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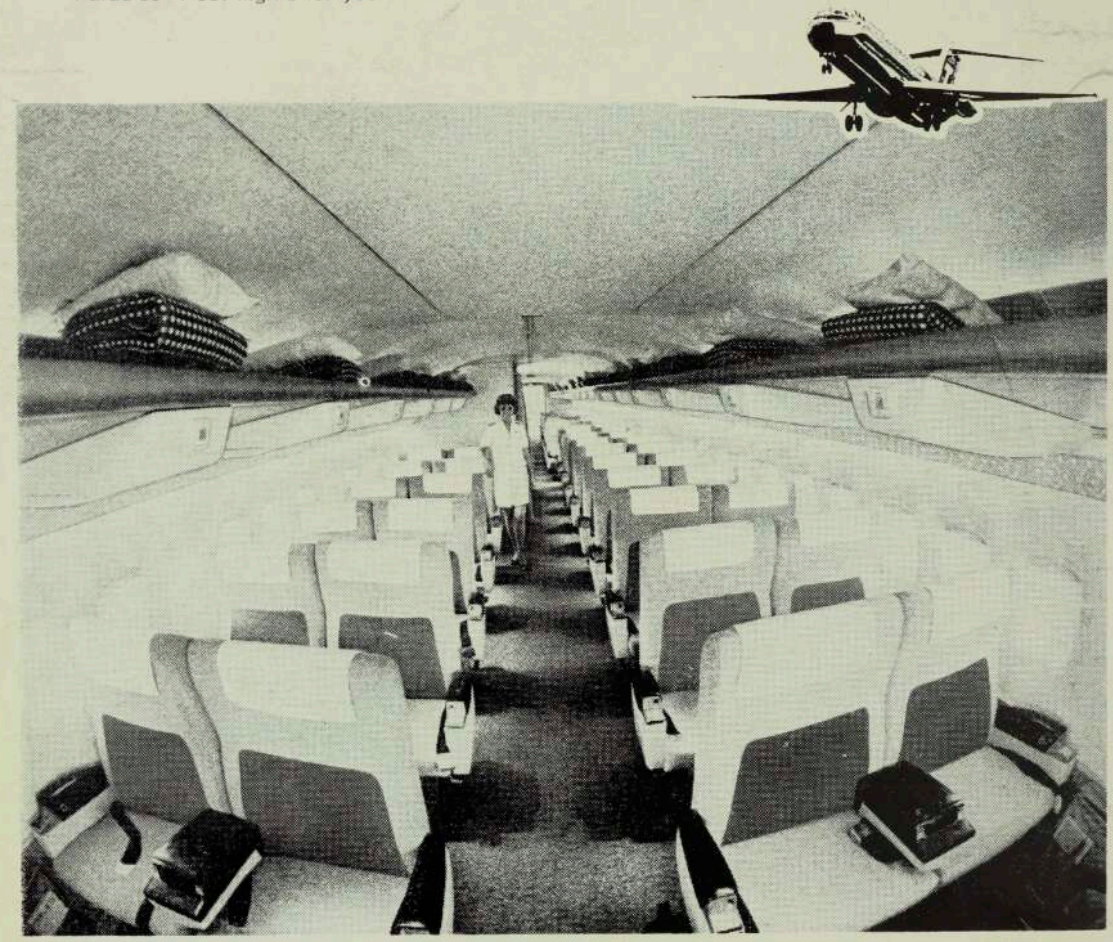

