the secretariat the debate not unnaturally was seen as an effort to get full control of the SPC, administrative processes and all, to end in it being run perhaps at the whim of peripatetic politicians ready to hand out plum jobs to relatives and mistresses.

The blood-letting turned out to be more therapeutic than it sounded. At least some conference delegates began to realise that the SPC did have a staff working back there, an often underpaid lot, whose interests had been overlooked while the conference and the commissioners had been sparring in recent years.

The immediate problem was resolved by shelving for 12 months the appointment of a replacement for the health-educator—and allowing the contract of the present incumbent to lapse in the meantime.

Now that its "sticking point" was over—and there always has to be a sticking point at every worthwhile conference—the delegates got down to some hard work, and efficiently approved or made suggestions on an extensive works programme.

The conference asked that a territorial course in French language teaching be included in next year's budget; that there be a meeting on tropical fruits (excepting bananas); that the SPC inquire about an interchange of territorial broadcasting material; that a South Pacific Arts Festival be held in Suva in early 1972; that territories design their own stamps to mark the 25th anniversary of the SPC; that the SPC apply for UN grants to survey tourism and transportation in the South Pacific; that the SPC tackle the crown of thorns starfish menace and the spreading breadfruit disease.

The conference also approved existing plans for continuing a whole series of training courses or projects on health, social welfare, agriculture, fisheries and economic affairs.

Review committee

The good temper of the conference was not upset even by the proposal to establish a committee to review the SPC.

The proposal had been made last year by Ratu Mara, and was put over, to his annoyance. The year's delay in fact almost wrecked the plan.

When it was reached on the agenda there was silence, and then only desultory comment. It first seemed everybody was attempting not to be first in on the attack, but the truth was that many of this year's delegates were new and there was not the same understanding of the proposal's importance. After all, everything at the conference seemed to be working.

When somebody dared suggest, tentatively, that the idea be discussed *next* year, Fiji's Mr. Vijay R. Singh exploded that the conference last year had agreed to place the item on this year's agenda so everyone would have a further year to think about the future of the SPC. Well, this was it.

Between them, Vijay Singh, who is Fiji's Minister for Social Services, and Ratu Mara proceeded to whip up interest all over again, pointing out that the last review conference had been in 1957, when it was stated that another should be held in 10 years.

New Zealand came out flatfooted in support of the Fiji proposal. The territories had come of age, the New Zealanders said, and they had been most impressed with the way the conference had developed. It was the way Fiji would have hoped it would develop. It was time to look at all the activities of the commission and the conference.

French Commissioner Nettre, although raising no objections, admitted he wasn't too sure just what the review committee would do.

Conference chairman Albert Henry, who is Premier of the Cooks, was inclined to agree with Mr. Nettre and appealed from the chair for somebody to enlighten the meeting. He said the conference had been overhauled only two years previously and probably didn't need further investigation. But the commission itself might need reviewing in the opinion of some people. Would the conference be going too far in attempting to do this? Did it intend to look at the Canberra agreement?

It was the Fiji delegation that proceeded to give the proposal some form, suggesting the composition and working procedure for a review committee. The conference happily polished it, for it now appeared there was not one commissioner or territory who objected to a review.

Mr. Nettre said Fiji had answered his questions. The review committee was not going to make any firm decisions; it was merely going to study all sorts of things and then report back to the conference. That was good. Fiji now made a formal motion of the proposal and Papua-New Guinea seconded it. When it was passed you could almost see the relief

Sympathy for P-NG's sacked soldiers

Sixty-two Papua-New Guinea soldiers were sacked after a stopwork with 212 other soldiers about higher pay in October. All 274 men were penalised with fines, service-time reductions or field-duty, and among the sacked are several experienced NCO's.

The 62 ex-soldiers are now plodding Port Moresby's streets looking for work, or sitting down in their villages angry at the Australian way of doing things. And before the strike it had been reported that Canberra was considering higher wages anyway.

Several highly-placed Australian officers are distinctly sympathetic to the 274, believing they had a legitimate claim for more pay, but no easy way of voicing their complaints. And New Guinea's native workers are well-known for "direct action".

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on Ratu Mara's face. It had started poorly, but it had gone well.

The review committee comprises one representative of each of the participating governments, and a representative nominated from the territories of New Guinea, New Caledonia, the Cook Islands, Fiji and the US Trust Territory. Chairman is Lauofo Meti, of Western Samoa.

The committee will invite submission from territorial administrations and administering governments and meet next April 27 to discuss them. It will meet again, for the last time, in late 1970 to draft its report for consideration at the Tenth South Pacific Conference in Suva next September.

The committee will "assess the results of recent changes in the conference and the commission and consider whether, and if so what, further changes are desirable".

Chairman Henry's benign influence was felt throughout the 10-day conference. While undoubtedly he had a good-tempered gathering to start with, he helped keep it good-tempered with an approach that appeared casual but was just firm enough. Everybody had their say under Chairman Henry, including Chairman Henry.

And as usual some of the most interesting developments at the conference took place outside the conference room—around the coffee cups, over the luncheon tables, in the hotel rooms, at the "happy hours" which each territory took it in turns to host in the early evenings and where the beer and the conversation flowed.

It was here that the next secretary-general was being selected throughout the whole time of the conference. And the story of how it was done is a fitting illustration of how the conference has come of age, of how a meeting of islanders suddenly found that it had become the commission.

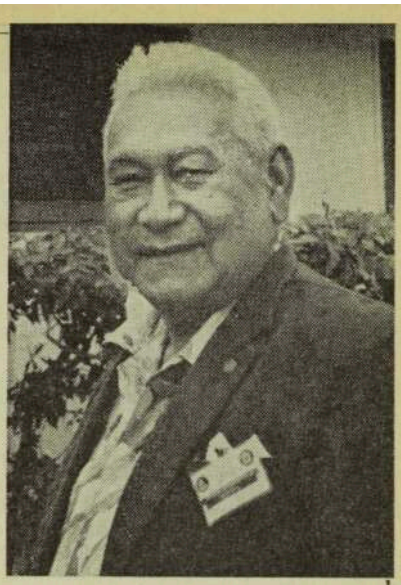
Electing the sec.-gen.

The selection of a secretary-general for the South Pacific Commission is not the business of the delegates to a South Pacific Conference, but of the South Pacific Commissioners, meeting in separate session. And the commissioners themselves, in the past, have not really taken any part in the selection — for it has been arranged beforehand, through the "old boy" network, at top level in the metropolitan governments.

This time it was different.

To start with, the old boy network broke down. Instead of the new candidate being chosen months ahead, by common consent, and his name being announced after the formalities of the commission meeting had been

NEW BOSS OF THE SOUTH PACIFIC COMMISSION



Harry Moors, or Afioga Afoafouvale Misimoa, son of H. J. Moors, a former business agent for Robert Louis Stevenson in Western Samoa, is the first Islander to be appointed secretary-general of the South Pacific Commission since the commission was launched in 1947.

He takes up his post on January 1, at the age of 69. It will be for a three-year term.

Afioga Afoafouvale is Harry Moors' Samoan title, although he is more often referred to back home in Apia as "Afoa", or "Uncle Harry".

He was baptised Harry Moors after his father, an American from Michigan who went to Samoa last century to trade, and there married a beautiful and refined Samoan woman.

H. J. Moors later wrote a book about his personal association with Stevenson, who is buried near Apia. To the Samoans of the day, H. J. Moors was Mister Moors, and they came to call him "Misimoa".

Afioga Afoafouvale Misimoa, who has even a greater gift of words than his father had, will make a colourful secretary-general, able to bring a worldly experience to the task.

The only doubts that were being expressed within the SPC headquarters in October following his appointment were whether he would also prove to be an efficient administrator, able to direct the day-to-day office routine and financial budgeting that comprise a large portion of the secretary-general's work.

"Uncle Harry" himself has no qualms.

Born in Western Samoa on September 25, 1900, he was educated first at Auckland Grammar then in the United States at Belmont Military Academy and Stanford University. But World War I interrupted his studies, and from 1917-18 he served with the US Army in France and Germany. In France he first began his acquaintance with the French language.

Into commerce

Back in Samoa after the war, he joined the Samoan Public Service, which was then controlled by New Zealand, and was an accountant with the Samoan Affairs Department, and a cashier with the Treasury.

Then he went into commerce, first with the old-established Samoan trading firm of O. F. Nelson (he is still a shareholder), and later, in 1934, as founder and managing director of a dairy company. He is a foundation member of the Apia Chamber of Commerce.

When World War II came to Samoa, Harry Moors reorganised

(Continued next page)

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The new boss

(Continued from previous page)

the Samoa Defence Force, commanded the first contingent of West Samoan troops to join the New Zealand Maori Battalion and was seconded to the US Marine Corps as instructor at the Satapuala base.

As Samoa began to move towards independence he took an interest in politics. He was a European member of the Legislative Assembly from 1951-57 and Associate Member for Works. He was a Samoan member of the Assembly, under his Samoan title, from 1961-66.

His business interests today include that of owner-manager of Apia's popular Nineteenth Hole Club. He's a keen golfer, and even today spends Tuesday afternoons coaching newcomers to the game. He built Apia's first golf course in 1923.

Harry Moors has always been active in civic and sporting affairs in Samoa. He introduced and organised Rugby football from NZ, organised regular boxing, is a foundation member of the Returned Servicemen's Association.

He's still a keen swimmer, and most mornings during the Noumea conference he got up for a swim at 5.30 before the meeting started. He admits to missing a game of golf in Noumea, for there is no course there, but he hopes that New Caledonia will soon go ahead with its plans to build one on a site reserved outside of Noumea.

The new secretary-general will bring his young wife to Noumea, in January, and their two children, Johnnie, 12, and Stella, 7. He says he's looking forward to having them all learn French. He will leave a grown-up family back in Samoa.

Harry Moors is a strong believer in co-operation Samoa fashion—that is, gentle persuasion through discussion.

He thinks that the SPC has itself come to understand this system in recent years, in the way that it has listened to the voice of the territories at each South Pacific Conference, and debated, discussed and moved accordingly.

He's looking forward to his new job, and believes his age will be an asset, not a handicap. "In Polynesia, a man with some years on him earns more respect, not less," he says.

completed, the commissioners this time had the names of three different candidates in front of them, nominated by three different governments

Worse, two of the candidates were embarrassingly on the scene.

Worse still, every delegate to the conference knew who the candidates were, and for the whole period of the conference there was active, almost joyous lobbying by the territories, intent on helping the commissioners make the right choice.

Goodwill

At other conferences I have attended, most of the commissioners would have gone red in the face with ire at being put into such a situation by conference delegates. It was symptomatic of the goodwill of this session that the commissioners took it all in good heart and admitted in private conversation that they were as perplexed about what to do for the best as everybody else.

Nauru went further. It didn't know enough about any of the three candidates to be able to give a worthwhile vote, so it planned to abstain from voting at all.

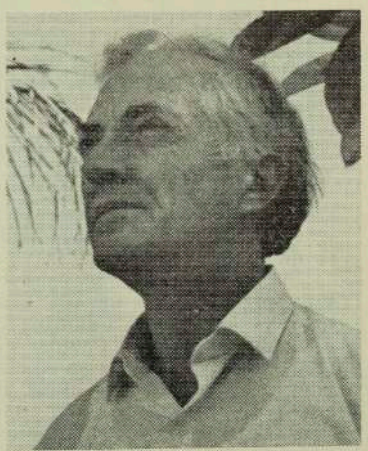
A change of plans by Manuel Guerrero, a former Governor of Guam, had brought this whole situation about. Earlier this year Guerrero had lost his governorship as a result of the change in the American Administration, and America put forward his name as candidate for the secretary-general's post.

The old boy network began to work, and Guerrero could have had the job. Then he decided to run for Governor of Guam when that post becomes an elected one for the first time next November, and he withdrew from the SPC stakes.

So on to the course came three late starters: Afioga Afoafouvale Misimoa, 69, of Western Samoa, nominated by Western Samoa; Australia's Alan Harris, 52, nominated by Australia; and the Earl of Oxford and Asquith, 53, nominated by Britain.

Misimoa, or Harry Moors (see p. 27 for details), is Western Samoa's senior commissioner on the SPC, and was attending the conference.

Alan Harris, who from 1956 to 1969, was First Secretary of the Commonwealth Treasury in Canberra, and from February has been the SPC's Programme Director (Economic), was also at the conference.



Mr. Alan Harris, Australia's nomination for the job of secretary-general.

The Earl, Julian Edward Asquith, is an experienced British Colonial administrator, his last post, 1962-67, being the Governorship of the Seychelles. He was still in England—fortunately, because in his absence he was referred to unkindly and without any justification as "the Duke of Plaza Toro" and given no hope at all of getting any vote but Britain's.

Early opinion among the delegates was that Britain was mad for proposing another ex-Governor with a handle to his name, directly after having had ex-Governor Sir Gawain Bell in the job. And that Australia was mad for proposing a new SPC staff member whose sudden elevation might cause ructions among more senior people within the commission. And that Western Samoa was mad for suggesting anybody aged 69, and who had not been tested in this kind of responsibility..

Yet the betting in the conference appeared to favour Harry Moors, 69 or not.

His best bet

As one influential delegate said: "You can only bet on the horses that are running, and he's my bet!"

Influential or not, the conference delegates were not the commissioners. But they set about the task of electing the right man as if they were.

The delegates soon decided among

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themselves that Australia could expect the support of France for its man (this assumption being made on the basis that the French are not supposed to favour Islanders for positions of responsibility). Also that Western Samoa could naturally expect the support of New Zealand, and also the US (on the assumption that Americans always go out of their way to favour Islanders).

With Nauru abstaining, this line-up would give a vote of nine each for Messrs Harris and Moors on the first count, and four for the Duke of Plaza Toro. Britain presumably would then move to break the deadlock by giving its vote to either Australia or Samoa.

[Under the SPC agreement, Australia is entitled to 5 votes, France, the UK, the US and NZ 4 each, W. Samoa and Nauru 1 each].

At tea-breaks and at lunch the possible variations to the voting were discussed at length. As new intelligence was collected it was passed down the line for its significance to be analysed.

Somebody had heard that the French were planning to support Britain. (True or false?) That the US had specific last-minute orders from Washington to support Australia. (Was US Commissioner Skinner playing a double-game?). That the UK wasn't really fielding a rank outsider, but a dark horse who would romp home because the rest of the field was badly ridden.

As each apparent crisis appeared, the various lobbies got to work on the opposition.

The Fiji and Cook Islands delegations were the strongest and possibly the most effective lobbyists for Harry Moors, but the Cook Islanders almost outsmarted themselves in his cause on the very last day of the conference. Pushed by Fiji, they were anxious to make a decisive, last-minute bid.

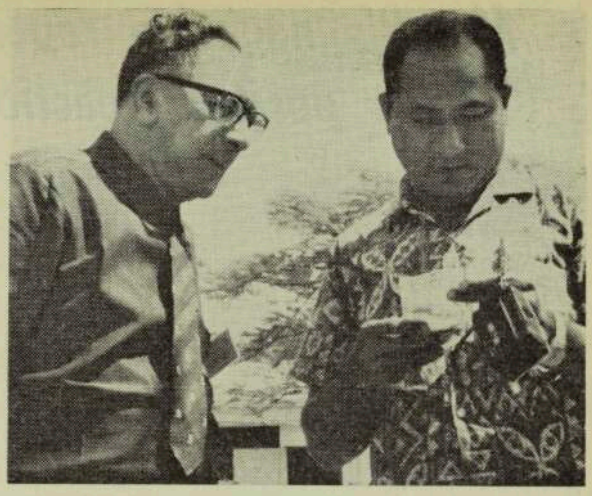
They submitted a motion which asked the full conference to (a) express its warm appreciation to Sir Gawain Bell for his devoted services as secretary-general, (b) extend its best wishes to Sir Gawain and Lady Bell for the future, and . . . wait for it . . . to (c) "express the view that in accordance with the provisions of paragraph 42 of article XIII of the Canberra Agreement, and the fact there is now available a suitable candidate for the post of secretary-general who is a local inhabitant of the territories within the scope of the commission, that the commission should give full and careful consideration to the appointment of a local inhabitant to the post of secretary-general."

This section of the Canberra Agreement of February, 1947 (which established the commission), says that in appointing the secretary-general and the staff of the secretariat, primary consideration should be given technical qualifications and personal integrity of candidates, but, to "the fullest extent consistent with this consideration", the staff should be appointed from among local inhabitants of the territories.

It was another Islander, Oala Oala-Rarua, of New Guinea, who promptly got up and protested that the Cook's double-ended resolution was a bit under the belt. Tongan Premier, Prince Tuipelehake supported Oala, in one of his rare addresses.

At one stage in the lively debate that followed it looked as though the Cooks would lose the whole of section (c) from their cheeky motion. But—surprisingly—it was French Commissioner Nettre who saved it. He said he couldn't see why the conference shouldn't point out that paragraph 42 did exist, but then leave it at that.

So in the end the conference agreed to "draw the attention of commissioners to paragraph 42, article XIII of the Canberra agreement concerning the selection of a secretary-general and other senior officers in the secretariat." Not that it mattered at this stage what the wording was, because the Cook Islanders had got their message across.



Mr. Albert Henry, Premier of the Cooks and chairman of the conference, discusses a point with Mr. Oala Oala-Rarua, who is Assistant Ministerial Member for the Treasury in P-NG, and led the P-NG delegation.

How they voted

The voting on the new secretary-general came when nearly all the delegates had gone home, and the commissioners did indeed give the appointment full and careful consideration.

The voting on the first round followed exactly the line-up that had been predicted around the tea-cups—9 votes for Harris (Australia and France), 4 for the Earl of Oxford (UK), 9 for Moors (NZ, US, West Samoa).

In the second round, the UK withdrew its nomination and gave its votes to Moors, the result being Harris 9, Moors 13.

With the position now clear, there was nothing for Australia to do but to withdraw her nomination.

In the third round, Moors now got the Australian and French votes, and at this stage, Nauru's too. Voting: 23 to nil.

And that's how Harry Moors was elected the first Islander secretary-general of the South Pacific Commission—unanimously.

Tenth conference will be in Suva

The next South Pacific Conference—the 10th—is to be held in Suva, on a date to be fixed in the second half of September, 1970.

The last three conferences have all been held in Noumea, and the decision to alter the locale next year is seen as a return to the original idea of holding conferences in different territories.

The Ninth Conference recommended that the Suva meeting last no more than eight working days, including a full day set aside for informal discussions.

Both Fiji and French Polynesia volunteered to act as host for the 1970 conference. The Cook Islands has offered to host a conference as from 1973.

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Mr. R's negative report gets a positive reaction

The South Pacific territories are not, by any means, in agreement with each other that there are advantages to tourism. Even territories which are earning big incomes from tourism are far from happy about the impact of the trade on the Islands people.

This became obvious during a debate at the South Pacific Conference, touched off by a report made for the South Pacific Commission by a United Nations adviser, Mr. Pierre Rhonheimer.

Mr. Rhonheimer, UN Inter-regional Adviser on Tourism, made his survey —which was meant to be a preliminary one—between June 16 and July 9 this year. In that time he visited Hawaii, Pago Pago, Apia, Suva, Noumea, Vila, Santo, Honiara and Port Moresby.

Big things had been hoped for in Mr. Rhonheimer's report; it had been awaited by South Pacific tourist organisations in the expectation that it would give some lead on how tourism could be developed to everybody's advantage. He was expected to propose that a full survey be undertaken, and to lay down guidelines for it.

"Negative" report

But when the matter came up in the conference agenda, delegates found they didn't have Mr. Rhonheimer's report in front of them. It was still in New York, and instead the UN had supplied the commission with a five paragraph precis.

The SPC's economist, Mr. R. M. Watson, said the UN had explained that the report was "somewhat negative in nature", and therefore it had decided not to release it in full.

The precis said Mr. Rhonheimer had recommended against a UNDP (Special Fund) tourist survey as being "premature". He proposed that tourist experts advise individual territories on what they should do.

The territories could meanwhile establish one tourist organisation for the area, in which each territory would be represented by its Director of Tourism. Its task would be to standardise procedures, consider transport matters, such as frequency of carriers, and engage in joint market promotion.

Mr. Watson said that the UN had recommended in forwarding the precis that the commission consider arranging another survey by an outside consultant. Mr. Watson himself felt this wasn't a bad idea, despite "the negative nature" of the survey that had just been completed.

In the next hour of debate, when the conference got its teeth into the whole matter of tourism, it grew obvious that Mr. Rhonheimer's survey had not been negative so much as extremely positive.

From what was said by some delegates whose territories had been visited by the UN expert, Mr. Rhonheimer wasn't very impressed with either the standards or the potential of South Pacific tourism, and had no doubt said so in his report.

An attack on him was led by the Senior US Commissioner, Mr. Carlton Skinner, who has interests in the airline business. Mr. Rhonheimer's trip wasn't necessary, he said.

"It was an inadequate project, poorly prepared by the wrong agency of the United Nations. The man who came here was from Europe and he had no sympathy nor understanding of Pacific problems.

Doubt and disrespect

"He left a trail of doubt and disrespect everywhere he went, and the best thing we can do with this report is wrap it up and put it away."

Mr. Skinner said the Pacific Area Travel Association would never do what Mr. Rhonheimer had done—that is, go into Western Samoa and tell them they had to reduce the number of church services on Sundays, or tell the hotel people in the Solomons that they must change their men waiters for women waiters.

"I think we should write to the UN and say, 'We have received your report'. We should not even say thank you for it!" Mr. Skinner added.

Now that the tourist expert had been publicly labelled as unsympathetic to the problems of the South Pacific, delegates got up and talked of the dangers of tourism to the South Seas. The Islands, they said, would lose their soul once the viewpoint that Mr. Rhonheimer apparently represented was allowed to get control.

New executive director of the Papua-New Guinea Tourist Board is Mr. Bryan T. Hill (above), formerly a public relations officer in the motion picture industry in England and director of publicity and tourist activities in the Snowy Mountains of Australia. Mr. Hill was also director of the Northern Tourist Association, and later joined a commercial aviation organisation as development director.

Fiji's Chief Minister, Ratu Sir Kamisese Mara, was the most stinging in his comments. Mr. Rhonheimer's conclusions were actually of help to the South Seas, he said, because they were a warning.

"In Fiji we learnt from him what the tourist plant operators expect from tourism," he said. "They want to squeeze as much money as they can from their investment and they could not care less what happens to the culture and the customs of the people.

"If we think that PATA will be able to produce a better survey then with great respect I would point out that they are the same group of people—owners of tourist plant who have the intention of making as much money as they can from it and who won't pay too much attention to the customs and the traditions of the country.

"I think this is what concerns most of the territories. We in Fiji are beginning to learn the cost of tourism, not only in money but in many other ways, so I would not dismiss this survey out of hand."

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Western Samoa took the same view. "Everything has a price," said Pito Fa'alogo. "It comes down to a question of cost not only in money but in intangible effects . . . the report of the UN adviser confirms what we have been thinking all along.

"We hope we have no tourists in Western Samoa, but only visitors who come to see us and take us how we are. If we are hesitant in accepting these visitors, it is only because we have a fair idea of what the total cost will be. I have an idea that all the territories think along these lines."

French Polynesia did not object to tourism, but it said two points worried the territory about tourism. One was the need for a more liberal attitude to the investment of outside capital, which was welcome; the other was that tourist agencies were now selling package tours for which all the money was paid in the country of origin—hotels, transport, entertainment. This had no advantage to the mass of local people.

Carlton Skinner said he wanted to make it clear he was not against another survey. He merely suggested it should have careful terms of reference so that all the viewpoints of the territories could be looked at.

The conference decided to recommend that the commission apply for a UNDP (Special Fund) tourism survey of the region, to be undertaken in 1970, and that the SPC contribute $A1,000 towards expenses.

He'll design the SPC flag

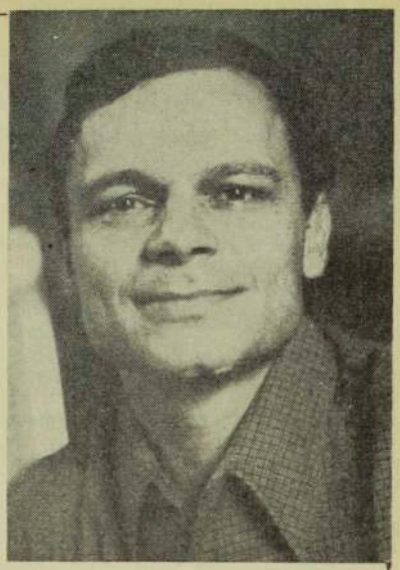
Noumea commercial artist Andre Henry (right), who designed the official emblems used for both the second and third South Pacific Games, looks, like having another win. He's been invited to complete a design for an official South Pacific Commission flag.

Mr. Henry, originally from Paris but who has been in Noumea for about 10 years, competed in open competition for the Games designs.

He also submitted a design in the South Pacific Commission flag competition, which the Noumea conference in October wanted to see used as a basis of a final design for a flag. But as his entry did not conform with all the requirements of the competition he was not awarded a prize.

Mr. Henry's design showed a white circle on a blue ground, with six golden stars representing the commission members (see pictures, p. 101).

At the 32nd session of the SPC, which met in Noumea at the conclusion of the South Pacific Conference, the commissioners decided to ask Mr. Henry to draw up a final design, with seven stars (Nauru has since joined the commission), and a small white coconut palm inside the circle. The stars will be six-pointed to denote the six founding members of the SPC.



The commissioners agreed that as the coconut palm motif had been suggested by another competitor, Viliame Pomale, of Tonga, both Messrs. Henry and Pomale would be granted special prizes.

THIS IS HOW THE SOUTH PACIFIC TERRITORIES SEE THEIR PROBLEMS

IN addresses at the South Pacific Conference in Noumea, the territories of the South Pacific each outlined their special needs and problems. This is what they said:

WALLIS AND FUTUNA

Mrs. Noella Kilama, delegate for Wallis and Futuna, said the population of Wallis was 6,000, of Futuna Island 3,000. But 6,000 people had already emigrated to New Caledonia, and 2,000 to the New Hebrides. This emigration seemed to help the territory as it had no resources and could have problems of housing and food.

The territory's little problems were somewhat similiar to those of the GEIC.

"We would like a course on family education," she said.

Wallis and Futuna was also interested in research into filariasis, a disease which was widespread. "And we would like to have a specialist on water supplies. The creation of SPIFDA interests us greatly," she said.

COOK ISLANDS

Mr. William Estall, from the Cook Islands pointed out that, although the provision of education was proceeding well, there were not enough job opportunities available. "The overwhelming proportion of our population is in the process of being educated," he said, "and for what? To climb coconut trees?"

He continued: "We must absorb our young people into useful and rewarding occupations, or export them, if we can find somewhere to export them to . . ."

There was a great need for technical expertise and for an environment conducive to effective trading between territories. The Cooks needed experts in the field of citrus and pineapple growing and there was also the problem of disease and weed control.

There was a reluctance among territorial governments to trade with each other. The Cooks had a surplus of citrus: Oranges, mandarins, tangerines and grapefruit were rotting on the trees because the NZ market was saturated. But neighbouring territories were importing citrus and canned juice from distant parts of the world. Equally South Pacific territories were producing commodities wanted by the Cooks, but the Cooks

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were unable to get them "even on a barter basis".

"It is rather ironical," he said, "that the territories of the South Pacific which meet every year under the auspices of the SPC are unable to facilitate trade between themselves, thereby increasing the productive capacity of the land and the general wealth of the region."

He concluded: "There is one other matter which I consider of great importance to the morale of the territories of the South Pacific. I am always happy to see indigenous people serving on the SPC staff. However I cannot help but feel that the time has come when more indigenous representatives of the territorial governments can now be appointed to the commission staff, not only at secretarial level, but also to senior key positions.

"Surely we now have the right people in our respective territories for possible secondment to the SPC?"

TONGA

The Premier of Tonga, Prince Tu'ipelehake, said Tonga considered family planning important—it had launched a family planning scheme. But he stressed that a country's most valuable asset was its people, and this especially so in the Pacific. He said: "Are we here to decrease our population or to help our people? The everlasting resources in the Pacific are the people. It is not minerals, coconuts or bananas that count: what we must do is prepare our people to take their place in the world."

Prince Tu'ipelehake, Premier of Tonga, at the conference.

NEW HEBRIDES

Mr. Iolu Abbil, of the New Hebrides, said co-operative development in the territory was progressing well—an overall turnover of $A1¼ million — but expert advice was urgently needed. Officers had to be trained to be better equipped to involve themselves in the co-operative field. Every year there was an increase of about 30 societies and the work required was going beyond the territory's capabilities—especially considering a shortage of staff.

He also said "I think we are all aware that some synthetic commodities have been discovered and are now competing with the coconut. Therefore, a substitute should be found in order to maintain the level of our exports". People were being encouraged to breed cattle for export, and short courses were needed to train breeders in modern agricultural methods and management.

He continued: "We are also developing tourism, which, of course, we regard as another source of income for the territory and its people, but do not want to keep on importing people to serve in the hotels; we would rather like to train our own people to become involved in hotel affairs, and also to teach the language understandable by the tourists."

NEW CALEDONIA

The Reverend Father Jacob Kapea, delegate for New Caledonia, said his territory was something of an exception in the Pacific because of its important mineral resources "we are a bit spoilt—it is not our fault—do not take offence if we are nickel-plated," he commented.

The development of the mineral resources involved important economic and social evolution of the island, which was fast developing into an industrial society.

"We would like to ask the commission to act practically and realistically in the working out of its programme in order to adapt its activities to the different needs of the various territories," he said.

FRENCH POLYNESIA

Mr. Jean Juventin, a delegate for French Polynesia, said his territory was currently living with all its economic and social problems, a very fragile equilibrium—a situation provoked by the installation of the CEP—the atomic centre in the territory.

"We feel the inconvenience of this —the capital inflow is not going to be lasting. So many workers come to find jobs among the 'nickel-plated' Caledonians," he said.

"We would like to achieve a Polynesian economy less showy, but more stable.

"At the moment we put all our hopes on tourism—hotels, airport, etc. But tourism is a 'balloon of oxygen' which could burst at any moment. So we should try to develop fishing, cattle raising and agriculture."

WESTERN SAMOA

Mr. Pito Fa'alogo of Western Samoa, said the needs of his country were similar to those of its Pacific neighbours; they broadly lay in public health service improvement, and further development of an education structure which would serve both the needs of the country without forgetting the rest of the Pacific.

In Western Samoa the people had "long been aware of vulnerability in having only three eggs in our economic basket". They had attempted to rectify this by encouraging diversification of export crops, at the same time providing incentives for the establishment of import substitution industries with a view to conserving much-needed foreign exchange.

In education, rural public health and economic policy, plans had been laid with the help of overseas agencies and governments. But finance to implement the plans was limited and "some of our aims may be frustrated".

AMERICAN SAMOA

Mr. Palauni M. Tuiasosopo, of American Samoa, said although his territory's fishing industry had made considerable advancement since its inception in 1953, the resource of raw material had become a major concern.

Two canneries had had to cut operations and experts believed that the drop in the catch might be directly related to the magnitude of the source. And with increasing demand and scientific means of harvesting, the resource might be tapped at its maximum level in the near future.

It was necessary to find alternative products in the fisheries industry to help maintain the territory's most valuable item. The tuna industry was responsible for about 83 per cent. of the working population of American Samoa, while fish products amounted to about 99 per cent. of exports in the past few years. Government revenue from fishing resulted

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in almost 75 per cent. of total income.

Continued Mr. Tuiasosopo: "I think that one of the natural resources of the Pacific Islands is the water that surrounds them. It might therefore be worthwhile for the SPC to consider directing some of its expert research and planning in this area, with definite programmes and goals. It may also act as co-ordinating agency for the collating of data and statistics that might be available from other sources.

"Related to this need is the necessity to develop lobster fishing. It is a must for every tourist resort . . . and it is something close to the way of life of every Pacific Islander.

"The problem of water and air pollution will become more and more evident. Coming into Noumea from the airport I noticed that the nickel factory was pouring out smoke into the air and other wastes into the water of that beautiful bay. I could not help but feel that we must make some attempt to gear our long term programmes towards this impending need."

NAURU

Buraro Detudamo, of Nauru, said his territory had "a lot of problems". Some were similar to those in other Pacific islands, others were just to the contrary; Nauru did not have a potential commercial agriculture, because there was little land to cultivate; it did not grow citrus fruits or vegetables, but there was a potential market for them.

It stood to reason, he said, that trade activities should be promoted throughout the Pacific. In this way, what was lacking in a territory might be got from another, where there was an abundance.

He continued: "Apart from many other problems which we may have so much in common, Nauru has one which is unique, and perhaps the largest of its kind. Contrary to what you may have read from the papers, we need money, lots and lots of it, and very badly too."

Nauru's only natural resource, phosphate, had a limited life. "In 10 years," he added, "roughly 4/5 of Nauru's total area will be quite uninhabitable . . . and Nauruan population is increasing now at a rate of 6 to 7 per cent. of the overall population, which is approximately 5500 people.

"The consequence of the mining process is that lands are left physically inaccessible because we are left with the exposed, rugged pinnacles which make very difficult access to these worked out areas, let alone rehabilitation which is necessary for residential, agricultural and commercial developments."

Mr. Detudamo continued: "This is where we need money—lots of it—we need help to rehabilitate these worked out areas . . . we have been wondering if any of the participating territories and the metropolitan government have a spare hill or two to help us rehabilitate these worked out areas.

"Apart for careful conservation and investment of the money we receive from the phosphate royalties, we are also concerned with whether such investment and conservation of the money will perpetuate a stable economy after the phosphate is exhausted. We are therefore investigating other ways and means of securing the future."

Another big problem was water; there was no means of conserving it apart from the very small proportions received on roofs. The bulk of the water was imported from Australia.

BRITISH SOLOMONS

Mr. Gordon Siama, delegate from the British Solomon Islands Protectorate, said: "The protectorate has started on a programme of development which is aimed at increasing the overall productivity. At present we rely upon a generous grant-in-aid from the United Kingdom to balance our budget.

"We must try above all to bring into production the land which at present is undeveloped. To do this we require capital and expert advice.

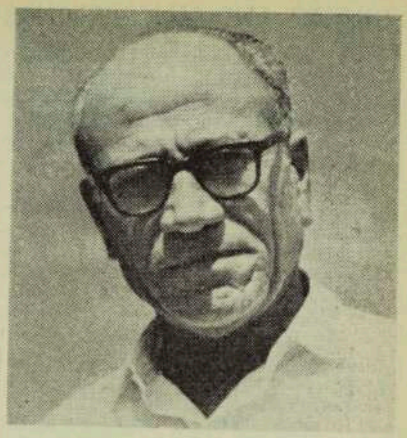
"For a small territory such as we are, it is not economical for us to employ a full range of experts and therefore we look towards the South Pacific Commission to assist us in providing specialist services which are supported by experience drawn from many parts of this region.

"We would welcome increased opportunities for training which is aimed at meeting our rather special Pacific problems and for increased opportunities for the islanders to visit other territories in the region and study problems of common interest."

NIUE

Mr. R. R. Rex, Leader of Government Business in Niue, said the special needs of his island, the seventh smallest in the Pacific, were allied to its sparse population, its isolation and its rugged terrain and shallow soils.

There were only 5,323 people on the island, a little more than 53 per mile; many Niueans found entry into



Spokesman for little Niue, Mr. R. R. Rex, Leader of Government Business on the island.

New Zealand (being NZ citizens), was the best way to assure an economic future. In the past five years up to 1968, 1,500 left for NZ, only 750 returning. This meant that the population had remained fairly static.

Another problem was that 50 per cent. of the population was still at school or of pre-school age; few people were left to work the land, although it was the type of work on which Niue depended for its future economic wellbeing. Only 7¼ per cent. of the total population consisted of males between 15 and 60 who were full-time planters.

The future of the youth of Niue was of vital importance; there was a modicum of work being undertaken by the churches, but the government had done little in this field.

The three year development programme aimed at rehabilitating a declining coconut industry by clearing some 1,700 acres of land of dense vegetation to enable existing coconuts to take on a new lease of life. By 1977 it was planned to have fully developed 2,000 acres and 1,000 head of cattle.

Copra was to remain the mainstay of the country but honey, passion-fruit and lime exports were providing a worthwhile diversification. Export of forestry products was being considered as was big game fishing for the large fish around the coast.

Isolation was gradually being overcome and a new airstrip was well advanced, and was expected to be ready at the end of next year. Mr. Rex added: "At present a visitor must stay either one day or one month, and this does not help us to encourage visitors".

(Continued next page)

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GILBERT AND ELLICE ISLANDS

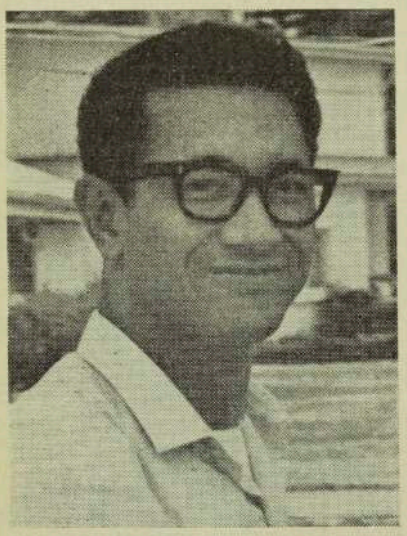
Mr. Rabona Raieta of the Gilbert and Ellice Islands, emphasised the colony's bleak economic future after phosphate resources run out in five or six years. He also brought up health and social problems.

"We have many problems in common with most Pacific territories—overpopulation, lack of land, lack of mineral resources, (we could do with some of the nickel here), poor communications, geographical isolation and our soil in particular is nothing but coral sand which, apart from the hardy coconut trees, will grow practically nothing of commercial value," he said.

"In addition to all these, we in the GEIC have another problem, and this is that in a matter of five or six years half our present annual revenue will cease, due to the exhaustion of phosphates on one of our islands, namely Ocean Island, and 600-700 people will lose their jobs.

"This means that we in the GEIC merely in order to maintain our present standards have got to find over the next few years alternate sources of revenue to replace this big loss.

"We realise that we ourselves have to tackle this problem and we are keenly investigating all possible alternative sources of revenue. We will shortly decide on our development plan in detail for the next three years and in principle for the next decade and its main facet is likely to be the concentration on agricultural development with a high percentage of capital expenditure on the copra industry which is our only other natural resource."



Also at the conference, Mr. John Kite, Assistant Secretary to the Government of Tonga.

On health, he said the GEIC would need more environmental sanitation to continue the campaign against TB and diarrhoea, it needed to curb the rising population by an extensive family planning campaign, and have water brought to villages, more health education and preventive medicine.

On social needs the problem was to cope with urbanisation, which had resulted in overcrowding, unemployment, drunkenness and delinquency.

US TRUST TERRITORY

Mr. Polycarp Basilius, of the Trust Territory of the Pacific Islands, said most pressing problems in Micronesia were health, social needs and economic policy.

Through Micronesia there was a desperate need for electric power, water and sewage disposal facilities; less than 10 per cent. of the population had a protected water supply and there were no sanitary disposal systems on any island. Consequently a high number of people suffered from parasitic worms, gastro-enteric disease and amoebic dysentery.

The territory needed a programme for the better training and supervision of health aids, for the early detection of cancer in women and for prevention and control of epidemics. There still existed problems of maternal and child health, particularly in the outer islands. Of all live births last year, only 38 per cent. were attended by doctors.

No mental health specialist was available in Micronesia and the pollution of lagoons was becoming a serious problem.

In the field of economics, the opportunities for business and, commercial and industrial development in the territory were "many, varied and substantial". He said: "They exist in marine resources, agriculture, light industry, and in travel and tourism.

"But unless there are specialists to identify specific local economic development opportunities, locate those of our people who are potential, risk-taking businessmen, guide the organising of business establishment, provide direct assistance in obtaining financing, furnish advice on operations, help to develop and exploit markets, and monitor firms' activities to assist them before they get into financial or operational difficulties, it will be impossible for the territory to talk about developing its economic potentials".

It would be impossible to talk about economic development unless good

(Continued on p. 157)

NEW GUINEA'S FLU DEATH TOLL ON 2,000 MARK

From JOHN RYAN in Port Moresby

Nobody will ever know the real toll of the murderous influenza sweeping outback New Guinea.

It is the worst epidemic in New Guinea's 80 years of recorded history, with an officially estimated toll in nine weeks to late October approaching 2,000.

There are those in authority who believe it's much higher.

One thing is certain: once the virus took hold, it cut a swath which left thousands of village groups too sick to work and many people too ill to feed themselves. The overall effect on manpower and the Highlands' economy will take months to assess.

The influenza, against which the more remote villages have little or no natural immunity, quickly became pneumonia. In the cold nights, people died in scores. Some Europeans were also hit, but with doctors or medicaments fairly readily available, they were able to ward it off.

Public Health officers and some nervous Australians had been talking of the possibility of a major 'flu epidemic in the territory long before it arrived. Chemists were continually running short of vaccine in the major towns. The government did consider the idea of mass vaccinations but the cost—an estimated $2 million—appeared prohibitive.

At the end of September when 'flu death reports began trickling in, it was too late. Within three weeks, the government had to call in help from anywhere it could be found—the Army, RAAF doctors from Australia, volunteers . . . the biggest exercise in New Guinea's peacetime history .

At month's end, Parliamentarians all over New Guinea were trying to decide who, if anybody, was at fault for the disastrous epidemic, and whether as a matter of principle the sorely-pressed Department of Public Health should go on the pikestaff at the new meeting of the House of Assembly beginning November 10.

Out in the villages, the more primitive tribes were still disposing of their dead and wondering whether the "big sick" had come from the spirits or from the sorcery-making tribes just over the next ridge.

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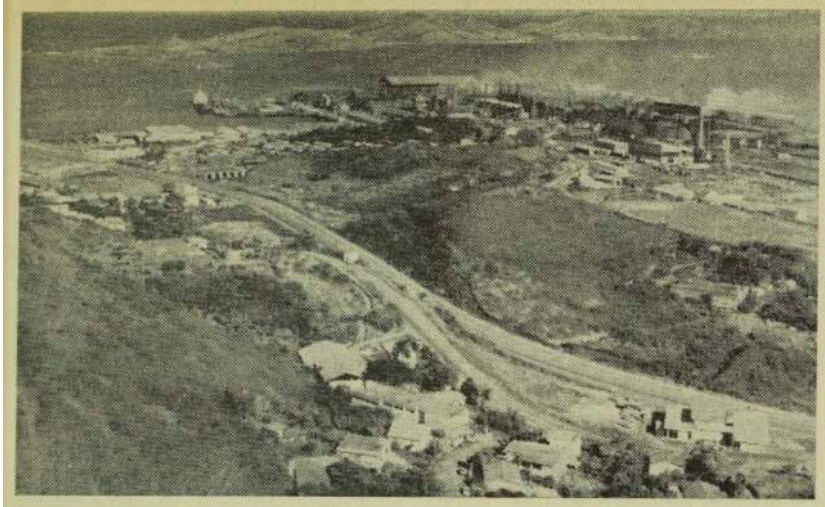

In the background, the Nickel Company's works in Noumea. Foreground, a recently-completed expressway out of the town.

STILL MORE NICKEL-PLATING

From a Noumea correspondent

Caledonians hardly stirred at the October announcement of yet another mining group seeking Paris approval to exploit the island's nickel reserves. After the long monopoly of the Societe Le Nickel, this most recent move is the third new company to be announced for the island this year.

This latest entry is a consortium formed by the Societe Le Nickel, with the Patino Mining Corporation of Canada and several Caledonian interests. The group intends to build a factory in the relatively undeveloped north of the island, to start production at the end of 1972.

The Societe le Nickel, which produced 38,000 tons of nickel last year (approximately one tenth of the world's supply) expects to produce 70,000 tons in 1972 and hopes the new factory will raise this output to 110,000 tons by the following year.

The SLN chairman, Mr. Louis Devaux, predicted in Noumea last May that within the next ten years New Caledonia will supply 25 per cent. of the world nickel.

The first foreign company to be allowed into New Caledonian mining was the giant INCO (International Nickel Company of Canada), which after several years of negotiation with the Paris government was authorised to enter the territory last March.

INCO joined with a number of French companies to form a new consortium, COFIMPAC. The group has done extensive prospecting throughout the island, concentrating its efforts in the south on the Plaine des Lacs. The new group claims to have already spent some $A2m since the beginning of 1968, when the first prospecting began.

During his March visit to Noumea, INCO President Albert Gagnebin declared that the COFIMPAC group would become "one of the most important nickel producing companies in the world". Main tasks ahead include the construction of a factory with road and port facilities. The target production of 50,000 tons of nickel per year is not likely to be realised till four years time.

In the middle of the year another group — Pennaroya Amax — sought France's permission to enter New Caledonia. It outlined plans to produce 45,000 tons of nickel towards 1975.

Directors of this French-American alliance flew to Noumea in August to meet local authorities.

Mr. Ian MacGregor, president of the American giant, Amax (whose latest interests include Mt. Newman, West Australian iron) told *PIM* in Noumea that New Caledonia could be proud of the great contribution her overseas nickel earnings are making towards helping stabilise the metropolitan French franc.

WESTERN SAMOA HAS AN AIRWAYS BOOM

From R. F. RANKIN, in Apia

If present trends continue, the airlanes of Western Samoa will soon be as crowded as any modern airport overseas. The days of 20 years ago, with a fortnightly air service with the outside world by TEAL flying-boat, are a thing of the past.

Polynesian Airlines has now been established for 10 years and is using a DC3 for daily flights to Pago and a chartered Fiji Airways HS 748 for services to Tonga and Fiji. The company is looking for another DC3 and comtemplating purchasing its own jet prop plane.

Now Western Samoa's first internal airline has set up business, using a 10-seater BN 2A Islander aircraft. Impetus for getting Air Samoa Ltd. established by former chief engineer for Polynesian, John Best, came from Potlatch Forests Inc., who will need an air service to their headquarters for a multi-million dollar timber industry at Asau in Savaii.

Flight and ferry

In addition to this new airline, Pa'upa'u Elisaia, a Samoan who has two light aircraft in operation at his Elisaia Flying School at Faleolo, has applied for landing rights at Salelologa, in Savaii, to complement the present ferry boat service between Savaii and Upolu.

Landing strips are under construction at Asau and at Fagalii just a mile or so out of Apia. Air Samoa has also negotiated for two more strips at Lalomalava and Safotu in Savaii. Its plane will operate out of Fagalii a 10 minute flight to Faleolo and 35 minutes to Asau.

Its network will put the majority of Samoa's population within 30 minutes of Apia and will be engaged in ambulance work, freight, sight seeing and general schedule. Chief pilot is Captain J. McNeely, also formerly with Polynesian.

Apart from Fiji Airways, who also run flights from Fiji to Faleolo, at least two outside airline operators

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A. Samoa politicians look around Pacific

American Samoa's globe-trotting seven-strong Political Status Commission leaves on the second leg of its fact-finding tour on November 14, visiting NZ, Fiji, Tonga, Rarotonga and Western Samoa.

The commission returned in early October after looking and talking to people and governments in the US Virgin Islands, Hawaii and Puerto Rico.

They said, on their return to Pago Pago, a full report would be available to the two houses of the territory—the Senate and Representatives — at the next sitting of legislature in February next year, when the commission is expected to recommend independence for Samoa or association with the US.

are trying to get regular landing rights at Faleolo.

In Pago a company also named Air Samoa has been running an air taxi service using a light aircraft between Tafuna and Faleolo.

This company is not getting much help from the Western Samoan Government and has been operating under highly restrictive conditions. This is an unexpressed fear that once granted rights Air Samoa will be snapped up by PanAm, or one of the other major airlines who have been eyeing the Pago/Apia service for the past couple of years.

PanAm made formal application for landing rights at Faleolo last year, offering a twice daily service with prop-jet aircraft, but the Western Samoa government while not giving an outright negative answer has so far managed to stall off the decision.

Despite the profits in the Pago/Apia service, Polynesian Airlines last year made a loss of $91,000, blamed by managing director E. F. Paul on the difficulties experienced with their DC4 aircraft which was finally repossessed in August by the owners, Charlotte Aircraft Corporation.

Revenue for the year was $416,901, up almost 13 per cent. on the previous year. There seems no doubt that this trend in increased air travel and freight will continue. The fear in the Samoan Government and among Polynesian shareholders is that the giants may step in and grab the profits.

"Tahitians living in hovels"

Radical leader in new call for self-government

About half the people in the heavily populated area of Tahiti between Mahina (Point Venus) and Punaauia are living in unhealthy hovels as a direct result of France's nuclear testing project in the Pacific, according to the President of French Polynesia's Territorial Assembly, Mr. John Teariki.

Mr. Teariki said this in Papeete in October in a speech to open the budget session of the Territorial Assembly.

The speech was trenchantly critical of the French Administration and made yet another call for internal self-government for the territory.

With Mr. Francis Sanford, French Polynesia's representative in the French Chamber of Deputies, Mr. Teariki leads the radical majority coalition in the Assembly which has constantly pressed for internal self-government over the past two or three years.

Mr. Teariki began his speech with an onslaught on the territory's new Governor, Mr. Pierre Angeli, for presenting an "optimistic, if not idyllic, picture" of the territory's economy at the last session of the Assembly in June.

Bomb tests

He said the economy was, in fact, "too fragile"; that although there had been "explosive development" in recent times as a result of the French bomb tests, it was dangerous to live beyond one's normal means.

"Official speeches bristle with marvellous figures," Mr. Teariki went on. "But if one thinks seriously about the day by day problems of our working people, one goes from disenchantment to disenchantment.

"Thus, we learn from a document produced by a commission of inquiry on urbanism that 3,988 unhealthy dwellings have been enumerated in the urban and suburban zone extending from Mahina to Punaauia. Of these, 2,140 are in Papeete.

"These hovels shelter some 22,400 people.

"The inhabitants of these shanties do not seem to enjoy the economic euphoria so often described by officialdom.

"Fifteen per cent. of them receive salaries of less than 7,500 Pacific francs [about $A75] per month. Thirty per cent. earn less than 10,000 francs; and 50 per cent. less than 15,000 francs. Only 5 per cent. gain more than 25,000 francs per month.

Juvenile delinquents

"Most of these people are immigrants from the outer islands, who previously lived healthier lives on the products of their lands and from their fishing than they do now. Their children make up the biggest groups of juvenile delinquents in the territory.

"An inquiry in the Vaininiore district has revealed some 400 people living in only 58 homes, or an average of seven persons per dwelling. Each of these dwellings has an average income of only 13,000 francs [$130] per month.

"Another investigation in the Bel Air-Vaitupa quarter of Faaa showed 350 people in 59 dwellings with an average income of 11,200 francs per month.

"Can one, in the light of these facts, speak of a high standard of living?

"These, however, are the social consequences, in the urban area, of the 'development' due to the nuclear testing project."

Mr. Teariki went on to criticise the French Administration for its frequent failure to answer questions put to it by the Territorial Assembly through the Council of Government.

He claimed also that the Administration was continually encroaching on the powers of the Assembly, and that it was strongly rumoured in "certain quarters well known for their servility to the Central Power"

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that the French Government planned to introduce legislation soon that would further weaken local institutions.

"One should not attach too much importance to these rumours," Mr. Teariki said. "But this provides me with the occasion to recall certain historical and philosophical facts which it would be dangerous to ignore.

"Up to now, no colonial power has been able to oppose successfully the universal movement for freedom which followed World War II in the overseas countries, and which continues to this moment.

"The reason is simple liberty is invincible because it lives in the hearts of men. This being so, whatever means are used to oppose it, whether violent or otherwise, it will always triumph in the end.

"God, in creating us, gave us free will. No man can deprive his brother of this faculty, which permits him to think and act for himself. This faculty becomes even stronger as the average standard of education rises.

"French Polynesia is taking part in this general movement. Our young elite grow in numbers year by year as they return from France at the end of their studies.

"These young people have a role to play—a role which cannot be limited to the blind execution of orders from France. The direction of the territory's affairs must be in their hands.

We must demand

"It is necessary therefore to give French Polynesia the institutions which our times, our geographical position and our degree of evolution demand—in a word, internal self-government.

"It is our duty to demand this."

The Governor of French Polynesia who spoke after Mr. Teariki said he would have liked to reply to all the important points raised in his predecessor's speech. However, he "profoundly regretted" that he could not do so because a copy of the speech had not been given to him beforehand, as was customary.

Footnote: Pouvanaa a Oopa, Tahiti's veteran radical political leader, who was recently pardoned after spending nine years in exile in France, was visiting relatives in New Zealand in September. Speaking about Tahitian politics in a Press interview he said: "The French can stay in Tahiti, the Chinese can stay, but the Tahitians should be ruled by themselves in their own way".

'Full executive power' within 12 months, demands NG party

From JOHN RYAN in Port Moresby

New Guinea's Pangu Political Party has again crossed swords with the Minister for External Territories, Mr. Barnes, in demanding radical constitutional changes to give the House of Assembly much greater executive power within 12 months.

And while Pangu and Mr. Barnes are hotly engaged, the Independent group in Parliament, headed by Mr. W. A. Lussick (Manus and New Ireland) is near to officially forming its own political party, a move shunned last year when territory businessmen offered professional and technical help and a party platform.

Just off-stage, the newly-elected chairman of New Guinea's new Parlimentary Select Committee on Political and Constitutional Development, Mr. Paulus Arek, has reportedly joined the Pangu Party.

The new dialogue between Mr. Barnes and Pangu began on October 20 when the Minister published a booklet showing trading developments and potential in New Guinea—and in which Mr. Barnes ventured that New Guinea might be ready for self-determination within 10 years. Earlier, his estimates had ranged up to 50 years.

Pangu's most prolific writer of anti-Ministerial documents and anti-Canberra constitutional proposals, Mr. Cecil Abel (MHA for Milne Bay), retaliated within a week.

Getting help from Mr. Percy Chatterton (MHA for Moresby) who is strongly sympathetic to, but not an official member of, Pangu, he published a document demanding "full executive authority" for the House of Assembly next year.

Mr. Abel's document, signed by Mr. Chatterton and official Pangu leaders, Mr. Michael Somare, Mr. Paul Lapun and Mr. Tony Voutas, charged that—

- The 10 departmental directors and District Commissioners with seats in Parliament were, in fact, a strongly financed Canberra-backed political party which, by telling the elected native Ministerial and Assistant Ministerial Members how to think, act and vote, wielded tremendous power which acted against reasonable political and constitutional development in New Guinea.

What Pangu demands is real ministerial power for elected MHAs—complete control over departments, and a final say (a caucus quasi-government divorced from the Administration?) in Parliament on the handling of all key issues—especially police actions of the type carried out at Rorovana and Rabaul.

Pangu wants to break the government's party power in Parliament, increase rapidly the power of native ministers, look at the possibility of an alternative system, get rid of Mr. Barnes and have his department transferred to the Department of External Affairs, and have the Administrator re-titled "High Commissioner".

'Unrealistic'

"This pretence of preparing us (says the Pangu statement) and the Ministerial Members for self-government is unrealistic, time-wasting and patently hypocritical . . . to continue as we are (with this system) is to virtually waste another two years in impotence and frustration while some of our best potential leaders in the House of Assembly are absorbing attitudes of intolerance on the one hand, and humiliating subservience to bureaucracy on the other."

But the community of New Guinea is rural and unknowing—and central government (so its leaders say) will not submit to Pangu or any other radical development until the huge rural community knows what it's all about, and is ready to play a part in deciding the constitutional developments.

NEW FIJI OPPOSITION LEADER

New leader of Fiji's National Federation Party, following Mr. A. D. Patel's death on October 1, is Mr. S. M. Koya, a 45-year-old Vatulaulau solicitor and barrister. A graduate of Auckland and Tasmania Universities, he began law practice in 1952 and moved to Lautoka in 1954. Married with three children, Mr. Koya said after his unanimous election as the party's leader in early October that he favoured close consultation with the governing Alliance Party on pre-constitutional conference talks in Fiji.

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Tropicalities

FOUNDATION FINDS ITS FEET

The Foundation for the Peoples of the South Pacific, which has been in imminent danger of losing face because its biggest project bogged down in the Gilbert and Ellice Islands, now seems to have overcome its problems.

Its executive director, Father Stan Hosie, of New York, impressed delegates to the South Pacific Conference in Noumea in October with a list of the foundation's achievements during the year and an outline of its future objectives. Objectives included a plan for solving the GEIC problem — building a causeway between Betio and Bairiki islets on Tarawa.

The Foundation for the Peoples of the South Pacific (FSP), is a private non-profit organisation launched in New York in 1966 to assist development in the Islands. Need for it was seen by Mrs. Maurice Silverstein, of New York, who spent her early life in Australia as actress Betty Bryant, and who is now the foundation's president, and Father Hosie, who is an Australian priest interested in community work.

Last year the FSP appointed a projects director, who toured the Islands for several months before she and the FSP suddenly parted company. The cost of keeping her in the field turned out to be too expensive, and the foundation decided to cut its cloth a different way.

No money

Father Hosie told a delighted Noumea conference that he had been asked "whether it was true that the FSP had $90-million to give away to the Pacific". The truth was that the FSP had a girl in its New York office "who looks like a million dollars", but apart from that, "it has no money!"

He said that as a result of its experience so far, the FSP had decided to switch its energies in a different direction—it would start to seek funds from various sources on behalf of Islands projects that couldn't get them in other ways.

FSP directors would first decide if a project had a reasonable chance of helping in the socio-economic development of the local people. If it did, the project would be put on the FSP programme for the coming year and the FSP would work to find a grant for it from a suitable international aid organisation.

A project would need to be a "grass roots" one, contributing to local development at individual or village level. It would have to be wanted by the local people and there would have to be somebody locally to give it responsible direction.

Father Hosie said that already in 1969, as a result of the change in foundation policy, the FSP had found grants for a wide range of Islands projects, including:

In New Guinea, $US5,600 for an agricultural school on Buka; in the Solomons, $3,000 for a Malaita hospital and $5,600 for a slipway; in the New Hebrides, $7,000 for a manual training centre at Aoba, $400 for a building society; in Fiji, $6,000 for a farm mechanics workshop, $1,000 for a YWCA, $5,000 for a maternity centre, $4,000 for a housing co-operative; in Western Samoa, $5,600 for an agricultural development, $10,000 for an agricultural college, $5,000-$7,500 for a water supply; in Tonga, $6,000 for a village development, $47,000 for the Hango Agricultural College, $2,600 for a beef cattle project.

Father Hosie also gave details of extensive grants to the South Pacific Commission for various projects.

He explained that last year's plan to raise $100,000 for the supply of a dredge and an engineer to build the causeway in Tarawa, using and training local labour, had been deadlocked because the GEIC government had finally urged that the causeway be built by outside contract. This was too expensive for the FSP (*PIM*, Oct., p. 35).

"But now the problem has been resolved," said Father Hosie. "The GEIC's acting Resident Commissioner has agreed to accept the FSP offer of a dredge, provided that the expert engineer both initiate and continue with the project. The GEIC will provide Public Works Department personnel and facilities to complement the FSP dredge and engineer.

"As a result, FSP will renew its drive for a dredge for Tarawa. We already have $20,000 in hand"

Father Hosie added that he wanted to bring to the attention of the various territories the "availability of hospital and dental equipment in the United States". A US Government freight subsidy could be obtained to ship this equipment to territories which guaranteed duty-free entry of the shipment.

Father Hosie was in Sydney in late October, where he was to be joined by Mrs. Silverstein. Both planned to visit New Guinea, the Solomons and Fiji to discuss ways in which the foundation could help further.

This unusual anthropomorphic figure carved on a lump of coral was acquired by the Field Museum of Natural History in Chicago, US, from William Alistair MacDonald, who lived in Tahiti for 35 years until his death in 1956 at the age of 96. Mr. MacDonald, a well-known artist, walked one day into Papenoo village, Tahiti, looking for scenes to paint. Some men found the lump of coral embedded in an old wall which they were pulling down. In 1939 he gave it to the late Captain A. W. F. Fuller, whose outstanding Oceanic collection was later taken by the Field Museum. Christopher C. Legge, custodian of collections at the museum, sent us the picture in October.

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Governor Risterucci leaves N. Caledonia

While talking about Noumea's big conference, the most colourful social engagement of a week of colourful social engagements for delegates to the South Pacific Conference was the invitation to a cocktail party from the High Commissioner of the French Republic in the Pacific Ocean and Governor of New Caledonia and Dependencies, Governor Jean Risterucci.

The party was at the magnificent Governor's residence in the heart of Noumea, built only two years previously, and overlooking the port of Noumea. A never-ending flow of guests shook hands with the Governor and Mrs. Risterucci before entering the high ceilinged reception rooms, which are a satisfying combination of traditional and modern French architecture.

The white uniforms and gold braids of officers of the French Pacific forces mixed freely with the sulus, tapa and dark grey lounge suits of the South Pacific. And there were a couple of French hippies who nobody could identify and who added to the colour of the occasion.

Good French champagne flowed even faster than the good Scotch whisky as smartly dressed waiters fought to keep up a generous supply of liquor to the biggest throng that had packed into the residence since it was opened.

For this magnificent cocktail party was more than a gesture to the distinguished delegates to the SPC. It was a farewell function. by Governor Risterucci, who left Noumea two days later after nearly five years in New Caledonia.

His successor, Mr. Louis Verger, previously Prefect of the Department of Isere in France, has since arrived in Noumea.

The Governor's departure was officially announced only at the beginning of October and was followed a week later by a radio farewell broadcast by Mr. Risterucci.

After outlining the developments achieved during his term, the Governor regretted not having been able to lay the first stone for the construction of bridges on New Caledonia's East Coast, where five wide rivers still have to be crossed by punts. After many years of promises and waiting, Mr. Risterucci declared this problem was now "resolved", although he didn't say how.

The Governor also expressed his satisfaction at what he termed the recent degree of harmony achieved between the Administration and certain parties in the Territorial Assembly and said he was convinced this would end the "war of harassment" which has existed between the two sides.

Governor Risterucci's term in the South Pacific has been an unusually long one for a senior French administrator.

Caledonia gets set for tough safari

Caledonian motor enthusiasts in October were preparing for keen overseas competition in the third Safari Caledonien on November 8 for three days.

Car manufacturers showed a keen interest in GMH's Holden and BMC's Austin entered for the first time, joining French Renault, Peugeot and Citroen, Swedish Volvo, Japanese Colt and an Italian Fiat, being specially prepared in Sydney by Bob Holden.

Twelve Australian teams competed in the second safari last year and subsequently it was decided to count the Caledonian trial towards a 1970 South Pacific Rally championship, which will also include points scored in the Southern Cross Rally as well as New Guinea, New Zealand and possibly an Indonesian trial.

Among personalities entered in the 800 mile Caledonian event are Australian veteran Jack Murray ("gelegnite Jack"), John Keran (winner of the first safari), Colin Bond who came second last year and Gilbert Diez of Tahiti.

Last year's winner Jean-Claude Ogier was also expected back from France to drive a Citroen DS21. Ogier was navigator for Lucien Bianchi who crashed on the last lap of the London-Sydney marathon last December, and was later killed in a European car race.

After the gruelling experiences of last December, (41 cars at the start, only 26 at the finish, *PIM*, Feb., p. 34), organisers this year agreed to allow two categories of competitors—the keen sportsmen who will cover every mile of the route, and the tourists who have the option of omitting some of the most hazardous circuits.

The safari is sponsored by Total Pacifique and *La France Australe* in conjunction with the Automobile Club de la Nouvelle-Caledonie.

Pitcairners invited to repeat history

The 83 inhabitants of Pitcairn Island, most of whom are over 50, have been invited to repeat history and leave their homes to re-settle on Norfolk Island, where in 1856 they started the original community.

Young people of the island are drifting away to look for work and older members are finding it increasingly difficult to keep their island home going. Thoughts are being expressed on Norfolk Island that crown land should be made available for any Pitcairners who might wish to re-settle there.

The original inhabitants of Pitcairn were mutineers from the *Bounty* who settled on the island in 1780 with 12 Tahitian women.

The Pitcairn community continued to grow until the British Government decided that the *Morayshire* should pick up the 194 inhabitants in 1856 and transfer them to Norfolk Island, then uninhabited.

Norfolk, discovered by Cook in 1774, had been a convict settlement until 1856. But many Pitcairners were unhappy in their new home and, when they could, left to return to Pitcairn.

Population on Norfolk in June was 1,232 of whom 589 are descendants from Pitcairn Island.

An editorial in an October issue of the *Norfolk Islander* said: "In 1864, the last of the returning descendants of the *Bounty* mutineers left Norfolk for Pitcairn. Like their relations on Norfolk, the Pitcairners have gone through hard and trying times. Both islands have witnessed an exodus of their young people to the mainland of Australia and New Zealand.

"Fortunately for Norfolk this trend, thanks to many factors, has been reversed and since 1964 we have witnessed a steady return of young people to the island, which can now offer a reasonable degree of security for their future.

"Unfortunately for Pitcairn this is not the case. At the moment two-thirds of the population are over 50 years of age, there are a small number in the 30 to 40 age group, none in

their 20's and only 12 children.

"With the increasing release of Crown land on Norfolk Island for both development and domestic purposes, would it not be possible to offer once more some of this land to the folk on Pitcairn, who would, if re-settlement becomes a necessity, find it much easier to fit into our way of life on Norfolk?"

Some direct words on education

The report of the Fiji Education Commission, which should be released in a week or two, will be a comprehensive, very direct document, from what we hear. It will certainly be a basic document in the educational history of Fiji.

The six-man commission under the chairmanship of Sir Philip Sherlock, a former vice-chancellor of the University of the West Indies, made its exhaustive survey in September and early October.

The commissioners were impressed with the tremendous effort of self-help by local education committees, which resulted in 85 per cent. of eligible children being at school in Fiji. This is a high proportion for a country like Fiji. But the commissioners were also impressed, in a different way, with the fact that one-quarter of all Fiji's teachers are not trained.

The commission's views on what should be done to overcome this grave teacher shortage are likely to pose problems for both the government and the opposition.

Noumea's "affair of September 2"

There is probably more behind the riots of Noumea of September 2 than were at first obvious. The riot, reported in *PIM* in October (p. 36), was said to have been sparked off by a roneoed leaflet advocating an armed uprising against authority. It was distributed by natives of Mare and it resulted in about 300 people, mainly Melanesian, smashing property in the town of Noumea.

But since then some people in Noumea have been examining the background, and they regard as significant that the principal figure, plus others involved in the drama, have since been released from detention.

The whole affair was triggered off with the arrival at Magenta airport, on the morning of September 2, of young student Nidoishe Naisseline. This son of the paramount chief of Mare island, Loyalty group, was

A set of four stamps featuring local musical instruments of P-NG were issued on October 29; they are 5c, tareko or seed pod rattle; 10c, garamut or hand drum; 25c, iviliko or pan pipes; and 30c, kundu or hourglass drum. The attractive set was designed by George Hamori and printed by Helio Courvoisier of Switzerland.

arrested and taken to Noumea police station for questioning on matters relating to the distribution of so-called "subversive literature".

Naisseline's young friends followed him to the police station, and were joined outside by other Mare islanders. When, at midday, the chief's son had not been released, the crowd increased. By 5.30 p.m. there were about 150 persons congregated outside.

Meanwhile the vice-president of the Territorial Assembly, Mr. Yan Celene Uregei, who is from the Loyalty Islands, intervened, he claims to try to warn the police of the possible consequences of their action.

Apparently the warning passed unheeded: the police remained inside their station and it was not until about 7.30 p.m. that gendarmes with rifles arrived to disperse the crowd.

Shortly afterwards Naisseline was taken to hospital. Later he was reported as suffering from "nervous disorders".

Then, under cover of dark, a group of some 30 larrikins took the opportunity of stoning street lights, shop windows and signs around the centre of town.

In October, 11 men who had been detained since the disturbances were released after a court hearing.

Two men were given two months suspended gaol sentences, eight were given one month, the period for which they had already been detained, the eleventh was acquitted.

A few days later Nidoishe Naisseline was also freed. He was allowed to board a plane to return to his studies in Paris.

Now the citizens of Noumea are asking why Naisseline's apprehension for questioning was handled in such a way? Why was the gathering outside the police station not dispersed earlier?

It's almost as if the Noumea authorities *wanted* to see some trouble develop.

The lepers move from Makogai

The dedicated life and work of Patrick Joseph Twomey, the Leper Man, will be commemorated in a new Leprosy Hospital for Fiji, opening in November on Tamavua Heights, four miles out of Suva.

Mr. Twomey worked for lepers and other sick people in the South Pacific for more than 40 years and it is in appreciation of his efforts that the Fiji Government has decided to call the new institution the P. J. Twomey Memorial Hospital. Doctors, nurses and patients are at present preparing for the move from the famous old hospital on the island of Makogai to the new Suva home. For decades, the Central Leprosy Hospital, Makogai, was the only leprosarium in the South Pacific and at the outset, the work of the Lepers' Trust Board was concentrated on providing comforts and amenities for the patients there. It has contributed over $100,000 to the new hospital.

Makogai was originally known as the Island of Death because lepers were sent there simply to die, but with the aid of the Roman Catholic Sisters of Mercy, who staffed the hospital, there have been tremendous advances—notably by the use of the sulphone drugs.

The move to the mainland will bring the new leprosy hospital right to the outskirts of Suva. This represents a great advance in the public attitude towards the disease. There has been no outcry against the presence of leprosy patients so close to the city. Segregation is no longer necessary if the disease is diagnosed in time and doctors hope that bringing the patients to Suva will help them to take a normal place in society as soon as they are cured.

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PROBLEMS OF THE NAME, THE FLAG, THE ANTHEM, AND, OF COURSE, THE LANGUAGE

Last month I referred briefly to the metamorphosis of our mid-September holiday into National Day. Starting as Annexation Day, when pre-war Papua remembered the annexation of south-eastern New Guinea to the British Crown in September, 1888, it became Commemoration Day after the war, gathering under its umbrella the capture of Rabaul by Australian troops in September, 1914, and several military successes by Australian and American forces during the 1941-45 war.

To the Point
with Percy Chatterton

It has therefore a fairly strong colonial flavour. However, I don't think that this matters. We need a National Day, and the middle of September is as good a time to celebrate it as any other. Those who wish to do so can still gather together to toast the colonial past, while a new generation of Niuginians, to whom the names of Commander Erskine and Colonel William Holmes are either unknown or without interest, will no doubt develop a new legend to rationalise the occasion.

Perhaps when our charismatic leader—the Great Father of Niuginian Unity—appears it will be discovered that in the beneficence of providence he was born in the middle of September; and thereafter we shall annually celebrate his birthday with song and dance and the music of drums and, I would like to think, bamboo flutes—but more probably it will be guitars. Let's hope, anyway, that this is the way it will be celebrated, and not by the rumble of field guns and the tramp of marching feet in the big parade.

So much for national day. What of our other props of nationhood?

Popular verdict

Well, there's our national name. I've done my best to popularise one of the suggested solutions of this problem, and I'm glad to notice that an increasing number of people, including our university's vice-chancellor, are doing the same. There is probably no better way of solving this problem than by the verdict of popular usage, though ultimately, of course, a choice so made will have to be ratified by the House of Assembly and the Australian Parliament.

The problem of a national flag is bedevilled by the difficulty of finding any natural or cultural object which might be featured on it and which is common to every part of Niugini. John Guise ran into this problem in another form when he was inducted as Speaker of the House of Assembly.

The Army in Niugini has adopted a device featuring a coconut tree with a crocodile at its base. I'm not quite sure what the crocodile is doing there—perhaps it thinks it saw someone going up the tree for a nut and is waiting for him to come down. It's an attractive device, but soldiers from the Highlands, where there are neither crocodiles nor coconut trees, may well resent it, even if they don't go to the length of striking over it. On the other hand, the New Guinea Islanders seem to have reservations about the bird of paradise.

We shall probably end up by settling for a tricolour, if there is any colour combination left which has not already been adopted by one or other of the world's new nations. The suggestion of green for our vegetation, gold for our beaches and blue for our seas has been made by someone, and I rather like it—provided that someone else has not got in first.

A number of attempts have been made to write words for a national anthem. Those I have seen struck me as enshrining banal sentiments in doggerel verse. Perhaps, as I think I suggested once before, we should commission a poet such as James McAuley to write one for us.

Anyway, whoever writes it and in whatever language it is written it should be set to the tune *Papua*, which has already established itself in the affections of people all over Niugini. It might be a good idea to have alternative words in English, Pidgin and Motu, so that people can sing whichever they prefer.

Pidgin mystique

And this brings us to the stickiest problem of all—a national language.

As I have been trying to promote "Niugini" as a national name, I suppose I have no grounds for complaint if others are trying to promote Pidgin as a national language. This is certainly happening. Some academics are hard at work creating a kind of mystique around Pidgin; others talk of "engineering" it, whatever that may mean. Father Mihalic, our real authority on Pidgin, is more modest in his claims for it.

Pidgin, of course, stinks of colonialism, so much so that recently a very distinguished personage indeed has been hovering over it squirting it with deodorant.

I don't think that Pidgin's colonial

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background matters any more than that of our mid-September holiday. If Pidgin does become Niugini's national language, a new legend will probably be invented to account for it. Future generations of Niuginian children will be taught that Proto-Pidgin was the mother tongue of the stone-age hunters who first occupied their land 50,000 years ago.

They will be told of how the wicked colonialists stole this fine old language and taught it, in a debased form, to the people of their homeland, and then, to conceal their theft, invented a bogus history and a bogus literature for their pidgin Pidgin, to which they gave the name of English. Fanciful? Not a bit of it.

It is claimed that, allowed enough circumlocution, you can say anything in Pidgin. I believe this to be true. It is also true that you can say nothing in Pidgin at greater length than in any other language.

During the last five years I have listened to many speeches in Pidgin. Some have been very good indeed, and a really good speech in Pidgin is a delight to listen to. Some have been not so good. And some have been plain awful.

Best speeches

With very few exceptions the best speeches I have heard in Pidgin have been made by speakers — New Guinean, Papuan and European — who could have made equally good speeches in English, but chose Pidgin for purely political reasons.

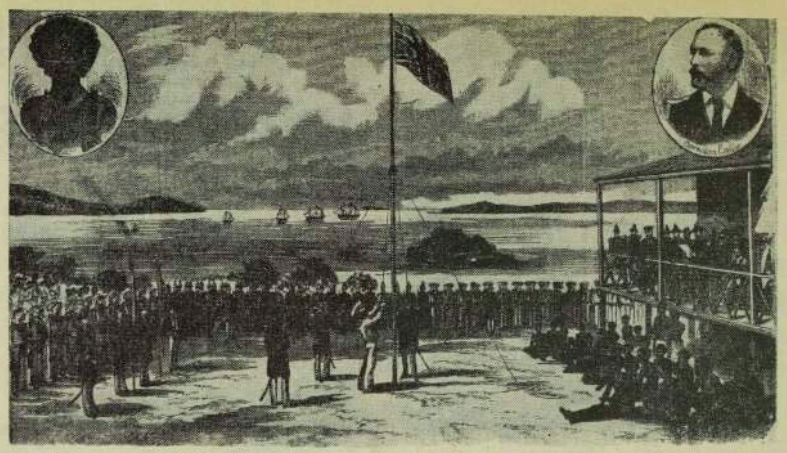
Some psychologists claim that too much circumlocutory speech leads to muddled thinking. They could be right. But let's put aside the theories of the psychologists and the phantasies of the pisinophiles and look at some figures derived from the 1966 census.

In Papua, excluding the Southern Highlands, 40 per cent. of the population of 10-years-old and over can speak Police Motu, 29 per cent. can speak English and 15 per cent. can speak Pidgin. (12,000 New Guineans living in Papua, once again excluding the Southern Highlands, help to swell this latter figure).

In New Guinea as a whole, 45 per cent. can speak Pidgin, 10 per cent. can speak English and one per cent. (mostly Papuan migrants, no doubt) can speak Police Motu.

In the Southern Highlands less than 10 per cent. can speak any of the three linguae francae. Since the Southern Highlands' lines of communication are wholly with New Guinea and not at all with Papua, it is entirely misleading to aggregate the Southern Highlands figures with those for the rest of Papua.

Taking a closer at the New Guinea figures we find that the percentage of Pidgin speakers in the New Guinea lowlands and islands ranges from 47 per cent. in the Morobe District to 95 per cent. in New Ireland. In the Highlands it ranges from 8 per cent. in the Southern Highlands to 26 per cent. in the Eastern Highlands.



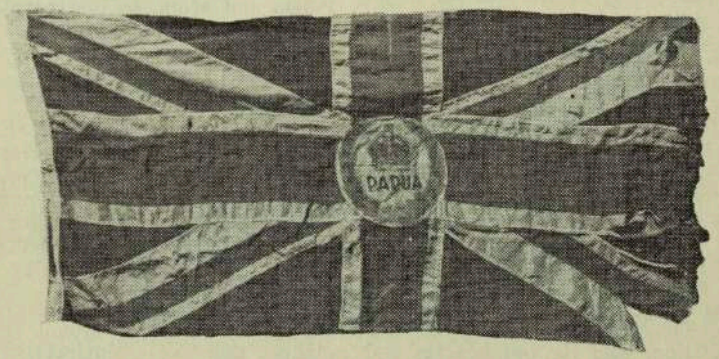
According to Percy Chatterton, it will be only the Befores and members of the conservative Papua Club who will remember this sort of thing on future National Days. It was the occasion of the raising of the British flag, by Commodore Erskine, RN, at Hanuabada in 1884.

Motu a rival

Pidgin emerges, therefore, as the regional lingua franca of the New Guinea lowlands and islands. Police Motu emerges, rather less successfully perhaps but as the only serious contender, as the lingua franca of Papua.

The claim of some of the pisinophiles that Pidgin is gaining ground in Papua at the expense of Police Motu is sheer poppycock. It is true that Papuans exposed to Pidgin learn it easily, and are quite willing to use it when in the company of New Guineans or Pidgin-speaking Europeans. But among themselves they always prefer to use Police Motu or English. One has only to dawdle in Musgrave Street on a Saturday morning and listen to the conversation of passing groups of Papuans to realise the extent to which Police Motu is used by all age groups, even by the children who are being schooled solely in English.

This impression is confirmed by the census figures. Out of 40,000



This is the nearest Papua-New Guinea ever got to a national flag—and even then it belonged only to Papua and was probably unofficial. This particular flag shown here flew at the masthead of the old government vessel "Laurabada" during the time that it was used by Sir Hubert Murray. No one now seems to know who designed Papua's flag or when it was first used. It consisted of a Union Jack, with a green laurel wreath surrounding a crown and the word "Papua" in the centre. The Union Jack will almost certainly be missing from any new P-NG flag. Australia, New Zealand and, oddly enough, Hawaii, are the only States that have retained it and, as far as Australia is concerned, the Jack's days are probably numbered there, too.

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More speak English

people in Papua, excluding the Southern Highlands, who claimed to be able to speak Pidgin, 28,000 claimed to be able to speak Police Motu too. Not so oddly, the difference between these two figures is equal to the number of New Guineans living in Papua, if we once again exclude the Southern Highlands.

Taken district by district the census figures also show that in every district of Papua except the Southern Highlands there are more English speakers than Pidgin speakers. Of course, we don't know how much English the 29 per cent. who claim to be able to speak it really know; but then we don't know how much Pidgin the 15 per cent. who claim to be able to speak Pidgin really know either. For what they are worth these figures suggest that if Papuans ever do abandon Police Motu as a lingua franca they will be more likely to abandon it for English than for Pidgin.

Now consider that third world—the Highlands. Roughly 20 per cent. if its people claimed a knowledge of Pidgin in 1966; and some of these speak a brand of Pidgin which the people of the coast, including even highly experienced interpreters, find hard to understand. Moreover the demand of the older generation of Highlanders that their children should learn English rather than Pidgin is too widespread and too insistent to be brushed aside, however great the difficulties of implementing it may be.

It could well be that a new generation of Highlanders, with only marginal roots in Pidgin and none at all in Police Motu, will be the pace-setters in establishing English as a national language.

Pidgin is currently the premier language of parliament. It will continue to be so as long as the English speaking members feel that they can swing more votes with a Pidgin speech than with an English one. But as soon as English speaking members are in a majority, which may well be the case in 1972, a quick swing over to English may be expected.

In the meantime, with English as the official language, the language of education, and potentially the language of parliament, it looks as if we may have to settle for two, or even three, regional linguae francae for quite a long time to come.

If English ever does become a national language of the people, as distinct from the language of the elite, it will almost certainly be a dialect English, perhaps something like Caribbean English, though no doubt with a distinctive Niuginian flavour. Purists recoil with horror from such an idea, but it will be the common people who will shape the national language, not the academics, the educationists, the linguistic "engineers", nor even parliament.

Niugini English will probably incorporate expressions from Pidgin, from Motu (that splendid trio "sedira", "dohore" and "vadaeni" will be indispensable), and perhaps from some of the major vernaculars.

There are two other aspects of emerging nationhood which merit attention, but they will have to wait for another occasion as far as this column is concerned. They are "National Broadcasting" and "National Citizenship". Dohore!

BACK TO EARTH AT A GALLOP

From the Western Highlands of New Guinea the story of a dead man brought back to life by a cantering horse.

General secretary of the Papua-New Guinea Police Association, Mr. F. A. Craig, says that a native constable of the newly-formed police mounted troop at Mount Hagen was called recently, following the drowning of a village man about one mile from the Mount Hagen police station.

The constable recovered the body, put it across his horse and set off for the Mount Hagen hospital. A few hundred yards from town, the "dead" man shocked the constable by straightening up and asking to get off.

Two hours later, the fully recovered villager thanked the constable and walked back home. There's no report yet of reaction in the village when the "dead" man returned.

Pupils at this Primary A school (below left), where all pupils speak English as a mother-tongue, shouldn't have too much trouble with language. But the children at right, at a Primary-T school, at Vanimo, who speak only a local language or Pidgin at entrance, will have considerable trouble. But out of the whole P-NG education system will emerge, in time, a distinctive Papua-New Guinea "English" and a distinctive Papua-New Guinea accent.

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Inquiry makes safety suggestions after Moresby stabbing

The attack on an Australian girl, Miss Jill Carrol, living at the YWCA hostel in Port Moresby in October has forced the Administration to look closely into the security arrangements at women's hostels in Port Moresby and throughout the P-NG territory.

Miss Carrol, who had been in Port Moresby for about three weeks, was stabbed above the breast by a prowler. As soon as the stabbing was reported, Administrator Mr. Hay appointed a three-man committee consisting of an official Government Member of the House of Assembly, an Administration hostel inspector and a Police Superintendent, to investigate hostels' security around Port Moresby.

Bled to death

In September at Mount Hagen a European woman was stabbed at her home and a Madang nurse bled to death after being stabbed in the groin at the nurses' quarters.

The three-man committee visited Administration and privately owned hostels for women in Port Moresby, and has come up with nine recommendations, which include security fences around hostels, adequate lighting in strategic positions, shrubs around entrances and paths pruned to prevent prowlers lurking within them.

Main entrance doors should be locked with a dead lock, bedroom doors be fitted with safety chains, hostels employ nightwatchmen, preferably retired policemen, future, hostels for women should not be sited in cuttings on hill sides. These recommendations are to be approved by the Administrator.

- In the same month, Dr. R. F. R. Scragg, Director of the Department of Public Health in P-NG, made an appeal for trained nurses who have left their profession for marriage to return to nursing as there was a serious shortage of nurses in the rapidly expanding health service.

Crowds mill around Hango Agricultural College on Eua at its opening day.