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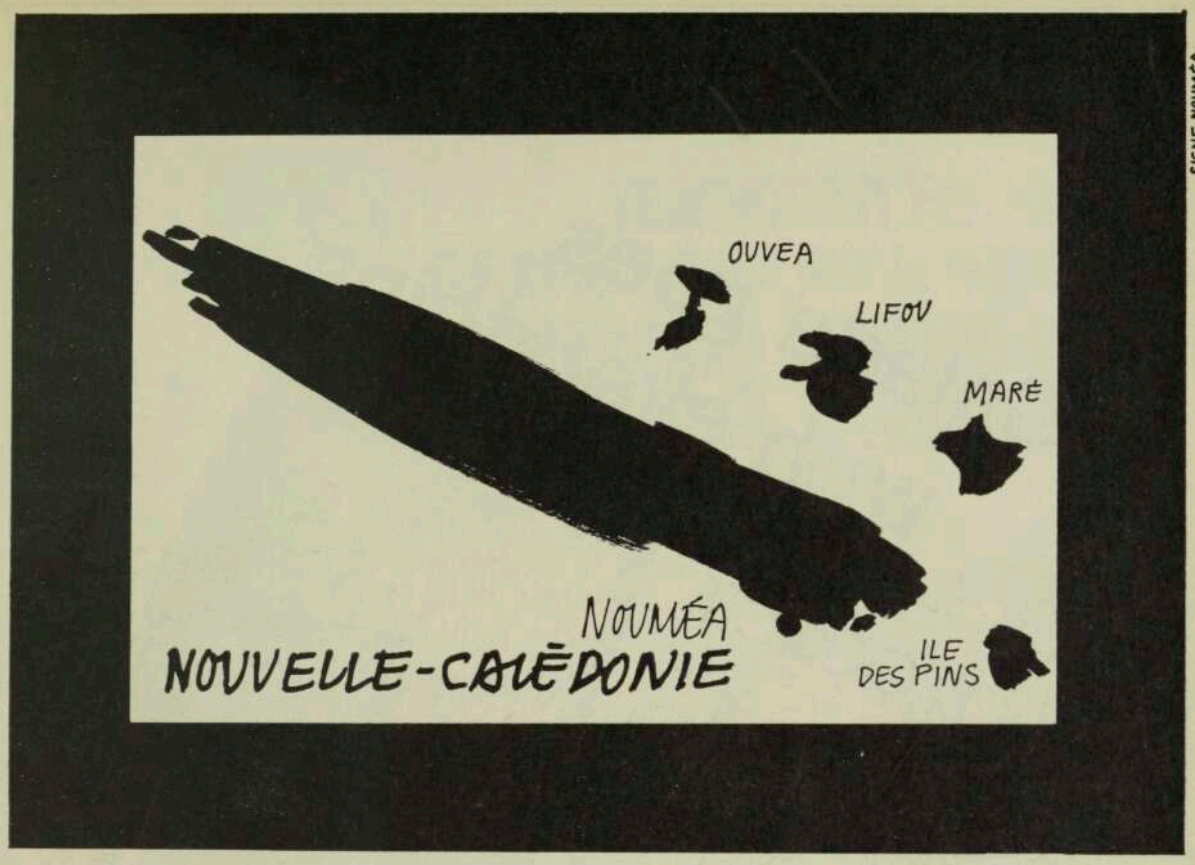
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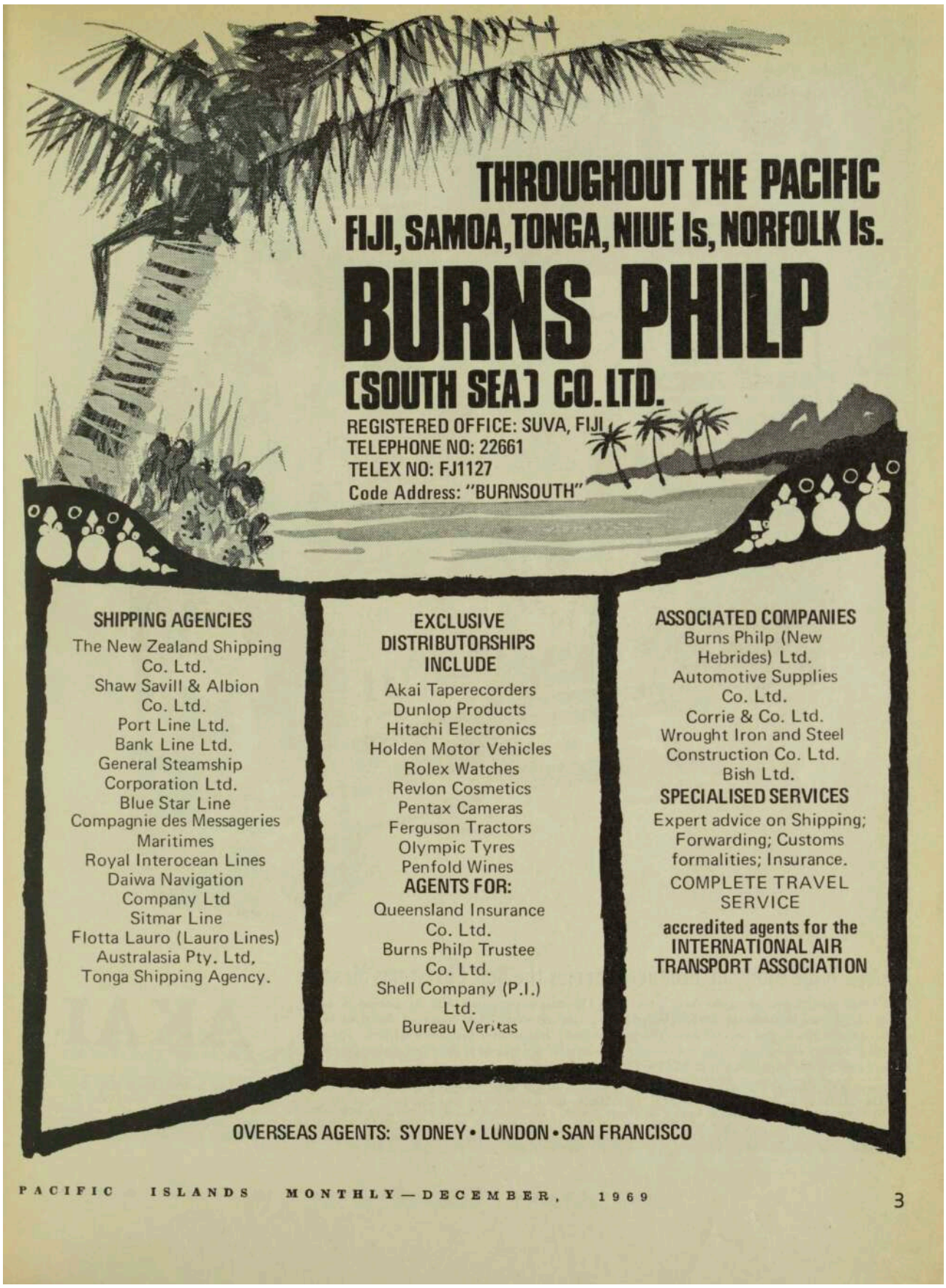


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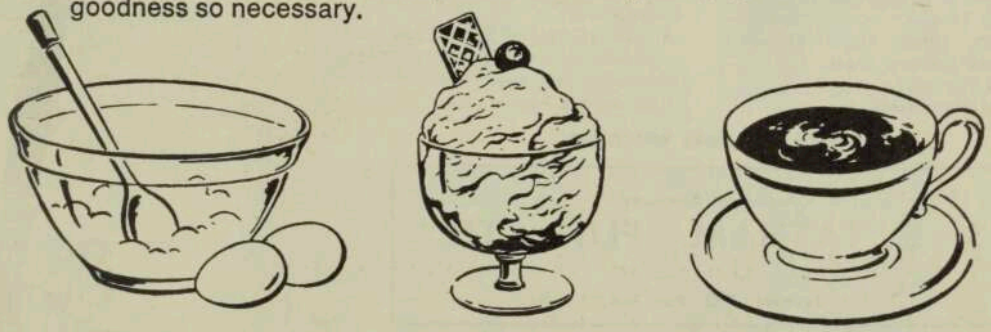



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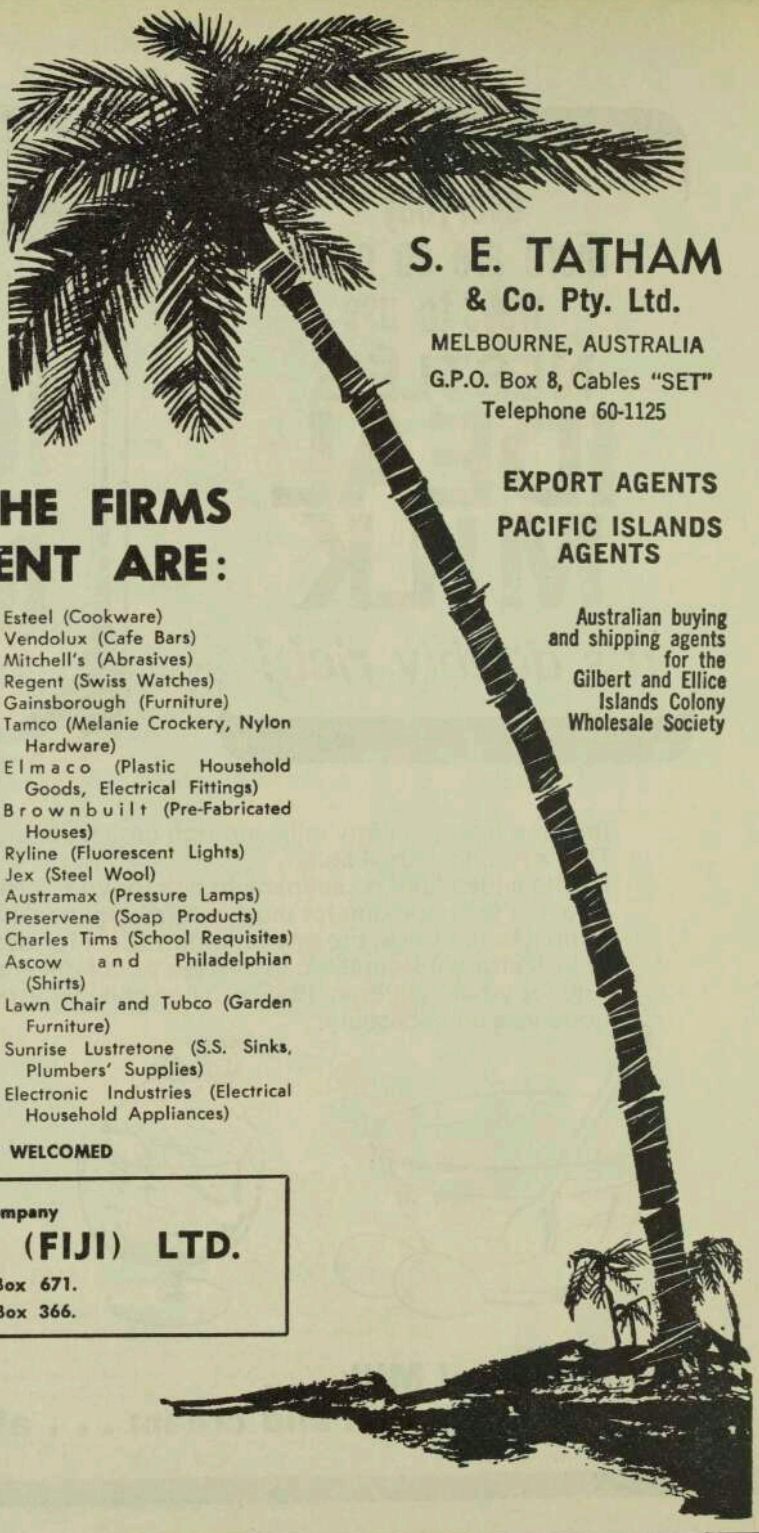



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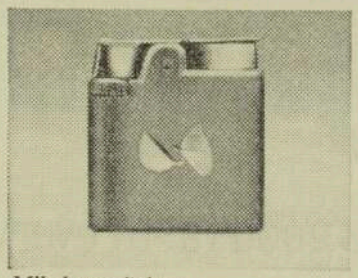
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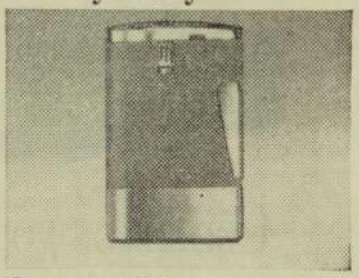
My boy friend gave me
the dinkiest lighter you ever saw.
So dinky, I can't get flints
small enough to fit it.
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with first. Him or it.
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But I like to keep them as souvenirs.

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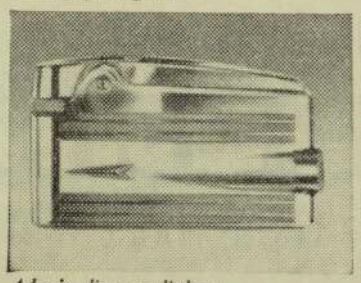
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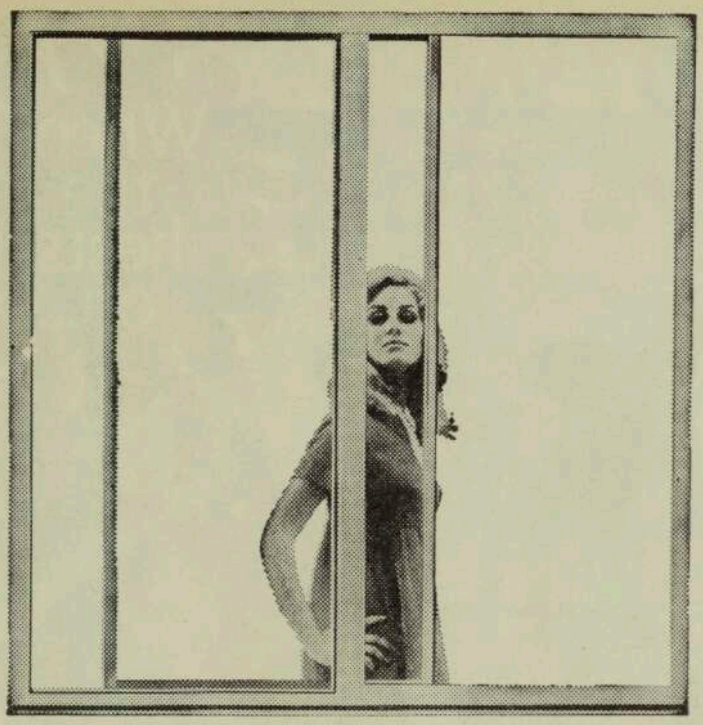
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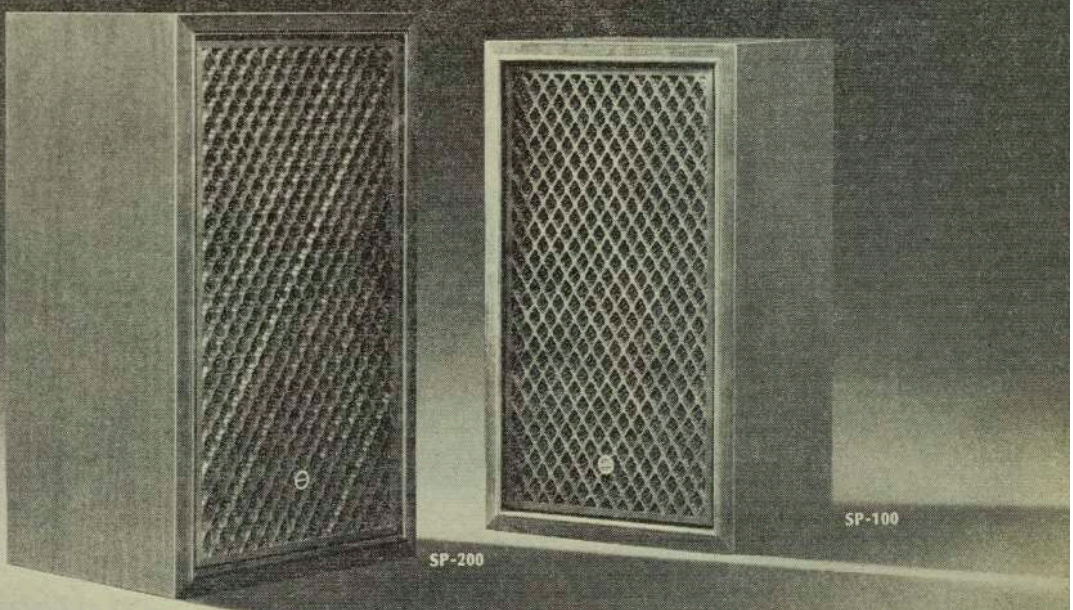
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# Up Front with the Editor