TONGA'S FIRST AGRICULTURAL COLLEGE OPENS ON FERTILE EUA

From BETTY SANFT, in Nukualofa

"This venture should logically have come first rather than last in the educational programme of an agricultural country," observed Tonga's King Taufa'ahau when he opened the new Hango Agricultural College recently.

This first Agricultural Training College in Tonga is situated on 420 acres of land on the fertile, volcanic island of Eua, 25 miles from Nukualofa. The principal timber and cattle producing area in Tonga, there being no shortage of water, Eua supplies the mainland with a wide variety of vegetables.

The project is part of the education programme of the Free Wesleyan Church and already the first stages have cost more than $60,000, made available by the American Foundation for the People of the South Pacific.

General and practical

Entrants must have higher leaving certificate to enter the three-year course, after which certificates will be awarded to the successful candidates. Beside a general education, a wide practical course in all phases of agriculture, including farm management, animal and poultry husbandry, forestry, farm mechanics and carpentry will be covered.

The initial intake of students has been 20, to be repeated in the second and third years when the full capacity of 60 will be reached. They will be housed in three hostels.

Already classrooms, an administrative block, two tutors' residences and one hostel have been completed, while work is proceeding on the kitchen, dining hall, workshops and machine shed.

Acting Principal Mr. Peter Brisbane will be replaced next year by the Principal, the Rev. Robin Nance; present staff, K. Haloti Faupula, senior tutor, and Timote Pelesikoti, carpentry tutor, will be joined next year by Kotoni Fihaki.

See "Don't lose touch with the land", next page, and "Tonga will stay abundant", p. 67.

- Forestry Department officials in Fiji are checking all cases containing Fiji bananas for export following the discovery of powder post beetles in some cases shipped to NZ. Farmers have been urged to ensure that every piece of timber used for cases is free of the beetles, and has warned that any infected cases will be rejected.

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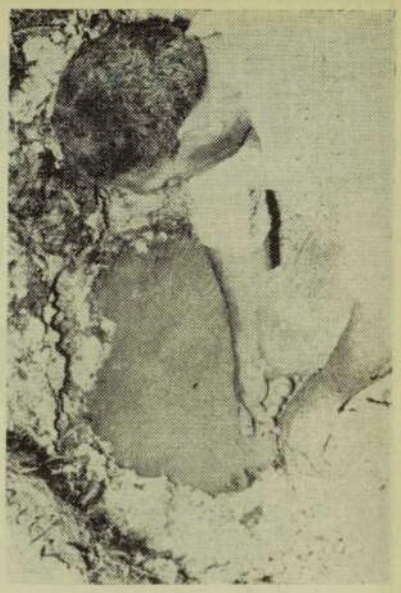
ECONOMIC ADVISOR WARNS TONGANS . . .

. . . Don't lose touch with the land

From a Rarotonga correspondent

"It seems to me absolutely inevitable that the most important sector to which we must look for economic growth is agriculture." This is how leading British economist, Professor Geoffrey Meynard, lecturer in economic theory and development at the UK's Reading University, said recently after a stay in Tonga to provide technical advice on a new five-year plan for the kingdom.



This is the oil seepage which last year helped start Tonga's current preoccupation with an oil search. But a visiting economist warns that land projects are more important to Tonga.

With his experience, reinforced by a number of similar study tours of underdeveloped countries in an advisory capacity, he was able to come up in a comparatively short time, with some very clear ideas of Tonga's requirements when she introduces her second five-year plan in July of next year.

In her first five year plan, launched in July, 1965, Tonga has been able to renew many essential services and build others. Completed projects include a deepwater wharf, a modern air-terminal building, a post office and police training and administration centre and most important, a new fresh water supply system, and reticulation on the main island as opposed to rain water storage.

In the fields of health, education and agriculture, several important, continuing projects have been started like the national tuberculosis campaign and the establishment of clinics for mother and child care and family planning. A modern two storey hospital to accommodate 200 patients including a maternity annex is nearing completion.

Most notable advance in the agricultural sector has been the introduction, under FAO leadership, of a long term coconut replanting scheme, geared to add 4,000 acres of new palms a year, to replace old and unproductive plantations.

For the 80,000 people living in a benign feudal state in the Pacific's last surviving kingdom, this has been a major break-through, achieved at the modest cost of only $A5 million by the time the current programme ends in mid-1970.

Of this, the Tongan Government has contributed at least half, while the balance has come from various overseas sources by way of grants, technical aid and soft interest loans, with treaty partner, Britain, bearing the lion's share.

It was precisely for the purpose of studying its progress through this initial stage of development as well as its capacity for continued expansion that Professor Meynard came to Tonga.

He feels it will be necessary to lay down the main lines of development for a period of at least 10 years. This will enable the land, firstly, to provide the necessary increase in subsistence and cash crops for domestic consumption and cash crops (including the processing of them) for export.

And secondly, it will enable the land to absorb, at rising levels of real income the explosive increase in population, the main part of whom must find employment on the land.

The long-term plan should be based on a survey of potential land-use investigating the possibilities of crop diversification, expansion of crops on existing land and bringing into cultivation present unused land.

Education

He gave equal emphasis to education but warned that, "the aim should not be to meet consumer demand for education, which can be unlimited and rather wasteful, but to meet the manpower needs of the economy.

"This could best be done by a manpower requirement study and although this may involve some delicate problems, it seems essential that the major policy problems should be resolved by the Education Department before the 1970-75 Plan is formulated.

"Given that Tonga already provides universal primary education (though not necessarily of the most appropriate sort), priority should be given to the expansion of secondary education with a vocational and in particular, an agricultural bias."

The important considerations given to agriculture and education were also applicable to the fishing industry and the health services. The islanders were well placed geographically to derive employment and much of the protein content of their diet from a greater harvest of the sea as well as of the land.

Faced with the question of an oil bonanza in Tonga, Professor Meynard stated that Tongans must not get the idea that the discovery of oil will enable them to ignore their basic economic strength—the fertile land.

"The trouble with oil is that it doesn't create much employment and in Tonga's circumstances, for many years to come, an oil find, even if proven in commercial quantities, will not make it less necessary to develop her agriculture and fisheries in order to absorb the population in useful occupations."

Professor Meynard will be back to supervise the final form of Tonga's second five-year plan.

The government is well aware of the need to be realistic about priorities and this could be Tonga's opportunity to liberalise its system of land tenure. One thing is clear, the plan will stand or fall by what it says about agriculture.

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Latest stamp issues from the Cook Islands are a beautiful series of four multi-colours, honouring the South Pacific Conference which met in October in Noumea, New Caledonia. The designs, 5c, 10c, 25c and 30c, are based on a map of the South Pacific with colourful flowers typical of the area to one side. Counterbalanced on the other side are portraits of Captain Cook, Albert Henry (Premier of the Cooks) and the NZ coat-of-arms. The highest denomination bears the portrait of Queen Elizabeth.

Cook Islands face "difficulty in developing economy"

By W. H. PERCIVAL, in Rarotonga

Minister of Finance, Mr. A. R. Henry, presented the budget to the Cook Islands Legislative Assembly recently, and gave the good news that the balance in reserve had not fallen as low as the budget forecast of $NZ50,537.

The actual reserve on March 31 was $138,740, and this was mainly due to much less expenditure on capital projects which were under-spent by $266,650. However, this expenditure was only deferred, not avoided, and the government was faced with stepping up the capital works programme in the coming year.

Salaries and wages paid out by the government in 1968-69 rose to $2,107,825, about $100,000 more than the New Zealand subsidy for that year.

As the Cook Islands Government had to find the money from its own resources for all building materials, plant, equipment, vehicles, fuel, general stores, transportation costs and advances, it was faced with a difficult task in continuing to develop the economy, Mr. Henry said.

No wage increase

The government could still not afford to pay the Public Service the ruling rate increases granted in NZ without a corresponding increase in aid, and as a result the government has had to defer merit increments in the current year. For the same reason it could not afford increases in the local basic wage rate.

The first thing the government had to consider for 1969-70 was a programme of works and capital expenditure regarding the preparation and development necessary for the new Rarotonga airport construction and the advent of tourism.

Tourism promises to expand the internal economy of the Cooks and make them less dependent upon external grants and improve the standard of living, but it will also place a strain upon the social structure, and special efforts will be required to preserve traditional culture.

Adequate control

Government policy is to promote tourism under adequate control. Present problems are investments in roads, water supply, sewerage, improved health services, power extensions and telephone services.

As a result, more will be spent on these facilities in 1969-70 and less on agricultural projects.

An increase from $78,300 to $167,500 for electric power supply is designed to double the generating capacity to meet the demands of airport, hotels, motels and normal expansion in consumption.

Expenditure on education rises from $52,600 to $75,750. This is mainly for new school buildings.

Progress in the building of Rarotonga's new hospital is reflected in the extra $75,000 provided for it.

The Internal Affairs Department is to get an extra $80,000 required as loan finance under the Housing Improvement Scheme. Many applicants for housing loans have been kept waiting for a long time because funds for housing loans were inadequate. This problem has been made worse because of the need to re-settle people displaced from their homes due to the reconstruction of Rarotonga airport.

The total capital estimates are just short of $1 million, and a little more than half of this will be provided in grants from New Zealand. An additional $250,000 will be loaned by NZ, and the Cook Islands will have to find the rest by drawing on reserves and raising loans on the savings of the community.

Revenue won't keep pace

Revenue is not expected to keep pace with the increase in expenditure on ordinary services, Mr. Henry said, and it would be necessary to draw on the last of the reserves to bridge the gap, the amount required being $68,930. This took into account the results of trading activities, expected to contribute a total of $134,000 in revenue.

In order to get the people to do more to help themselves, and in order to foster a spirit of participation, the government has introduced the PAYE system, a welfare services tax, and an increased tax on non-resident companies to provide more internal revenue in 1970.

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THE "MAGIC" OF POLYNESIAN NAVIGATION IS NOW LEGEND

By BRETT HILDER

Although it can be a serious business when adrift in the open ocean looking for a little piece of terra firma, navigation is not any more exempt from myths and legends than are the other arts and professions. In fact there used to be such an air of black magic about it that any navigator in the Middle Ages who owned a compass had to keep it in his bottom drawer along with the crystal ball and other aids to navigation, for fear of being denounced for collusion with the Devil. Progress in navigation and astronomy, as well as anatomy and medicine, was held to be dangerous to the Catholic faith, as subversive to Bible teaching.

The Polynesians, on the other hand, kept the secrets of navigation to the priests, who jealously guarded their knowledge, and the result has been that we have never been able to find out much about their methods. As soon as the much-maligned European vessels and missionaries appeared in any group, native navigation generally ceased altogether.

Local priests and navigators were put out of business by the economic fact that European vessels and navigation were so much safer and quicker. But then the legends lingered on, and are still coming to light, after over 100 years, so that all we can do is to record them like other legends, in the hope that some of them may contain valuable clues. Most of them are quite unsupported by any material evidence, the only exception being the navigational stones at Arorae in the Gilberts.

I think that we should beware of the tendency to attribute local knowledge to all natives in the Pacific, as many writers have assumed that the methods of navigation used in Micronesia were also used by the Polynesians, who arrived in the Pacific one or two thousand years earlier.

One story I heard at Kavieng in New Ireland, and therefore Melanesian for a contrast, was that the locals once used a coconut compass to give the north. This was done by floating a sliver of bamboo (or perhaps the midriff of a coconut frond), in a coconut shell of water. I suppose the sharp end pointed north, though I don't know whether it was true north or magnetic north like the anthills in Arnhem Land.

This may have arisen, if we allow our fancy full rein, from the old Chinese method of floating a compass needle in a straw to allow it freedom of movement and of rotation. The earliest known European compasses are said to have had the needle stuck through a cork at right angles, to get a similar effect. I have never been game to put this in print before, but as far as I know it's the first story of any Melanesian navigation.

Fred Fawcett-Kaye, who has been in touch with Lord Howe Atoll (in the BSIP) for 10 or 15 years, told me of one occasion when sailing between Nukumanu and Lord Howe, and being out of sight from both, he asked a native of Lord Howe what direction his island was at the time.

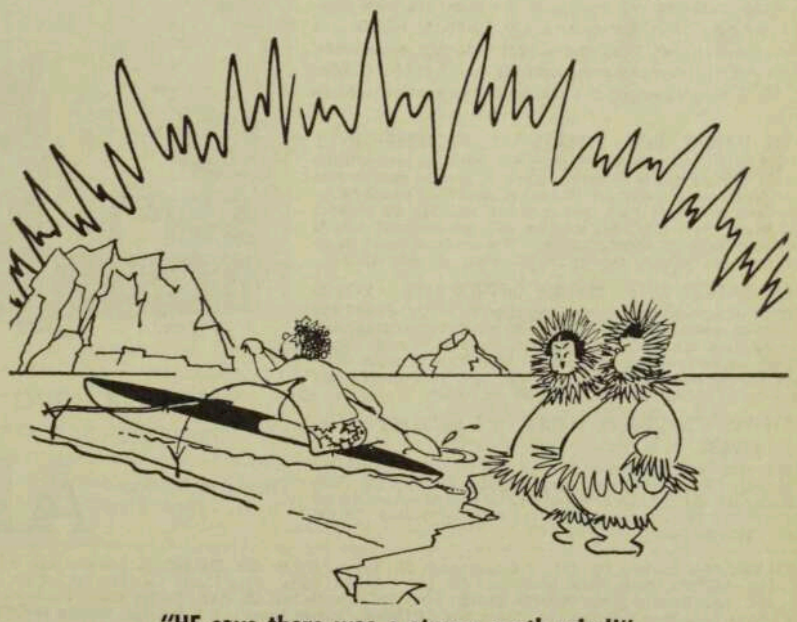
The native tied a rope around one ankle, and dived over the side and down to three or four fathoms. When he returned aboard he pointed out the direction correctly Fred thought that he may have been able to hear distant breakers at that depth, as the island was only about 15 miles away at that time.

READ THIS FIRST

Micronesians say that to talk of their navigational skills is taboo. "Our knowledge will die with our old men", they vow. But when Mr. Val Andersen, former Gilbert and Ellice Islands' Resident Commissioner was doing a recent swing around the Gilberts, he met an oldtimer, Te Iotiebata, who told a few navigational secrets.

The old man, a Gilbertese, said he was able to know exactly where he was without sextant and charts, because, when observed from land, all clouds and stars appeared over the horizon eastwards and travelling skywards. The opposite happened when clouds and stars were seen from ships. When this happened a big whirling movement in the sea was created, only discernible to experts. Capt. Brett Hilder, no mean navigator himself, here comments.

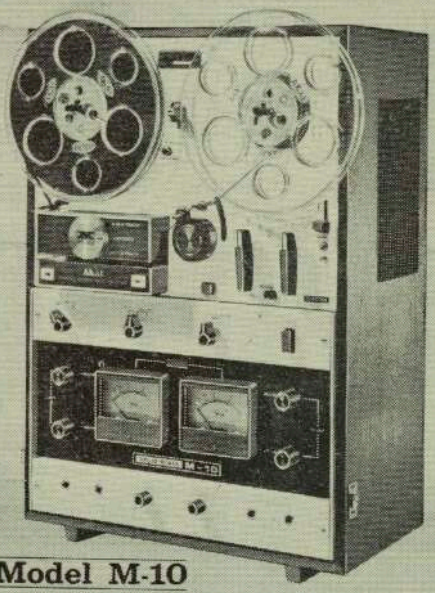
Meanwhile, not all Polynesians are perfect navigators . . .



"HE says there was a strong south wind!"

CARTOON BY KUPA

THE MAGNIFICENT WORLD



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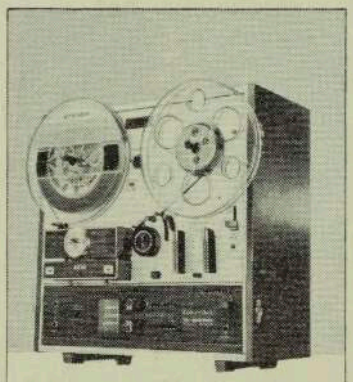

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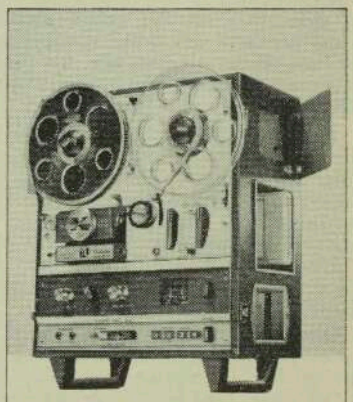

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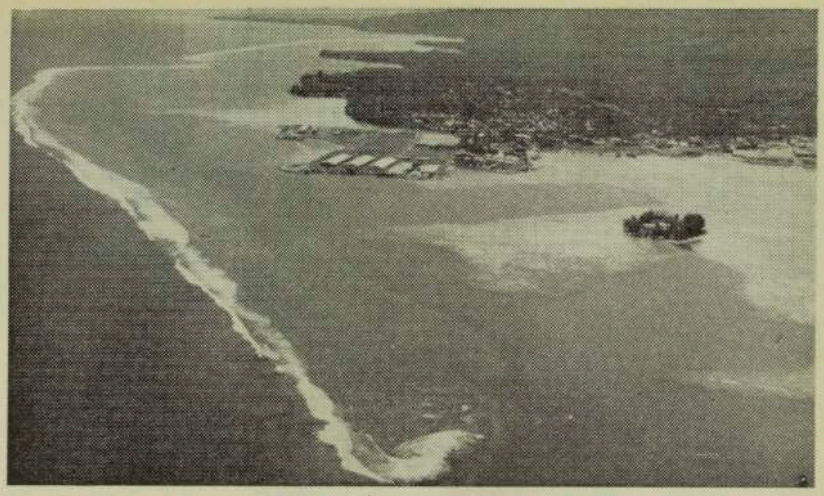
Pacific starfish now "urgent danger"



So seriously is the South Pacific taking the threat to its coral reefs of the crown of thorns starfish, it will ask the South Pacific Commission and the United Nations for help. This was decided at the Ninth South Pacific Conference, held in Noumea in October, and attended by leaders from all Islands territories.

Following a long report on the latest situation on the crown of thorns *(Acanthaster planci)*, delivered to the conference by the delegate from Guam, Mr. Antonio Palomo, the conference moved a motion drawing the attention of the SPC, "to the urgent danger" created by the increase of many areas of the South Pacific of the crown of thorns starfish, and requested the SPC, in co-operation with the United Nations Development Programme and other organisations, to examine ways in which the problem could best be tackled.

In his report to the conference Mr. Palomo said:

The member territories of the South Pacific Conference are no doubt well aware of the potential biological catastrophe that is threatening the coral reef dominated areas of the Pacific Ocean.

The news media of the United States and Australia have been giving priority coverage to the recent population explosions of coral polyp-feeding crown of thorns starfish, *Acanthaster planci*.

A. planci, unlike the typical starfish, has multiple arms, that may number up to 21. The animal is dark green to bluish-grey, and is covered with numerous sharp spines that are often reddish in colour. This starfish frequently reaches sizes in excess of 20 in. (50 cm).

The spines of the animal are toxic and capable of inflicting a painful wound. But the real danger to man is not from the spines but because the animal feeds upon the living part of reef corals. The starfish crawls up on coral heads, everts its stomach through the mouth and digests the coral animal (polyp) leaving only the bleached skeleton of the coral.

One of the first questions that the layman asks our scientists is why are we concerned about an animal that is destroying coral? Many of the peoples of the Pacific consider coral as an inedible "stone", seemingly useless to man. But marine biologists and geologists give us a somewhat darker picture of what might happen should the starfish destroy our living reefs.

What the dangers are

First of all the tiny polyps that make up the living part of the coral are responsible for laying down the underlying coral skeleton of calcium carbonate. The constant wave attack on our coral reefs, along with the effect of other marine animals that bore into the reef, subject the corals to constant erosion. Thanks to the industrious work of the coral polyp, more coral is added to counteract these losses and provide a net gain to the reef structure.

If the starfish eats the coral polyp, then this gain is not realised and there is a gradual eroding away of reef structure.

● **This fringing coral reef protects the harbour of Papeete, Tahiti. The harbour entrance is at the bottom of the picture. The coral to be seen around the islet of Motu-Uta in the centre of the harbour is not now visible to the eye—for the French found another use for it, as a foundation for a cover of concrete which has given the harbour more wharfage. Further up the coast, Papeete's jet airstrip is also built right over the coral reef. And now, are coral reefs to be threatened?**

The corals are not the only calcium carbonate secreting organisms, but they do play an important role in this phenomenon and the loss of their contribution might well be responsible for serious erosional problems on reefs. Were this to occur, then the land mass itself comes under attack from the ever present ocean wave energy.

The results of land erosion could be disastrous to the Pacific Islanders, especially those of low islands.

Change in reefs

The second problem brought about by the death of corals and their subsequent erosion is the possible change in the coral reef ecosystem. The coral provide shelter, and either directly or indirectly, much of the food for other reef organisms.

Hence, the corals play a vital role in the tropical reef ecosystem. Disturbance of any part of the ecosystem invariably leads to an imbalance of nature and adverse changes may occur.

For instance, there may be a decrease in our fisheries which would create a serious problem for areas that are protein deficient.

Many marine biologists all over the

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Here is the crown of thorns starfish, which now threatens the coral reefs of the Pacific.

world have begun research to determine what these effects may be but until the results of these efforts are available, we must assume the worst and make preparations to counter the effects of this menace.

Another question frequently asked is, hasn't this starfish always been living in the Pacific and if so why is it a problem now?

It is true, the animal has been known in our area from the earliest recording history, but never in such numbers. Heretofore, the creature has been considered rare but for reasons as yet unknown, they are undergoing a vast population explosion.

Some of our marine scientists tell us that this may be a cyclic phenomenon which occurs periodically in anywhere from, say, a 20 to a 1,000-year cycle, and the corals eventually recover. Other researchers tell us that this is the first such invasion and that it must be stopped now.

Both of the above approaches are as yet hypothetical, and these scientists need time to prove which is correct.

What to do now?

The problem facing the SPC is what should we do while the research is in progress?

That the starfish is capable of inflicting rapid and serious damage to reef corals is no longer in doubt. Nearly one-half of the fringing reef surrounding Guam has been destroyed in less than three years and several hundred square miles of Australia's Great Barrier Reef have been attacked and either destroyed or severely damaged.

A recent survey conducted in the Trust Territory of the Pacific Islands by the Westinghouse Ocean Research Laboratory, the University of Hawaii, and the University of Guam has shown serious infestations in the Marshall, Ponape, Truk, Palau and Mariana districts of the territory.

Control efforts

The SPC should make every effort to:

- Notify the citizens of the Pacific Islands of the danger and ask their co-operation in reporting damage and new outbreaks of the starfish in areas previously not infested.
- Assist in the centralisation of such information. It is requested that this be sent to the Marine Laboratory, University of Guam, where it will be centrally filed, duplicated, and dispersed as needed.
- Support research into the control of starfish and into the reasons why the explosion might have occurred and how it could be prevented in the future.
- Support research in the problem of the rehabilitation and recovery of coral reefs already damaged by the starfish.

The Government of Guam has provided $US27,000 for part of the present fiscal year and has shown every indication of providing more funds as needed to help save the reefs of Guam. (For the first six months of 1969, $15,000 was provided). The University of Guam and the Guam Division of Fish and Wildlife are co-operating in the

(Continued on p. 56)

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control programme.

The US Department of the Interior is providing funds in excess of $200,000 to help control the starfish pest.

Methods to control the starfish used thus far have been: (1) Removal of the animals from the reef. (2) Injection of toxic substances into the starfish with special injector devices.

Other methods proposed and now under investigation: (1) Electrical or chemical barriers to prevent the spread along the reef. (2) Biological control efforts, i.e., production of larvicides or disease organisms that attack the starfish.

Future plans

Representatives from the University of Hawaii and the University of Guam have been invited to attend an *Acanthaster* workshop in October, sponsored by the American Institute of Biological Sciences. The purpose of this meeting is to review research already done, and evaluate what could and should be done about the problem in the future.

Hopefully one of the results of this meeting would be to schedule and find funding for a larger meeting on an international level that would bring together the efforts and resources of many nations to attack the problem. The SPC should be vitally interested in supporting such a meeting and send representatives to it.

In conclusion, the SPC must be aware of the starfish problem, and the danger it poses to us.

We must urge our scientists to continue their investigation of the problem and we must be prepared to support financially their labour and the control methods they may recommend.

From a Papeete correspondent

The deadly crown of thorns starfish, has now reached Tahiti in force.

In mid-October, Tahiti's newspapers called for volunteers to take part in a "campaign of assassination" against the starfish on Saturday, October 18.

The campaign is sponsored by the Service de la Peche (Fisheries Department) with the backing of the island's municipal councils.

A recent survey of Tahiti's reefs by fisheries experts has revealed heavy concentrations of the starfish off the districts of Punaauia and Paea, and the western side of the island, opposite Moorea.

In these areas, the starfish is reported to be 300 times as numerous as elsewhere, and it is here that the "campaign of assassination" is to take place.

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BUSTLING, SPREADING PORT MORESBY

Por Moresby, seat of the administrative headquarters of Papua-New Guinea, has its critics. One writer in a current book on the territory (reviewed on p. 97) describes it as "a cancer on the emerging nation of New Guinea". Many of the 40,000 New Guineans, 10,000 Europeans and 400 Chinese who currently live in Port Moresby might agree, but for those who have been in the town for any length of time—especially during the extraordinary growth period of the last few years—usually have some kind words to say for it. Port Moresby can be brash, but it has its charms, not the least of them the views that can be gained from the homes now climbing up the hills to the right and left of the isthmus. New suburb after suburb now pushes its way out into what was once called the hinterland, and it has not been possible for many years to get Port Moresby into one clear aerial photograph. In the foreground of this picture, taken recently by the Department of Territories, is the main business centre of Port Moresby. These days other business activities just as bustling have developed in the suburbs and some residents claim, with obvious satisfaction, that they "never have to go into town anymore, thank God!"

HONIARA, THE NEW TOWN, TULAGI THE OLD

Honiara, main town in the British Solomon Islands Protectorate and seat of the Western Pacific High Commissioner, who has responsibility for Britain's affairs also in the Gilbert and Ellice Island Colony in the north and the New Hebrides Condominium in the south, is a town whose beauty has developed slowly. Honiara didn't exist before the war. Headquarters for the Solomons then was Tulagi, a small island close to Florida. But Tulagi was wiped out in 1942, although today it is important again for its slipway, built on the edge of a well protected harbour. Some of the old wartime quonset huts may still be seen at Tulagi in the recent picture on the opposite page, but in the main town area of Honiara they are being replaced by modern new buildings in a vigorous rebuilding programme. Honiara has more than 8,000 people, nearly all of them Melanesian. The point at left in this aerial picture by Bruce Adams (who also took the one of Tulagi) is historic Point Cruz, near where Mendana landed in 1568. Now it is the site of the main Honiara wharf and extensive reclamation work.

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● These two attractive Island girls are pupils of the Elaine Bernacchi High School at Bikenibeu, Tarawa, Gilbert and Ellice Islands. You have already seen some of them on this month's cover. Bruce Adams took the photograph for PIM.

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SAILING ROUND THE GILBERTS— TO RAISE THE BRITISH FLAG

The British Empire in 1892 was at its height, and Her Majesty's Navy had its orders to plant the flag in the Pacific. On May 23, 1892, it was the turn of Captain E. H. M. David, master of HMS *Royalist,* who proclaimed at Abemama Atoll, on behalf of Queen Victoria, a British Protectorate in the Gilbert Islands.

HMS *Royalist* then visited the other Gilbert Islands in turn to raise the flag, and Captain Davis was afterwards instructed to visit the Ellice Islands to discover whether natives there wished to claim British protection.

Like every other ship of its time, the *Royalist* kept a ship's log; who wrote it has been forgotten, but it remains a fascinating account of life as seen with a statistician's eye in the Gilberts shortly before it became part of the British Empire. The extracts from the ship's log were transcribed by Mr. Robby Roberts, one of the longest serving civil servants in the GEIC and today the colony's acting Assistant Resident Commissioner.

When the *Royalist* visited Abemama, in May and July, 1892, it found a population of 700, including 150 Protestants, and a 10-year-old monarch, King Paul. The ship's log said: "Natives clean and of fine physique, nearly all well clothed. Binoka, the old King, died at the end of last year and was succeeded by his brother Simon, who after 4½ months died of drink.

King is trader

"The King does all the trading himself and does not appear to wish white traders in island. The King has a number of European-built boats. He owns everything."

One of the few traders on the island, where copra, taro, breadfruit and pandanus were the main produce, was a former cook to old King Binoka, Johnny, who claimed American nationality and exported 150 tons a year.

Later the same month *Royalist* visited the 1,050 Protestants of Onotoa and found "among other laws, a fine of 10 nuts imposed on any native not attending church three times a week. About 60 natives away in Mexico, Fiji and Samoa and 50 in Honolulu.

"A native was hanged about three months previous to our visit, for murder. He was allowed to hang himself in the Maniaba or meeting house."

Tamana was next in the *Royalist's* course and there the natives were "far from clean . . . church a large building 150 ft long . . . laws include fine of $50 and flogging for adultery by both parties, 1,000 nuts and flogging for illicit connection. I told the 'Old Men' the Queen would be sorry to hear women were flogged on Tamana and suggested they should rescind the law as to the flogging of women.

"Finding some Arorae natives here weather-bound for the last six months, I gave them passage to their island for which they were very grateful."

On June 2, 1892, the *Royalist* found 1,779 natives on Nikunau, of whom 1,621 were Protestants and 158 were Roman Catholics, and the next day put into Beru where all the 2,277 population were Protestants. It found "the village of Taboiaki, where flag was hoisted, very dirty compared with most islands and bad smelling. Two small freshwater lakes on island with good fish in them. 'Old Men' own the fish . . . natives allowed to fish in these lakes once a year".

Next stop was Nonouti where the population of 3,000 was evenly split betwen Protestant and Roman Catholic; traders included Joseph Henty, British, exporting 300 tons of copra a year, and an American, James Cory, trading on his own account. Said the log: "Natives not over clean and have thievish pro-

Typical atoll scenery on Abemama.

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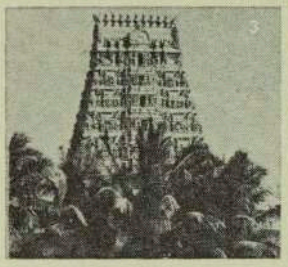
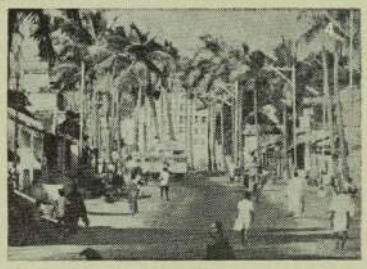
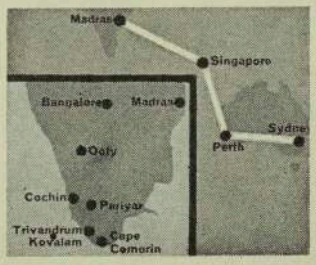
South India

Palm-fringed tropical beaches, quiet waterways, luxury hotels.





1 Smiles as wide as all India
2 Tropical Exotica! Beach at Kovalam
3 Awe-inspiring temple art and architecture
4 Main street in a southern village
5 Canal at Cochin — the Venice of India



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Too much toddy

pensities . . . natives taken in 1884 by French ship to Tahiti and returned in 1887, many having embraced the Catholic faith . . . have petitioned Bishop to send priest to the island.

"Catholic Mission landed in Group in 1888, this island is their headquarters. Pere Bontemps in charge with four other Europeans. This mission appears to make great headway in the Group . . . resident traders speak very well of it.

"There are very few laws in this island. Around Betumah in the north almost anarchy prevails. Spoke to natives about toddy drinking . . . a great deal existing on the island. A British trader fined $10 for selling spirits to natives . . . 10 natives, guilty of assault on a Fiji labour schooner, were fined."

On June 6 the *Royalist* called off Aranuka, population 100, and found "too much sea to land in ship's boats . . . no canoe came off . . . everything on the island belongs to the King of Apamama".

On six occasions between June and July the *Royalist* put into Tarawa where traders included Chinese, Nai Yong, trading for On Chong and Co., who exported 500 tons of copra yearly, and Edward Meyer, a German trading in copra for Jaluit Gesellschaft.

Fine physique

The log reports: "Natives of fine physique . . . island appears poor owing to civil war existing between north and south. Having got both chiefs on board, a peace treaty was signed. King asked me to take arms away . . . I agreed to accept them . . . after flag was hoisted the King had some difficulty in getting arms in . . . requested assistance which I gave him.

"King fined 100 natives for disobedience of orders . . . received in all 180 guns. Many of these had been procured from American traders who sell spirits to the natives also . .. took steps to prevent this in future. A native of this island was tried, found guilty, and executed here by order of the King for the murder of Ah Sam, a British subject at Butaritari in 1883. Previous to execution the man confessed his guilt.

"The King here appears a weak man . . . has ruled for three months. The late King was killed in the war, shot by a native while asleep. This man, together with the chief of Abaiang (who had taken a very active part in the late war) continuing to give trouble and refusing to deliver up arms, and the King requested they should be removed from the island. They were placed on board and placed on separate islands in the Ellice Group."

Still worn on Tabiteuea in the Gilberts is the grass skirt, as this pretty girl and her brother show. Girls of the Gilberts are among the few Pacific Islanders who still go bare-topped—but in the days of the British arrival, it was a common sight in the Pacific.

Six times in the same two months the *Royalist* visited King Raia and his 2,700 subjects on Abaiang and found "a good deal of immorality reported here among children. A trader, Chinese (British subject) sentenced to 12 months imprisonment and $50 fine for murderous assault on a native. Taken to Fiji on *Royalist*".

Traders on the island included Ah Mee, a Chinese, and Thomas Tilton, "possibly" an American Negro, trading on their own account.

At Marakei the *Royalist* found King Tantatoon a "fairly good ruler". They also found "polygamy and infanticide still exist to a small degree . . . finding fines imposed by HMS *Miranda* in 1886 still unpaid, and enforced them".

All the 2,000 population of Butaritari, except for 20 Roman Catholics, were found to be Protestants. About King Tebarimoa the log said: "Laws appear to be made to suit the King's pocket . . . money fines very heavy, out of all proportion to offences committed.

"Population decreasing, probably on account intermarriage of relations. Found a United States commercial agency established here. The King (recently returned from a visit to

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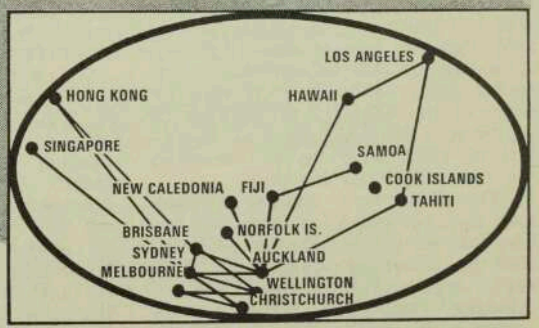

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American monopolists

San Francisco) appears to be a weak man and inclined to be led by the few American would-be monopolists.

"Gave him much advice as to reforms necessary on the island, which he promised to carry out; among others the paying off of debts due to traders, amounting to $40,000. Petition presented to me signed by traders present, with the exception of late United States agent, asking that Resident be appointed."

After sailing through the Gilberts to hoist the flag, the *Royalist* entered the Ellice Group to ask the islanders if they wanted "Her Majesty's protection".

At Namumea "after a meeting of the people, the King asked to have the British flag hoisted. Among other laws a divorced woman cannot marry until her former husband is again married. Very little immorality on the island".

At Niutao the penalty for "adultery and fornication" among the natives was to "make five fathoms of road". Only trader found on the island of 615 Protestants was Jno. W. Buckland, British, trading for Henderson and McFarlane, who exported "about 50 tons of copra in a good season".

Fines for adultery

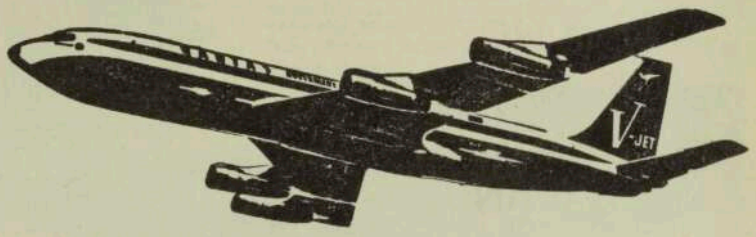
The natives were "not very clean" at Nui while at Nukufetau, under King Uta, the 270 Protestants were "poor and half starved. The King no better in appearance than anyone else . . . the missionary here does not appear to be over zealous".

Among the 231 Protestants of Funafuti, "fines for adultery and illicit connection if discovered are enforced years after occurrence, even after the death of one of the parties. The lagoon is remarkably free from dangers, there is a good anchorage in it. Coal might easily be shipped here".

The weather was too rough on August 4, 1892, to effect a landing on Niulakita (Sophia Island), but the crew of the *Royalist* were able to see that "no canoes came off from the shore. Several natives appeared on the beach and hoisted a royal ensign. After waiting some time, proceeded on course".

● The latest bugbear on Tarawa, the GEIC's capital, is dust—and the government recently warned drivers of buses, lorries and cars running between Bairiki and Bikenibeu, and on Betio, to travel slowly through villages. It's an offence to go over 10 mhp through a village, when there's dust around.

TRAVEL



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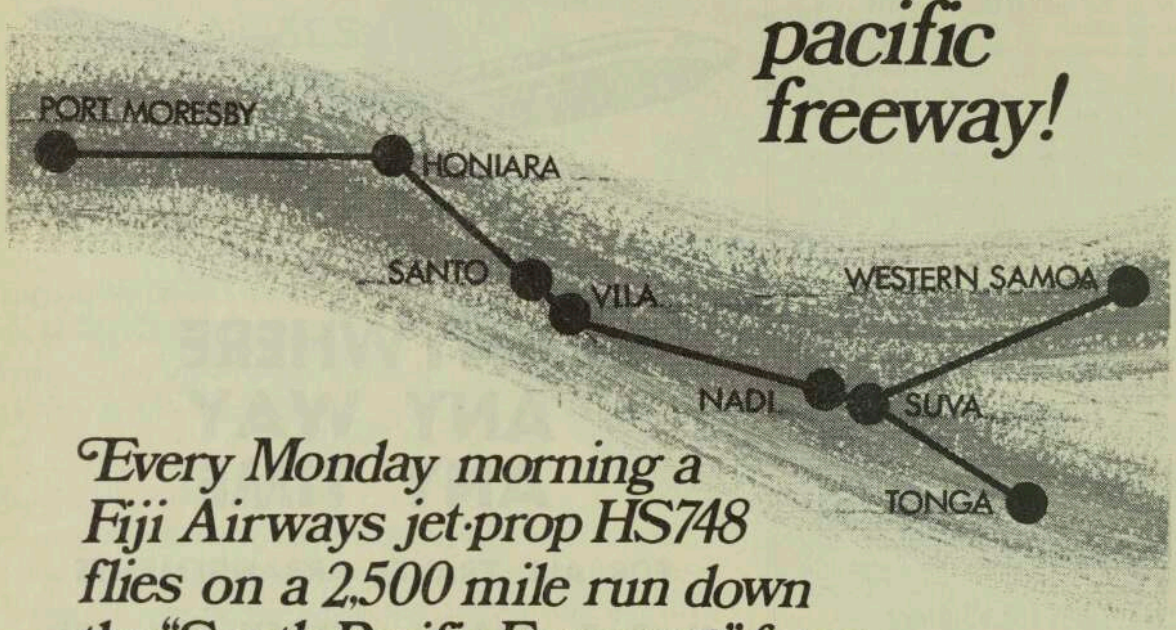

Every Monday morning a Fiji Airways jet-prop HS748 flies on a 2,500 mile run down the "South Pacific Freeway" from Port Moresby non-stop to Honiara. Then to Santo, Vila, Nadi and Suva.

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departs Nadi every Sunday at 8.20 a.m.,
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TONGA WILL STAY ABUNDANT, SAY THE EXPERTS

HMNZS *Endeavour's* Commander D. G. Bamfield, arrived in Nukualofa, Tonga, on October 3 with members of the Cook Bi-centenary Scientific Expedition. They had ended a month's investigations in the Cook Islands and Tonga areas.

For most of the team of 13 New Zealanders and five British scientists in this joint venture, organised by the Royal Society of NZ and of London, it was their first visit to these islands.

Leader of the expedition, Mr. Elliot Dawson, an oceanographer, said that in the Western and Northern Tonga group, studies were undertaken for the first time in the fields of geology, archeology, soil structure and marine biology. The three western volcanic islands of Late, Tofua and Kao were found to be of compartively recent formation, whereas the main northern island of Vavau was now established archeologically to be at least 2,000 years old.

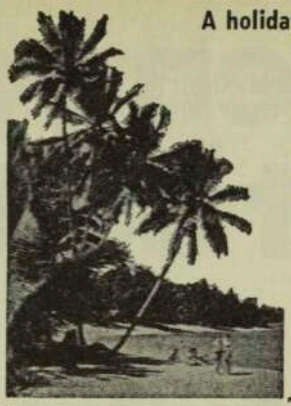
Rich marine life

The first soil survey undertaken on this island would be of immediate benefit to the farmers; it showed a continuing high fertility, unlike many of the other Pacific Islands, and with the correct use of fertilisers, could greatly develop its agriculture.

Marine life too was rich and varied and although the fish population in some of the nearby reefs and atolls was somewhat depleted, there was no shortage of edible and marketable fish immediately beyond the whole area now worked by small boats and canoes.

He considered that with proper equipment and training, the northern islanders can look forward to increased harvests from land and sea for many years.

Mr. Dawson struck a note of warning about the presence in the area of the feared crown-of-thorns starfish that has done so much damage to Australia's Great Barrier Reef. Although in its initial stages in Tonga, the position will have to be watched carefully, he said.