Buraro Detudamo's announcement at the recent South Pacific Conference that, "contrary to what you may have read in the papers Nauru needs money—lots and lots of it and very badly too," would have made interesting reading for most of Nauru's neighbours.

It's true that Nauru must continue to generate money, and lots of it, if she is to keep herself in the manner to which she has become accustomed. And with her one economy diminishing as the phosphate is worked out, she will have more urgent need of money than many other territories if she is to establish alternatives.

Nevertheless, name the island that isn't anxious to be a poor little rich girl like Nauru.

One of them, the only one with any justifiable claim to resent not having Nauru's riches, is Rabi Island in the Fiji group, whose people were once neighbours of the Nauruans. They moved away from their home, Ocean Island, or Banaba, in 1945, having bought Rabi from the proceeds of Ocean Island phosphate royalties.

The Banabans made a major mistake in moving, although they can't be blamed for that.

Like the Nauruans, they had suffered under Japanese occupation, been deported to other islands, and had nothing much to come home to. So they went to what they expected would be their golden valhalla on Rabi.

Out of sight, out of mind.

On Rabi they were forgotten, as back on Ocean Island the phosphate industry started up again, and the mechanical grabs chewed up their land. The Banabans got their royalties, but the good wages were paid to Chinese and to Gilbert and Ellice Islanders, who also got any perks that were going.

The phosphate industry started again on Nauru, too. But here the landlords were very much in residence to see fairplay, to demand houses, better schools and hospitals, free movies, duty-free goods and no taxes, and scholarships to Australia.

The Australian Government had to put in a big staff of public servants to administer all this, which meant still more jobs for everybody, including the landlords. Nobody much cared about the expense, because every cent of it came from the phosphate proceeds, and there was still a fortune being made every year.

As we all know, the Nauruans now own all the phosphate and the equipment that gets it out, and run their own country too. And they still don't pay taxes.

The main reason they have all this is that they stayed put, when the Banabans didn't.

Poor Banabans. Is it any wonder they have been frustrated and angry in recent years? They have approached the UN, without success, and asked Britain to grant Ocean Island her independence, again in vain.

Like the Nauruans, they have used every kind of adviser—lawyers, academics, economists, constitutional experts, public relations men—to help in their campaign. Unlike Nauru, the results for Rabi have not been worth the money and time expended.

But the campaign goes on. Tebuke Rotan, manager of the Rabi Island Council, is currently living in London to drum up support at the heart of the colonial Pacific empire which poor old Britain is stuck with.

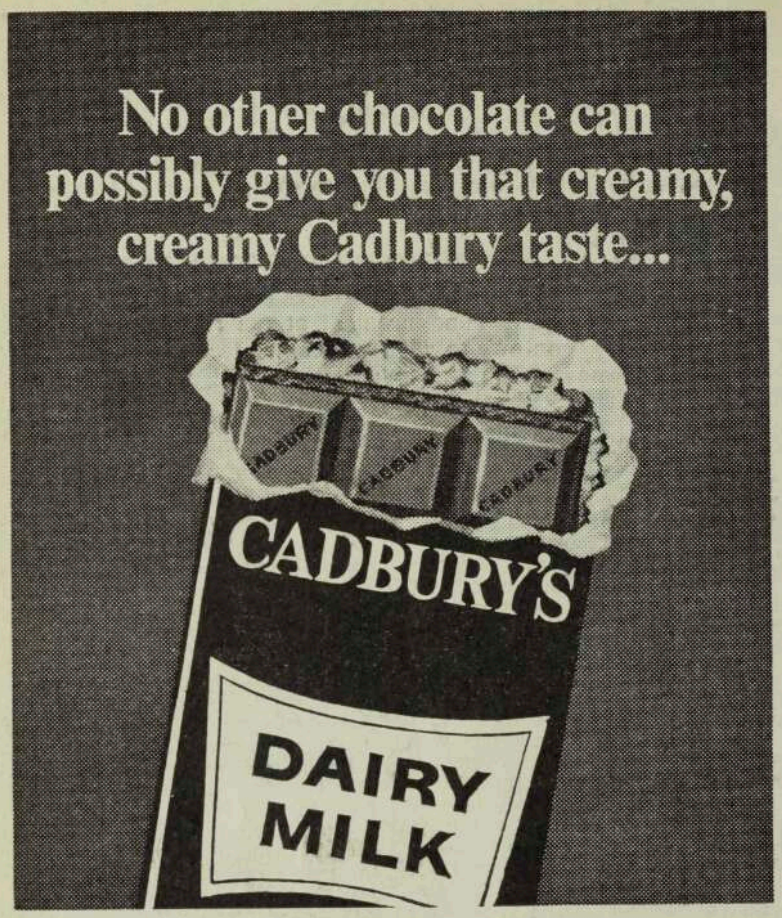
## "All sorts of advice"

With the help of still more advisers, this time a mixed-team from the Australian National University in Canberra, giving their services free, Tebuke is having a document prepared which will point out that the Banabans have always had a separate identity and that Ocean Island is entitled to be treated separately from the Gilbert and Ellice Islands Colony.

Much of the Banaban vocabulary,




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it will be shown, is non-Gilbertese, the people having come from the Carolines. In any case Ocean Island's physical isolation in pre-European times made it certain that the people would establish their own identity.

It will also be pointed out that Ocean Island was taken over by Britain for politico-economic reasons, and that the money today contributed to the GEIC from Ocean Island phosphate proceeds in the name of taxation is so high a proportion of the profits that it virtually amounts to confiscation.

What support Tebuke will drum up with this document I don't know. I'm not clear on what Tebuke's present objectives are, and I suspect the Rabi people as a whole are not clear on them. Everybody wants the lion's share of the phosphate money, but there is a lack of resolution on how best to achieve this. Rabi lacks a DeRoburt.

But I don't believe even a DeRoburt could now do for the Ocean Islanders on Rabi what that leader did for Nauru. Rabi's chance of gaining a full inheritance is gone.

It was lost after the people became absentee landlords and nobody emerged with the rare foresight to watch closely and analyse developments as they occurred back on Ocean Island. To continually prod and question the BPC and the GEIC administration; to insist on frequently being heard, to insist on the handouts the Nauruans were getting.

The Banabans will gain little now by resenting what-might-have-been.

While they should, and will, continue to fight for a greater share of the phosphate proceeds, the time has surely come for them to stop dissipating their present income on expensive advisers and air fares.

More important, they should get on with the overdue task of developing Rabi with what resources they do have. History is filled with examples—and Australia's own early colonial history supplies plenty of them—of people who supported themselves on the smell of an oily rag as they developed their land to a stage where it could begin to support them, then enrich them.

Rabi is not short of productive land, but there is not nearly enough self-help on Rabi, and not all the public relations campaigns that Rabi can pay for will change that fact.

Rabi needs a *two-pronged* drive for recognition: one directed at Britain and the BPC, the other to a back-to-the-land campaign on the home front. And the second prong should be the sharpest.

**—Stuart Inder**




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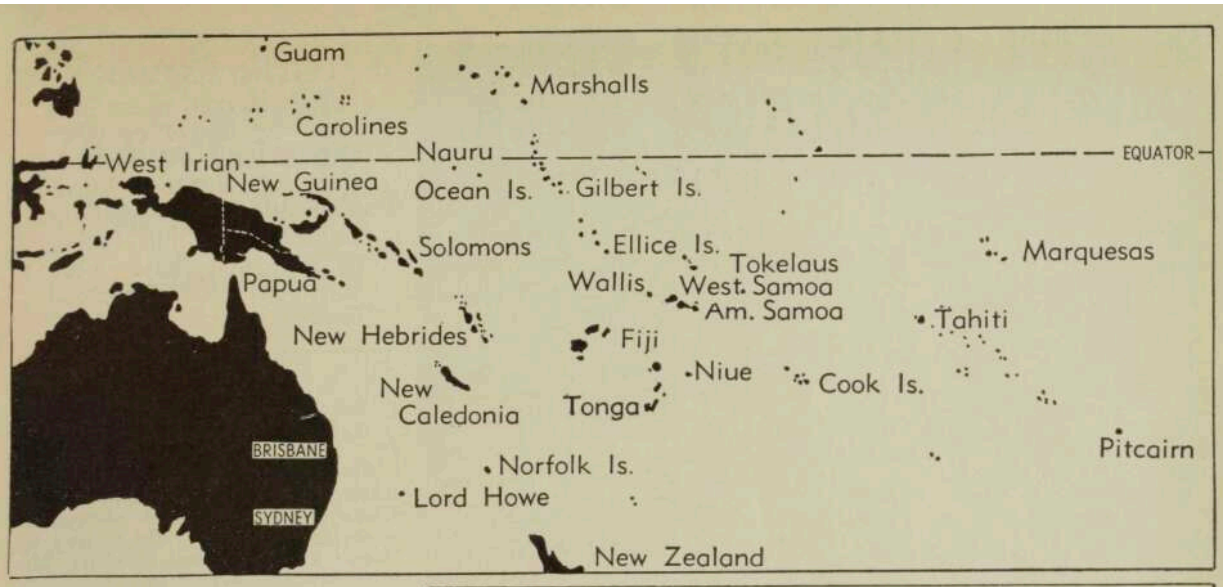
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# IN NEW GUINEA IT'S BEEN A HAPPENING POLITICAL MONTH

From JOHN RYAN in Port Moresby

New Guinea's limited form of ministerial government has been jerked unexpectedly into second gear—with six elected MHA's behind the wheel and six Australian departmental directors nervously in the seat alongside.

The ministerial vehicle (in Australian political colours) took to the road on November 19 when the six native MHA's called Ministerial Members were given departmental status equal to the directors.

And if MHA's and directors squabble behind the wheel, the Administrator Mr. D. O. Hay is in the back seat to settle arguments.

A seventh elected MHA, Member for New Britain, Mr. Roy Ashton (Ministerial Member for Public Works) has been elevated to director's status but, because of background and an Australian education, is well into the second phase of his new ministerial driving test.

The Canberra decision by Minister for External Territories, Mr. Barnes (or was it from Mr. Gorton?) to elevate the seven came entirely without official warning: a letter from Mr. Barnes to Mr. Hay, passed on to Speaker of Parliament, Mr. Guise, and read from the chair in November.

## Another step

Several elected MHA's were late into the chamber, and by 11 p.m. some still did not know that Mr. Guise, hours before, had announced what was a momentous political move, setting New Guinea another step on the way to political independence.

The elevation to director status for the seven MHA's is the newest phase in the serial that began with the first House of Assembly in 1964, and the creation then of the highly unworkable system of 10 Parliamentary under-secretaries.

In 1967, chairman of the first Parliamentary Select Committee on Political and Constitutional Development, Mr. Guise, tabled a report resulting in last year's limited form of ministerial government—seven elected MHA's as Ministerial Members and working with (in a vaguely defined area) the departmental directors, plus eight Assistant Ministerial Members with lesser duties.

A few weeks ago, amid intense lobbying, the new House established its new Parliamentary Committee on Political and Constitutional Development with pro-Pangu Papuan, Mr. Paulus Arek, as chairman . . . and with a full scale review lying ahead in 1970, of the entire system of the limited ministerial government.