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WHERE THE GOLF COURSE AND AIR STRIP ARE ONE

By NAN DALY

If Rarotonga provides amenities to equal its friendliness when the proposed jet strip is completed, it should take its place in the Pacific as a popular holiday resort.

As we approached, in the *Northern Star*, it certainly could claim to be one of the most beautiful islands, and from the moment we made a rather precarious transfer to a bobbing lighter, we were met everywhere with welcoming smiles.

We were well aware that Rarotonga is not yet prepared for visitors in large numbers and hoped to enjoy an island just being itself. We were not disappointed.

Our accommodation was the very first motel on the island and the facilities were excellent. We had the best of two worlds—privacy and relaxation when we wished—and interesting company and warm hospitality at the Hotel Rarotonga, which is still primarily for government employees and visiting officials.

Cheap liquor

Buying provisions was a pleasant experience. A large variety of goods was available and the stores were very versatile. Prices were largely the same as in New Zealand, although many items including dress materials, wearing apparel, cigarettes and liquor were cheaper.

Frozen meat from New Zealand was the most expensive foodstuff, but its quality was equally high. There was an abundance of tropical fruit, and our bread was delivered daily. A waterfront cafe provided an alternative for "eating out", and a rental car was readily available.

A friendly visit from well-known business personality, Willie Watson, set the tenor of our holiday, and we were welcome at the golf club. The unusual links situated on the air strip with a coral runway in the centre, presented a challenge in judging distances, but it was impossible to take scores seriously when surrounded by the beauty of palms and sharply-etched peaks.

As the only plane using the strip was an RNZAF Hercules every 10 days there was little restriction on play, although Sunday golf was prohibited.

Most important event was the arrival of Sir Gawain Bell of the South Pacific Commission and Mr. G. Gauld, a UNO official, who were accorded an official welcome with flags a-flying and traditional dances, followed by an official reception where, with formalities concluded, the visitors joined the dancers.

There were many interesting people to meet, including New Zealanders, who as administrative personnel, impressed with their obvious dedication.

There was always activity on the waterfront, with Avarua the base for the lighters which ferry passengers to and from liners, and load large cargo vessels at anchor. An official visit of the HMNZS *Lachlan* kept them busy for several days.

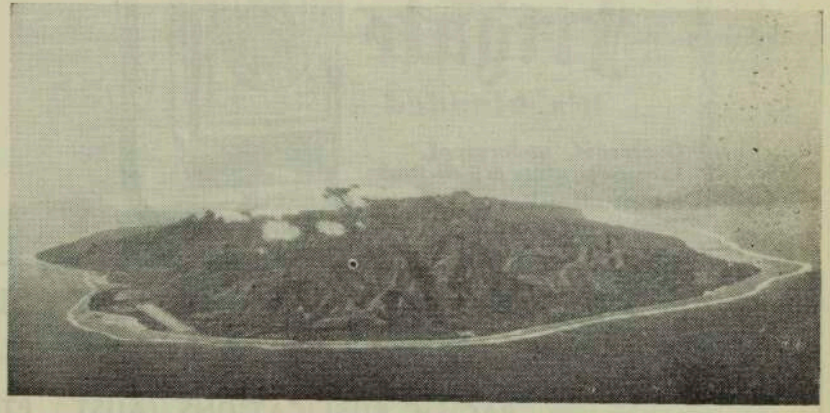
A wrecked *Yankee* was a sad sight, completely rusted, dismasted and irrevocably aground. Below decks was a jumbled mass with only one table on gimbals still horizontal, giving a feeling of unreality.

At nearby Avatiu, the small inter-island traders, *Tagua* and *Bodmer*, loaded and departed in typical island fashion with last minute arrivals, and milling friends farewelling deck passengers, surrounded by their belongings.

Here too were the cruising yachts —*Nomad* with Bruce Baker, *Gitana* with Anita and Bill and wee Louie Lambie, and English doctor Sheila and Bob Fleming in *She*. After two unsuccessful attempts to reach New Zealand, due to bad weather and sail trouble, Bruce was planning to fly there and return with new sails.

The Lambies were bound for Honolulu and the Flemings for New Zealand, possibly via Fiji. We spent many lively hours with them, and were saddened by their news that the Vaima cafe in Papeete had been destroyed by fire along with the surrounding block.

Traffic limited to 25 mph and 35 mph on the open road was a relaxation. Possibly we should thank our friends, Jack Semple, son of the late Sir Robert Semple who, when our local traffic VIP, spent some time in



Rarotonga in the Cook Islands as seen from the air; at the bottom left of the picture can be seen the air strip.

Decision on airport expected December

The NZ Ministry of Works is expected to announce by December the successful tenderer for the $NZ6 million-plus jet airport to be constructed at Rarotonga, Cook Islands.

Eight tenders for the airport were received, five from NZ-registered companies (two of which have overseas shareholding), and the others from Australia, Hong Kong and South Korea. Cost of the airport, to be operational by 1972, was estimated recently at $NZ10 million.

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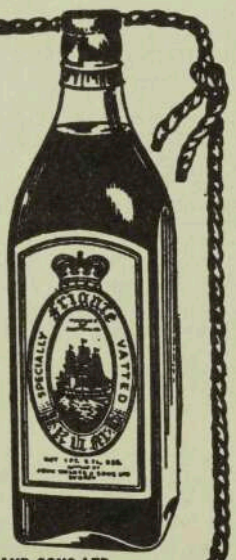

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Traffic at 25 mph

Rarotonga last year advising on traffic matters. He has left a monument in the form of a roundabout in the main street of Avarua which we named "Semple's Circle". Jack is now in Suva in a similar capacity, and many friends are interested to hear news of him.

The 20-mile drive round the island, with its backdrop of palms, sea and reef, always provided diversion. We spent pleasant hours with American artist Rick Welland, who settled in Rarotonga seven years ago.

His home and studio are of an eye-catching A-frame construction. As well as painting, he teaches at Tereora College, and showed us an intricate hand-crafted puppet in the form of a Tohunga, with which he intends to interest children in their early culture.

In the nearby village of Titikaveka an English family are putting down roots. Mary and Ken Gentle and young son Mark, have chosen Rarotonga as the place they wish to live and have left England to start a new life.

They read every book published about the Pacific and from the minute they set foot ashore, they just merged, as if island born. When we return we are sure to find them successfully established.

As we enjoyed a final view from the *Mariposa* we knew we must return to repeat our happy holiday and to satisfy our curiosity about the out-

A handsome ketch, "La Belle Sole", ties up in the placid waters of Avatiu wharf.

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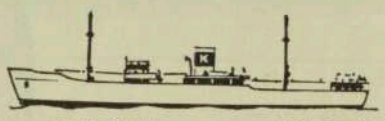
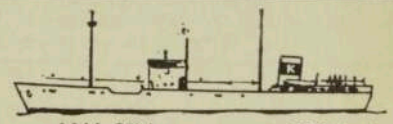
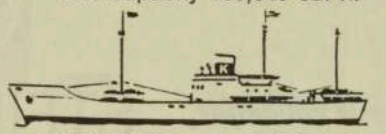


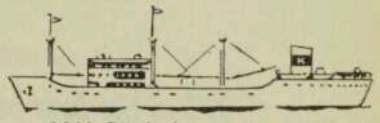
M.V. Slott 290 feet
bale capacity 160,640 cu. ft.



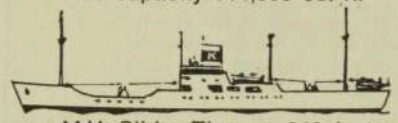
M.V. Slidre 258 feet
bale capacity 97,900 cu. ft.



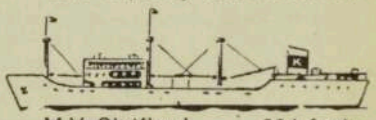
M.V. Saidor 264 feet
bale capacity 114,000 cu. ft.



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



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



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

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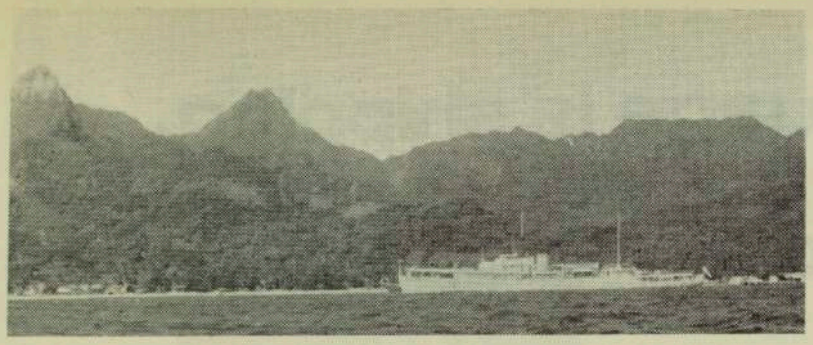

The rugged mountains above Avarua, Rarotonga, make a picturesque backdrop to HMNZS "Lachlan", which anchored off the harbour recently.

come of the main topic of conversation on the island—land and tourists.

Every stranger was automatically thought to be a hopeful land-lessee, lured by the pot of gold at the foot of the jet strip rainbow. Some of them were, but with the Rarotongan system of land tenure, where possibly 40 people can own one piece of land, most returned empty-handed.

We heard many different opinions of the coming influx of tourists, ranging from eager anticipation, to doubts of their benefit, to strong opposition.

For our part we are glad to have visited Rarotonga now and hope that, whatever the future brings, the happiness and friendliness of the islanders will not change.

American wants seven flights weekly

American Airlines, the nominated second US carrier for the South Pacific (*PIM*, Aug., p. 125), in October made its formal application to fly seven frequencies a week from the US to Australia.

It proposes to link Australia with New York and four new US cities—Philadelphia, Washington, Detroit and Chicago.

Details of the routes requested are:

Southwards—

- New York-Hawaii-Sydney, three times a week.
- Philadelphia - Washington - Hawaii-Sydney, twice a week.
- Detroit-Chicago-Hawaii-Sydney, twice a week.

Northwards—

- Sydney-Hawaii-New York, four times a week.
- Sydney-Fiji-Hawaii-New York, once a week.
- Sydney - Fiji - Hawaii - Chicago, twice a week.

No mention is made of calls at American Samoa. American is expected to ask for calls at Pago Pago on its runs out of New Zealand, for which it is after a twice-a-week frequency from the US.

The American application has yet to be approved by the several governments involved.

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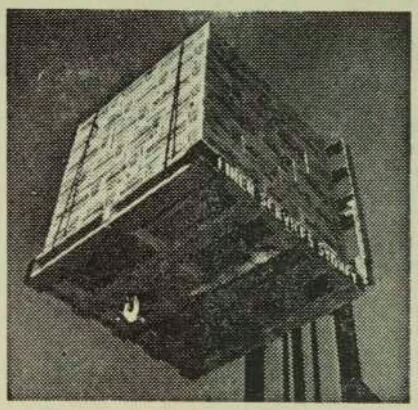

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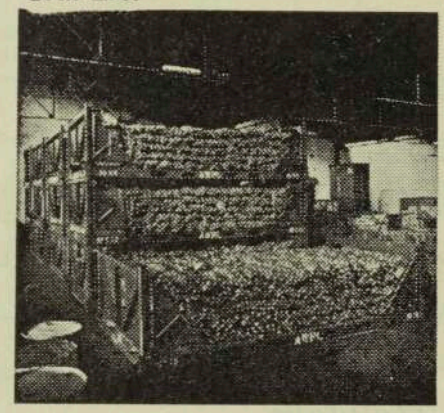

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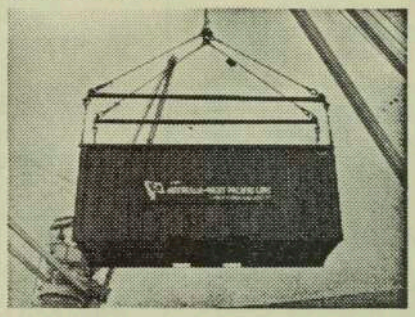

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From the Islands Press

"THE Department of Agriculture reports that the carcase of a cow was refused acceptance by the cannery at Santo because it was already dead before bleeding, was butchered and offered for sale in the streets of Luganville on Tuesday.

This is not the first time it has been reported that people are offering quarters of meat for sale from trucks and taxis to restaurants and others from doubtful sources, at prices not conforming to accepted sales.—*From the "British Newsletter", Vila.*

A COMPLAINT has been made to the Speaker of the Parliament of Western Samoa on the behaviour of a member of parliament who was escorted by police from the Nineteenth Hole Club last Saturday during the professional boxing bout which was staged there.

Police said that they were still investigating the incident at the club to decide whether or not to prosecute; the member of parliament concerned was not placed under arrest at the time.—*Item from the "Samoa Times".*

A CORRESPONDENT, Mr. John Magete of Nakuhu School, reports a sad ending to a recent feast at Maniate village in the Wainoni District of San Christoval.

About 200 people were attending a feast, for which 23 pigs and two cows had been slaughtered, when it was discovered that one of the oldest people known locally, 99-year-old Kamagete, had died in her house.

Kamagete was renowned locally as a custom story teller and historian, and when it was found she had died, the feast was immediately abandoned, and the guests went sadly back to their villages. — *Item in "BSIP Newssheet".*

THE wild winds of Typhoon Elsie have completely wiped out Pagan and Alamagan Islands in the northern Marianas chain. Alamagan is dead. Nothing moves. Only the angry surf pounds the rocky coastline.

Vast acreages of coconut trees are wickedly devastated. It looks as though a giant stepped on the entire landscape.

There's nothing left on Pagan except a concrete schoolhouse. Pieces of corrugated roofing lie scattered over a wide area. A twisted form of a jeep lies upside down.

The islanders were seen huddled in small groups around what appeared to be the centre of a village. Some children were waving at the aircraft. A green-coloured TT government jeep lies on its back, twisted out of form. "We're requesting airlift", Kaipat said. "Pagan's 90 per cent. destroyed". — *Account of recent typhoon, in "Highlights", Saipan.*

ALL the pupils of the island school, together with some of their parents and younger brothers and sisters, thoroughly enjoyed a trip around the island in Mr. Roy Wilson's *Lulawai* today. The boat made two trips and although conditions were a little choppy in parts most of the children travelled well.

Mr. Wilson and crew members were given three hearty cheers by the passengers at the completion of the trip.—*Item from "Signal", Lord Howe Island.*

BELDEN, a 14-year-old student at the Maranatha Seventh-day Adventist Mission School, was fishing with a net with four or five other boys near Lalindah, South East Ambrym. A five-foot shark suddenly appeared and tried to take the fish that the boys had caught from the net.

It then attacked Belden, who received severe wounds on his chest and wrist. The four boys carried Belden four miles along the beach to Lalindah, and from there he was taken by Land-Rover to the British Dispensary at Baiap. His condition is now satisfactory and recovery is assured.—*Item from the "British Newsletter", Vila.*

WHILE the local governments are at last turning their full attention to the questions raised by the appearance of Air Samoa Incorporated knocking at the door, they could well look at the whole broad aspect of transport and communications between the two Samoas. The inter-island boats are overcrowded, uncomfortable, and badly served by port and government authorities; the telephone service cuts out at four o'clock in the afternoon, and often enough between times; the plans for a telex system have been shelved; between Apia and Faleolo (Pago Pago), airport communications are sketchy at best.

The know-how and money needed to improve our links with the outside world are available for the asking. All we have to do is sit down as neighbours, talk things over, and the problems will quickly be solved.—*Editorial in "The Samoa Times", Apia.*

AS in postal establishments the world over, every stamp in Pitcairn's tiny post office must be accounted for—and although it is reputed to be the smallest post office in the South Pacific, it has lots of stamps! At the end of each month, Oscar Clark, Pitcairn's present postmaster, counts the stamps on hand. The number is then checked by the auditor.

When a particular issue is to be withdrawn a similar process takes place. Oscar counts the number of stamps to be destroyed and the auditor verifies the count. The doomed adhesives are then placed in the post office safe where they remain for one month.

After the month has passed, the Day of Burning occurs. The stamps are removed from the safe by the postmaster and auditor. They are then re-counted by the postmaster, auditor, island secretary and chief magistrate, presently Ben Christian and Pervis Young.

As the reader might readily surmise, both gentlemen are descendants of the *Bounty* mutineers. Secretary Christian's ancestor is Master's Mate, Fletcher Christian, and Magistrate Young is a descendant of Edward Young, one of the *Bounty's* midshipmen. — *Item from "Pitcairn Miscellany".*

ON the basis of promises made I thought there would be at least six "letters to the editor" to commence the new column. However, as this bulletin will reveal, there are none. This must mean either complacency or else readers have nothing to complain about. Perhaps by the next issue you may have changed your mind.—*Editorial from "The Bulletin", Nauru.*"

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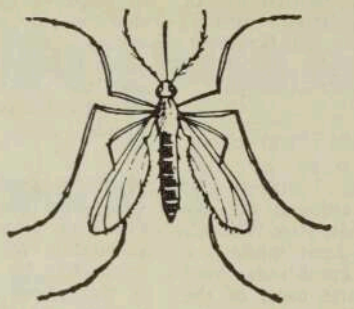

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It is of the utmost importance to keep your family safe from mosquitoes. The spread of malaria, directly attributable to the bite of the female mosquito, is still one of the costliest diseases known to man, killing a million people a year.

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.

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Pitcairn opens its first Co-op store

Free tins of corned beef, the island's first concrete-block building, and a site bought for a shilling were highlights of the opening recently of Pitcairn Island's co-op store.

Pitcairn Co-operative has operated since 1967 when a South Pacific Commission officer stationed on the island helped Pitcairners get it going, but up till recent months the Co-op shop was merely part of the local school.

Vi McCoy saw the need for a Co-op on its own and sold it (for a 1/-) a piece of land on the island's main road, near Adamstown Square. A shop was planned immediately and work started with cement blocks; Pitcairners joined in to experiment with the blocks and Jacob Warren became building supervisor.

Work proceeded successfully and before long goods were on the shelves of the new shop and the Co-op was ready for business in its new store. Children at the school were able to use the much needed space left by the Co-op.

An official opening was held, and almost all of Pitcairn's 85-odd people gathered to hear the Co-op's chairman, Pastor W. G. Ferris, outline the Co-op's two-year-old history. Mr. Warren then declared the shop "Open" and with showmanship, cut a bandage-ribbon across the shop's front door.

Then those after bargains went inside to buy goods; others enjoyed tea on the shop verandah. For Pitcairners who helped build the shop, the co-op committee gave away tins of corned beef.

Pitcairn's monthly newspaper, *Miscellany*, said: "The building itself is well-constructed, has adequate shop space and a good storage space underneath and in time to come it is hoped we may have a refrigerator and be able to store perishables which would be a great advantage here now that shipping has become so irregular and uncertain.

"Who knows, perhaps everyone may come to buy more and more of their stores locally and so build up a big enough profit to enable this thought to become a reality."

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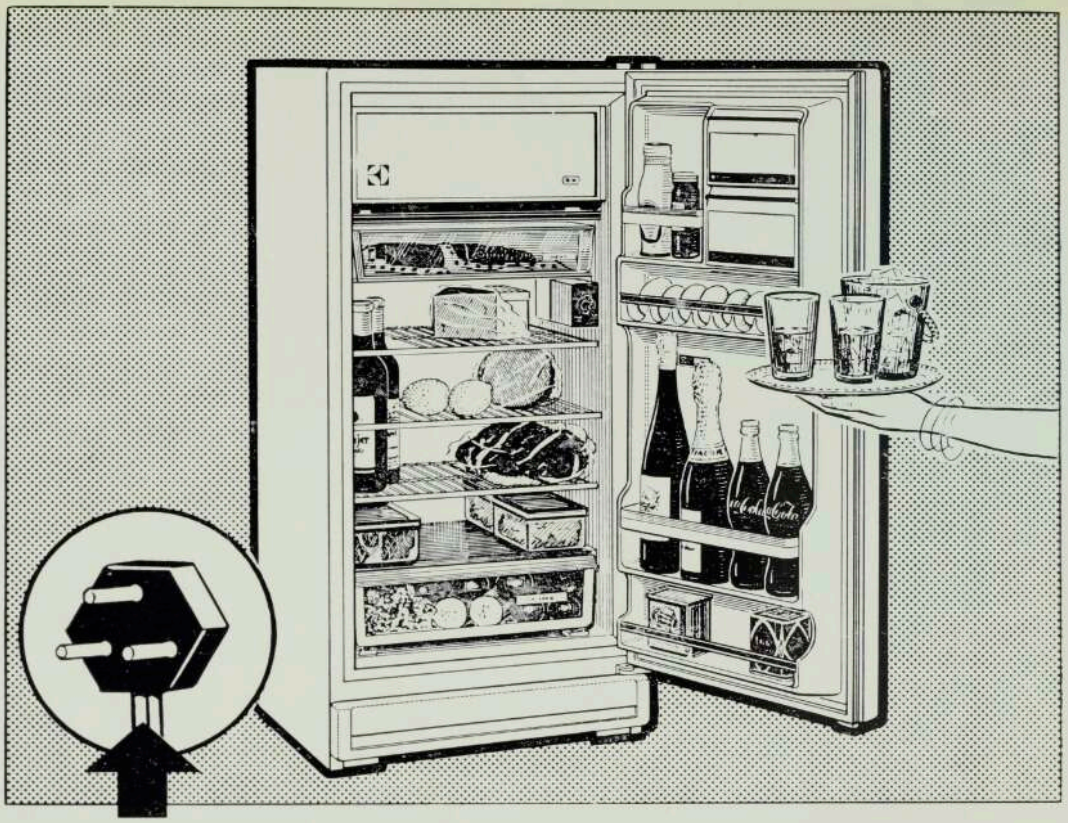

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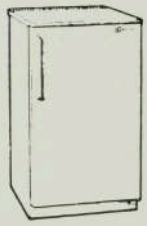

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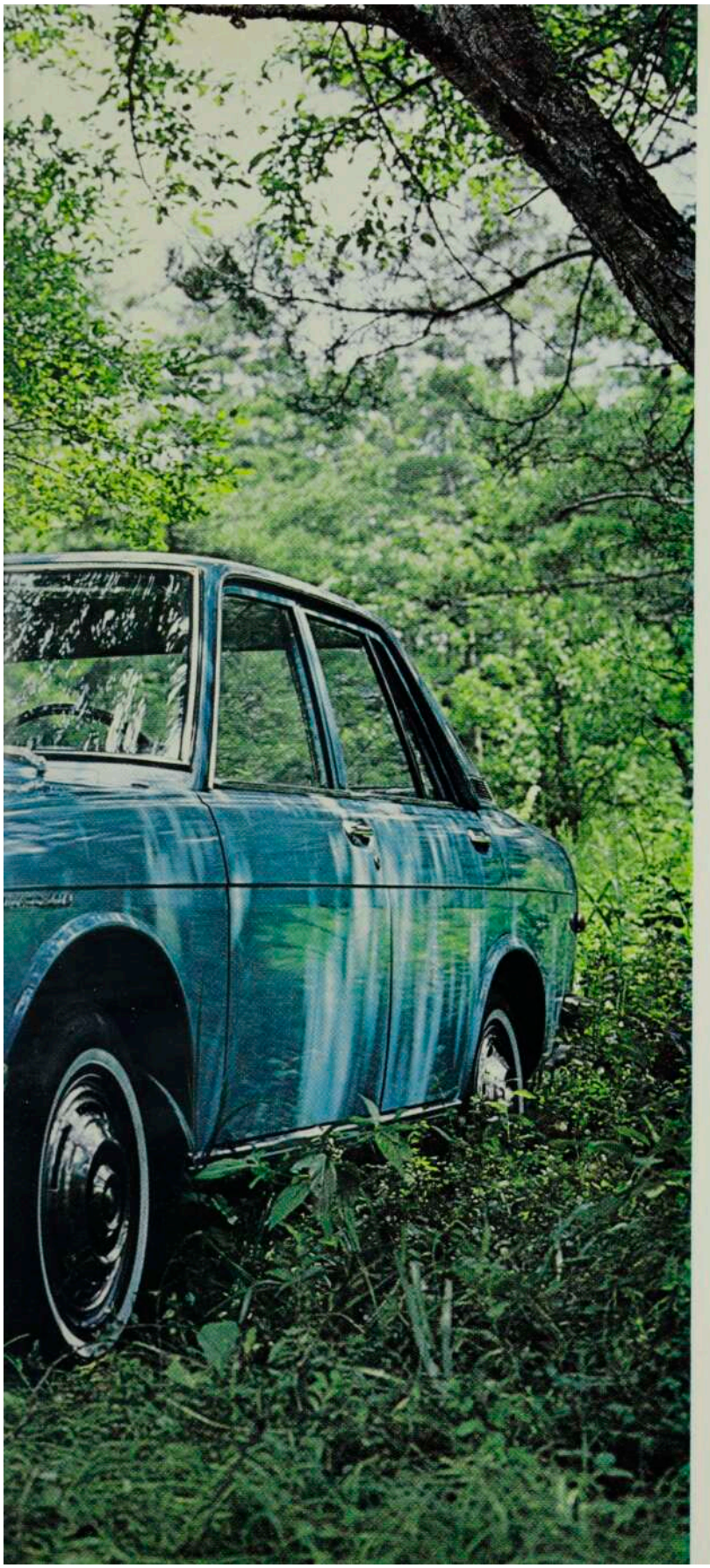

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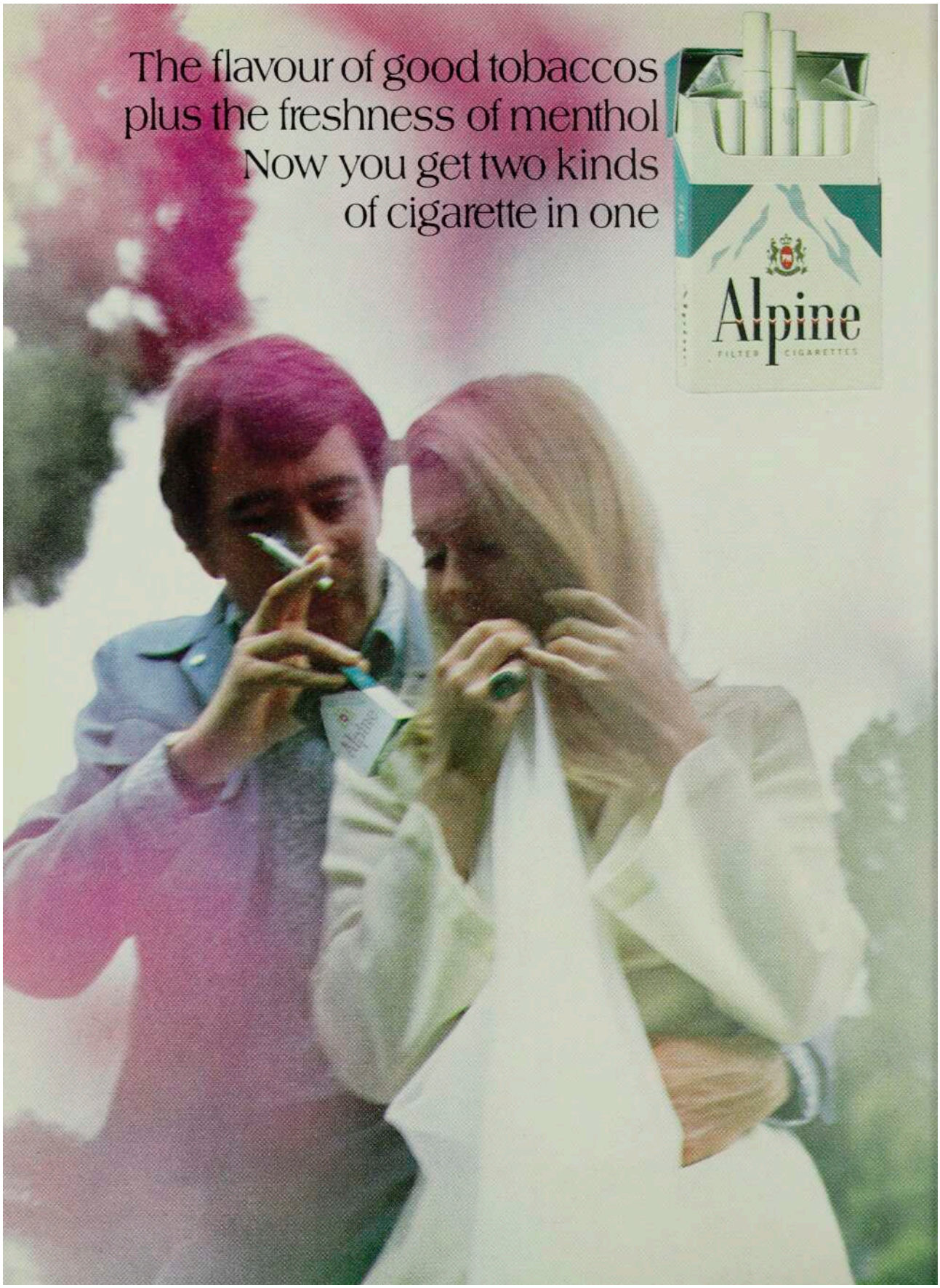
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Magazine Section

When the Kukukukus came from the hills, it was to kill

Towards the end of November, 1925, an excited native from the village of Akauda reported at the Resident Magistrate's office at Kerema in the Gulf Division. He told us through the medium of two court interpreters that he and about a dozen other natives, men, women and children, were away from their village fishing on a small creek called the Evora, which runs into the Vailala River.

This was one of their usual fishing haunts, and for that reason, there they had built a number of rough shacks, so that they could spend one or more nights at the creek if necessary.

On this occasion everything was as usual, until one morning a party of Kukukukus, four men and a woman, visited them, all appearing to be quite friendly.

The Kukukukus are a nomadic hill tribe living in the hinterland of Papua, and as the result of generations of raids on the coastal natives, were very much feared. Their real name was the Maihiri tribe, but they were always referred to by the coastal people as the Kukukukus, which is a scornful term meaning bush natives.

The very mention that the Kukukukus were anywhere near a coastal village would cause utter terror and confusion, and be a signal for the women and children to run away and hide in the bush.

Cruel cannibals

There is no doubt that the Maihiris were a cruel and ruthless lot of cannibals, and their reputation was well earned. Being nomads with no fixed villages, they roamed about their almost inaccessible mountains, and it was never known where they might strike next.

Apparently these five Kukukukus walked about among the Akauda's huts admiring their fishing nets and traps, and the other articles used by the more civilised natives, such as their few articles of clothing and blankets. The Akauda people are not really coastal, as their village is two or three day's travel up the Vailala River, but they are in close touch with the coastal natives. They go to work on the European plantations, and thus accumulate articles considered necessary for their simple ways of living.

In due course, the Kukukukus came across a 12 inch knife and an axe, which every party of civilised natives would take into the bush. These articles the Kukukukus tried to buy, offering bows and arrows, and the hindquarter of a bush wallaby in exchange.

After a refusal the Kukukukus became very sullen, and sat together in a corner of the clearing talking in low tones. The Akauda natives were cooking their midday meal at about this time and offered their visitors some sago and fish, but this was refused. Becoming thoroughly frightened, they offered them all sorts of different articles, such as an old flannel shirt and cooking pots, but these were again refused.

In the 1920's the swamp and river lands around the Gulf of Papua were some of the least known in the world, but tribesmen from the nearby hinterland had already won notoriety as some of the hardest people to subdue in the whole of Papua-New Guinea. Resident Magistrate G. F. W. Zimmer (above) of the Papuan service became one of the earliest white men to meet the Kukukukus of that area when he left on a three-week expedition to arrest four murderers. Here he tells the story as it happened. Today George Zimmer lives in Dorset, England.

Fired Arrows

The Kukukukus remained in this fishing village for the rest of the day, watching every movement but finally, just as it was getting dark, they left. One wonders if this long vigil were not to make sure that the Akauda people did not slip away to their main village down the Vailala River.

The next part of the story had to be pieced together with the help of information gained later. It would seem that, some time during the night, while all the Akauda natives were asleep, the visitors returned, possibly bringing others with them. They surrounded the largest of the shacks and fired arrows as fast as they could into the sleeping forms.

The result was that four were killed outright, six were wounded, and one of these died later. The few unwounded, and those slightly wounded were able get away in the general confusion. Thus the Kukukukus used their own methods of getting the knife and axe, as well as blankets and other articles of clothing.

In fact they took everything they could carry. It appeared that this

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Hacked off leg

raiding party had not been a big one, and their complete success was due to surprise. This is borne out by the fact that they were unable to carry away a whole body of one of their victims, and had to satisfy themselves with hacking off one leg.

That was the story we received. The Akauda natives were, of course, unable to give us the names of the raiders, or any information where they came from beyond the fact that they came out of the bush. The only fortunate circumstances were that several men who were in the Akauda party were unwounded, and the visitors had remained so long at the fishing village, that these unwounded men would be able to recognise the raiders if we could round them up.

Into mountains

Arrangements were made for a government party to leave at once. It was then the first week in December, and it was hoped that we might be able to get back by Christmas. It was decided that two European officers should go with a strong police party. It was also realised that it was going to be a stiff patrol if we had to penetrate far into the mountains. My friend, Capt. W. H. Halford Thompson, was also at Kerema at this time as Assistant Resident Magistrate, so it was decided that he and I should go together.

It is hard to express how much I appreciated having a second European officer with me. I have always felt that the government was wrong to send officers single-handed on these long patrols into unknown country. It is often necessary to post guards at night, when in hostile or at least unsettled country, and at least one European should be awake.

It is even more important that when travelling in new country, a responsible man should be placed at the rear as well as at the head of the column. An attack is more likely to develop from the rear in the hope of picking off a straggler, and a carrier might have to fall out when a quick decision would have to be made. But the greatest boon is having someone with whom to discuss plans.

The patrol left the Government Station of Kerema on December 8; besides the two European officers we had Sgt. Gubiam, Cpl. Kisau and 10 armed constables. In addition there were 60 carriers to handle the tents, flies, food, etc., as it was known that there would be no native food available once we had left the coast. When leaving Kerema for the west it is necessary to cross a strip of water more than a mile wide. This was done in the station whaleboat, and a large double cargo canoe.

On the far side of the stretch of water village constables from the nearby villages had the carriers waiting, and loads were soon made up. Carriers, whenever possible, prefer to carry in pairs, two boys carrying about 80 pounds, with the load lashed to a pole.

When we reached the Vailala we had to get a number of large canoes to transport the party up the river; I instructed the two village constables from two large Vailala villages, one on each bank at the mouth of the river, to supply four large double canoes together with 50 paddlers who would later become carriers, all to be ready by first light. In the meantime, an armed constable and an interpreter were sent up the river in advance to the mouth of the Lohiki Creek, to obtain more information about the Akauda raid, and also to secure guides to take us into the Maihiri country.

On the morning of the 10th, the party left as arranged in the canoes, but the river was in heavy flood and progress very slow in spite of having 12 paddlers to each canoe. I can well remember how Thompson and I whiled away the long hours of this stage of our travels by playing piquet. We had had a light roof built over our canoe, and were thus sheltered from either rain or sun, but this occasion it was mostly rain that we had to contend with. We reached the village of Akauda on the second day.

Village constable Wara was married to a Kukukuku woman, and knew a little of their language. He was able to give me the names of four raiders, and also the village from which they came. This so-called village, as we found later, only consisted of four or five sketchy gardens each with a round beehive form of house in the centre.

Our party left Akauda soon after sunrise, and as the flood in the river had dropped a good deal, progress was better. We arrived at Lohiki Creek, and made camp in the village rest house, and reorganised our loads for the trip up the Lohiki, and the final stretch overland. A certain amount of rice and other food for the police and carriers was left here for the return trip.

Heavy rains

We left Lohiki village in three double canoes and continued up the creek all day. Progress was very slow and it was evident that there had been heavy rains in the foothills during the night causing a strong current. In addition, we struck the first rapids within two miles of the mouth of the creek. Camp was made early to get all stores under cover before the evening rains came down.

We made an early start next morning only to find that the rapids were becoming more difficult to negotiate. It now took the combined crews of two canoes to pull one canoe through, using long lengths of lawyer vine, which is very plentiful in the jungle, where there is a heavy rainfall.

The surrounding hills were now becoming very steep, with the creek running through perpendicular walls of limestone. It took some time at the end of the day to find a piece of

Kukukuku men in a more pleasant frame of mind, with village constables Wara and Hei-iepo at each side of them.

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ground flat enough to build the camp.

Next morning after two hours hard struggling we reached I-O Creek, only a small mountain torrent, but the point where we were to leave our canoes and turn inland over the mountains. The canoes were unloaded and pulled up on a convenient sand spit made by the junction of the two creeks. Loads were made up for carrying, but the country was now so rough that each boy had to carry individually and not in pairs as on the coast.

We followed this new track east, and after climbing up and down several spurs, we finally camped at 5 o'clock at the highest point reached so far. We were now on a much used track. This spur was only just wide enough to allow the tents and flies to be pitched in a line on its summit.

A Kukukuku warrior and his wife and child. Note both wear the grass skirt which, elsewhere, is only worn by women. Thigh bones are also worn by the man across his stomach.

Exhausted

Fortunately good water was near at hand as the carriers were exhausted. How they managed to carry 40 lbs and the few odds and ends they need for themselves in this country beats me, as it took me all my time to get myself along using both hands and feet.

While camp was being made, a Kukukuku was heard shouting. Our guides, after listening for a time, said he was only calling his dog. Apparently he was not aware that we had entered his country. Sentries were posted as soon as it was dark.

At daylight next morning, Village Constable Wara, and two Lohiki boys were sent out with a 16 inch knife as a present to Hobo, the headman of the Papekawa Kukukukus, and with instructions to try to get in touch with a party who appeared to be in the next creek.

The rest of our party left camp at 7.30. After travelling for about an hour, we reached the top of another spur where we heard much shouting and yelling which we took to be the Kukukukus greeting our guides.

The track now descended very steeply into Savcia Creek, and as we descended the shouting sounded nearer. When we got to the creek bed the shouting seemed to be very near, but they were still out of sight. I called to Wara to bring the Kukukukus to where we were in the creek bed, to which he called back that the Kukukukus were too frightened to come down, and wanted me to come up to where they were.

I climbed up to a small shelter about 50 feet above the creek, on the far bank from the one we had descended, and was very much surprised to find only two Kukukukus and my three boys. The excitement grew intense as we approached, and the noise ever greater, if that were possible. How these two had been able to make so much noise between them I do not know.

The first thing I noticed was the tremendous amount of betel nut that had been chewed. At the spot where they had spat the red juice, it really looked as though someone had been seriously injured and had bled profusely. Wara and his two boys must have worked very hard to keep these Kukukukus from running away. As each member of my party came near, Wara seemed to be going through some form of introduction.

At Wara's suggestion, I only brought up about a dozen of my party to let the two Kukukukus get used to us first. When the rest of the main party came up, I noticed that the two bush men recognised quite a few of the Lohiki carriers, and went through some form of greeting, embracing them by putting their arms round their shoulders

When Capt. Thompson, the last member of our party approached, one of the two Kukukukus fainted, and had to be held up by Wara and the other Kukukuku.

It is hard to say what was the reason for this faint. It might have been Thompson's height. He is a good six feet, and was wearing a double-decker felt hat, which made him look even taller, whereas the Kukukukus are very short, few even reaching five feet.

Perhaps it was the size of our party, which must have numbered over 70, but most likely it was the excitement and the excessive chewing of betel nut. I had noticed that this wild betel nut was very potent judging from the effect it had on my police boys, who usually became excessively stupid after chewing it.

However, the faint did not last long. I soon learned that there were two women and two children in the party when first met by Wara, and that they had been on their way to Lohiki Creek. The women and children had been sent back to the garden village of Karauwe, and, from what these two Kukukukus told us, all the other members of the tribe from this area were also there. These two offered to conduct us to their village.

Kukukuku guides

After a short rest to allow our visitors to get used to us, we started off with them acting as guides, and crossed some of the worst country I've ever seen. Frequently there appeared to be no track at all: the guides seemed to be taking short cuts and striking the track at intervals. It was very noticeable the

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Terrific chests

interest two Kukukukus took in the size of our party, never failing to stop and watch them wind their way up a slope.

By means of signs, our two guides asked if they could use two of the 16 inch knives to help to cut the track, handing over bows and arrows as security. They helped us all the way to Karauwe and seemed to enjoy themselves thoroughly, behaving more like children with a new toy and cutting much more than was necessary. These big knives are extremely rare among these wild hill people, and these were probably the biggest knives they had ever seen.

After crossing an upper reach of the Lohiki, which was now very wide and shallow, and appeared to be nothing but a series of rapids, the guides led us up a spur on the right bank. After climbing up another 600 feet and crossing this spur we descended into the inevitable creek, where we met a third Kukukuku, a middle-aged man who was unarmed and undoubtedly unaware of our approach.

Beehive house

He joined our guides reluctantly and was obviously very nervous. After climbing again we reached the first garden, in the middle of which was a house, a round, beehive with the roof extending to within two feet of the ground, making it necessary for anyone to go on his hands and knees to enter.

From this ridge the village of Karauwe appeared to be about a mile away across more creeks and spurs. We reached a second garden at noon and as this seemed to be about the centre of these gardens, I decided to camp there.

While our camp was being erected, Village Constable Wara and our later guides went off to bring in the local natives, and to tell them that we were in need of food. This is always a useful way of getting into touch with natives, whether one actually needs food or not, and it is the only sound excuse for giving them small presents. We had with us beads, salt, mirrors, lengths of scarlet cloth and other trade articles for this purpose.

As mentioned before, this people are short but hardly down to the pigmy class; few reach five feet in height, but are strongly built with broad deep chests and tremendous thighs. These terrific hills would develop anyone's legs and chest. Their most noticeable characteristic is that both the men and the women wear grass skirts, the men's skirts being thicker and heavier than those worn by the women.

The wearing of the grass skirt by women is the general rule in Papua, but I know of no other part of the territory where men also wear them. The only reason I can give is that they are worn for warmth, for it gets very cold in these hills during the night and early morning, and as the jungle is very dense one seldom sees the sun.