Mr. Arek's committee was anticipating with relish (the native members were, at least) the opportunity of taking the system a step further in 1970 by giving the Ministerial Members greater departmental power.

But on November 19, Canberra cut the ground from under them . . .

The ministers will have authority to write Public Service votes each valued up to $20,000—that is if the project is approved, the money available, and the vote written within general government and departmental policy.

What was Canberra's motivation?

In the past few months, the Westminster system of government introduced here by Australia has been under increasingly heavy attacks as unworkable, confusing and in need of overhaul . . . and many substantial people, including Mr. Guise, have been appealing for a Presidential system instead.

Britain's former Labour Party Foreign Secretary Mr. Patrick Gordon Walker, on a recent visit, put himself on the wrong side of Mr. Guise with a monologue extolling Westminster. The Administration is still plumping for Westminster.

Many here think that the elevation of the seven Ministerial Members was Canberra's attempt to show that the seven are not stooges (as alleged by Pangu Party's general secretary Mr. Albert Maori Kiki) and that they have real power.

The elevation, say some, is simply to give the Westminster system greater credibility and to make it harder for the pro-Presidential critics.

And, with Leader of the Parliamentary Labour Opposition, Mr. Gough Whitlam, due on a New Guinea tour, many observers were satisfied that this was the reason for the considerable and unexpected Canberra speed on November 19.

## Political party changes

Meanwhile the big Independent Group in New Guinea's House of Assembly has almost reached take-off point: it's about to become a formal political party.

A platform may be hammered out in time for parliament's next meeting in February.

If everything goes according to tentative planning, it will be New Guinea's 14th political party in 30 months. Pangu in May, 1967, was the first—followed by a veritable rash of regional and district parties or "political societies".

Three at most—Pangu, the United Political Society (Kavieng) and the Democratic Party at Wewak—are about the only recognisable survivors.

The oldest, strongest and best-financed party of course, is the "Government Party" within and without parliament. Within are 10 official members of the House of Assembly, up to 15 Ministerial and Assistant Ministerial Members expected (traditionally) to not oppose the government publicly, plus as many as 25 of the more conservative

## OUR COVER

The market scene was taken by a photographer with the Australian Department of External Territories at Mt. Hagen in New Guinea, but it could equally well have been taken in a hundred New Guinea centres.

## MORE DETAILED INDEX

PIM's annual index to contents, normally published in the December issue, will appear each January from now on. It will be printed separately and it will be free to regular subscribers.

The new arrangement allows us to supply a more detailed index of the year's events. It is being compiled by **Mrs. Margaret Woodhouse, compiler of PIM's Cumulative Index 1930-1945.** Some copies of this valuable index to the first 15 years of PIM are still available at $A25 plus 80c registered post in Australia and P-NG, $1.05 posted elsewhere, and $US30 in the USA, including postage.




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# New Guinea 'flu epidemic wanes



New Guinea's worst epidemic in peacetime history appears to be over—the total known deathtoll, a little over 2,000.

The epidemic—Hong Kong influenza virus A2 with pneumonia complications—hit hardest in the Southern Highlands District, and made brief and late appearances in Western Papua and the Sepik Districts of New Guinea.

Australian and New Guinean servicemen thrown into the fight against the epidemic, have begun withdrawing in strength.

At Tari in the Southern Highlands, 300 plumed and grateful Huri tribesmen turned up with pigs, bananas and sweet potatoes for an official "thank you" feast for PIR and Australian troops.

The burial of the dead became a serious practical and health hazard in some areas, but most districts are now staggering back to normal.

Cost of the anti-flu fight runs into hundreds of thousands of dollars, including cost of vaccine, some of which was flown by the Australians to Indonesian West Irian.

Expensive or not this Highlander looked a bit ill with the thought of having to take his vaccine in the arm. So did his friend, as an RAAF helicopter pilot and an army doctor administer the needle during the height of the New Guinea epidemic.

elected MHA's, mostly Highlanders.

Pangu has declared nine men in parliament, and the Independent Group sometimes boasts up to 57 members—including many of those from government benches . . . these with ministerial rank who cross the floor on anti-Pangu issues that do not commit the government party either way.

The Independent Group, variously led by Mr. W. A. Lussick (Manus and New Ireland), and ministerial men Mr. Oala Oala-Rarua and Mr. Tei Abal, could have enough votes to "run" parliament.

By holding so many private members together for so long, Mr. Lussick now finds himself at the political crossroads: to go on holding the unofficial reins or, if enough elected MHA's want it, to form a genuine party.

Businessmen made an approach several months ago, and offered support and a platform—and unintentionally sparked off the parliamentary privileges row involving Pangu general secretary Mr. Albert Maori Kiki, who claimed the businessmen were trying to "buy" the Independent Group.

Now, Mr. Lussick confirms that he will form his party IF the elected MHA's receive during the next two months a clear mandate from their constituents.

"We Europeans do not want to *tell* the elected native MHA's what the platform should be, or whether there even be a party—we want them to tell *us*," Mr. Lussick says.

## Middle path?

What sort of a party?—perhaps a Conservative Group treading a "responsible" middle path between what are seen as "radical" Pangu politicals, and the "ultra-conservatism" of the Government Party.

And now that the seven elected MHA's with ministerial rank have been given greater departmental power, will they join the new party? Or will they see their future in the powerful government party?.

A leading member of the Independent Group says: "Too late for Canberra to try to wean the Ministerial Members away from us—they're already members, and likely to stay that way".

## Gazelle inquiry

Mr. Oscar Tammur, MHA, has been identified by a Commission of Inquiry as New Guinea's foremost political agitator.

His accusers:: Brisbane Queen's Counsel Mr. P. D. Connolly and two of Mr. Tammur's fellow-Tolai tribesmen, United Church Bishop, Bishop Saimon Gaius, and a government teacher, Mr. A. Taviai.

They were the Commission of Inquiry called in by the government to track down the real cause of six months of growing opposition (with threats of violence) to the Rabaul and Gazelle Multi-racial Local Government councils.

Protest marches, a growing split for and against multi-racial councils, land problems, racist sentiment, rumours of pro-white activity by the




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## Government blameless!

government . . . it all led to Mr. Connolly's hard-hitting Commission of Inquiry, then to the House of Assembly.