Another characteristic of these people is the wearing of the "tappa cloth" hood. Worn by men, women and children, they are seldom seen without it. I think it is also worn for warmth and is a great protection from the rain. I never thought to inquire if they slept in them, but I should think they most certainly do.

As soap and washing are quite unknown, most of these hoods smell very foul. I was able to buy a new hood and was surprised to find how thick and strong it was and I would imagine that it would wear for years. This tappa cloth is the inner bark of a tree quite common in most parts of Papua, and when first taken off the tree is quite soft and pliable.

Another point of interest is the two thigh bones worn round the waist by some of the men. If I could say that these were human bones, as one might expect, it would be more dramatic, but I must admit that the pair of bones I was able to purchase, and which I later had examined by one of the medical profession, were identified as the bones of the cassowary. Personally, I should not be surprised to hear that human bones are also used.

Nervous visitors

During the afternoon, a number of men, women and children came into camp bringing bananas (which were actually cooked plantains), sugar cane, and a few sweet-potatoes, for which they were given coloured beads and salt, both items being very popular.

These visitors were nervous but obviously wanted to be friends. Their approach was heralded by much shouting on both sides, our few words of the local language being very much overworked. My boys would call out "Borki", "Borki", (come, come), to be answered by "Pelu Kau", "Pelu Kau", (don't shoot). Pelu being the word for an arrow, and Kau meaning No or Not.

Nearly all the men who came into the camp were unarmed. Those who had bows and arrows were diplomatically relieved of their arms, and we tried to infer that it was not good form to bring bows and arrows into a government camp. The bows were unstrung and heaped together round a bush, where it would have taken some time to sort them out and get them into action. The men were greeted by the police and the Lohiki boys, many of whom knew them.

Several of the Akauda boys, who were present on the Evora Creek before and during the raid, had been brought along. They mixed with the carriers for the purpose of identification, and during the afternoon they recognised three of the four wanted murderers. I decided to wait until the following day before making any arrests on the off chance that the fourth raider would come into camp.

A number of men, women and children slept in the garden house within five yards of our tents. They were given a feed of rice, which my boys had cooked for them. This was tackled very cautiously but finally they cleaned it up.

By 5 o'clock next day another new party came into camp, and my Akauda boys became very excited when they recognised the fourth raider. By this time we had 14 men,

Peculiar to the Kukukukus is the wearing of the "tappa" cloth hood made from the inner bark of a tree: it provides both warmth and protection from the rain in the high mountains.

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Panic in village

19 women and a considerable number of children in camp, including the four men we wanted.

One of the men, named Bebe, who, in fact, was the leader of the raiders, had been getting very restless and suspicious during the last hour. He had made three attempts to slip away, and the police had tactfully tried to make him sit down, so it seemed advisable to make the arrests without further delay before there was a general stampede into the bush.

To do this we had all the men brought to the tent occupied by Thompson and myself. I told them that I wanted to talk to them. Beforehand, two police had been assigned to stand near each wanted man. Village Constable Wara, as has been stated before, was married to a Kukukuku woman; so he had a working knowledge of the language, and he was used as an interpreter.

Arrests made

Through him it was explained that the government did not allow any natives to raid and kill other natives, and that the four men who had killed the Akauda people would have to go to Kerema with the police. The police were then given the signal to arrest the four men.

This was not accomplished without a struggle. The sergeant and the corporal as well as the other police all had to help before the handcuffs were securely fastened. It was clear that they knew why they were being arrested, as they called out Bebe's name, and kept on saying "Kau, Kau" (no, no).

The native Bebe struggled very violently. The Akauda boys however, were very sure of their identification, and had had plently of time to watch the Kukukukus walking about the camp.

As can be imagined, there was general pandemonium in the camp following the arrests, but after a time the others were pacified, and we again explained why these men were being taken away, and we reiterated that if there were any more killings the same thing would happen again.

One of the Kukukukus, who had not taken part in the raid, explained through Wara that he had been to the oil fields at Upoia on the Vailala River in the early days, and no doubt considered himself a travelled man.

Upoia was first opened up about 1912, but had not been in operation for a number of years. Anyway, this man informed us that part of Pupu's body (one of the murdered Akauda boys) had been eaten by the raiders on their way back to the village.

He also explained which parts of the human body were usually eaten, and which parts thrown away. He was very emphatic that only the arms and legs were considered good eating, and insisted that the head was thrown away.

This is probably true as I have never seen or heard of a smoked human head being found among these people, but it is quite possible that, under certain circumstances, the skulls might be kept. Our informant then went on to tell us how strips of flesh were cut from the limbs, placed in sections of bamboo and roasted over the fire.

He also told us that the axe and knife taken from the Akauda natives were in one of the bush shelters. They were collected and handed back to the Akauda natives, as we could hardly allow these bush people to retain articles obtained in this way. He also said that Bebe had done all the killing, but it was too much to expect us to believe that one native had killed four and wounded six others. However there is no doubt he was the instigator and ringleader.

Thompson and I took it in turns to share the guard with the police, and, to make sure the prisoners did not escape, we put on legirons as well as handcuffs. I don't think many of us slept much during that night, and all were up before the first streak of dawn.

It was just after 6 a.m. when the party left for the return trip. The prisoners were handcuffed in pairs, and walked just in front of me with three good police boys to guard them. There was much wailing and calling from the surrounding gardens and bushes as we left, although we could not see a soul. This was quite eerie in the cold mist of the early morning. Calls seemed to come from all points of the compass, some of them even in front of us.

The track followed was the one on which we came into the area. At one point just after we left the gardens, the track was barred with broken boughs, and lawyer vines were tied between the trees and across the path, which according to Hei-iepo indicated that the Kukukukus were going to fight. Naturally a close look out was kept as the country was ideal for an ambush, especially when we were crossing some of the creek beds.

However, all went well, and if there had been any serious thought of trying to rescue the prisoners it seems that they had not had time enough to organise an attempt.

It was soon evident that the return journey was going to be more difficult than the trip up stream owing to the tremendous pull of the current, over heavy canoes and the rapids. At 3.45 the boys looking after the canoe in which Thompson and I were travelling lost control. In spite of two stern lines to which they were hanging on, the canoe swung broadside to the stream and crashed against two huge boulders.

These happy families don't look dangerous, but when they are in the mood for war they are confirmed cannibals. Note the round, beehive-shaped house which has an entrance so low that anyone wishing to enter it has to go in on his hands and knees.

One canoe of the pair broke as though it were an egg shell. This canoe sank and the deck tilted over at an acute angle. Nothing was actually lost but several bags of rice got very wet. Bebe and his companion in handcuffs took this opportunity to try to escape, but they did not get more than a few yards before two of the police were after them.

Second disaster

At about 4 o'clock when passing the last of the rapids we had our second disaster. Again it was the canoe in which Thompson and I were travelling, and again the boys were not able to hang on to the stern lines, and much the same thing happened.

One canoe of the pair was completely smashed and filled up immediately. Six bags of rice were soaked, and my haversack containing

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my compass, keys, notes of the patrol and many small personal items were lost overboard, never to be recovered.

This was extremely bad luck as we were now within two miles of Lohiki village. We transferred the prisoners and as much of the personal gear as possible to the double canoe, and left Sgt. Gubiam to lash the undamaged canoe to the one he had repaired the previous day, making a second double canoe out of the two singles. The main party reached Lohiki at 5.30 and Sgt. Gubiam arrived just after dark.

The coastal natives were tremendously excited at the sight of our four Kukukukus. The vast majority of them had never seen one before and to them the word Kukukuku was an overpowering threat and a nightmare.

The Kukukukus, being mountain people, made very heavy weather of walking along the flat sands and could only travel slowly, and seemed all in when we reached the rest house. Although we had not actually travelled far from their village to the hills, the coastal conditions were very different.

The temperature was much higher and the air was laden with moisture and salt from the sea. December being the middle of the north west season and the hottest weather, the heat was considerable. The Kukukukus still wore their grass skirts and hoods, which must have made conditions much worse.

Year's hard labour

Next morning we were off again on the last lap, reaching the Government Station of Kerema at sundown. Travelling had been very unpleasant to start with, as the tide being fully in, made it necessary to walk on the soft sand above the high water mark, which our prisoners found very trying.

The four prisoners were brought before the magistrate's court and statements were taken from the witnesses, with the result that all four were committed for trial at the next sitting of the criminal court. They were in due course sentenced to one year's hard labour.

Not one of them was able to complete his sentence, which must seem light enough to most readers. It is often found that the change of conditions and food causes these hill people to pine away and die. This, of course, has to be avoided if possible. It is not very difficult to feed them on their usual type of food, but the heat and the confinement is too much for them. No doubt it is like catching a wild bird and putting it into a cage: it invariably dies.

The comparatively light sentence may seem out of all proportion to the crime but these people were only carrying out customs familiar to them for generations, and could see nothing wrong with their actions.

The period of imprisonment makes them lose their fear of the government, and realise in fact that the government is their friend, and is out to help them to improve their lot, and will protect them from being raided by the less civilised people living even further inland.

This system has been called "peaceful penetration", and is the method by which the whole of Papua, now under control, has been brought to that state.

A matter of pride on Samoa

By ROBERT LANGDON

A century ago, when neither the Samoans nor the motley group of European residents in Samoa had fixed on any settled form of government, it was not uncommon for international incidents to develop out of the most trivial occurrences.

One such incident, possibly the earliest of its kind, had its beginnings in 1867 when Godeffroy's manager, Theodor Weber, who was also consul for Hamburg hauled down a French flag that was flying over the property of a Frenchman called Reban.

The reason for Weber's action seems to have been that Reban's property had been mortgaged to him, and in taking possession of it, he did not wish to become the owner of the French flag, too.

However, Weber's action greatly offended Monsieur Reban, who complained of it to both J. C. Williams, the British consul, and to the French Government. On February 24, 1868, the French warship, *Coetlezon*, under Captain Dedit, arrived in Apia to seek an indemnification for Reban and also "satisfaction" for the insult to the French flag.

The day after his arrival, Dedit discussed the Reban-Weber affair with Williams on board his ship. Williams told him all that he knew of the affair, and recommended that Dedit write to Weber so that they could arrive at an "amicable settlement".

When Williams received an invitation from Dedit to go on board to discuss the question of Weber's insult to the French flag, he found that the two men had already settled their differences.

A plaque to John Cesar Godeffroy set in a cairn of stones at the Casino Hotel, Apia.

They had agreed, Williams wrote in his diary, that on Saturday, the 29th, at 10 o'clock, the French flag should take the place of the Hamburg flag on Reban's former property and be saluted from the ship, and that afterwards it should be hauled down again and replaced by the Hamburg flag.

Promptly next morning, the French blue jackets landed and were duly drawn up in military style in front of the Reban property. Williams and Coe, at the captain's invitation, were on hand to witness the "yo-yo" act with the two flags. However, an unforeseen contretemps then occurred.

When Captain Dedit gave orders to lower the Hamburg flag, Weber objected that it was he should give the order for the flag to come down.

In the end, Weber submitted to the French captain's demand; the Hamburg flag came down; the French tricolour took its place; a salute was fired from the ship; and Dedit and Weber shook hands. Then the French flag was lowered; the Hamburg flag was raised; and "after a little time" that, too, was taken down again. Finally, honour having been satisfied on all sides, everyone went off to Weber's place for breakfast.

These farcical details about the Reban-Weber flag incident are recorded in a diary spanning four years which J. C. Williams kept in Apia from February 24, 1868, to March 20, 1872. The diary is written in a large leather-bound ledger, now owned by a descendant of the consul in South Africa, Mr. R. Williams, of Johannesburg.

Many oldtime characters were passing away in '49, and sad news in November was the death of the "Little Major", Major E. B. Ayris, veteran of three wars and well-known Before of New Guinea in the '30's. He served in the British Army in the Boer War, and then went pearl fishing off northern Australia. Fighting in France in World War I, he drifted to the NG goldfields (Wau) before serving in smallships around NG during World War II.

The "Little Major" had just returned to NG to take up a position of secretary of the Kokopo Sports Club when he fell ill; he was transferred to hospital at Port Moresby, but died, aged about 72.

Yesterday

Other news from *PIM*, 1949, November, included:

Mangaia, Cook Islands, lost its only plate glass windows when a truck owned by M. and P. Kereroa, shopowners, backed into this firm's new windows. Villagers rushed to the shop when the accident happened, "expecting something in the nature of a major calamity", *PIM's* man said.

In a note dated July 22 from Pitcairn Island it was reported that the isolated island had its first on-shore appendix operation. A surgeon from a passing ship, *Port Pirie*, performed the operation on Pervis Young, son of Pitcairn's radio operator, in the tiny dispensary near the post office.

The Gilbert and Ellice Islands Colony christened a new ship—*Nimanoa*—by pouring a bilo of coconut toddy over her stern. Her predecessor of the same name was sunk by the Japanese off Tarawa on December 10, 1941.

Mr. Alport Barker was re-elected Mayor of Suva, Fiji, at the annual meeting of the Suva Town Council on November 2. He was unopposed.

A. B. Donald Ltd., long-time Cook Islands and French Polynesia shippers and traders, introduced a new ship—*Charlotte Donald*—on its inter-island runs in the Cooks, based out of Rarotonga.

Thinking that a ship must be on fire, the chief pilot of a Trapas Catalina, on the Noumea-Santo route 20 years ago, descended to investigate and found himself officiating at the birth of an island. Emerging from the sea at 16 deg. 50 min. south latitude and 168 deg. 32 min. east longitude, the island contained an active volcano. At the time, rumour had it that the Pacific's newest island, near Epi, would be called Trapas—but that was the last PIM heard of it.

After two and a half years cruise across the Pacific, American, Bill Murnan, reached Port Moresby, Papua, on November 2, in his 30 ft yacht, *Seven Seas II*. Bill's wife had accompanied him to American Samoa, but there she had left the yacht because of ill-health.

A joint company was to be set up in New Guinea's Morobe Valley to exploit and mill the district's timber. The company was to have a nominal capital of about £750,000, and to be owned by the Australian Government (majority holding) and Bulolo Gold Dredging Ltd. It was estimated that within the Morobe District, there was 200 million super feet of hoop and klinkii pine, with a smaller quantity of cedar and other timbers.

At the international sugar conference to begin in London in November, Fiji was to be represented by Mr. C. Harvey, Director of Agriculture. The talks were deemed "vital" to the colony's economic future.

New Hebrides and Fiji missionary, Pastor A. G. Stewart, returned to Australia after a seven-month lecture tour of Britain and the US. With his wife, Pastor Stewart began work for the mission board of Seventh-day Adventists in Fiji in 1907.

Almost the whole township of Vatukoula, Fiji, turned out to say farewell to Mr. and Mrs. N. E. Nilsen, chief general manager of the associated gold mining companies. The Nilsens were returning to Australia.

A severe earth tremor shook Kokopo and Rabaul, New Britain, causing a landslide on the road between the two New Guinea towns. Nearly 60 water tanks were damaged and many more tumbled off their stands behind homes.

A select committee of the Legislative Assembly of Western Samoa recommended that the preferential tariff for British goods be abolished. The preference worked mainly against goods imported from the US.

Fiji's new Chief Justice, Mr. J. H. Vaughan, MC, arrived in Suva in late October to preside over a sitting of the colony's Supreme Court.

Over 3,000 tons of American wartime earth-moving equipment from six of the Marshall Islands reached Sydney by chartered ship. The equipment was ear-marked for use in Australian open-cut coal mines.

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Book Reviews

What this book doesn't say about the P-NG Anglicans

In this century we've grown so used to wholesale battle, murder and sudden death that the killing of a handful of Anglican missionaries in Papua-New Guinea during World War II might seem to be a matter for little sentiment or comment.

Yet somehow, reading *The Road to Gona*, one is made to feel with fresh force the sheer horror, wickedness and pity involved in the deliberate killing of even a single human being.

The potted biographies of these seven men and four women reveal them as pretty ordinary people, really; nor, by world standards of brutality, were their deaths particularly outrageous — just ordinarily messy, with swords, bayonets, bullets and beheadings.

And yet again, behind the necessarily scanty details, there hovers on the fringes of one's consciousness the gleam of a fearful splendour, the impenetrable mystery of martyrdom and what it's all about.

Eight of the 11 martyrs died in the Northern District of Papua, not so very far from Gona, where two of the women were stationed and from which this book takes its title.

Handed over

Perhaps the most tragic and salutory aspect of their deaths is the fact that although many Papuans fed, sheltered and hid the fugitive missionaries, all seven of the expatriate martyrs in that area were handed over to the Japanese by the local people.

This is a dark factor on which the book sheds little light.

We are told that the people were afraid of Japanese reprisals if they helped the missionaries; we are told that one character bore a grudge against the white man and resented the influence of the missionaries; and we are told that the villagers at one place took a cargo-cultish view of the Japanese and felt that "the day of the Europeans in Papua was over".

But there is no attempt to discuss in depth the real thinking and feeling and predicament of the local people. One sentence, though, voices by implication the opinion expressed by many churchmen that the betrayals might never have happened if more money had been available to back a fuller and more extensive evangelisation of the area before the war.

Terrible retribution

A more serious failure of the book is the omission of any reference to the terrible retribution with which the local people were afterwards visited by the Australian authorities, when many who were thought to have been involved in the martyrdoms were hunted down and executed—executed, moreover, in the face of opposition and pleas for mercy by the then Bishop of New Guinea, Bishop Philip Strong, who was deeply distressed by the course which the white man's justice was taking.

To many people the whole story of the New Guinea martyrs remains a nonsense and a foolishness—rather fine and noble, maybe, but still a nonsense and a foolishness. After all, why should missionaries stay on when others may and do, rightly, reasonably and without cowardice, leave?

Why, indeed? Well, this book will provide you with the ethos of the thing, if not the full answer, in chapter four, where an account is given of Bishop Strong's broadcast to his staff early in 1942.

". . . I have from the first felt," he said, "that we must endeavour to carry on our work in all circumstances no matter what the cost may ultimately be to any of us individually.

"God expects this of us. The church at home, which sent us out, will surely expect it of us. The universal church expects it. The tradition and history of missions requires it of us. Missionaries who have been faithful to the uttermost and are now at rest are surely expecting it of us. The people whom we serve expect it of us."

"No one requires us to leave. . . . But even if anyone had required us to leave, we should then have had to obey God rather than men. We could not leave unless God, who called us, required it of us, and our spiritual instinct tells us he would never require such a thing at such an hour. . . ."

What the book does not tell us is that this speech and the bishop's beliefs about how missionaries should behave in time of danger, was to become the subject of criticism, some of it bitter, even though his staff seem to have shared his views and to have stayed put voluntarily.

This, then, the story of the martyrs, forms the central action of the book, which is a highly compressed history of the Anglican Church in Papua-New Guinea.

Though the book is certainly worth reading, some may find it disappointing, frustrating even, because it falls between two stools: it is neither a full exposition of the martyrs' drama, nor a full exposition of the church's history.

One has the feeling that the rest of the book has just been tagged, fore and aft, onto the martyrs' story. This suspicion is bolstered by the

HOW TO EAT THE ROMAN WAY

Another in the series of Time-Life's *Foods of the World*, this time on Italy, has been published. The series when complete, will cover national and regional cuisines of the world.

This volume called *The Cooking of Italy* is written by Waverley Root, and consists of a plastic folder (easy to wipe clean) containing a recipe book and a handsome picture book. The large illustrated book talks about the culture and history of the country, and takes each region of Italy in turn, describing its food and customs.

(THE COOKING OF ITALY. Distributed by Angus and Robertson. $6.25.)

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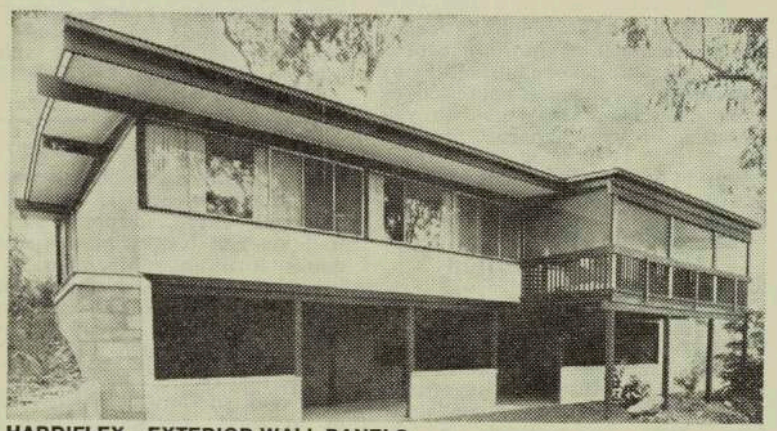

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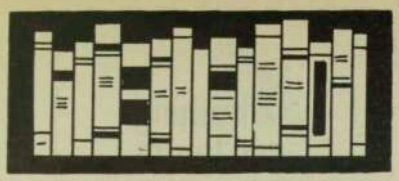

information that the book began with the work of former missionaries Dorothea Tomkins and Brian Hughes, both of whom had written at some length about the martyrs.

The Australian Board of Missions, interested, "asked L. C. Rodd to compile a single-volume account based on the work" of these two. Thus, though it is their names which appear on the cover, the book is in fact the compilation of L. C. Rodd, who "has incorporated the text of the other manuscripts in some sections and in other places he has recast their story to fit the overall perspective which the ABM asked him to adopt".

The idea was to show "for the first time in one story how the missionaries who stayed and died were fulfilling the ministry of all who had served in New Guinea".

Had this book been submitted to the territory church for a reasonable period, the authorities and their advisors would, one hopes, have spotted a number of errors and misconceptions which will now tend to be perpetuated by those not in a position to know otherwise and to discredit the book—and possibly the church also—in the eyes of experts.

For example: "Always, within the area allotted to it, the Anglican Mission has set its face against the use of Pidgin and Motu". This gives a rather false impression, though until a few years ago it would have been the in-thing to say, about Pidgin anyway.

What probably is true is that for many years the Anglican church looked down its nose at Pidgin because it was working in areas where Pidgin hadn't penetrated and so had no practical experience of the language.

Church expanded

But as soon as the church expanded into Pidgin speaking areas, and as Pidgin spread through the territory, the lingua franca was picked up and is now widely used in Anglican work. It was, for instance, one of the four main languages employed at this year's Diocesan Conference.

Motu is also occasionally used, though local vernaculars are more often employed. Again, the ship in which two of the martyrs died is described as having been sunk by aircraft, whereas it was actually sunk by shelling from a submarine.

There is also a (perhaps unintentionally) disparaging reference to the Kwato Mission which, though small and, to some people, quaintly named, is justly famous for its very fine and remarkably progressive work.

Having said all that it is only fair to add that this book is written in an easy, readable style and gives quite a good picture of what the church is trying to do in Papua-New Guinea. If nothing else, it points out the need which exists for a much longer book on the Anglican church in the territory, with a thorough discussion of the church's mistakes, failures and problems, as well as its aims, ideals and very considerable achievements.—SY.

(THE ROAD TO GONA. Angus and Robertson Ltd. $3.25.)

WHEN THEY BROUGHT OUT THE "CAT" IN MORESBY

Mrs. Nourma Abbotsmith says of herself that "perforce, I have lived around the world a little", because she is married to a Master Mariner. One of the places she has lived a little was Port Moresby, when the first House of Assembly was being elected. Her novel, *White Girl, Brown Skin*, is based on her observations during that time.

If she had lived there longer she may not have been so confident of getting inside the skin of the main, Papuan characters of her story.

It would be interesting, however, to know what piece of research led to the author having one of her old timer characters saying: "If a native attacked a white woman, which didn't happen very often, he was thrashed, then chained to a post in the main street. A cat o' nine tails was laid within reach of the passer-by so that every white man who passed could give him a hefty cut for good measure. . . ."—JT.

(WHITE GIRL, BROWN SKIN. Rigby Ltd. $3.75.)

YET ANOTHER LOOK AT NEW GUINEA

Australian journalist and author Keith Willey always says what he means, with apologies to nobody. This propensity of his lifts a big new picture book, called *New Guinea*, out of the coffee-table class and into that group of New Guinea books worth having because they say something.

New Guinea certainly *looks* like a coffee-table book. It's in large format, with a striking full-colour full-gloss jacket opening expansively on to generous pictures and text, beautifully produced, the whole being the weight of a large coconut.

Robin Smith, whose pictures they are, has done a skilful, perceptive job with his camera. Among some outstanding shots is his full page portrait of bearded Father Ross, Mt. Hagen's pioneer missionary.

His pictures of smoked Kukukuku bodies propped up on their hillside, although done before by Colin Simpson, and of the old woman with all fingers of one hand cut off as an expression of grief for the death of her children, are dramatic commentary on some current aspects of New Guinea life.

Sparkling text

But it is Keith Willey's text that puts the sparkle into this book, despite the occasional literal or out-of-date fact that blemish the story here and there. (No publisher seems to be able to close the gap between writing and printing to keep up with the swift developments in New Guinea).

Willey tells us without blinking that Port Moresby is "a cancer on the emerging nation of Papua-New Guinea". There, he says, "Chinese storekeepers often mark up prices by 10 per cent. if the customer is a native"; and some expatriates, "bolstered by allowances, rent subsidies and paid holidays south every two years, have adopted a superior attitude to the native—and indeed, to other whites. Children in the suburb of Boroko, pampered and waited on by servants, are the most

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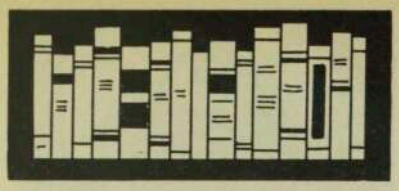

obnoxious young Australians on earth".

In Port Moresby, says Willey, the diehards, the "Befores", congregate now in places like the Papua Club "and commiserate together over their rum". The Papua Club, which still has no native members, is too exclusive even for the Administrator.

But he adds, "Australians in the territory take themselves a lot less seriously these days. . . . There are great changes for the better in race relations. Even the most reactionary of the Befores accepts that independence now must come. The only question is when. . . . Everybody has a theory on Papua-New Guinea, and mine is that the territory should be given internal self-government in 1972—the year of the next election. After four years of that it might be time to think of target dates for independence".

Army take-over?

Willey is worried about the possibilities of the Army taking over in the event of political crisis, as in Africa; and by the dangers of a further development of the "Papuans versus New Guineans" cult, or "the coastal people versus the Highlanders". If the territory "is not to fall apart from independence", he believes there must be a feeling of nationhood, and one way to help it is to give the territory one name. He plumps for "Niugini", which he would like to see put to a referendum, and proclaimed without delay if accepted.

But the talk of politics in New Guinea bores him. What passes for cafe society in Port Moresby, he says, is hypnotised by politics and talk, talk, talk . . ."the flow of words going far into the night".

"Frankly, I hold to my opinion that there is less in New Guinea politics than meets the eye," says Willey. "Will talk alone be enough to control a land where people respect above all a strong hand? Can the wheedling and cajoling of the politicians command the obedience still accorded the stern order of the patrol officer? I suspect the future Prime Minister—who the 'intellectuals' await as if this were the Second Coming—is not yet in the House of Assembly at all".

Willey's text is thus often provocative, and generally breezy and entertaining. Some of his comments will be appreciated more by the people who know New Guinea than by the casual visitor.

It is unfortunate, for both books, that this Smith-Willey volume has been published at exactly the same time as one by James Anderson and Don Hogg, also called *New Guinea*, and reviewed by *PIM* last month. They are similar in format and general content, and making a choice won't be easy for the buyer. The main difference is in the text; Hogg plays it straighter than Willey.

FIJI in Colour, pictures and text by James Siers, is not in the same class as *New Guinea*, but nor is it meant to be. It's not as lavish and the price is lower. Yet all the pictures are in colour, and its strong point is that it devotes a decent amount of space to the outer islands of Fiji. They deserve it, but seldom get it.

Pictorially, Siers goes in for the pretty picture, the scenery shot, rather than the dramatic, so the book sometimes takes on the flavour of a high-class travel brochure. His text is mainly a personal travel account of where he went and what he saw, and is thus not a comprehensive picture of Fiji.—SI.

(NEW GUINEA. Published by Lansdowne, Melbourne. $8.95. FIJI IN COLOUR. Published by A. H. and A. W. Reed. $4.50.)

The ANZUS Treaty

The ANZUS treaty and the Colombo Plan remain, after two decades, central pillars of the foreign policy of Australia. Both stand as evidence of the influence which the country has made in Asia and the Pacific since 1950.

Exercises In Diplomacy tells the story of how both movements became established, written by one of their chief architects, Sir Percy Spender. Sir Percy was Australian representative at the ANZUS Treaty negotiations which created among other things a defence pact with the US in the Pacific.

Exercises In Diplomacy is written by a man fitted uniquely to give the deepest insight into these events. As such it is a very important book for the student of political science.

(EXERCISES IN DIPLOMACY. Sydney University Press. $7.)

COMMISSION RECORDS TO BE MICROFILMED

A plan to microfilm the official records of the Western Pacific High Commission territories for the period from 1878 to 1938 was announced recently.

Microfilming of the records will be done over several years in the Central Archives of Fiji and the Western Pacific High Commission in Suva. The WPHC records at the Archives cover 3,300 feet of shelving.

Give books this Christmas

. . . a few suggestions . . .

New Guinea, by Robin Smith & Keith Willey, **$8.95.** A journey through 10,000 years. *Postage 60c*

The Dawn Of Time, by A. Roberts & C. Mountford, **$2.50.** Australian Aboriginal myths. *Postage 55c*

Gold Coast & Green Mountains Sketch Book. Drawings by Kevin Jopson, **$1.95.** Text by Peter Newell *Postage 25c*

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AUSTRALIA'S PART IN THE 1939-1945 WAR

A week before a major American landing in the Russell Islands, American reconnaissance parties reconnoitred the Islands. Their arrival was anticipated by two Australian coastwatchers, Lieutenant Campbell, RANVR, and Sub-Lieutenant Andresen, RANVR, who reported that the area was clear of Japanese.

Lieutenant A. M. Andreson, then a Sub-Lieutenant, reported the way clear for the American arrival in the Russell Islands after the evacuation of the Japanese.

Some days later the Americans arrived in the Russells, armed to the teeth, magazines charged and fingers on triggers, to be greeted by Campbell with the prosaic invitation to a cup of tea.

This is one of many incidents described in the second of two naval volumes of the *Australian Official History of the 1939-1945 War*.

The first volume traced the events in which the Australian Navy played a part in the Pacific, Atlantic and Indian Oceans and in the Mediterranean from 1939 to 1942. This second volume deals mainly with the naval operations against Japan in the Pacific and Indian Oceans commencing in March, 1942, and culminating in the Japanese surrender in Tokyo Bay on September 2, 1945.

The author, George Hermon Gill, himself a wartime Naval Intelligence Officer, seems closest to his subject in the earlier chapters of the book dealing with those grim months of 1942 and 1943 when all the Allies could do was delay the Japanese advance and establish avenues of intelligence, while the US recovered from the shock of Pearl Harbour and Australia recalled her small force of cruisers and destroyers from their duties in the Atlantic and Mediterranean.

Gill draws heavily upon published works to which acknowledgment is made in footnotes. One such work is Eric Feldt's *The Coast Watchers*. Feldt, who died in March last year (*PIM*, Apr., 1968, p. 22; May, 1968, p. 77), was responsible for the recruitment and training of many of the plantation managers, bank clerks, shipping clerks and district officers, many of whose names appear in this work, and who made the Coastwatchers a unique intelligence group.

American naval tributes to the Coastwatchers abound in this book, particularly in relation to their work which contributed to the American success in the Bismarck Sea.

The attack with limpet mines on Japanese ships in Singapore Harbour by agents of the Allied Intelligence Bureau who were, in the main, Australian naval and military personnel based on the *Krait*, forms a complete chapter. I found this to be one of the more interesting parts of the book.

Extracts from the *Krait's* log tell the official story of this hazardous and ultimately successful voyage from Exmouth Gulf on Australia's western coast to Singapore in the disguised 70 ft motor sampan, through waters which were completely in enemy control. One such extract describes these camouflage precautions.

"To lend an air of verisimilitude to what would otherwise be a possibly bald and unconvincing *Krait* if sighted in enemy waters by aircraft or other vessels close to, colouring matter had been provided to darken the skins of her company and on the 4th the first experiments with it were made.

"At first the disguises didn't work, but after the crew had persevered at their make up one of their number was able to record: 'The crew now resembled blackamoors, a more desperate looking crowd I have never seen'."

For naval pundits there are appendices setting out peak strengths and casualties in ships and personnel and details of mine-sweeping and mine-disposal operations.

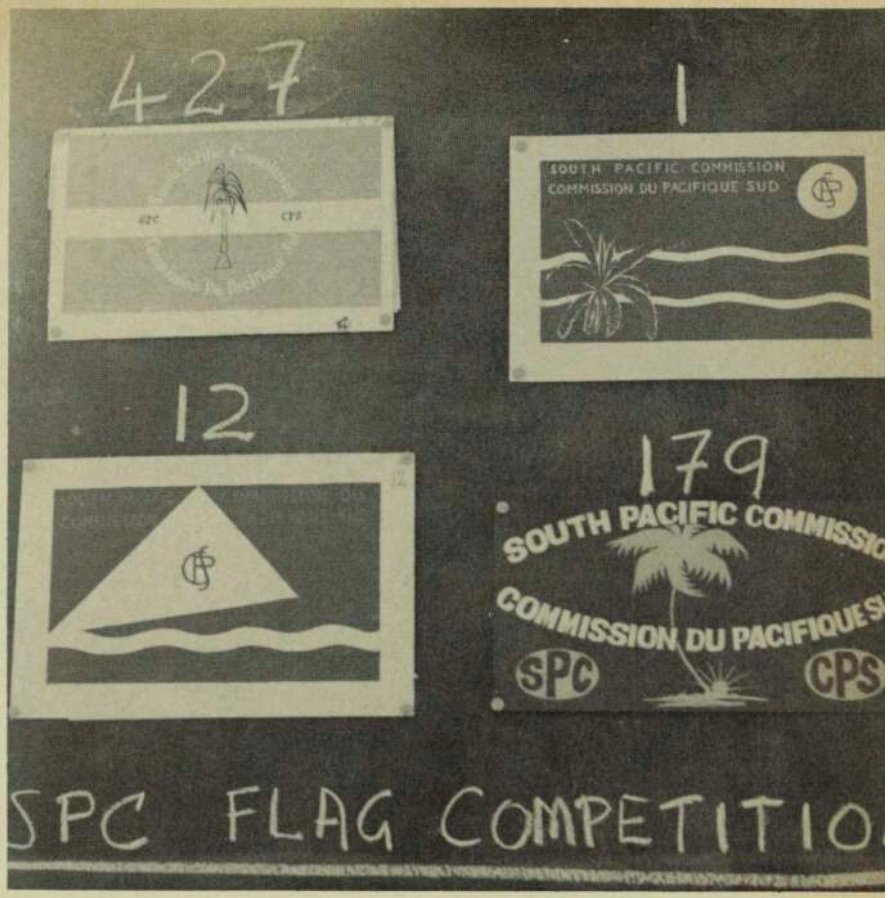
It may surprise younger readers of this work as well as many Australians with a memory of these years, to read of the ease with which the Japanese Navy carried the war, previously so distant, to Australia's vast and indefensible doorstep.

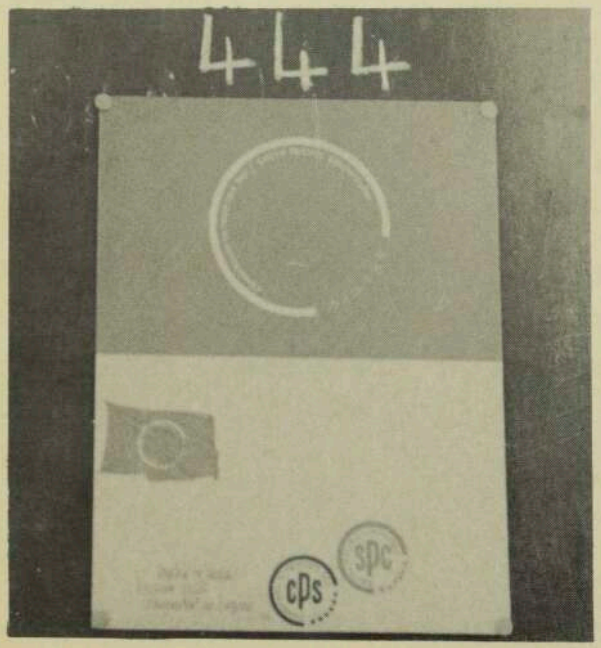
The account of the raid by midget submarines on Sydney Harbour in May, 1942, which was prefaced by the unmolested and almost undetected flight over Sydney of a Japanese reconnaissance aircraft, serves to show that not only was Australia lacking in naval and military force but had not, even after two years of war, established anything like an adequate internal defence communication system, even in the area of the country's biggest city and a major naval installation.—SWC.

(AUSTRALIAN OFFICIAL HISTORY OF THE 1939-1945 WAR. Angus and Robertson. $4.)

Ex-Coastwatcher Reg Evans took this picture of Blackett Strait in the British Solomon Islands from the shore of Plum Pudding Island, so named by the late President Kennedy when he swam ashore on the island after having his torpedo boat rammed during World War II. Evans was coastwatching from Kolombangara (silhouetted in the background of picture) when he saw the torpedo boat on fire; he located Kennedy and his men and helped them to safety.

A flag for all the islands





The South Pacific Conference, meeting in Noumea in October, studied the designs on this page for a South Pacific Commission flag. They were among 450 designs submitted from all over the Pacific in a competition organised by the SPC. The conference awarded first prize of $A100 to No. 427, submitted by Rick Welland, of Rarotonga, and second prize of $A30 to design No. 1, submitted by the Rev. B. G. Thorogood, also of Rarotonga. Another of Mr. Thorogood's designs, No. 12, was third in preference, and Viliami Pomale, with design No. 179, was fourth. He comes from Havelu, Tonga. All these designs are mainly in blue and white. Despite these selections, the conference liked an idea submitted by Mr. Andre Henry, of New Caledonia, No. 444 (see left) and wants his idea to be considered as a basic one for the flag. Mr. Henry's design shows a white circle on a pale blue ground, and there are gold stars along one section of the circumference, representing each of the participating governments. Mr. Henry suggested a cypher might be added to the design. An idea by Mr. Kodep Kloulechad, of the Western Carolines, may also be incorporated in the final flag. The Commission itself will make the decision on the flag.

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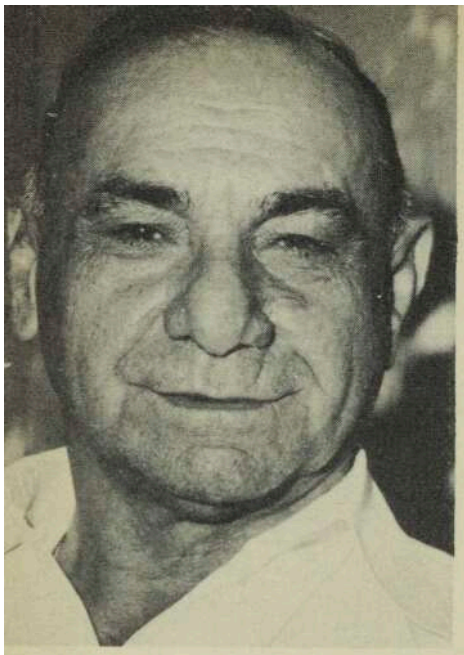

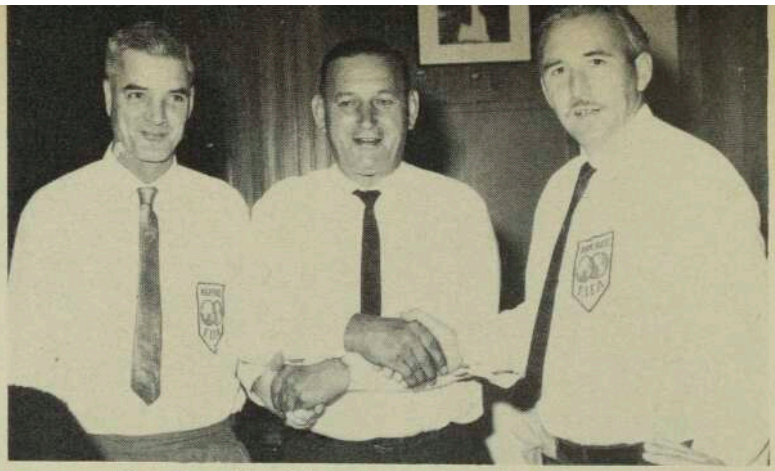

Two Papua-New Guinea soccer referees have been appointed to the international list of referees, bringing the territory's representation on the list to six. The new referees are Mr. R. Wyse, left, and Mr. W. Schmidt, right. Both are from Port Moresby. They are photographed above with Mr. R. Strachan, P-NG national referees' secretary. Chin H. Meen took this photo and the one at left.

Back in New Guinea again after a 15-month world holiday with his wife Doreen, is Rabaul businessman Mr. Joe Russo, above. Below, August Hettig, of Nukualofa, took this picture of a Tongan girl in a traditional dance. At right, Miss Jeanette Powell, formerly of Suva, photgoraphed at a social night for the Islanders' Association of Sydney.

ISLANDERS IN NEW ZEALAND

All these Islanders are currently in New Zealand on NZ Government aid programmes. Top, above, is Dr. Leopino Foliaki, of Tonga, who is taking a post-graduate course at the National Women's Hospital Auckland, and below, Dr. Lomitusi Tanielu, of Apia, Samoa, who is taking the same course at the hospital.

Opposite, Islands' school teachers attending courses at the Dunedin Teachers' Training College (and photographed at the Dominion Museum, Wellington) are, from left to right, top to bottom: Munarka Singh, of the Krishna Janardhan School, Fiji, and Sefanaia Koroiwasa, of the Vunisei District School, Kadavu Fiji; Leslie Gerenui, St. Mary's Maravovo Primary School, BSIP, and Mr. Kalo Nial, Presbyterian Church Hog Harbour, New Hebrides; Mr. Aritiera Bauro, Government Primary School, Bikenibeu, Tarawa, GEIC, and Mr. Peter Tonganibeia, Makin, GEIC.

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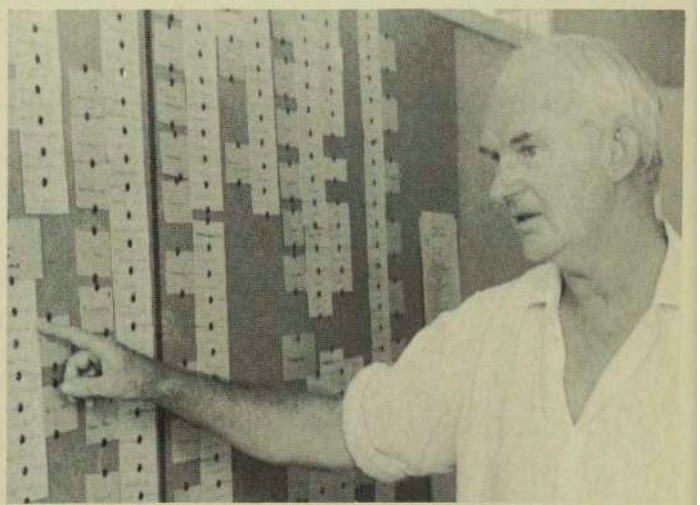
COASTWATCHERS AT HOME

Roving photographer, Bruce Adams, of Sydney, whose work frequently appears in *PIM,* has recently returned from a three months Pacific tour photographing the areas that saw the heaviest fighting during the Pacific War. He is using the pictures in a forthcoming book, *Battleground South Pacific*. Adams met during his tour some of the wartime Coastwatchers, now long-since in civilian pursuits, and getting greyer. At right is Paul Mason, one of the more celebrated of the behind-the-lines men, photographed with his wife at Inus Plantation, Bougainville. Below is Bill Bennett, in Honiara, where he is now Assistant Broadcasting Officer with the Solomon Islands Broadcasting Service. Below right, also in Honiara, is Dick Horton, who is now BSIP Census Commissioner.



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People

● Mitaro Danis, land management officer on Truk, Caroline Islands, is currently working for six months on Saipan, Marianas, undertaking an executive training course. Mr. Danis, 34, will in future have a hand in land policy programmes and budget allocations to districts.

● Mr. G. F. D. Betham, Western Samoa's Minister for Finance, recently stayed 10 days in Honolulu, guest of the economic development planning agency of the Hawaii State Government. He held talks on investment in Samoa.

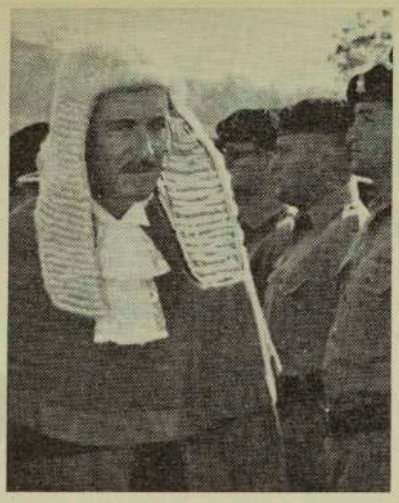
● Dr. Eduardo Trujillo, staff plant pathologist with the US Trust Territory's Agriculture Division, is currently stationed on Ponape, Carolines, where his job is to upgrade pathology laboratory facilities, carry out a plant and breadfruit survey and assist local crop production and exports.

● Captain Robin Bibby, British Marine Superintendent in the New Hebrides, was recently in Suva, Fiji, supervising construction of launches being built for use in the Hebrides. Now living at Vila, Efate, Captain Bibby was formerly number two man in the Gilbert and Ellice Islands Marine Department (*PIM*, July, p. 110).

● Mr. Jack Susove, a painter with the P-NG Department of Works, became the 10,000th member of the territory's Public Service Association on October 8. To commemorate the occasion, the PSA was intending to make him a presentation during the month.

● Grand old man of the Solomons, Melanesian missionary Dr. C. E. Fox, celebrated his 91st. birthday in early October. He was at the home of Archdeacon Harry Reynolds, in Honiara in the Solomon Islands, where he was staying for several days while undergoing minor medical treatment. Active in the Solomons for the past 61 years, Dr. Fox still edits the diocesan newspaper, the *Melanesian Messenger*, and is at present engaged in translating the Diocese of Melanesia's new liturgy into the Gela language.

● Two New Guinea stars of the Third South Pacific Games, Phillip John (gold medallist, 5,000 metres)



Sir Alan Mann, Chief Justice of P-NG, still very ill in Brisbane. See below. Here, in happier times, he inspects a guard of honour.

and Moses Pupuruk (silver medallist, 400 metres hurdles), were among the 62 soldiers discharged from the Pacific Islands Regiment in early October. The soldiers were discharged following a strike by NG soldiers at the Port Moresby Murray Barracks.

● Messrs. H. L. R. Niall, of Lae, and B. E. Fairfax-Ross, of Port Moresby, have been appointed alternate directors of Dunlop Papua and New Guinea Pty. Ltd. Mr. Niall is a former Speaker of the NG House of Assembly and Mr. Fairfax-Ross, a former Burns Philp man, is general manager of the British New Guinea Development Company Ltd.

● The former Miss Elizabeth Mann will probably have reason to remember her wedding day even more than most brides. When she married Mr. Richard Wilson, in Brisbane on October 14, the ceremony took place in St. Andrew's Hospital, beside the bedside of her father, Sir Alan Mann, Chief Justice of Papua-New Guinea.

Sir Alan collapsed at his office in Port Moresby in July and was flown to Brisbane for treatment. He was still not well enough to move or speak at the ceremony. Archbishop Strong, formerly Bishop of New Guinea, officiated. Miss Mann wore full bridal dress although only immediate members of the two families attended the ceremony.

● Miss Mary Roro, formerly a primary school teacher at Aoba, in the northern New Hebrides, has been appointed assistant woman education officer with the British Education Department, Vila. Trained at Kawenu Teachers' College near Vila. Miss Roro attended a special teacher training course in Britain in 1965-66.

● The Rev. Melbourne Nelson, who spent the first 12 years of his life living in Fiji, was installed as priest-in-charge of Cakaudrove Parish, Vanua Levu, Fiji, in October by the Bishop in Polynesia, the Rt. Rev. J. T. Holland. Mr. Nelson and his wife, Vivian, a Melbourne school teacher, were married early this year.

● Mr. Nou Owen, a health inspector with NG's Department of Public Health, has won a WHO fellowship to undertake a four-month course on environmental sanitation in India, the Philippines and Malaysia next year. Mr. Owen comes from Hanuabada Village, Port Moresby, and at the moment lives at Kieta, Bougainville.

● A New Zealander, the Rev. Neil Whimp, is Presbyterian District Missionary on Lamenu Island, off north Epi, in the central New Hebrides. He replaces the Rev. A. G. Howell, who left tiny Lamenu last year and is now associate secretary of the overseas missions committee of the Presbyterian Church of NZ.

● Alan Thornton, NZ artist, known in the Islands for his frequent painting exhibitions, was back on his stamping grounds in September at Vila, painting scenes of islands life and portraits of New Hebrideans. Alan, while travelling on the *Wallisien* off Fiji in 1967, was shipwrecked, as he was in 1968 off New Caledonia aboard the *Matipo*.

● Dr. Fanaafi Larkin, Western Samoa's Director of Education, returned in October to Apia after attending a United Nations conference in Moscow, which dealt with problems of population growth and development planning. He said it was "interesting and useful".

● Crown Prince Tupoutoa left Tonga in October for Britain to continue his studies at Oxford University, where he will undertake the special foreign service course at New College.

(More personals on p. 147)

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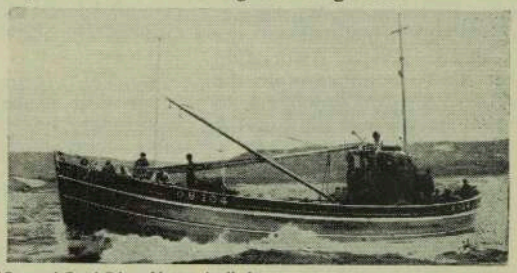

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Pacific Shipping

P-NG PORTS ARE 'NEGLECTED AND IGNORED' SAYS SHIPPER

Are New Guinea's ports being run properly? More than a few coastal shippers in the territory had their doubts in October following heated clashes with Administration port authorities over wharf facilities, navigational aids and port extensions.

Mr. W. Cunningham, president of the Small Shipowners' Association, representing 24 companies and individuals, started it all with an attack—from Lae—on the Harbours Board of New Guinea.

He said the board "couldn't see past Basilisk Passage," the entrance to Port Moresby Harbour, the implication being that ports other than Moresby were being ignored.

Mr. Cunningham's statement, and his subsequent detailed criticism of several aspects of NG outer ports, brought denials and explanations from Captain G. A. Hawley, chairman of the board, and Mr. G. McDonell, Co-ordinator of Administration Transport.

The subsequent verbal gymnastics didn't provide results. They did, however, bring to the surface the disagreement which exists between business and government in NG shipping.

Mr. Cunningham said current port facilities were completely inadequate. There was no unified shipping ordinance for Papua and New Guinea. Papua had different requirements for the licensing and operations of ships than NG.

No co-operation

Navigational lights and other aids were neglected to such an extent that some ports could not be utilised at night.

Administration had ignored the experts who had constantly called for better wharf facilities for the smallships. There was no co-operation from the Administration. "The administration has ignored the present plight of the small shipowner. Lae is crippling the coastal vessel operators economically, with its inadequate wharf," Mr. Cunningham said.

"The Australian Government put up, at a cost of hundreds of thousands of dollars, good wharf facilities in most main ports. Since then many of these have been allowed to fall into disrepair.

"The Lorengau wharf is rotted, the same at Kieta, and at Killerton the wharf was never replaced after fire. At Moti, the port has been closed, purely because the wharf facilities collapsed due to the lack of preventive maintenance.

"At Wewak, a private individual offered to build a wharf for smallships. But he was knocked back by the Administration—despite the fact that he was willing to pay for it himself and had already bought land and erected a small first stage. Wewak cargo damage amounts to thousands of dollars to the customers."

He said there were no storage facilities provided for coastal vessel ships despite constant representations to Capt. Hawley.

"In reply to representations all we get is vague promises of harbour board plans. Freight rates could be stabilised if storage facilities were available," he added. "There is also a possibility that some small ports will have to be closed off, because masters of ships are objecting to taking their vessels through some of the straits where there are inadequate navigational aids."

He said the Lae smallships wharf at Voco Point was now "almost im-

In The News This Month

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Buoyant Girl
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Chamaru
Chita III
Coomonderry
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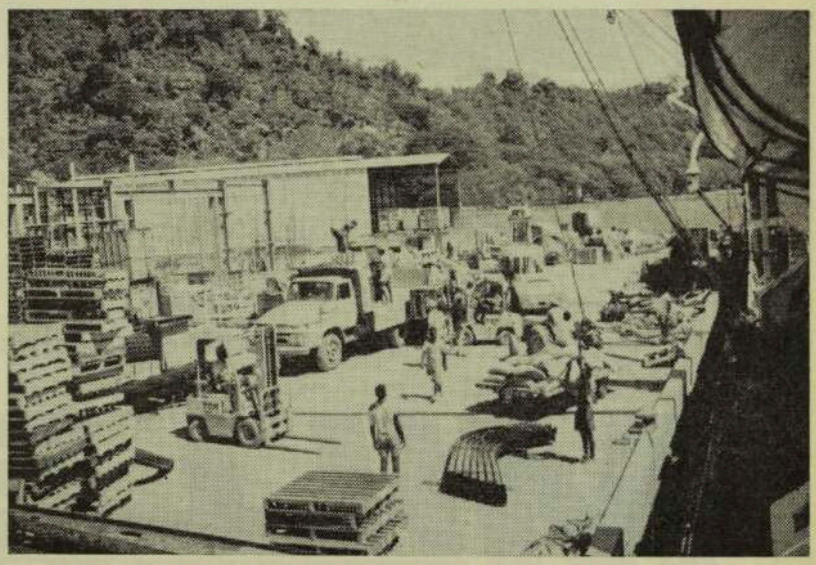

There are all kinds of problems with wharves in New Guinea. Some, like this overseas wharf at Kieta, are inadequate barely after they have been completed. Completion of this wharf, mainly for copra ships, after many years of delay by the Administration, came at a time when Bougainville began to boom because of the CRA copper project.

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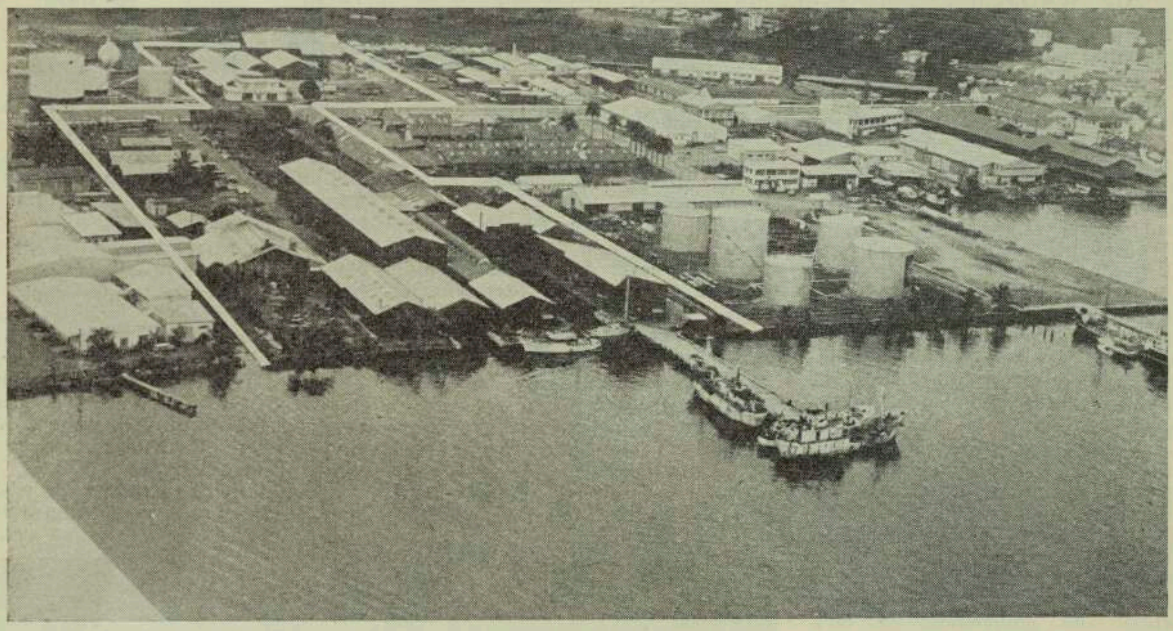

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passable" to rowing boats. His company, Pacific Islands Shipping Company, had lost 25 per cent. of its earnings last year because of various delays. In September, PISC has lost 23 days waiting for berths.

Capt. Hawley was first to answer Mr. Cunningham's brickbats. He said a capital works' programme for 1969-70 had been submitted to the Administration. It included continuation of the new overseas wharf at Rabaul, and a new Lae shed, a new berth at Lae, improvement of Moresby facilities, extension of small ship facilities at Rabaul (including provision of storage facilities) and the expansion of the storage shed at Kavieng. The board also intended to improve Samarai wharf, as a maintenance project.

A day later, Mr. McDonell replied more directly to several of Mr. Cunningham's criticisms. Work on navigational aids hadn't been lagging, he said. In the last two years two lights had been constructed, six were programmed and four were under investigation.

Within the current five-year plan, NG would possess a first-class system of modern overseas and coastal ports and navigational facilities. It was "doubtful" that the territory would have a modern coastal shipping fleet by then.

Visiting experts had adversely commented on the age of some ships plying around NG. A recent investigation had shown that out of 138 coastal vessels, 83 were over 20 years old.

Mr. McDonell said Administration policies had aided the development of territory shipowners. Proof of this was the growth of cargo carried in territory coastal ships, instead of overseas ships, over the last three years between main ports, mainly in three or four larger conventional ships of between 500-1,000 tons.

He discounted suggestions of the need for freight rate increases. "The way to reduce costs, and hence freight rates, is to use modern ships and modern unitised methods," he said.

TREACHEROUS MINERVA REEF CLAIMS ANOTHER VICTIM

Tonga's treacherous Minerva Reef made headlines in early October, when six fishermen—four Australians and two Tongans—were dramatically plucked from the reef's lagoon by rescuers in an amphibian aircraft.

The fishermen had been stranded on the reef nearly 12 hours after their 83-year-old crayfishing boat, *Coomonderry*, was grounded on the reef "head on" on October 6.

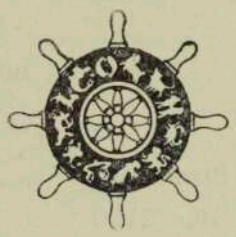
They were flown by the aircraft—a Mallard operated by Suva-based Air Pacific—to Fiji, from where, a couple of days later, the Australians flew home to Sydney and the Tongans, returned to Nukualofa.

The Australians were Messrs. Chris Fenner (skipper), Vincent Clancy, Rob McGill and Ron Toy; the Tongans were Molofili Moehala and Pita Fifita, both of Nukualofa. Mr. Fifita is a brother of David Fifita, captain of the cutter *Tuaikaepau*, which was wrecked on the southern end of the reef (*Coomonderry* went fast on the northern end), in July, 1962.

It was 102 days before 14 survivors of the *Tuaikaepau's* crew of 17 were rescued. The story of the Tongans is one of the greatest castaway stories of the Islands in recent years.

Coomonderry left Cairns, Queensland, in early August for Nukualofa to ask permission from the Tongan Government to fish for crayfish in Tongan waters. Permission was not granted and after two weeks in Tonga, she left Nukualofa for Suva, having taken on the two Tongans as temporary crewmen.

En route, the boat was diverted to Minerva Reef, 260 miles west of the Tonga group, 380 miles south of Suva. *Coomonderry* went aground about 4 a.m. in "bad weather", according to Chris Fenner. She sent



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out distress signals on her radio transmitter until about 9 a.m., after which the wheelhouse and radio room were damaged by rising seas.

She started to list badly, and the crew transferred into three dinghies inside Minerva's lagoon. Two ships —the crayfisher *Just David*, out of Nukualofa, and the New Zealand Shipping Company vessel *Huntingdon*—were alerted and steamed towards Minerva, but shipping authorities in Suva decided no ship could reach Minerva by nightfall and the amphibian, out of Suva, was ordered to rescue the men.

With pilots Russ Hilder and Gary Wrathall, the Mallard reached Minerva about 3 p.m. A diverted RNZAF Hercules transport aircraft circled overhead to locate the fishermen in the dinghies. Captain Hilder landed the Mallard in the lagoon and 41 minutes later took off with the six men, returning to Nausori Airport, Suva.

In Fiji, Mr. Fenner, 20, of Melbourne, said the *Coomonderry* was owned by a Cairns businessman, Mr. Peter Goodlich. In late October the 83-year-old vessel remained stuck on Minerva and reports were it was breaking up. No salvage attempts were made.

The "Mas Mauleg".

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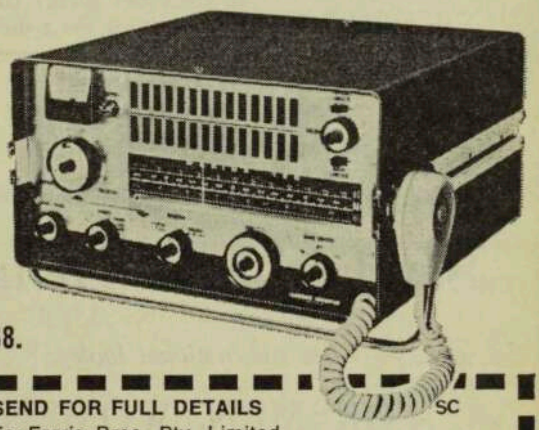

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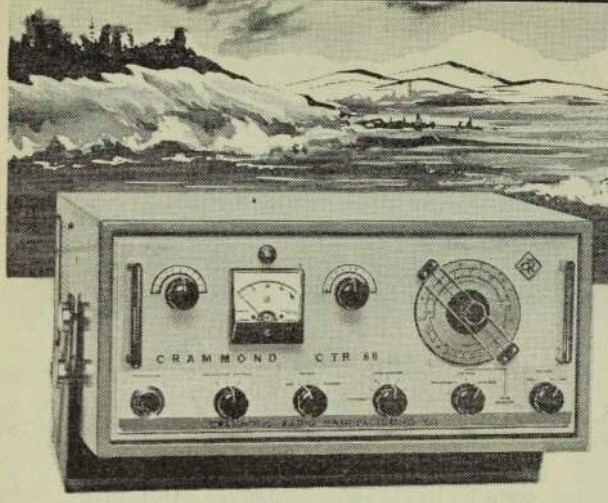

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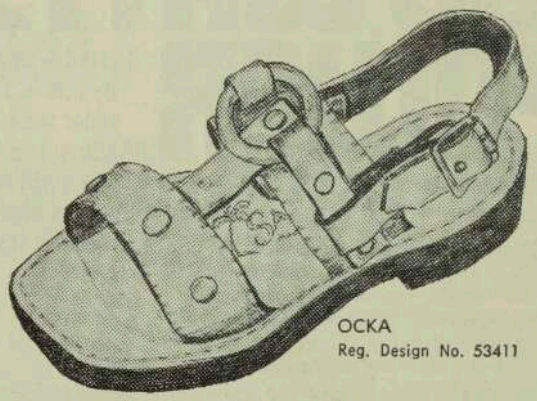

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35 ft wide and her diesel engine develops 1,800 hp and a speed of 14 knots. She is registered in territory waters to carry a crew of 24 and 176 passengers (maximum).

Her master is Tinian resident, George Flemming, whose father was wellknown in the Marshalls; chief engineer is the popular Lorenzo (Larry) Leon Guerrero.

Mauleg's schedule is to run between Saipan, Tinian, Rota and Guam. Later it's planned to trade between Japan and territory ports.

"TOBI CLIPPER" STARTS NEW GUINEA RUN

The seven-month W. R. Carpenter-Thomas Nationwide Transport freighting service between Sydney and Brisbane to Lae, New Guinea, got into full stride on October 10 when the 299-ton motor vessel *Tobi Clipper* left Sydney on its first monthly run to Lae.

Tobi has been taken on time charter by PNT (Australia) Pty. Ltd., the Australian company jointly set up by the two companies for their door-to-door freighting service from Australia to the NG Highlands (*PIM*, Mar., p. 117). Her owners are Frank and Tobiesen, of Copenhagen, Demark.

Carpenters say *Tobi* can carry up to 1,300 tons of general cargo. She has no refrigeration or passenger space. All cargo is pre-palletised and she has a Danish crew of six.

The vessel can carry consignments of logs and, Carpenters say, arrangements have been made with timber people in NG to fill holds for all backloadings trips to Australia. Additional calls, besides Lae, could be made on return trips to pick up timber and a call at Brisbane, Queensland, will also be made on initial return trips.

"ONEWA" SETTLES ITS TOW CLAIM

Former New Zealand vessel *Onewa*, which had been stranded in Noumea since Easter over an insurance dispute, finally pulled up anchor and departed on October 15.

The *Onewa* with five Australians aboard ran adrift in the Coral Sea on its way to Sydney in April, when its propeller inexplicably fell off.

After drifting for three days, it was taken in tow by the Messageries Maritimes vessel *Caledonien*, on its way from Sydney to Noumea. The tow took three days, including the last lap by the local tug, *Pegasus*.

The *Onewa* had originally come to Noumea from Auckland to help tow the stricken NZ vessel *Matipo* which was left stranded nine months on the coral reef off Noumea.

Dispute in the *Caledonien* rescue affair arose over insurance coverage of the Messageries Maritimes tow charge. The *Onewa* was left moored off Ile Nou in Noumea harbour for six months before the claim was settled.

In September, Bill Martin, part owner of the vessel, arrived from Sydney. Accompanied by a fellow Australian and two New Hebrideans he finally departed for Vila then Santo, where the vessel was to go on the slips before proceeding to further salvage work.

SHIPPING BRIEFS

● Two inter-island traders recently went aground in the New Hebrides and one, *Aoba*, appeared to be a complete wreck. *Aoba*, owned by Mr. Michel Lerous, was returning from a charter trip to the Banks Islands when she hit a reef off Pilot Island, north of Santo. Her cargo was off loaded but efforts by another trader, *Tamahae*, to refloat her were unsuccessful. *Pacifique* was grounded on a reef off Bognaun Point, near Tisman, Malekula, and was refloated

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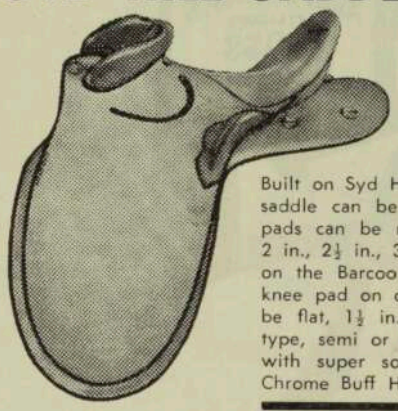

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10 hours later. Her passengers were transferred to the *Taswegion*.

● American Samoa's second master of inter-island vessels, Peter Lagarejos, recently received his certificate. Captain John Calver, head of the government's Division of Water Transportation, said Captain Lagarejos would command the 59 ft inter-island vessel *Manusina*, which has been operating in Samoa since February, 1968 (*PIM*, Mar., 1968, p. 105). Captain Maalona Elisara, Samoa's first qualified master, has been transferred to command of the Pago Pago tug *Tatoso*.

● *Trudy*, a New Hebrides inter-island trader, recently began work for her new owner, Mr. Bob Paul. Mr. Paul bought her from business-man, Mr. Robin Cook, of White-sands, Tanna, and put her on regular fortnightly trips, based out of Vila, Efate, to the Hebrides southern islands.

Mr. Paul, 46, born at Melbourne, has been trading and planting in the Hebrides for over 20 years. A member of the condominium's Advisory Council, he's based on Tanna, runs his own tourist operations and is a director of New Hebrides Airways, the condominium's internal airline.

● Reichelmann Brothers Ltd., of Nukualofa, Tonga, is experimenting building concrete boats and hopes to build its first—a 16 footer with a four ft beam—for $T28, in November. Another—52 ft—is planned.

● For the second time in October, Tonga was visited by Korean fishing vessels based in Pago Pago. *Nam Hae 217* called at Nukualofa on October 11 for repairs. She was fully loaded with fish and on her way to Pago Pago.

Two weeks earlier *Nam Hae 230* limped into Eua Island for repairs. According to her captain, fishing lines were caught in the propellers and causing engine trouble. She was granted permission to anchor in the stream while two local divers were hired to disentangle the lines. The crew of 20 were not allowed ashore.

This was the fourth Tonga visit within a year from these fishing vessels. In December last, *Nam Hae 255* was wrecked off the south coast of Tongatapu while fishing in the area, resulting in their equipment being confiscated. Also in October an unidentified foreign vessel was seen by villagers fishing in the Ha'apai group.

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Cruising Yachts

● *BLUEBIRD OF THORNE*, 50-ft twin-keel yacht, sailed into Suva Harbour recently with leading British amateur yacht designer and past Commodore of the Royal Cruising Club, Lord Riverdale, aboard. His present yacht is the third and largest in her line.

Since leaving Gibraltar last November on her present cruise, *Bluebird of Thorne* had averaged 5½ knots under sail. Also on board are Lord Riverdale's two nephews, Michael Hunt from England and John Hope from Australia and a life-long sailing friend, Brian Leech, from Derbyshire. After 10 days in Suva, the yacht was due to leave for Auckland.

● *HUMMINGBIRD TWO*, 38 ft yacht with skipper-owner Harold Le Borde, his wife Kwailand, and their five-year-old son, Pierre, on board, arrived at Rarotonga recently from Tahiti. Also on board was Barry Sennions who joined the yacht at Tahiti.

It took Mr. Le Borde three years full time work to build his yacht and the cruise started from Trinidad, West Indies last February. The Le Bordes are making a world cruise which they expect to complete in 2½ years. So far, they have visited Venezuela, Colombia, Panama, Galapagos, the Marquesas and Tahiti. After a fortnight in Rarotonga they were to leave for Tonga, Fiji, and New Caledonia, and Mr. Sennions was to leave the yacht in Fiji.

● *HARARANDA*, Lund Marks' Melbourne ketch arrived in Auckland from Tasmania by way of NZ's South Island, after cruising Fjordland for several months. Lund and his wife, expected to leave Auckland for points east in late September.

● *ISO*, 42 ft sloop with skipper Gerry Hansen and four crew, was in the Cooks recently en-route to the USA, via Tahiti. *Iso* had been at Rarotonga, Cooks, last year, and one of her current crew, Odo Strewe, had made two previous trips to Rarotonga.

● *CUTTY SARK*, 60 ft cutter out of Wellington, NZ, was in the Cooks en-route to Tahiti, and then possibly the Marquesas, before sailing for the Samoas, Fiji, the New Hebrides and Australia. On board were Captain Basil Fleming, of Brisbane, Australia, and 10 crew.

● *JELLICLE II*, English yacht with Mike Bailes and a Canadian friend, was to leave Vila, New Hebrides, in late September for New Guinea, Indonesia and Japan, before returning to Tahiti where Mike has spent the last two years working as a tourist guide.

● *KATE*, Dr. A. M. Van Schoote's ketch with the doctor and his Trukese crewman Amanto, is missing on a voyage between Guam and Japan. A familiar sight around Truk, Carolines, since he bought the ketch in 1966, *Kate* was a 30 ft two-master. Dr. Schoote, Truk District Staff Physician, had planned to have *Kate's* engine overhauled in Japan and also arrange for small atoll dispensary buildings around Truk. *Kate* left Gaum in late July.

● *LONGSHIPS*, 50 ft English catamaran with Mervin and May Lippiatt and their young daughter, was in the Cooks recently, en-route to Suva, Fiji. Previous calls included the Tuamotus and Tahiti. The Lippiatts hope to settle in Australia or New Zealand.

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● *GEARRA*, 32 ft sloop with Dick and Betty Page, called in at Suva recently, en route to Australia. *Gearra* left London two years ago and plans were to stay a year in Australia before returning to London.

● *FASCINATION* and *SIDELIZ* called at Vila, Efate, New Hebrides, recently. *Fascination* came from Fiji with skipper Bob Vernon and a crew of two and plans were, after a look around the Hebrides, to head for New Caledonia and Sydney. *Sideliz*, with Mr. and Mrs. Sid Yaffe and Steve Lawson, was headed for New Caledonia.

● *STELLA NEUS*, with Dick and Jean Jones, recently reached Honolulu after an interesting trip from Suva, Fiji, which included stops at several outer Fijian islands, Pago Pago, Apia, and two seldom-visited mid-Pacific islands, Canton and Palmyra.

● *SEA WANDERER*, Edward Allcard's 50-year-old ketch, left Westhaven, New Zealand, on September 31 for Singapore where Ed hoped to stay two months and build a replica of a 15th century Portuguese caravel. The ketch was last mentioned at Westhaven in May, 1968, p. 110.

● *RENEE TIGHE*, Earl Koepke's yacht, in the New Hebrides since late July (*PIM*, Sept., p. 119), was to leave Malekula recently for Brisbane, Queensland. With Mr. Koepke was Mr. Charles Blankenship.

● *CHAMARU*, Charles Sturkey's 49 ft tri, was to leave Tarawa, Gilbert and Ellice Islands, recently for Apia, Western Samoa. *Chamaru* reached Tarawa on September 17 from Kusaie, Carolines. She was in Saipan, Marianas, in June (*PIM*, Sept., p. 118).

● *STELLA MIRA*, *ROSCOP* and *ISLANDER*, all recently made calls at Rarotonga, Cook Islands. *Stella*, with Mr. Simpkin and his daughter Penny came from Tahiti and was headed for Perth, Western Australia; *Roscop*, with Josef and Marie Coppens, of Belgium, was from Tahiti and headed for Tonga, Fiji, New Caledonia and Brisbane and *Islander*, with single-hander Thomas Blackwell, was from Tahiti, en route to Tonga and Brisbane.

● *CASTANET*, winner of this year's Auckland-Suva race (*PIM*, July, p. 11), was recently up for sale in Auckland, NZ.

● *BUOYANT GIRL*, 37 ft sloop with Martin Kalman and Judy Woodlock, stopped at Savusavu, Fiji, in October. The sloop left San Francisco, California, in July, and last port of call before Fiji was Apia, Western Samoa.

● *DRUA* ("twin"), a 42 ft twin-hulled sailing canoe, recently made a 200-mile trip from Ogea, Lau Islands, to Suva. *Drua* is a small replica of the old 110 ft Fijian canoes which used to carry up to 200 warriors. She was built by Ogea Islanders for a Fijian businessman in Suva.

● *CHITA III*, 40 ft Japanese racing sloop with skipper Hiroaki Yoshida, 34, and a crew of three, was to leave Suva, Fiji, in October for Manila, via the New Hebrides and New Guinea.

● *NIRVANA* and *QUEEQUEG* recently collided—with slight damage—about 50 miles north of Vila, Efate, between Epi and Lopevi Islands, in the New Hebrides. Both yachts, with skippers George Balkanyi (*Nirvana*) and Stephen Samu (*Queequeg*) returned to Vila to carry out minor repairs.

● *HIGHLIGHT*, the Glennie's tri, known on Lord Howe Island,

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was recently in Honolulu, with John and David Glennie in Vancouver. completing yacht delivery jobs.

Highlight was last mentioned in March (page 111) when David told *PIM* he planned to sell her. Before her current travels, *Highlight* had made an extensive three-year cruise of the Islands, returning to NZ in mid-1968 (*PIM*, Aug., 1968, p. 107).

● *WANDERER*, Gene and Mary Hervin's 42 ft ketch, was at Kusaie, Caroline Islands, recently from where Mary told *PIM* in a note that they had found a house and Gene had started working for the Public Works Department.

Electricity reached Kusaie August 31, she said. "Really an event for all of us. No more noisy generator in the backyard. At this time the government complex, hospital and three territory houses are all that are on the power, but plans are underway for more use of electricity on the island".

● *STORNAWAY*, with Alfred and Marjorie Petersen, reached Sausalito, California, recently, completing a 40-month cruise of the Islands and the Far East.

Al told *PIM* they had "never encountered such consistently poor conditions for so long,—fog, cold, strong winds, thick overcast. The dinghy was stove-in and Marjorie received a broken arm during one particularly bad spell when only three weeks out of Japan".

● *BONA DEA*, reported recently in *PIM* at Recife, Brazil (Oct., p. 115), has sailed on to Britain and in late September was expected to leave for the West Indies, via Spain and Portugal. In the West Indies, *Bona Dea's* skipper, Andy Price, hoped to complete several months' charter work before heading for NZ.

● *JAHAMA*, with Jack Ross and Bob Hervin, paid their scheduled visit to Tom Neale, the "Crusoe" of Suvarov, Cook Islands, early this year (*PIM*, June, p. 112). In a note from Suvarov to parents, Gene and Mary Hervin of *Wanderer* (last reported on Kusaie, Carolines), Bob said "Aloha from a desert island. No kids, no Hondas, no stores, no mosquitos, no tourists . . . and this place will stay this way for years to come. Tom saw us as we were sailing in the pass and he came out in his skiff to pilot us to the anchorage.

"He is 67 years-old but is spry as a fella of 35. Tanned dark with tropical sun and is in Al health. We brought him a load of food, gifts, rum and tried to get six chickens to him. Everything we got there OK except the chickens, which got carried away by a big sea during a blow.

"We have had a great time visiting Tom. On one motu there were some fittings of an old square rigger that must have gone ashore in the 1800's. We saw a fitting that holds the yards to the mast and also found the remains of a Japanese fishing boat.

"I did a lot of diving and found some anchors, one big one I put in front of Tom's house. Who knows, some day Tom can sell it to a big hotel operator for an ornament? We will take 15 or 16 glass balls to Samoa and try to sell them for him.

"Tom gave us papayas, eggs, coconuts, and a chicken which was sure a nice change from our diet. He is really quite a guy. Still does a lot of reading and keeps himself and his place up very good."

Bob later left *Jahama* in Suva and travelled by island trader through the Gilbert and Ellice Islands to Kusaie. Jack Ross and his wife were last reported on *Jahama* in Fiji, with plans to sail for Japan at a later date.

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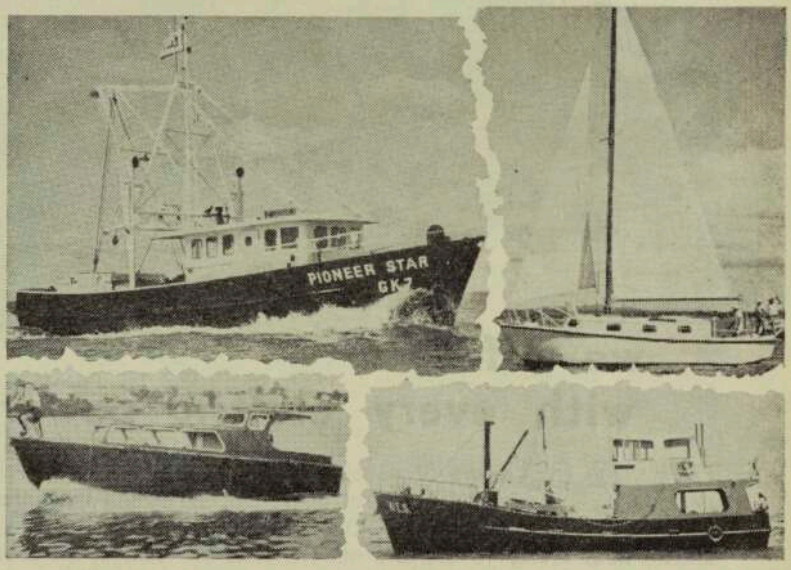

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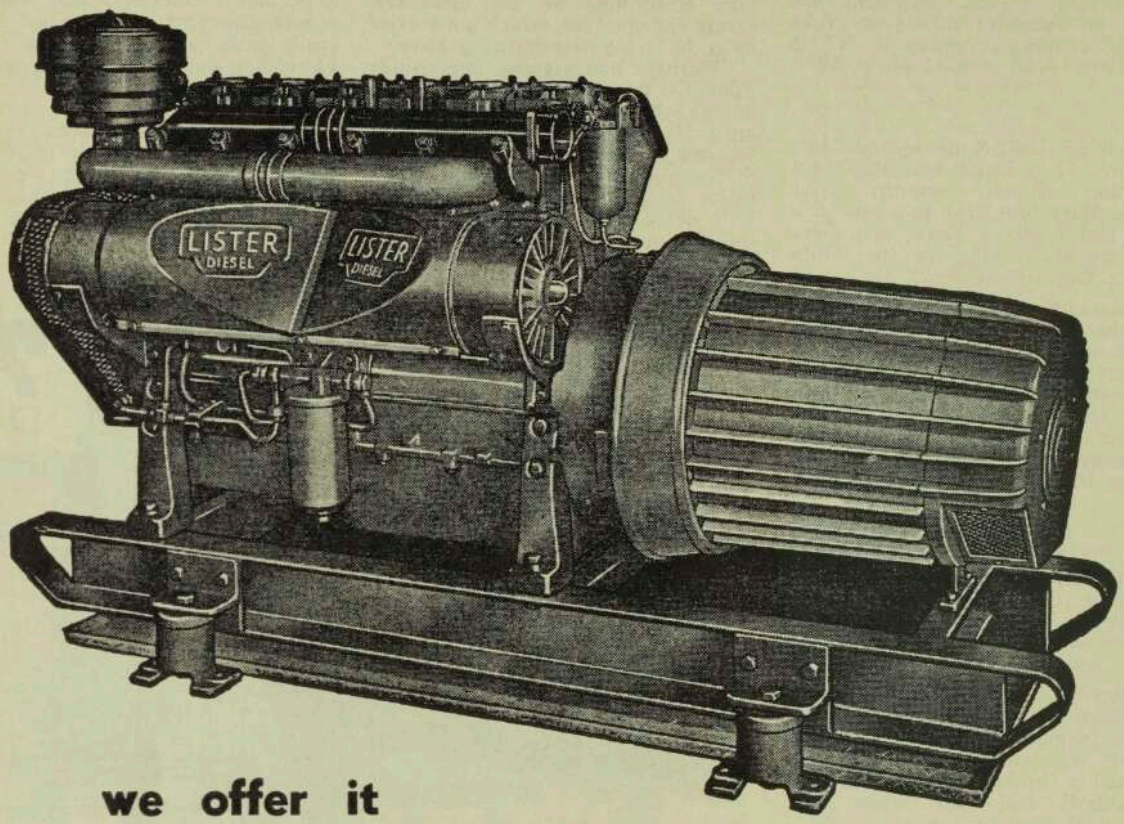

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Business and Development

New Hebrides retains place with trade-surplus minority

Only five of the Islands territories have a favourable balance of trade. These, and their exports which make them pay their way, are: American Samoa, fish; Gilbert and Ellice Islands Colony, phosphate; Nauru, phosphate; New Caledonia, nickel, and the New Hebrides, a combination of copra, fish and manganese.

Territories with varying deficits are the Cook Islands, Fiji, French Polynesia, Guam, Niue, Papua-New Guinea, Solomon Islands, Tonga, US Trust Territory and Western Samoa.

Of the "insolvent 10", whose budgets are bolstered by allocations from Britain, Australia, France, NZ, and the United States, four—French Polynesia, Guam, P-NG and the US Trust Territory—have particularly large and serious import-export gaps.