And in the November meeting of the P-NG House of Assembly, much of Rabaul's multi-racial council problems were sheeted home to Mr. Oscar Tammur. Parliament read the Commission of Inquiry report, gave it a modest debate, and promptly declared the government blameless in its handling of local government and the recent police patrolling (1,000 men) at Rabaul.

Mr. Oscar Tammur, from Ulagunan Village near Kokopo, New Britain, had his secondary education in Australia, qualified for his Queensland sub-Junior Teachers' Certificate, an Army Certificate as a Craftsman Motor Mechanic, speaks four languages, grows copra and now, as Member of Parliament for Kokopo, has less time for tinkering with motor cars.

Alongside his village, a few Europeans manage a large plantation on what in German days (before 1914), was Tolai tribal land.

### Tolais increasing

The estimated 69,000 Tolais on the Gazelle Peninsula of New Britain are increasing at an officially estimated 3.83 per cent. per annum. Tolai population has jumped by 50 per cent. since 1958, and according to Director of Public Health Dr. R. F. R. Scragg in evidence to the commission, will go up another 50 per cent. to 105,000 by 1980.

Tolai density on the Gazelle is already an average 357 persons per square mile in seven of the more densely peopled census divisions, and 47.57 persons in three of the least densely populated divisions. Territory average is 11.7 per square mile.

Raluana Census Division, a centre of anti-council feeling, has 584.5 per square mile.

In the words of the Connolly Commission, "Mr. Tammur's village is an excellent example of high population areas alongside large areas of alienated plantation land problems . . . and it is not difficult for an adroit political mind to seize upon the frustrations generated among the people by such a situation . . . and to relate them to other issues".

Local Government began on the Gazelle in 1950 and in 1965 the Gazelle Council (covering the native population) began talking of reconstituting itself as a multi-racial council, largely to take in the Rabaul



Mr. Tammur.

town area where many people had taken up residence to escape paying taxes.

The Gazelle (Native) Local Government Council decided unanimously to become multi-racial—but then Mr. Tammur stepped in. Backed by the Mataungan (Alert) Association of Tolais, including Hawaii-educated Mr. John Kaputin, he waged war.

The commission: "He made the deliberate decision to associate the multi-racial concept with themes of European domination and exploitation . . . rumours that the government was making the council multi-racial so that Europeans would be elected — and would dominate the council, take Tolai land, and be in strong positions to run the country regardless of the Tolais, when New Guinea became independent."

The Mataungan Association wanted to cling to the "village council" system excluding Europeans and Chinese. In June, when the new multi-racial Gazelle Council was installed, it contained three Europeans and one Chinese. Mataungan and Tammur opposition continued and when the Commission of Inquiry arrived to see whether the Gazelle should have a re-think about the whole system of local government, Mr. Tammur first refused to give evidence, had to be subpoenaed, was given a commission stenographer to help prepare his case, and then refused to submit it.

An officially estimated 7,000 Tolais were backing him.

Never before (outside the District and Supreme Courts) has a native man of New Guinea been so lambasted by an inquiry.

The commission: "Many of the rumours (by Mr. Tammur and Mataungan) were pure conjecture . . . deliberate political manoeuvres . . . Mr. Tammur is responsible for playing by various means on a certain distrust of other races, which seems to be a part of the make-up of the Tolai people . ."

Mr. Tammur came out of the inquiry badly, but the commission also had a warning for the government:

- Immediate and long-term action for more land for the Tolais — freehold European land to be compulsorily acquired if necessary. (At the end of the November session, a bill foreshadowed three years ago to take back freehold land not fully or properly developed, was passed through all stages).
- Resettlement of Tolais—but first, an education campaign to convince Tolais that the government "is not trying to settle them elsewhere, as a ruse for taking Tolai land".
- And six months of continuous sittings at Rabaul Supreme Court to resolve about 50 land disputes involving Tolai land, some of which have been in pigeon-holes for several years.

Mataungan and Mr. Tammur do not accept the terms of the Connolly Commission.

Within 24 hours of parliament endorsing the findings, Mataungan was building a new native market near Rabaul—aimed at undercutting the market run for years by the Gazelle Council. Then, the government stepped in . . . part of the land being prepared by Mataungan was still in the courts and under dispute. With what was left, Mataungan and Mr. Tammur continued the running battle.

### Split the Tolais

So far, the issue has split the Tolais: 62,000 presumably for the Gazelle Multi-racial Council, and 7,000 for Mataungan. The Commission of Inquiry did not delve too deeply, but there are those in authority in parliament and government who believe that a major factor remains: demands by the young, generally educated Mataungan leaders for some of the political power traditionally in the hands of the Tolai elders.

The young have "polarized" on the Mataungan Association, and the elders, steeped in tradition and leaning towards the government, clinging to existing local government.




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# THE PRINCESS AND THE COMMONER

From a Nukualofa correspondent

All the world loves a lover, so the saying goes; but in Tonga, life is not that easy. The news that Princess Siu'ilikutapu, daughter of Tonga's Premier and niece of the king, had secretly married a Rugby-playing commoner, Sione Liava'a, hit the kingdom like a tornado in November.

The marriage, which took place in Auckland, remained a secret for about a week and many Tongans still don't believe it took place at all; in the face of official silence, rumours have been varied, from one that a legal form of marriage never took place, to another that it would never be accepted by Tongan royalty.

Princess Siu'ilikutapu is the 22-year-old daughter of Tonga's Premier, Prince Tu'ipelehake, younger brother of the king. As the eldest of a family of four girls and two boys she has had special care and affection lavished upon her by her parents and many of their friends and older relatives.

This has not spoilt her for she has grown up to be a charming, considerate and mature young lady. She is a stenographer in her father's department and Commissioner of the Girl Guide Movement.

When she came of age last May, hundreds of people attended the feast and evening of traditional oratory, singing and dancing. Many who were not invited came with their gifts. Picture shows her cutting the cake.

In August she left with her parents for a New Zealand holiday. When news of the marriage broke she was flown home on November 6 without her parents or husband, and was living quietly with an uncle.

As teenagers, the young couple both attended the same local high school. Later, both transferred to Auckland where Siu'ilikutapu attended Epsom Girls' Grammar and Sione Liava'a went to Auckland Grammar School. Both lived at the Tonga Government Residence, "Atalanga".

When the princess returned home last year, 21-year-old Liava'a went on to Auckland University where he is studying to be an accountant and making a name for himself on the Rugby field.