Fortunate reserves of minerals on hand explain why four of the five "solvent elite" pay their way. In the case of American Samoa, the surplus is explained by preferential status to export fish foods competitively to the US.

The fifth "elite", and one of the world's few condominium governments, the French-British New Hebrides, has a more complex trade picture, with ups and downs in various imports and exports.

To get an idea of current Islands trade trends, a close look at the Hebrides results for 1968 is worthwhile.

Australia dominated

Imports in 1968 were valued at $9,080,643; exports at $10,432,050. Main suppliers were Australia, 46.66 per cent., France, 15.29 per cent., Japan, 10.26 per cent. and Hong Kong, 5.94 per cent.

Australia's share remained constant over the past four years; but France's share in 1968 dropped about 16 per cent; Japan's jumped 70 per cent.; and Hong Kong's share improved slightly, replacing Britain as the Hebrides' fourth supplier.

The UK's share of the trade fell over 20 per cent., to a new low of 3.24 per cent.

New Zealand is the newcomer to the Hebrides top 10 suppliers, replacing Holland. This reflects improved shipping connections between NZ and the Hebrides over the past two years.

In motor vehicle imports, Japan captured the honours from France in 1968. Imports from Japan exactly doubled from 72 in 1967 to 144 vehicles in 1968. French imports increased by 28 per cent., to 109, in 1968, but imports from Australia decreased by half.

Overall, the 1968 figures show that, at the beginning of 1969, Japan was supplying 46.7 per cent. of the New Hebrides' motor vehicle market; France, 35.4 per cent.; UK, 8.2 per cent.; Australia, 4.5 per cent.; and Italy 4.2 per cent.

Australia dominated other markets, including live animals, vegetables, prepared foodstuffs, chemicals, paper products, pearls and coins, base metals, machinery, and miscellaneous manufactured articles. France did best with animal and vegetable fats and oils, plastic materials, vehicles, aircraft, and vessels.

Japan was tops with vehicles and optical and photographic equipment; Hong Kong led with textiles and footwear.

Intriguing imports were the $3,900 worth of works of art from Hong Kong and the UK, and $81,600 worth of pearls, precious and semi-precious stones and coins (mostly from Australia). Coins worth $74,300 were imported to replace Australian pounds and pence with dollars and cents, and also to introduce the new French coinage.

France, Japan, the US and South America were the New Hebrides main customers in 1968.

Australia, the condominium's biggest supplier, took a mere 1.59 per cent. of total exports, making a huge unfavourable trade balance between

Erromanga Island, New Hebrides, where a big French timber project is expected to make earnings from timber a significant export item for the condominium in the '70's.

BOAC invests in amenities

BOAC is to invest $F153,588 in Hunts of the Pacific Ltd., a company being formed in Fiji to provide tourists with ground facilities throughout the South Pacific. Among the amenities to be considered are ground transport, cruise facilities and increased hotel accommodation.

This is a joint venture with Hunts Travel Service Ltd., established in Suva in 1948.

Mr. Sidney Hildrew, BOAC's manager, South West Pacific, said the Pacific is showing the "greatest travel growth" of any area of the world. There was a need to provide the right sort of ground facilities to match the growth in tourism.

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these two countries—a situation that tends to worsen year by year.

The Islands' number two copra producer (after P-NG), the Hebrides collected $5.6 million in revenue from this source in 1968. Customers were France (78.7 per cent.), South America and Japan.

From the Japanese managed fish-works on Santo, $2.4 million in frozen fish went to the US, Japan and France; and from the now-defunct, but soon to be re-opened, mines on Efate, $1.5 million of manganese ore went to Japan.

Copra, fish and manganese were the Hebrides' only million-dollar earners but next on the list, cocoa, was the fastest-rising of the lot. High prices and best production for 11 years, gained 536,456 export dollars.

Number five earner—meats—disappointed, with export tonnage well down on '67. Exports to French Polynesia ceased and neighbouring New Caledonia remained the only customer. Other exports included coffee (production and prices well down), sandalwood, coconuts, greensnail, trochus, and cattle hides.

Value of miscellaneous exports jumped from $36,465 in 1967, to $143,794 in 1968. It's likely timber logs made up most of this total.

The Hebrides' favourable balance is declining, but the condominium has a few cards to play yet. Balance in 1966 was $1,993,350; in 1967 $1,988,787; and in 1968 $1,351,407. This year, with manganese production almost non-existent and an anticipated 15 per cent. fall in copra earnings, it will be well under $1 million.

To counter a further and more serious drop in its favourable balance, the big hopes are timber and manganese, and to a lesser extent, meat.

On the southern island of Erromanga, an ambitious timber export programme began in earnest in May this year when a 500-ton freighter arrived to start transporting log (*PIM*, Aug., p. 47). Operated by a leading European maker of laminated woods, Societe Rougier, the result should be big exports of Hebridean logs, especially to Australia (according to the ANZ Bank Ltd.).

As reported last month (p. 121) an Australian miner has bought a half share in Efate's Forari manganese mines, for over $440,000, and exports at an annual rate of 60,000 tons are to be running by April next year. (These mines were closed down late last year and production this year will be little or nothing).

To build up a bigger meat export industry, European planters are upgrading and increasing their cattle herds on several major islands. They are doing this rather than replant coconuts, which require more labour—and an adequate pool of labour is something that the New Hebrides lack. With increased meat production it is hoped that a bigger share of the lucrative Caledonian market can be won. Producers have their eyes on a market in near-by territories for higher-grade meat for European customers. Tourism, the "invisible export", is just starting and the condominium should win a small but sizeable slice of the Islands' travel cake in the early '70s.

NZ unhappy with Islands bananas

Recent reports that some Wellington, New Zealand, retailers are being urged to ban Samoan bananas because of alleged poor quality, drew the comment from Tonga's Produce Board Manager, Mr. Adolph Johansson, that it was entirely possible that the same thing could happen to Tongan shipments.

Under the present system of inspection, in order to keep costs down, the producer is made partially responsible for seeing that only quality fruit is packed. If he fails, then the market could also fail,

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should NZ decide to look for alternative sources of supply.

Tonga is going through a tough period with its bananas, having survived two tropical storms during the summer only to run into the worst infection of black leaf spot after the young plants became re-established.

The disease, which causes leaf curl and drying out of the half grown plant—for which there is no immediate local technical solution—has discouraged most of the small growers who normally fill approximately 50 per cent. of the export quote.

The result is that the forecast total export by the end of this year is now placed as low as 200,000 cases, only a third of what it was two years ago. This would represent a loss to the country, for that period, of more than $1 million.

On the other hand, urgent steps are being taken by the Minister of Agriculture to urge farmers to continue to replant, while his department and produce board officers have been ordered to intensify the inspection and spraying programme.

● Meanwhile in October, Australian South Pacific aid programme expert, Mr. Gordon Jeater, visited Tonga to advise on methods of improving banana exports, look into effects of diseases, advise on control methods, and advise on handling methods. Of all the problems, he said, handling and packaging needed the most urgent attention.

Farmers are to be assisted with a new fertiliser subsidy scheme in an effort to arrest the effects of the disease and stabilise the industry at a satisfactory level. At the same time, it is understood that the three territories of Fiji, Samoa and Tonga, who share the same disease problems, are negotiating for the visit of UN experts before the end of the year.

P-NG coffee producer, Kinjibi, made a loss

Plantations in the Wahgi Valley (Western Highlands of New Guinea) are difficult to sell at the present time because with the decline in coffee prices during the last few years, values have fallen. Hence the value of the fixed assets of Kinjibi Holdings Ltd. of $214,749 were over valued.

So said the directors of Kinjibi, Highlands coffee producer, recently, when announcing a $7,159 loss for the year ended December 31, 1968.

As reported earlier (*PIM*, May, p. 119), Kinjibi sold one of its two coffee plantations—Norikori—during 1968, for a small loss, to Goroka-based Bena Coffee Lands Ltd. Its $7,159 loss contrasts with a profit of $20,159 for 1967. Directors explained that combined coffee production of Norikori (before the sale) and Kinjibi plantations was 91.74 tons, as compared with 136.14 tons in 1967.

The decrease was due, they said, to the late arrival of the pre-Christmas flush. Coffee that was expected to be picked during the months of October-November-December was not ready to be picked until January-February-March this year.

Company 'restraint': A. Samoa trade claim

Standard Oil Company of California, sole supplier of petroleum products to American Samoa since 1956, has been charged in the US with "monopolisation and restraint of trade" in Samoa.

US Attorney-General, Mr. J. N. Mitchell, using the Sherman Anti-Trust Act, said Standard had entered long-term contracts for the suply of fuel to the two tuna canning companies (Star Kist and Van Camp) whose fishing fleets constituted the

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largest customers for diesel fuel in Samoa.

He also charged that Standard had "eliminated and suppressed" competition by reducing prices to discourage competitive distributors from entering the market, so depriving the territorial and federal governments and all other consumers of the benefits of free and open competition in the purchase of petroleum products.

Mr. Mitchell's suit called for termination of Standard's 50-year "exclusive" lease of government storage facilities and its "requirement contracts" with Van Camp and Star Kist.

In a statement from its head offices in California, Standard denied the charges. The company said it had neither the "power nor desire" to control prices or "exclude competitors".

In 1956 Standard was one of several companies invited by the Governor of American Samoa (Mr. P. T. Coleman) to bid for a lease on the US Navy petroleum storage facilities.

It was awarded the lease, and the lease agreement was approved at the time by the Department of the Interior, the Bureau of Budget and the US Navy.

"We look forward to a complete vindication when this matter is heard before a court," the company said.

World copra trend is steady

Mr. K. G. Oliver, deputy chairman of the Papua-New Guinea Copra Marketing Board gave the following report on the world copra market on October 16:

The firmness evident in September continued with Laurics remaining firm throughout, apart from a few days when there was a slight decline in prices. At the present, buyers are offering the equivalent of $A185 (approximate) for Philippine copra and there is every indication that this level will be maintained, at least for some little time.

In the food sector of the world market, b o o m conditions were obtained for the last two weeks with substantial gains in rape seed oil (up $US30), sun oil (up $US20-23), palm oil (up $US16), etc. It is felt that the current price level has been caused, at least in part, by technical factors and may begin to ease with the announcement, during the last few days, that the Eastern European sunflower crop is expected to be approximately 250,000 tons above last year's record.

Also, there are indications that the Soviet crop will reach last year's level and may even exceed it.

Burns Philp increases Island profits

Burns Philp (South Sea) Co. Ltd., diversified Islands retailer, planter and shipper based in Suva, Fiji, made a net profit of $F546,933 for the year ended June 30. This result is a slightly better earning rate than the £F347,962 profit earned for the 17 months, ended June 30, 1968.

Dividend for 1968-69 is held at 10 per cent. and directors announce that $150,000 has been added to reserves, making a total reserve of $2,350,000.

They said conditions generally in the main Island centres, particularly Fiji, proved satisfactory and resulted in higher sales. This was due in no small part to the further increase in tourism in the areas concerned, as well as relatively steady produce prices.

The past year had been one of consolidation following a period of modernisation of p r e m i s e s and diversification of interests, the benefits from which were now becoming apparent.

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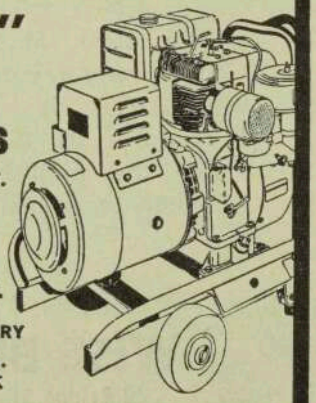

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Carpenter makes a record profit

The $300 million copper development complex underway on Bougainville is a "closed field at the moment" for retailers. It is going to be "rather a restricted area" and Conzinc Rictinto, main shareholder in the complex, has indicated to W. R. Carpenter that it intends to operate its own counterpart of the American PX stores to cater for a township of 5,000 people. There will be little need for extra participation.

Mr. C. H. V. Carpenter, chairman and managing director of W. R. Carpenter, said this when announcing the company's results for 1968-69, in Sydney in mid-October. He said that nevertheless Carpenters was moving into Bougainville; a small branch had been opened. But CRA were operating their own stores at this stage, he said.

Carpenter, for 1968-69, achieved a 13.4 per cent. increase in net profits, to a record $5,859,063. Dividend for the year ended June 30 was increased from 18 to 20 per cent. on capital increased by a one-for-five bonus (from $15 million to $18 million).

Last year's result was $4,985,344. Profit for 1968-69 excludes a surplus of $872,270 on the sale of investments, arising mainly from the sale of 300,000 shares in the Burns Philp Group for about $1.5 million (*PIM*, Apr., p. 117).

Merchandising turnovers showed a further worthwhile increase in 1968-69, while continued profitable prices for cocoa and copra were factors behind the profit rise.

Revenue from the Wahgi Valley, New Guinea, tea project showed progress and production of desiccated coconut from the new plant outside Rabaul, increased and the quality of the product had gained wide acceptance as being of high standard.

Pacific Pools to be wound up

Pacific Sporting Pools Ltd., promoters of an unsuccessful attempt to begin football pools, an airline and a luxury hotel on Nauru, will be wound up.

Acting Chief Justice of Nauru, Mr. Justice Thompson, ordered the company wound up following petitions by two creditors, the Bank of New South Wales and the British Phosphate Commissioners.

The bank said PSP owed it $114,819 and the commissioners said a PSP subsidiary, Central Pacific Hotels Ltd., owed them $23,764.

No company representative of PSP was at the hearing on Nauru. Mr. Thompson appointed Messrs. R. F. Hughes and G. Brooke, of Coopers and Lybrand, Melbourne, liquidators, and authorised the sale of PSP's property (the partly-completed hotel on Nauru).

Directors of PSP are Messrs. Bill Mayberry, Alan Newbury (a Sydney investor with real estate interests, of Alan Newbury and Associates) and Raymond Lord, a Port Moresby-based beer tavern owner associated with this territory's proposed second brewer, United Brewery Pty. Ltd.

A former director was Mr. George Pearce, who recently has been interested in launching a racing pools scheme in Fiji (*PIM*, Oct., p. 122).

Mr. Pearce told *PIM* in May over $500,000 had been subscribed by Australian shareholders, including Mr. L. J. Hooker, former head of the Australia-wide Hooker Corporation (with Fiji interests) to finance PSP's operations.

The operations collapsed after less than two months (*PIM*, Aug., p. 127).

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Islands companies mostly do well

For the second time, directors of Australia-New Guinea Holdings Ltd., New Guinea timber, real estate, rubber, tea and coffee group, have dropped hints that dividends could soon be paid.

In their report for the year ended June 30 (a profit of $6,140, contrasted with a loss of $104,739 for 1967-68) they say: "Dividend policy will be reviewed after the financial results for the current six months become available."

For 1968-69, they said the result reflected losses in the timber division during the first nine months, because of the delay in the completion of the final stages of the works contract. This operation was earning a "modest profit" during the fourth quarter and was now achieving its target. "All indications point to a satisfactory year".

The year would have to be a little more than "satisfactory" for the firm to pay a dividend in early 1970. Last year's loss wiped out two modest profits beforehand and 1968-69's tiny profit leaves the firm still with a loss on its books of about $29,000.

With a paid-up capital of $914,000, ANG would need a profit of about $75,000 in the first six months of 1969-70 to pay a five per cent. dividend, with no change. Recently, ANG's $1 shares slumped to their lowest-ever price of 70 cents.

● Koitaki Para Rubber Estates Ltd. became the second Papuan rubber producer to show marked profit increases due to the greatly-improved prices for rubber over the past year (Lolorua result—*PIM*, Oct., p. 122).

Koitaki's profit for the year ended June 30 was $68,395, an $18,864 improvement, or about a 35 per cent., better result than last year's. Annual dividend stays at 12½ per cent.

● At the annual meeting of Emperor Mines Ltd., Fiji goldminer, on December 5, directors will recommend an unchanged dividend of 2.5 cents per 10 cents share (absorbing $55,675).

For the year ended June 30, the subsidiary, Emperor Gold Mining Company Ltd., increased its profit by $10,138 to $147,984 and the other subsidiary, Tavua Power Ltd., improved its profit $20,566 to $49,064.

Listed on Australian stock exchanges, Emperor's paid-up capital is $222,700, in 2,227,000 10 cent shares. Its price on the Sydney exchange has varied widely this year, from $4.80 to $1.60.

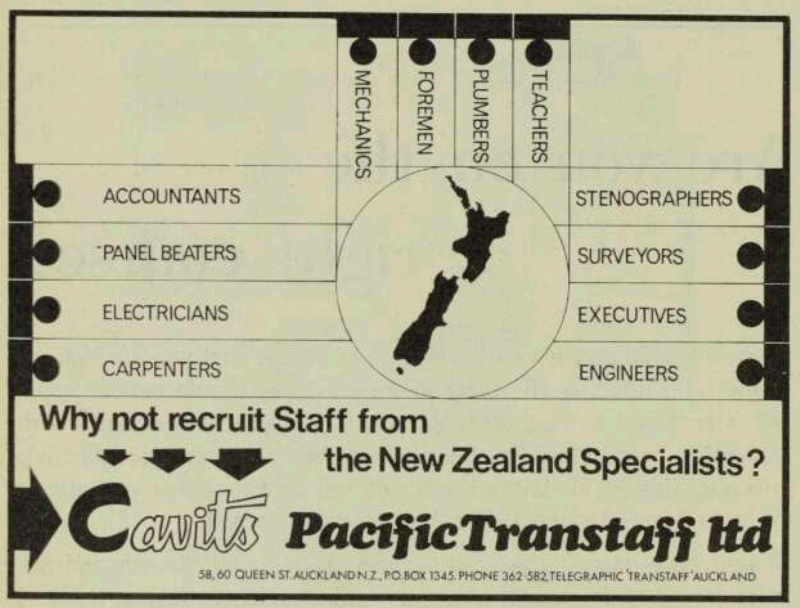
Moresby development

The W. R. Carpenter Group and an Australian construction company will jointly build a $2 million-plus shopping-office complex and a new industrial estate at Boroko, the Port Moresby suburb, early next year.

Carpenters and T. C. Whittle Holdings have formed a company—Capital City Developments (New Guinea) Pty. Ltd.—to be responsible for the two projects and also engage in property development, not necessarily limited to New Guinea.

The shopping-office complex, on Carpenter land on the Hubert Murray Highway, will include a supermarket/department store, several small shops and parking space. Two floors in the major building will offer the largest office area yet available in the territory—about 30,000 square feet on each floor.

The industrial estate, on Racecourse Road, will include several small factories designed to enable New Guinea tradesmen to start their own businesses.



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Papuan gas compared to Pakistani

Japan is comparing Papua's gas reserves with similiar reserves in East and West Pakistan before starting price negotiations with owners of one of the three fields. If negotiations are successful with Papua's owners, Oil Search, BP and Mobil, gas contracts with Papua will be a major economic leap for this depressed section of New Guinea.

The Japanese comparison follows the visit to Papua in September of a 12-man Japanese team, which inspected underground and offshore prospects in the Gulf (*PIM*, Oct., p. 34).

Oil Search has meantime begun work on a 1½ mile access road from the Pie River, in the Gulf, to the site of its next well, Ipigo No. 1.

Contract for the work has gone to the Dillingham Corporation of New Guinea Pty. Ltd. and it expected to take 3½ months to complete the road. BP and Mobil also will have interests in the well, which, when sunk, will be Oil Search's first in Papua since March, 1967 (Muabu).

Tahiti's second bank opens for business

French Polynesia's long-heralded second bank, the Banque de Tahiti, opened for business in the Rue Paul Gauguin, Papeete, at 8 a.m. on October 15.

The foundation of the bank was first announced last November (*PIM*, Dec., 1968, p. 129). Its establishment means that the Banque de l'Indo-Chine, which has been operating in Papeete for more than 60 years, no longer has a monopoly over French Polynesia's banking business.

The new bank has both French and American capital. The major shareholder is Mr. Jean Breaud, a French banker, who has lived in Tahiti since 1946 and has big land holdings. He owns a little over 25 per cent. of the stock.

The remaining stock is divided among the Bank of Hawaii, 25 per cent.; French metropolitan shareholders, about 25 per cent.; and local shareholders, 23 per cent

Mr. Jean Lalanne, of Tahiti, is the bank's president and director-general. The Bank of Hawaii is represented on the board by Messrs. Clifton Terry, Charles B. Klenske, Francis Moore and Rudolph von Pestel. Mr. Terry is president of the Bank of Hawaii; the other three are vice-presidents.

Mr. Lalanne told a Press conference in October that the new bank would aim to give quick service—dealing with each client in less than five minutes. He said all employees had been trained in all types of banking operations, rather than as specialists in individual fields.

Other features were:

- The interest rate on deposits would be 4 per cent.—the same as that offered by the Banque de l'Indo-Chine and local credit organisation, SOCREDO.
- The bank would offer a reduced service at lunch time, 12 noon to 1 p.m.
- A statement of account would be sent to all clients each month, together with all cheques drawn so that clients could take an active interest in the "life" of their accounts.

Trade briefs

- Air-NZ, New Zealand's international air carrier, with its main operations in the South Pacific, made a profit of $NZ1,019,533 for the year ended March 31. Chairman, Mr. G. N. Roberts, said the result was up from a $66,492 profit for the previous year. The year's operations were "satisfying", he said, but in terms of capital invested or turnover, the profit was "not substantial".

- Qantas, Australia's international air carrier made a net profit of $7.1 million for the year ended March 31—almost three times the

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1967-68 profit of $2.8 million, Chairman, Sir Roland Wilson, said the 1968-69 result was "the most successful in the companys 49-year history". Qantas' prospects for 1969-70 were "bright", but in the two years ahead of this prospects were "somewhat dimmer" because of anticipated American competition with jumbo jets.

● The French-controlled Liquid Air Australia Ltd. has bought for an undisclosed sum 60 per cent. of South Pacific Oxygen Acetylene Co. Pty. Ltd., one of New Guinea's two industrial gas suppliers. Liquid bought its interest from Societe d'Oxygene et d'Acetylene d'Extreme-Orient; the remaining 40 per cent. of South Pacific continues to be held by Steamships Trading Co. Ltd. Liquid Air France has a second industrial gas plant in the Islands—at Papeete, Tahiti.

● Merger plans between PanAm, the world's biggest international airline, and Continental Airlines, an internal US air carrier and operator in the US Trust Territory, appear to be off. A PanAm statement in mid-October said: "PanAm and Continental had a preliminary conversation late in August as to whether merger discussion should be undertaken. There are no plans for further discussion on the subject".

But, PanAm has stated a merger would "do much to solve the airlines' problems. PanAm is in a position to investigate opportunities that may arise for either acquisition or merger".

● A New Zealand firm, Beazley Homes Ltd., of Mt. Maunganui, has won a contract worth over $NZ2 million to build 284 two-, three- and four-bedroomed prefabricated houses near Kieta, Bougainville. The houses are for engineers and construction teams who will be working on the nearby $300 million copper project for Bougainville Copper Pty. Ltd. The contract was awarded by Bechtel WKE, an American firm representing Bougainville Copper.

● A company has been recently formed in Australia which could take a hand in financing future mineral, oil or gas ventures in the Islands. It's called Newaim Pty. Ltd., and is owned, equally, by five shareholders—the AMP Society, Bank of New South Wales, ICIANZ, Englehard Minerals and Chemicals Corporation and Newmont Pty. Ltd. Newaim's aim is to "assist mining developments in Australia and adjacent areas".

● New Hebrides Airways Ltd., the condominium's internal air carrier, incurred a $7,228 loss in the year ended December 31, 1968. Sir Roland Wilson, chairman of Qantas, revealed this in Qantas' 1968-69 report. He said Qantas paid $17,917 (13,371 shares) for its 25.7 per cent. interest in the airline. BOAC held another 25.7 per cent. and paid-up capital of NHA was $107,846.

Sir Roland said Fiji Airways Ltd., Suva based regional Islands carrier, would show a "satisfactory profit" for 1968-69. Fiji Airways made a profit of $F4,072 in the year ended March 31, 1968. Its paid-up capital was now $F1,020,000.

● New Guinea Goldfields Ltd., goldminer, timber operator, freight hauler, coffee planter and trader, lifted a profit of 31.6 per cent., to $289,908, for the year ended June 30, despite a $122,196 loss from logging operations at Vanimo. Premium prices for gold (profits $240,250) did best of the company's diversified activities; trading profits dropped $820 to $179,867. Dividend is unchanged at 10 per cent. tax free.

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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 Oct. 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 Nov. 10 were 1st grade, $F138.25; 2nd grade, $F128.25; CAS $F108.75. 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 $T94.25 1st grade and $T82.25 2nd grade, per ton.

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 Oct. 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 Oct. 23, quoted: Selling, Noumea and Papeete, 98 Pac. francs to $ Aust.; approx. 90 Pac. francs to US $; Noumea 18 Pac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc). **Paris-London:** Buying 13.3565 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 to Oct. 17 was $78 (7,800 Pac. francs). French price was 1,120 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 Oct., Nov. and Dec. were fixed, subject to freight adjustment, at $NZ157.41 1st grade, hot air dried; $NZ155.32 1st grade, sun dried, and $NZ153.76 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, quote F20c (4 in. to 7 in.) to F30c (9 in. to 11 in.) lb for "Sucuwalu" and "Loaloa" varieties.

Honiara.—Live slugs, over six inches, black six for 10c, other colours—12 for 10c.

CHILLIES.—Solomons, Honiara, Tabasco, grade one, dried 22c per lb, wet, 6c per lb; long red, grade one, dried, 12c per lb, long red, wet, 3c per lb.

COCOA.—Islands rates are based on Ghana prices. Ghana price on Oct. 23 was £Stg.428/15/- per ton, c.i.f., UK Spot.

On Oct. 23, Quote No. 1: In store Rabaul, export quality $760 per ton, delivered ex-wharf Sydney, $815. Quote No. 2: Best quality ex-wharf Sydney, $840, in store NG ports $750 (for UK, Continent and USA shipments).

W. Samoa.—Latest price quoted in Sydney on Oct. 23, was 1st grade, £Stg.380; 2nd grade, £Stg.360, f.o.b. per ton.

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: On Oct. 23, Quote No. 1, good quality A grade 41c per lb; B grade 39c; C grade 35c; X grade 40c and native X grade 39c (ex-store Sydney).

CROCODILE SKINS. — On Oct. 23, 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 Oct. 23 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 Oct. 23, 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.**—Manihiki, 40c-46c per lb: deliver Rarotonga, consignment 50c-56c per lb. **French Polynesia.**—Tuamotu, Gambier shells, up to $1,000 per ton, Papeete.

PYRETHRUM.—NG growers 17c lb, flowers.

RICE (Aust.): Prices, until Mar. 31, 1970, are—**P-NG:** Dried brown rice, $136.00 per ton, f.o.w. Sydney. Vitamin-enriched white rice, $150.50 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

	Sept. 23	Oct. 22
A. Lemon .50	.95	1.00
ANG Hold. 1.00	.73	.70
Bali Plantations .50	.91	.95
Burns Philp 1.00	4.35	4.45
Burns Philp (SS) 2.05	4.35	3.80
Camelec .50	.62	.65
Carpenter .50	2.40	2.55
Choiseul Plntn. 1.00	3.62	3.90
C.S.R. 1.00	6.52	7.06
Dylup Plntn. .50	.88	.98
Fiji Industries 1.02	2.90	2.90
Kerema Rubber .50	.28	.28
Koitaki Rubber .50	.81	.80
Lolorua Rubber .50	.42	.39
Makurapau Plntn. .50	.75	.74
Mariboi Rubber .50	.40	.37
P-NG Motors .50	.62	.58
Plantation Hldgs. .50	.62	.75
Queensland Ins. 1.00	5.70	5.68
Rubberlands .50	.33	.33
Sogeri Rubber .50	.65	.68
Sth. Pac. Ins. .50	1.95	1.95
Steamships Tdg. .50	.86	.83
Watkins Cons. .50	1.12	1.06

OIL AND MINING SHARES

C.R.A. .50	16.95	17.80
Cultus Pacific .25	.29	1.12
Emperor .10	2.00	1.70
NG Gold Ltd. .35	.60	.54
Oil Search .50	.43	.41
Pacific I. Mines .25	.30	.48
Papuan Apin. .50	.40	.48
Placer Dev.*	38.00	40.00
Southland .25	2.82	3.50

* No par value

Sydney stock exchange share price index for ordinaries on Oct. 22 was 580.21. On Sept. 22 it was 552.45.

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 Oct. 22 were: Prompt nominal shipment 68 Malayan cents per lb; Nov., M68½ cents per lb and Dec., M68½ cents per lb (all about 20 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: Oct. 23—**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 Oct. 23 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, Oct. 22, Philippines, in bulk, $US212 per long ton, c.i.f., UK/Nth. European ports; US Pacific coast $US181 per short ton.

COCONUT OIL: LONDON, Oct. 22, Ceylon, 1% in bulk, £Stg.137 per ton, c.i.f., UK/Nth. European ports.

RUBBER: LONDON, Oct. 22, Spot 26⅜d Stg. lb; Nov. 24½d Stg. lb; Jan. 24-3/16d Stg. lb.

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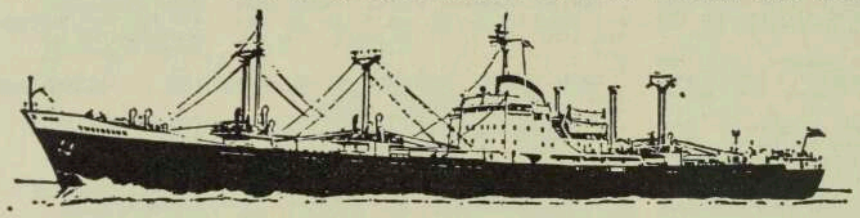
THE BANK LINE

MONTHLY SERVICES
UNITED KINGDOM AND CONTINENT
TO AND FROM
PAPUA, NEW GUINEA AND THE SOLOMON ISLANDS
ALSO:
FIJI, TONGA, SAMOA AND TARAWA TO UNITED KINGDOM AND CONTINENT

☆

U.S. GULF/AUSTRALASIA SERVICE VESSELS CALLING AT
FIJI, ETC., WHEN SUFFICIENT INDUCEMENT OFFERS FROM U.S. GULF PORTS



FOR PARTICULARS APPLY:
THE BANK LINE (AUSTRALASIA) PTY. LTD., SYDNEY, N.S.W.

FIJI DIRECT SERVICE

The cargo link with the U.K.
Sailings every four weeks

LONDON

To APIA (W. SAMOA) SUVA & LAUTOKA

Also cargo at through rates with transhipment in Suva for Levuka, Labasa, Nukualofa, Vavau, Niue and Pago Pago.

BETHELL, GWYN & CO. LTD.,
P. & O. Building, Leadenhall St., London, E.C.3., England.

BURNS PHILP (SOUTH SEA) CO. LTD.,
Suva, Fiji.

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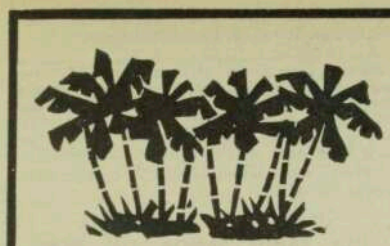

Shipping & Airways Information

SHIPPING

AUSTRALIA - FIJI - NORTH AMERICA

Pacific-Australia Direct Line operates a monthly cargo run, leaving east coast Australian ports for Nth. America, via Lautoka and Suva.

Details from Trans-Austral Shipping Pty. Ltd., 275 George Street, Sydney (29-2551).

SYDNEY - WEST IRIAN - INDONESIA

P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service from Indonesia to Brisbane, Sydney and Melbourne; there are inducement calls 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.

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 Nth. America.

Details from Shiptraco Sea Transport Services Pty. Ltd., 19 Bridge Street, Sydney (27-4149).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FRENCH 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—Sydney, Noumea, Vila and Santo.

Details from Messageries Maritimes, 2 Young Street, Sydney (27-2654).

SYDNEY - NZ - FIJI - HAWAII CANADA - UK

P. and O. Lines passenger vessels call approximately monthly at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and Nth. America; 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 three 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.

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 carry passengers.

Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

Amplex NG Lines, with the freigher Jette Bue, operates a monthly service from Sydney to Rabaul, Lae and occasionally Fulleborn.

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 Djakarta.

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, Kaohsuing, Keelung, Hong Kong.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (27-4701).

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA

Nedlloyd Lines operates 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 Interocean 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. operates a monthly cargo service from Japan to various New Guinea ports and Australian nickel ports.

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' eight vessels (three cargo only) run monthly between France and Australasia, via Panama and South Africa, calling at Noumea and Papeete.

Details from Messageries Maritimes, 2 Young Street, Sydney (27-2654).

FAR EAST - FIJI - NZ

Royal Interocean Lines operates a monthly return service with the Straat Chatham, Straat Singapore and Straat Johore from Manila,

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Bangkok (opt.), Pt. Swettenham, Singapore to Suva, Lautoka and NZ, returning to Manila.

Details from Royal Interocean Lines, 261 George Street, Sydney (2-0573).

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA - TAHITI - AM. SAMOA - FIJI

China Navigation 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. Pessengers 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 Luhesand and Fahrmannsand maintain a 28-day service from Auckland, NZ, to Rarotonga and Papeete, with other Island calls when cargoes warrant.

Details from Holm and Co. Ltd., Customs Street East, Auckland (49930).

NZ - 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 Aoniu; inducement calls 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, Kieta, 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, Kwajelein, 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 VC10's, operates from Sydney to Los Angeles on Mon., Tues., Wed., Thurs., and 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 tarns-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.

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● **PIM's shipping and airways information are correct to time of publication.**

Mon. flights departs Honolulu for Auckland, via Pago Pago.

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

UTA, with DC8's, operates a weekly service out of Djakarta to Los Angeles on Wed. and return on 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.

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.

DAIWA LINE

JAPAN/HONGKONG/PHILIPPINES/WEST NEW GUINEA SERVICE

JAPAN/SOUTH PACIFIC SERVICE

DIRECT MONTHLY SERVICE

JAPAN/GUAM & SOUTH PACIFIC

M.V. "SAMOA MARU" V-16

Guam Dec. 26
Tarawa Jan. 2-2
Pago Pago Jan. 6-7
Apia Jan. 7-8
Suva Jan. 11-12
Lautoka Jan. 13-14
Noumea Jan. 17-18
Vila Jan. 29
Santo Jan. 30-31

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PAGO PAGO: B. F. Kneubuhl., Inc.
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SUVA: Burns Philp (South Sea) Co., Ltd.
LAUTOKA: Burns Philp (South Sea) Co., Ltd.
NOUMEA: Agence Maritime pentecost.
SANTO: South Pacific Fishing Co. (N.H.) Pty. Ltd.
VILA: Burns Philp (New Hebrides) Ltd.
HONIARA: British Solomons Trading Company Ltd.
PAPEETE: Etablissements Baldwin.

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NZ - NORFOLK IS.

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

INTER - TERRITORY SERVICES

CHILE - EASTER IS. - TAHITI

Lan-Chile, with DC6-B's, operates fortnightly services, leaving Santiago on alternate Tues. and Papeete on alternate 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. A third service on Fri. from Nov. 26.

FIJI - TONGA

Fiji Airways, with 748's, operates from Suva to Nukualofa three times a week and return. A fourth service starts Nov. 26.

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 (Nov. 17, Dec. 1).

P-NG - SOLOMONS

TAA, with Fokkers and DC3's, operates twice weekly. Fri. planes leave Moresby via Munda to Honiara, returning Sat. same route. Tues. leave Rabaul via Buka, Kieta, Munda, Yandina to Honiara, returning Wed. same route.

TAHITI - USA

UTA, with DC8's, operates on Mon., 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 DC3'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.

INTERNAL SERVICES

FIJI

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PORT VILA — Comptoirs Francais de Nouvelles Hebrides.

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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. (Butaritari starts in Nov.).

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, Nanatanai, 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, Buin, Buka, Bulolo, Erave, Goroka, Hayfield, Ialibu, Kainantu, Kagua, Kavieng, Kieta, Kundiawa, Lae, Lumi, Madang, Mendi, Minj, 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 Woitape.

NEW CALEDONIA

Air Caledonie, with Twin Otters, Herons and Aztecs operates regular services to Hienghene, Houailou, Isle of Pines, Isle Ouen, Kone, Kouaoua, Koumac, Lifou, Mare, Noumea, Ouvea, Poindimie, Touho, Voh.

Details from Air Caledonie, Noumea.

NEW HEBRIDES

Air Melanesia, with Drovers, operates regular services to Aneityum, Epi, Erromanga, Lamap, Longana, Norsup, Santo, Tanna, Tongoa and Vila.

Details from Air Melanesia, Vila.

SOLOMON ISLANDS

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.

Martinet heads for Paris again

Veteran pilot Henri Martinet took off in October from Noumea on his return flight to Paris in a single-engined plane. The 63-year-old Caledonian was accompanied by his wife, France Martinet, as co-pilot.

Their adventures aboard *Le Cagou* began in February when the Martinets left Paris bound for the Pacific. It was not until August that the plane arrived however, as it crashed in Indonesia just after a French Press photographer had taken over from Mrs. Martinet in Singapore.

This time Mrs. Martinet was determined to accompany her husband all the way on the return flight from Noumea, which marks the 30th anniversary of Henri Martinet's first Noumea-Paris flight in 1939.

The trip to Paris is expected to take 45 days. In Europe the Martinets plan various pleasure jaunts in their Caudron-Renault before they offer it to an air museum.

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Papeete, Maison Morgan-Vernex,
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Pago Pago, B. F. Kneubuhl,
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DEATHS OF ISLANDS PEOPLE

Mr. A. D. Patel

Mr. Ambalal Dahyabhai Patel, the "stirrer" in Fiji politics in the 1960's, was a man who always had the respect of his political opponents. "A.D." as he was popularly known, died on October 1, after a brief illness, aged 64 (*PIM*, Oct., p. 28).

A few thoughts on the Fiji scene in the decade about to close bring one to the almost inevitable conclusion that it was because of the activities of Mr. Patel and his followers that the colony is now but a step away from full internal self-government.

The National Federation Party, which he led, and which grew from troubles in the canefields in 1960-61, consistently pressed for political reform. It did not get what it sought, but it at least gave the powers-that-be a push along the road it wanted to travel.

Mr. Patel was an able lawyer, yet in the political arena showed little of the surgical precision of a lawyer in dissecting a proposition.

But he was a compelling speaker, and when he spoke from the heart he could reach oratorical heights. Thrice he forced inquiries into canefields disputes.

These were the Shepherd inquiry, which followed a strike by cane-farmers in 1943, the Eve Commission of 1961, and again this year, when Lord Denning arbitrated on a dispute. (Lord Denning's decision is expected in December).

It was while appearing for cane-growers before Lord Denning that Mr. Patel became ill. He withdrew because of this, and it was that illness which led to his death.

During World War II, Mr. Patel got "offside" with the authorities, and he was interned from 1942 to 1944 under the defence regulations.

That indignity did not stop Mr. Patel from bouncing back and becoming a member of the Legislative Council in 1944, and serving till 1950. He was again elected to Legco in 1963, serving to his death. From 1963 he was a member of the Executive Council and Member for Social Services.

In 1966 after the constitutional talks in London there was a general election in Fiji, and he became Leader of the Opposition in the next council.

In 1967 he led his party from the council over the one-man, one-vote issue. The party boycotted all subsequent sittings of the council, and forced by-elections for all seats they held. They won them all, and Mr. Patel came back as Opposition Leader.

In the last 12 months or so, while still maintaining attacks on the Alliance Party-led Government, he seemed to mellow.

He will be remembered as a turbulent figure in Fiji politics; it will be up to the historians to assess the value of what he did.

Tearapo Teauna

A Tahitian schoolteacher who devoted a large part of his life to the study of Polynesian legends and who wrote numerous manuscripts about them, died in Tahiti recently at the age of 67. He was Tearapo Teauna, known as Pouira.

Pouira used to conduct a regular session on Polynesian legends over the local radio station. It had a large and eager audience.

In accordance with his own wish, Pouira's manuscripts were buried with him. This was described by the Papeete weekly magazine *Tahiti Regards* as "an anti-cultural act, if ever there was one", although there was ample precedent for it in Tahitian history.

Reverend Ben Chenoweth

The Rev. Ben Chenoweth, who served with the Methodist Church at Namatanai and Kavieng, New Ireland, New Guinea, for 32 years, died recently in South Australia, aged 75.

Mr. Chenoweth, born in South Australia, worked at Namatanai from 1923 to 1929, when he moved to Kavieng, on the northern tip of the island. When the Pacific War reached NG in 1942 he moved to South Australia for five years, returning to NG in 1947.

He left NG in 1960 and put in three years' church work in South Australia before retiring in 1963.

Mr. Carl Domnick

Mr. Carl Domnick, magistrate who served with the US Marine Corps in World War II as a scout, gathering military information in the US Trust Territory and evacuating Marshallese Islanders from Japanese-held islands, died recently on Majuro, Marshalls.

A former member of the Marshall Islands District Legislature, he was magistrate of Majuro, the Marshalls district centre, when he died. His son, Charles, is a Representative Member of the Saipan-based Congress of Micronesia.

Mrs. Alec Wickham

Mrs. Alec Wickham, widow of one of the two Wickham brothers credited with introducing the overarm "crawl" method of swimming to the world in the 1900's, died recently in the Solomons. Believed to be over 90-years-old, Mrs. Wickham was well known on Roviana, Western Solomons. Her husband died two years ago in Honiara, aged about 79, and his brother, Harry, died in October, 1962, aged 80.

Lilian Mary Quintal

Lilian Mary Quintal, daughter of Fairfax Moresby and Sarah Quintal, died on Norfolk Is. in October. Born on the island, she was 73.

Mr. Tommy Kabu

Mr. Tommy Kabu, Papuan cargo cult leader of the '50's whose followers in the Purari River region believed he was married to the daughter of the King of England, died recently in Papua, aged about 50. He had suffered from TB for some years.

Mr. Kabu joined the Australian Navy in World War II and saw Queensland. Impressed by Australia's economic progress, he returned to Purari after the war, determined to lift economic standards in this poor and depressed region.

He formed a cult, called the "New Men", and his followers rejected traditional customs. Christianity was embraced and a self-styled police force started.

But lack of skill, inexperience and bad luck doomed the project's main aim of bringing affluence to the Purari people and the movement died about 1955.

Mr. Kabu ran unsuccessfully for NG's House of Assembly last year, although he was almost an invalid and unable to campaign.

Toalepaialii Pose

Toalepaialii T. Pose, a senior Western Samoan judge and deputy-president of Samoa's Land and Titles Court, died in October, aged 60.

Before he was appointed to the bench, in 1956, Toalepaialii worked in hospital service, traded on his own and worked for the American forces at Satapuala during World War II.

He was a member of the Fono, the Samoan parliament before independence in 1962, a deacon of the Congregational Christian Church and a member of the Council of Elders. Also president of the Aana battalion of the Boy's Brigade, he had been voted national president of the

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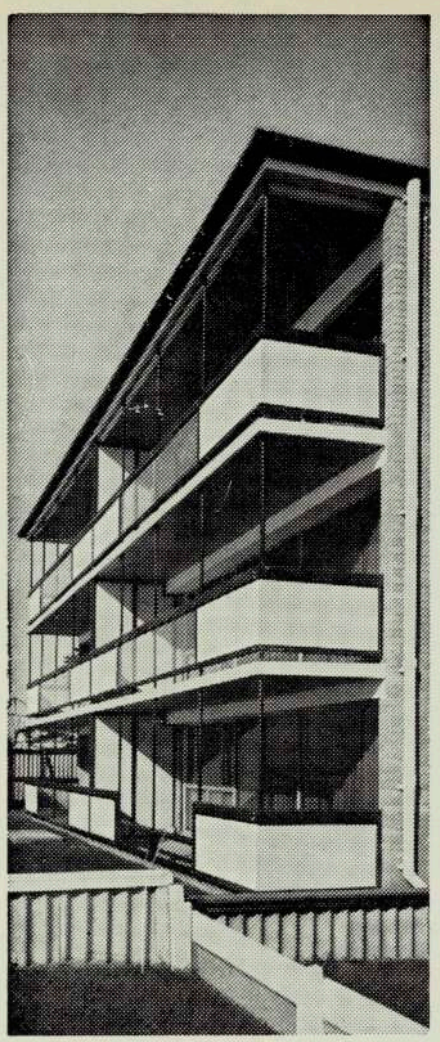

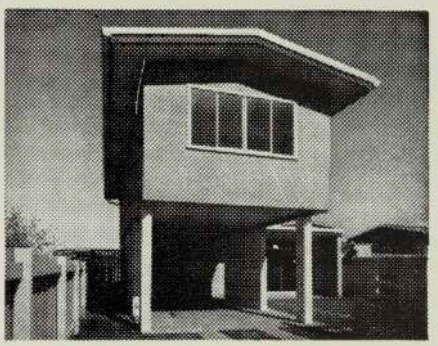

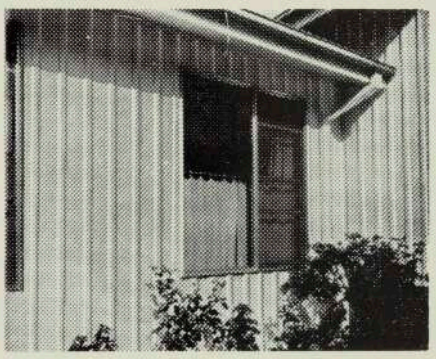

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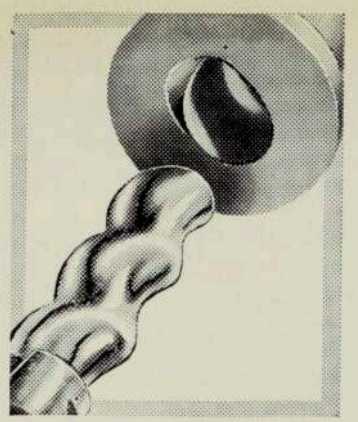

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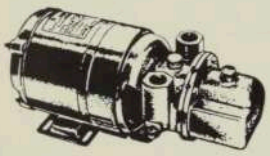

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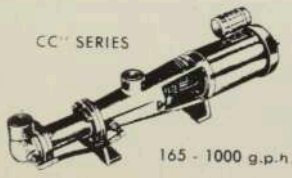

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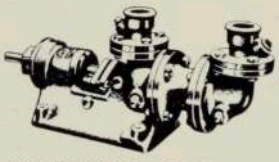

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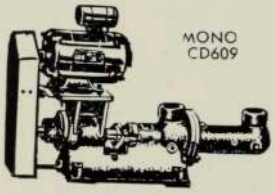

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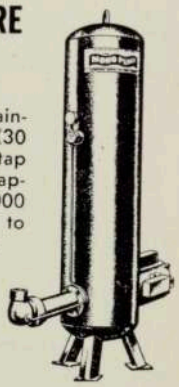

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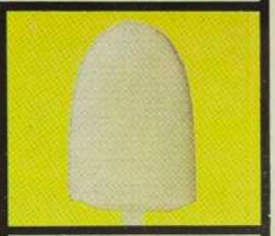

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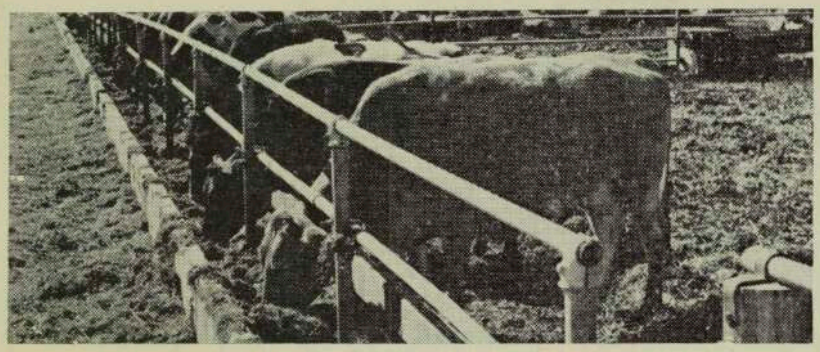


Sahiwal matrons feed from the feed-lot fence troughs on freshly-mown pasture from the research station at Ayr. Note scant shedding in background.

New dairy'beef breeds thrive in tropics

By GEOFF LITTLE

An interesting new phase of the great changeover to tropical cattle breeds in northern Australia has come. It is the move into Sahiwal type cattle or Red Sindhis by dairymen and beef producers. The trend draws canegrowers a step closer to the beef industry, with molasses in focus as a feed supplement.

RECENTLY I visited the Ayr Cattle Field Research Station of Queensland's Department of Primary Industries where research into Sahiwal-type cattle has been going on since 1960. Cows, which are good foragers, do well on a wide range of rough forage, are heat tolerant and tick resistant, with a great hardiness in drought, are obviously good breeding value.

Milk producers

Research in Queensland by the CSIRO and the DPI has brought the Sahiwals now to the stage where they are being used in commercial production of milk. The advantages of milking-cows with the Bos indicus strain are showing out, not only in the tropics but also in the sub-tropical dairying country of Queensland.

The disposal of the CSIRO herd of Sahiwal-type cows and calves at "Belmont", Rockhampton, in July has given a big impetus to the development of herds of dairy cattle specially bred for tropical Australia. Those animals were 18 dry cows and 10 cows with calves at foot, all of the Sahiwal-Shorthorn cross with which CSIRO has been experimenting at "Belmont".

The Sahiwal breed was tried in New Guinea before being introduced into Australia in 1952. At the Ayr Research Station we saw some unusually fine cows of Sahiwal cross type.

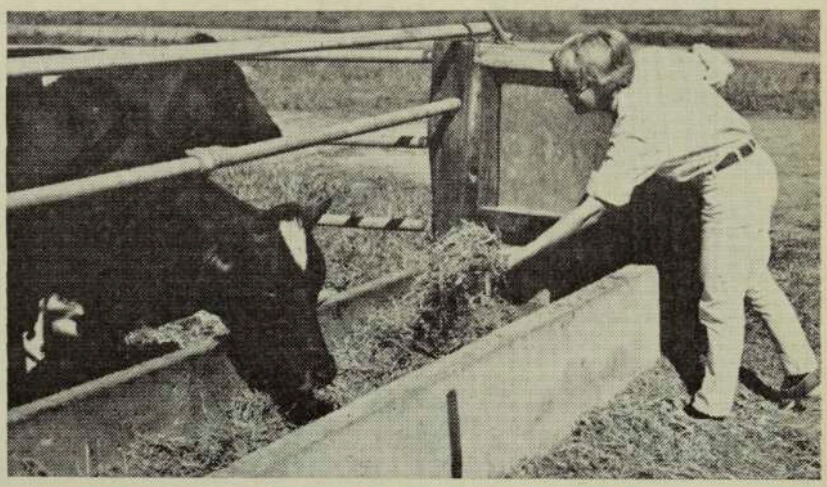
Cattle Husbandry Officer Mr. Ian Byford told *PIM* the Sahiwal cattle had a most important role to play in milk production for human consumption in trppical Australia as well as their obvious role as beef mothers.

The Ayr station, with 130 acres of irrigated sandy clay to silt loams, is in the "dry tropics" with a 42 in. summer rainfall. It runs between 200 and 300 head of cattle comprising Sahiwal cross dairy stock, Brahman and Afrikander bulls and Shorthorn and Brahman cross steers.

Strain begins

In 1960, a foundation herd of Jersey and Australian Illawarra Shorthorn heifers was mated with Sahiwal x Jersey bulls. The object was to develop a dairy cow with a great degree of heat tolerance and tick resistance, also capable of an economic yield of high-quality milk from tropical pastures and forage crops.

In 1964, the first of the Sahiwal cross-bred heifers calved and production performance measurements were begun. The purpose of subsequent



Friesian ancestry is prominent in this Sahiwal-type cow being tempted with freshly-mown grass by Rose-Marie Morrow, a Sydney University graduate doing digestibility studies at the Ayr research station.

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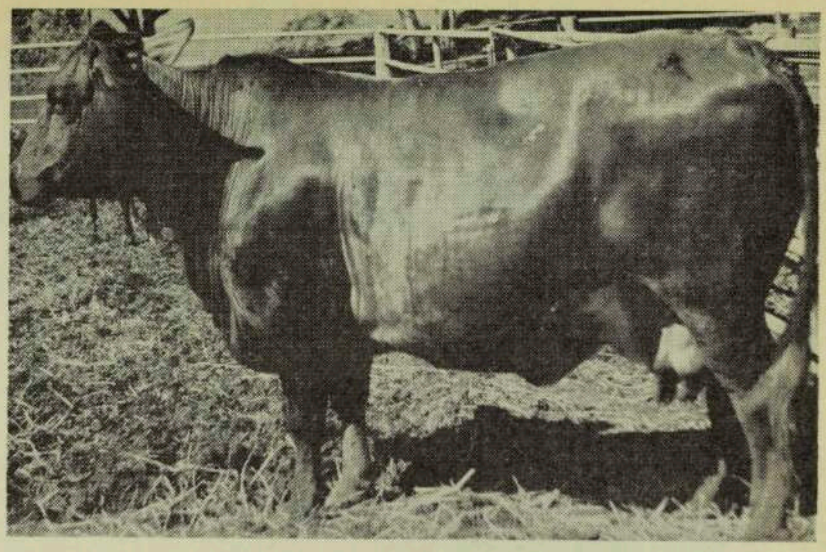
matings has been the production of half Sahiwal, half Friesian, AIS, Jersey or a combination of these British breeds.

Selection so far has been based mainly on milk and solids yield, persistency of yield, milk ejection characteristics and temperament. Heavy culling was necessary in the early generations. Current selection phases will be followed by breeding within the Sahiwal x Friesian or Sahiwal x AIS groups. The programme will include progeny testing of males for progeny retention in subsquent generations before they are used as sires.

Mr. Byford told me the cross-bred progeny had shown temperament ranging from relative docility through varying degrees of nervousness. The herd was grazed until 1965-66 but since then has been maintained in a lot except for a short period in the wet season each year.



The beefy build of the Bos indicus strain is seen in this Sahiwal springer but many of the original Jersey characteristics are also prominent.

High in fats

Lactation performance in dairy cattle is important from two aspects, namely:

- Initial yield and its maintenance over about three months.
- Persistency of yield over the middle and later six months.

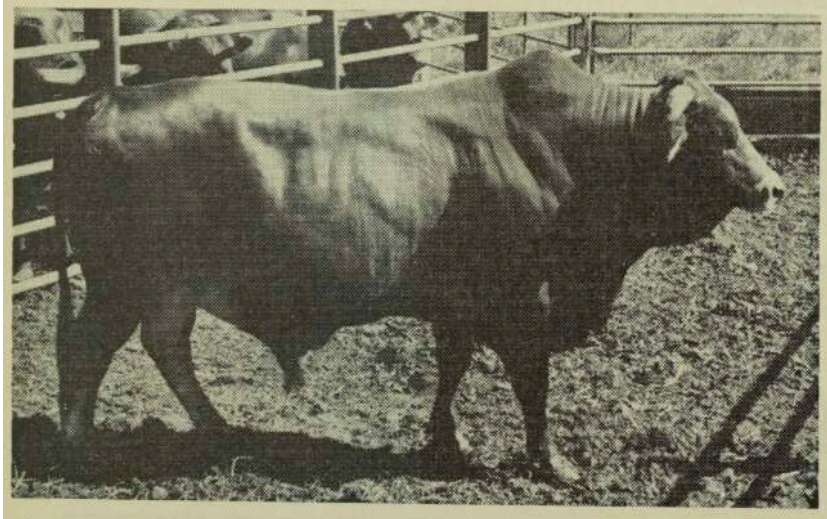
Good total lactation requires good performance in both respects. The herd had to be culled because of either high initial yield but non-persistency or low initial yield and high persistency.

High fat percentage is one of the characteristics of the Sahiwal breed. The range in butterfat percentage at Ayr has been from 3.9 to 6.3 per cent. and solids-non-fat percentage from 8.6 to 9.6 per cent.

Two Queensland cattlemen have begun Sahiwal stud breeding. Mr. George Lambert, of "Sundown" station in North Queensland, intends to breed Sahiwal bulls. He has been running some Sahiwals at "Dagworth", Beaudesert and this year has had a calf drop of more than 120 from Shorthorn cows mated with Sahiwal bulls.

Since he obtained his first Sahiwals about 18 months ago, Mr. Lambert has been delighted with the breed's performance. At the "Belmont" sale he paid an average of $562 for four Sahiwal-Shorthorn cross cows and one heifer calf, with a top price of $800. He is now running 10 pure-bred Sahiwal bulls with his herds and intends breeding bulls for sale and use on his properties.

A Gayndah cattle man, Mr. M. Mathieson was impressed with a pure-bred Sahiwal calf with a birth weight of 45 lb which tipped the scales at 96 lb in 13 days. With his son, Mr. K. N. Mathiesen, he will continue to breed Angus and Brangus at "Koobooda", but they believe there is a bright future for Sahiwals in beef production in tropical Australia. They are looking at the possibility of a Sahiwal stud on the 10,000-acre property.



Afrikander bulls like this are mated with high-milk producing cows like Friesians, Jerseys and Australian Illawarra Shorthorn to fix a tropical milking strain of cattle.

University interest

Professor John Francis purchased 11 cows and three calves at the "Belmont" sale for the Queensland University Veterinary School. He said the Sahiwals would be compared under study with other exotic breeds for performance and suitability in tropical conditions.

Officer-in-charge of the Cattle Field Station at Badgery's Creek, Mr. R. Hayman, is classifier for the Australian Sahiwal and Red Sindhi Society, formation of which was announced in August by the Primary Industries Minister, Mr. J. A. Row.

The females sold at "Belmont" were inspected by Mr. Hayman and classed as eligible for registration in Appendix C. Genetically, the cows were classified F2's and the calves F3's. The calves sold with the cows were the result of matings at "Belmont".

The Ayr station receives some financial assistance from the Aus-

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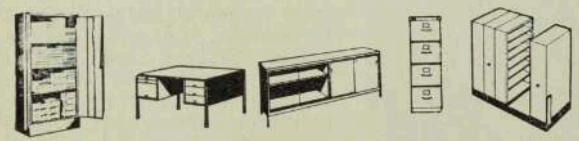

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tralian Meat Research Fund for intensive beef cattle investigations and their work in this field includes:

- Cultural and fertiliser practices on crops and pastures to increase yield and nutrient quality.
- Digestibility and ruminal research to ascertain suitability of crops or supplements for beef production.
- Feeding experiments of yarded cattle using tropical-origin rations.

Sorghum yields

Work done at Ayr has shown that Sugardrip type forage sorghums are capable of high yields and are suitable for intensive beef production. And yields can be increased by reducing the inter-row spacing from 3 ft to 2 ft.

Yield is influenced even more by the stage of maturity at harvest time. Later work on the forage sorghum, Zulu, shows it has a higher protein content than maize or other forage sorghums.

The use of nitrogenous fertiliser on irrigated pastures in Queensland is increasing rapidly. The effect of nitrogenous fertiliser levels up to 600 lb an acre per annum has been examined at Ayr using Elephant grass as the test species.

From these tests it has become apparent that yields could be increased still further with higher fertiliser levels. The feed produced at the highest fertiliser application would be capable of yard-feeding five beasts to the acre.

Nitrogen fertiliser also gave increased protein levels in the grass.

Even with high fertiliser levels pasture production is still very seasonal with only 16 per cent. of the year's feed being produced between May and August. The soil at Ayr became more acid with the high nitrogen levels used and this will require correction in time by the addition of lime.

Crops must be grazed at an early stage for high beef production because as a plant matures it becomes less digestible. But supplements can be used to minimise the quality decline. However, if yard feeding is employed with energy and/or nitrogen supplements, harvesting can be delayed to take advantage of increased yields.

Molasses cheaper

Molasses is the most readily available energy supplement for North Queensland cattle and, on an equalised energy basis, is much cheaper than grain. For any feedlot project contemplated for the tropical Queensland region it seems molasses must form an integral part of the feed ration.

In trial feedings of roughage and grain compared with roughage and molasses it was shown at Ayr that live weight gains of about 2 lb a day can be achieved with comparatively simple rations.

Subsequent studies with rumen fistulated steers suggested that higher levels of molasses may be successfully incorporated in the rations if calcium/phosphate supplement is fed.

Cattle were fed with a legume and a non-legume to give the following results:

Legume: Malabar cowpeas

Percentage roughage in ration	Live-weight gain lb per day
100%	1.4
90%, 10% grain	1.6
75%, 10% grain	1.8
90%, 10% molasses	1.8
75%, 25% molasses	2.0

Non-legume (forage-harvested sweet sorghum)

Molasses, per cent.	0	11	22	33
Nitrogen supplement	**Liveweight gain lb per day**			
Urea (3 oz day)	0.8	1.1	0.8	0.7
Bloodmeal (1 lb day)	1.2	1.3	1.2	1.5
Urea (3 oz) plus bloodmeal (1 lb)	1.3	1.6	1.9	1.6

TROPICAL CATTLE FETCH TOP PRICES

Subsequent to the sale of cows mentioned in the accompanying report on new dairy/beef cattle for tropical use, a sale of breeding stock was held at the CSIRO cattle field station at Badgery's Creek, NSW. Eight bulls from the two small herds of 10 Red Sindhis and eight Sahiwals were sold at prices reflecting the tremendous interest the new breeds are winning.

Dr. F. W. Stone, of Queensland, paid the top price of $22,000 for one bull, and the remainder brought prices ranging from $18,500 to $6,500, with a total of $110,500 being paid for the eight animals offered. Six of the bulls went to Queensland buyers, and one each to NSW and Victoria.

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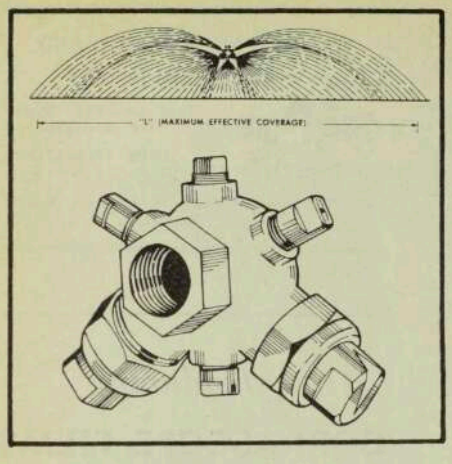

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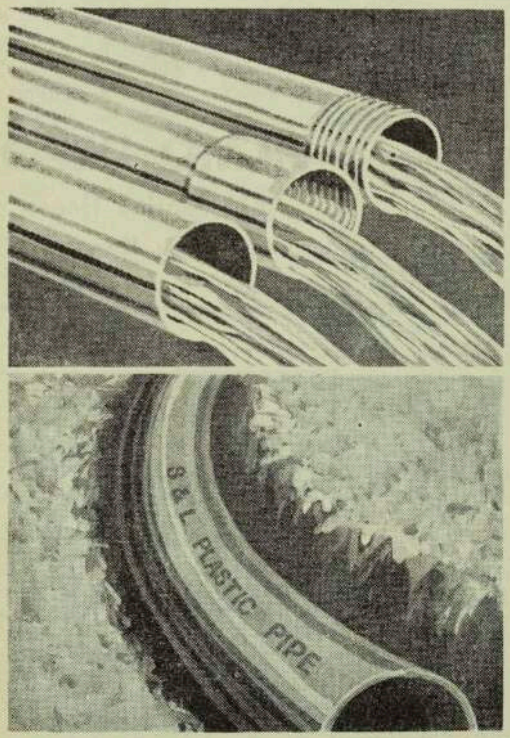

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People

● Fiatau Penitala Teo (Peni), District Commissioner, Ellice Islands, since 1967, retired recently after 39 years' service with the Gilbert and Ellice Islands Colony Government, to his island home, Funafuti. Peni joined the civil service in July, 1930, as an assistant school master, he became a clerk, interpreter, assistant administrative officer, 2nd Lieutenant in the GEIC Defence Force, acting DC, Administrative Officer Class B, lands officer, DC, Ocean Island (1963) and DC, Ellice.

A keen sportsman, scout, fisherman and a born leader, Peni received the MBE in 1956 for 25 years government service. He represented the GEIC at the 1951 Festival of Britain and at three South Pacific Conferences as well as receiving a commendation for destroying secret documents while Ocean Island was being bombarded during the Japanese invasion in the Pacific War.

● Mr. Bob Gordon, the only European copra planter on Malaita, Solomon Islands, was recently elected president and captain of the Auki Golf Club. His wife, Joan, was elected secretary of the club. The couple live on Baunani Plantation, 25 miles south of Auki, on Malaita's west coast. Before moving to Malaita nine years ago, Bob spent eight years planting in the Russells.

● Mr. George C. Kiskaddon, president of MILI, the US Trust Territory's shipper, was in Sydney and Hong Kong recently discussing new operations for MILI. After several negotiations with Nauru, the shipper remains hopeful that joint shipping ventures between MILI and Nauru will come about, as will plans to co-operate with the Hong Kong-based China Navigation Company. A grey-bearded Battle of Tarawa veteran, Mr. Kiskaddon wants stronger links between his territory and other Islands territories. A Carolines-New Guinea service carrying copra is one possibility.

● British Phosphate Commissioners and government staff from Ocean Island, Nauru and Christmas

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Island who may be on leave in December are invited to the Phosphateers annual Christmas re-union at the Brighton Town Hall, Melbourne, on December 6. Those interested should contact the Hon. Secretary, Bruce Peek, 32 Primula St., Nth. Blackburn, Victoria, 3130.

● Mr. D. N. Haliburton, a civil engineer with the New Zealand Ministry of Works, has been appointed project engineer in charge of construction of the proposed jet airport for Rarotonga, Cook Islands. No construction tender has yet been let for the airport, which is due for completion in 1972.

● Father George Kester, 62, the Cook Islands' longest-serving priest, recently celebrated, at Matareva, Rarotonga, the silver jubilee of his ordination. Born in Holland, he started working in the Cooks—Manihiki—in 1947, and apart from a near-fatal attack of typhoid soon after his arrival necessitating a stay in Fiji and a couple of trips to Holland, Father George has remained in the Cooks.

● Miss Simone Hanner, 21, New Caledonia's number two swimming star at the Third South Pacific Games (*PIM*, Sept., p. 30), has retired from competitive swimming and won't compete at the 1971 Games in Tahiti. She will take a two-year course in swimming coaching in Paris and return to Noumea. Caledonia's number one swimmer, Marie-Josie Kersaudy, 15, earlier announced her decision to retire (see Sept. story).

● Mr. Robby Roberts, acting Assistant Resident Commissioner of the Gilbert and Ellice Islands, was to visit Fiji and Western Samoa in early November to study how these territories attract their capital for tourist development. On his two-week tour Mr. Roberts will also take a close look at local government tourist bodies. The GEIC has no tourist office but its Wholesale Society acts as travel agent for several overseas airlines.

● Recent departures from the Solomons included Messrs. A. L. Lindley and Mike Oliver. Mr. Lindley, deputy chief of police, had served in the Solomons since February, 1952, and Mr. Oliver, had served as a communications officer with the Postal and Telegraphs Department for 15 years.

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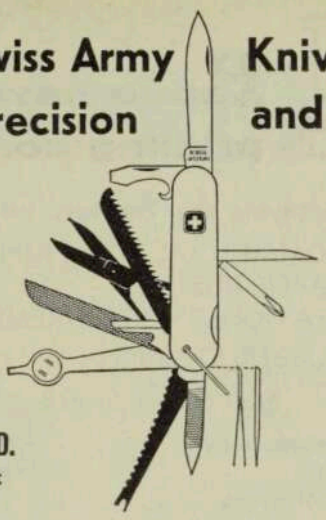

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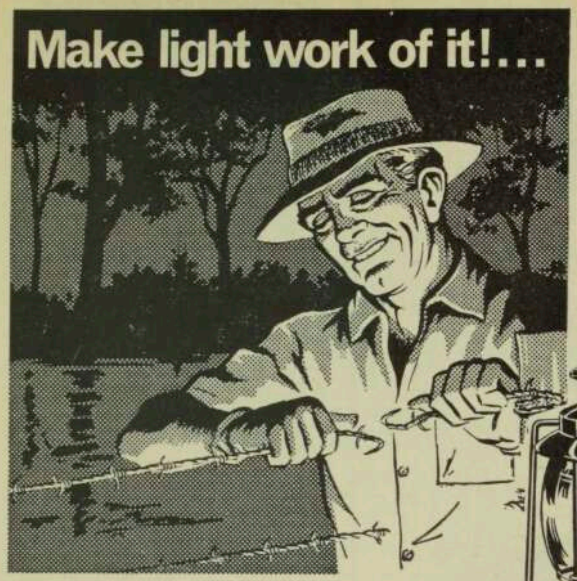

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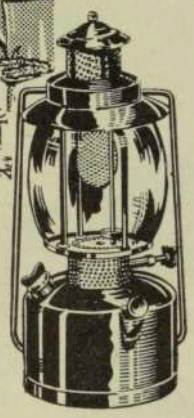

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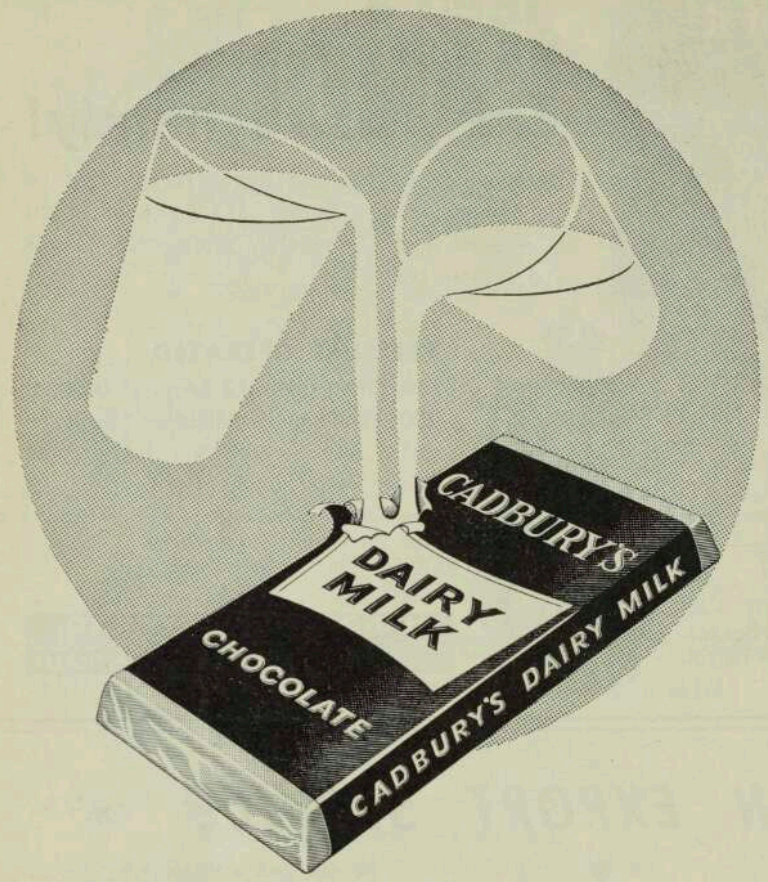

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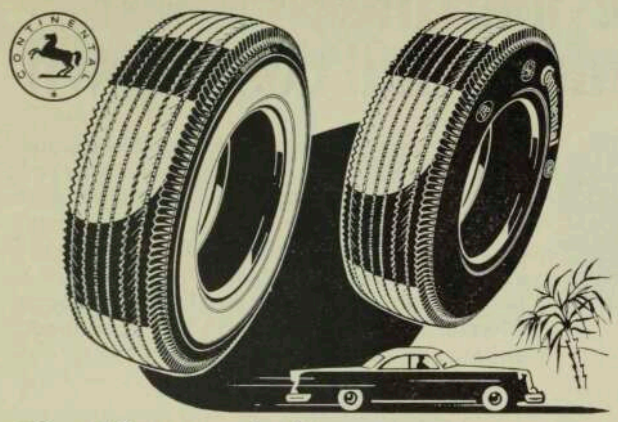

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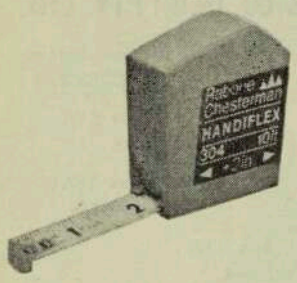

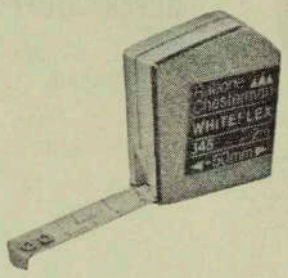

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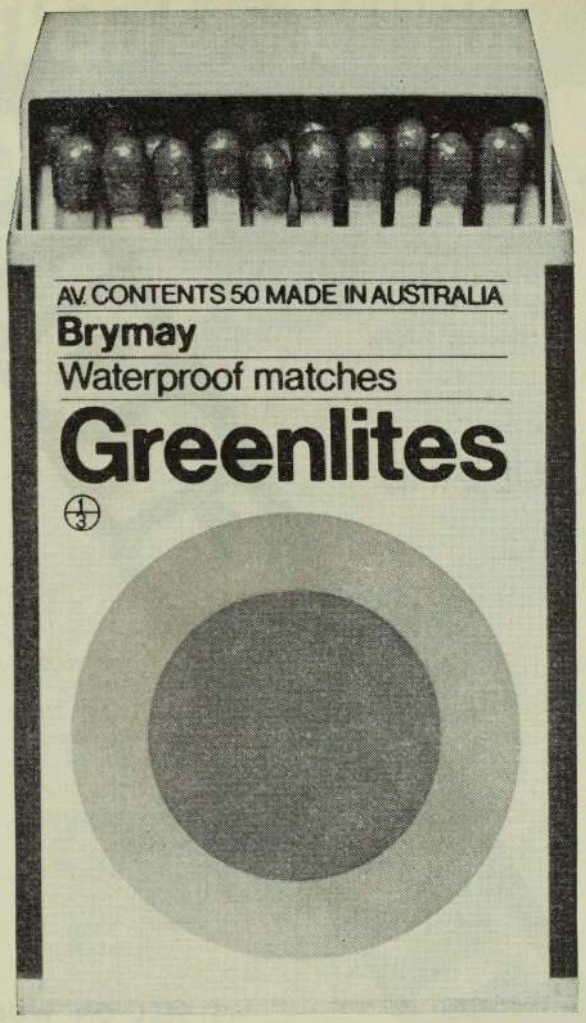

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SM23P

Pacific round-up

(Continued from p. 34)

roads were built, electricity installed and better water systems and sewage systems found. Economic development was non-existent in the territory at the moment. Efforts to date had been directed at controlling and regulating existing business.

He added: "Many of the people would like to reverse the economic trend presently existing in the territory, whereby exports of goods and services are exceeded by our imports. A great need exists in the survey of private lands to determine the boundary lines between privately held lands and the public lands. There are said to be about 348,000 parcels of land privately held. But for all these holdings, not one certificate of title has been issued and not one lot has been officially registered.

"A survey by metes and bounds has been made of only 16 per cent. of these thousands of privately held lands, and a re-survey will probably be necessary once the rights and titles to these lands have been adjudicated. Micronesians consider their lands as their most important natural resource. However, the land is almost completely underdeveloped."

He continued: "No significant agricultural development has taken place, and as a result, Micronesians in the district centres are being forced to import a larger percentage of their food supply. And I may say at this point that with bread fruit dishes in the districts, Micronesians are becoming dependent on rice and flour imported from outside the territory.

"If the base for the development of private enterprise is not strengthened, the goal of self-sufficiency will not be achieved and the grant of funds by the administering authority will be 'self-perpetuating' rather than 'self-replacing'. The Congress of Micronesia and the Micronesian people do not want to remain dependent upon the metropolitan country forever."

PAPUA-NEW GUINEA

Mr. Oala Oala-Rarua, of Papua-New Guinea, said the rugged terrain of his territory made communication between the three ethnic groups—Melanesian, Micronesian and Papuan—very difficult, and had led to a wide diversity of some 700 different languages.

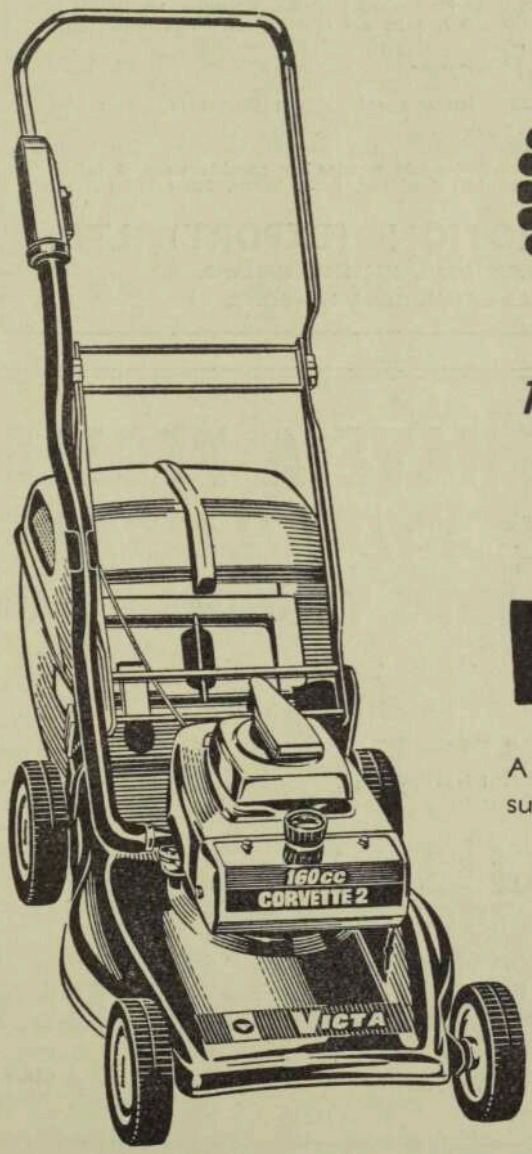
There was still some antipathy between various groups but this was breaking down "as a need for co-operation is realised". The use of lingua franca such as Pidgin in P-NG and Motu in Papua was assisting to some degree a feeling of unity among the people.

The development of light industries was accelerating and it was expected that the Bougainville copper project would add greatly to the territory's economy. Benefits were expected to include revenue to the Administration of between $A200 and $A300 million in the first 10 years, the provision of jobs for some 2,500 New Guineans, a $2 million training programme and a township of 10,000 people.

Education was moving ahead, especially in the field of higher education, in fact there were 230 students from other South Pacific countries currently undergoing training in the territory.

A main problem was land tenure, he said. "A system of customary ownership of land means that an individual may retain ownership of trees he plants and has usage rights over the land. But the land's ownership remains vested in the community. This leads to problems associated with the planting of permanent crops such as coconuts, coffee, rubber and tea".

He continued: "Ideally the planter's



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requirements permit tenure of land for periods which may well exceed his lifetime in order that he may grow the crops and have negotiable title in order to obtain credit. Reluctance of owning groups to provide exclusive rights to individuals undoubtedly hampers the progress of agricultural development in the territory and creates difficulties with respect to the acquiring of land for urban development."

Urbanisation was another big problem; though 85 per cent. of the people still lived in villages, the large towns were growing rapidly. Current estimates were that Port Moresby would grow from its present 50,000 to 120,000 in the next 10 years, bringing problems of housing, finding work and social adjustment.

Lastly, P-NG had an immense task ahead in giving its people the means of taking over from expatriates at all levels; this involved obtaining the education, skills and experience, as well as the business and administration opportunities.

FIJI

Chief Minister of Fiji, Ratu Sir Kamisese Mara, said problems of his country were those of a multi-racial

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society and the "need to find constitutional forms which will reflect the aspirations and rights of the various communities.

"This is not a problem where we look to the SPC for assistance but simply for recognition of the situation, and for sympathetic understanding," he added.

A related problem was one of attracting foreign capital without which Fiji's resources could not develop "at the pace, particularly industrially, which will create 8,000 job opportunities a year".

Of the total fixed investment figure of $30.4 million in 1967, $21.4 million was in the private sector and of this, 70 per cent. could be attributed to foreign capital. About 50 per cent. of Fiji's total fixed investment could be attributed to foreign capital; it was not therefore a question of whether Fiji needed foreign capital, but on what terms it came in.

With 300 scattered islands making up Fiji, communications were a top problem to be solved. Said Ratu Mara: "It is of little use encouraging increased agricultural production if the farmers cannot reach the markets with their produce.

"Government cannot afford to perform this service, nor is it really its function to do so, though it can supplement services.

"But if private enterprise is to do this job, then it must be profitable to it. The answer may be in government studies of the patterns of trade, the provisions of good slipping facilities, jetties, reef passages, licensing of routes, or subsidies, or perhaps a combination of some or all of these. Shared experience of these problems would be useful and could lead on to the next step of regional communications and trade."

Development in Fiji, said Ratu Mara, had placed very little business and commerce in the hands of the Fijians. Co-operative societies were offering business training and opportunities, but more needed to be done in training individual Fiji businessmen and assisting them with capital and supervision in the early years.

He added: "With this is coupled the general position of the have-nots of Fiji, and there is a need for special measures to bring them up to the level of the haves. This will involve special measures in their favour and understanding from those who do not benefit from these, that they are made in favour of people who are behind in the economic race and that their objective is the elimination of occupation by race—in fact a move to a more integrated society."

Over half of Fiji's population was under 20, an asset in its fullest potential. "World experience shows that one of the reasons for unrest and discontent," he added, "is the lack of opportunity to participate (not only among youth). But it is not enough simply to provide opportunity to participate; if they are to be satisfied they must participate in policy making and decision making."

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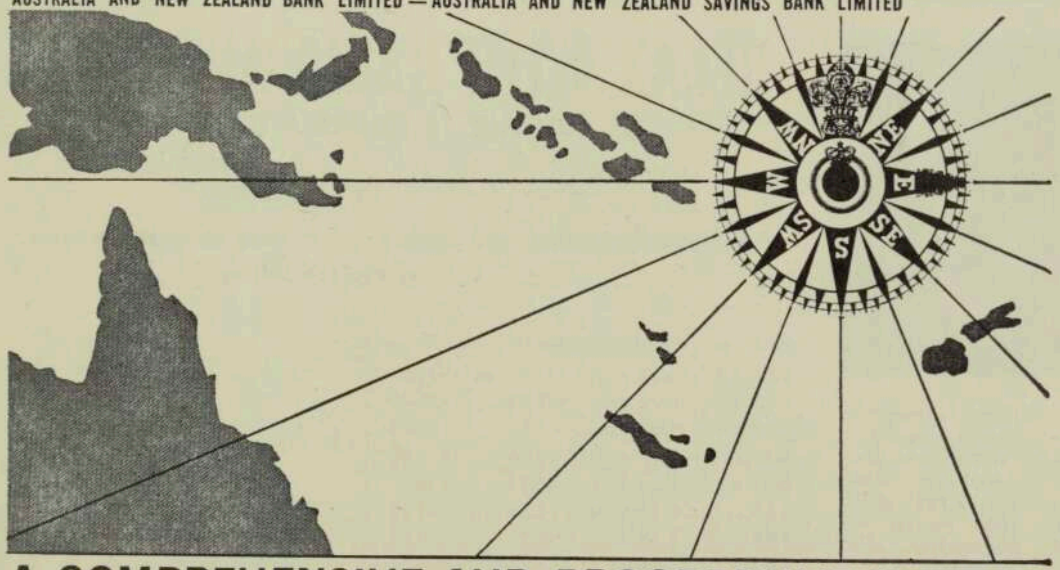

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