# IT'S ALL OVER, INCLUDING THE SHOUTING

At the UN General Assembly in November, 30 countries, 24 of them African, strongly opposed the conduct of the recent "act of free choice" in West Irian. They abstained from voting in a resolution recognising the act. But 80 other countries, including Australia and Great Britain, voted in favour, and thus the lid has finally been put on the agony of West Irian.

The African countries were apparently worried that Portugal and Rhodesia could use the "act of free choice" as a precedent for consultation with tribal chiefs by which they might perpetuate white rule. But for Indonesia's strong anti-colonial record, the African group might have voted against the resolution, instead of merely abstaining.

Mr. Richard Akwei, of Ghana, proposed an amendment by which a further act of free choice would be held in 1975, but this was defeated by 60 votes to 15, with 39 abstentations. He compared disparingly the act of free choice, where delegates said to represent the population voted unanimously for continued Djakarta rule, with the system in Papua-New Guinea.

The same problems were encountered there, he said, but the principle of "one man, one vote" had been a success, and "a somewhat enlightened policy is being built which is leading the people to self-rule."

Earlier the secretary-general, U Thant, reported that "enlarged representative councils," in the presence of UN representative, Fernando Ortiz-Sanz, had made a "unanimous concensus in favour" of Indonesian rule.

Mr. Ortiz-Sanz, in his report, expressed a reservation, however, concerning implementation of the article of the agreement relating to the rights of the inhabitants, including "those of free speech and freedom of movement and assembly."

"In spite of my constant efforts", Mr Ortiz-Sanz reported, "this important provision was not fully implemented, and the Administration exercised at all times a tight political control over the population."

The Indonesian Government, in its report to the UN, said that in West Irian there existed one of the most primitive and underdeveloped communities in the world.

"To measure the method and conduct of the act of free choice in such a community against purely Western democratic methods and procedures would indeed be erroneous and unrealistic", the Indonesian report added.




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# Fiji will seek to become a British Dominion

From a Suva correspondent

With both of Fiji's leading political parties having agreed to seek full self-government with Dominion status within the Commonwealth as the most logical step towards independence, the next question appears to be not whether it will happen, but when?

The popular tip in Fiji is 1971, but there is nothing official.

The important decision to seek Dominion status was taken at a meeting between the governing Alliance and the opposition National Federation Party at private talks in the first week in November.

This was the second set of talks between the two parties, and a third was held in late November, in which the parties tidied up the points of agreement of early November.

All the talks were conducted in a friendly spirit.

Dominion status would give Fiji independence, while still retaining historic links with the Crown and the Commonwealth. Just like Australia and New Zealand.

## Governor-General

Suva's big white house on the hill would be occupied by a Governor-General, and not a Governor, but the real governing would be in Fiji. Even constitutional changes would be made in Fiji.

The Queen would be recognised as formal Head of State, but defence, foreign affairs and internal security would not necessarily be the responsibility of the UK. It would be up to Fiji to seek new defence agreements.

This plan takes Fiji another step further than the proposal for self-government along the lines of that now held by the Bahamas (*PIM*, Oct., p. 27). The Bahamas proposal, which was earlier favoured by the Alliance, gave two houses of parliament and a Prime Minister, as Dominion status would, but a Governor rather than a Governor-General.

The joint statement issued by the parties following the November 3 meeting said that the Alliance was in favour of full self-government with Dominion status, and the opposition supported independence with a republic status.

It quoted the Opposition leader, Mr. S. M. Koya, as saying:

"We are well aware and appreciate the anxiety in the minds of the Fijian people as to what would happen if we were to go into independence straight away.

"While we are confident that we can manage our own affairs without Great Britain, and enter into separate treaties with nearby independent countries, we feel, in the circumstances, that we will be happy to accept the Alliance proposal for Dominion status."

He added: "What we say is this: 'We accept as a first phase of constitutional change, immediate Dominion status—on the lines of Australia and New Zealand—with all its implications' ".

**These villagers from Naviago, four miles from Lautoka on Fiji's King's Road, are proud of their recently-completed suspension bridge, which cost them $780 and many hours of labour. The bridge connects the villages of Vitogo and Naviago, saving a two-mile walk. Until it was erected, Naviago children had to swim across the river to get to school.**



The statement continued: "In consequence of this agreed objective of constitutional development—Dominion status — certain consequential adjustments and modifications to the present constitution must necessarily follow.

"However, careful consideration was given to the existing constitution chapter by chapter and after discussion certain areas of agreement were identified, but it was generally agreed that areas of agreement and those where agreement has not been readily achieved should be further studied by both sides."

Now that this fair measure of

## Islands prepare for the Queen

Preparations have begun in Fiji and Tonga for the Queen's visit next March, when she will stop over on the way to New Zealand and finally Australia, for the Captain Cook bicentenary celebrations.

The Queen, Prince Philip and Princess Anne will arrive in Fiji by air on March 4 and embark in the yacht *Britannia* at Lautoka. The next day the royal party is to visit Suva, and then leave that evening in the *Britannia* for Tonga, arriving there on Saturday, March 7.

The Queen will spend the day in Tonga at the invitation of King Taufa'ahau, and sail that evening for New Zealand. The Queen's last visit to Fiji was in February, 1963.




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agreement has been reached, when will the constitutional talks be held?

Miss Eleanor Emery, the senior British diplomat who knows perhaps more than most about the situation, is believed to require a very large measure of agreement between the Alliance and the NFP before approval to a conference could be obtained.

During a recent visit to Fiji, however, she said that Britain does not regard common roll as a prerequisite for granting full independence.

Miss Emery, who is in charge of the Pacific and Indian Ocean department of the Foreign and Commonwealth Office, said that Britain would follow no hard and fast rules regarding the granting of independence.

This would seem to indicate that the Alliance Party need have no fear that "one-man one-vote" must come before independence — and certainly not before Dominion status. But this is one of the many problems that must be ironed out in the next few months. There is the Queen's visit to Fiji in March to consider—it would hardly be politic for all LegCo members to be out of the country while she is here.

It's reasonable to assume, then, that the London talks will be held about April or May, 1970.

Past experience has shown that it takes about 12 months following agreement on a new constitution for the constitution to be drafted and elections to be held.

This timetable means it would be mid-1971 before a new government is in power in Fiji. It would also be likely that this government would not have full independence, because such an important step as achieving Dominion status is likely to be undertaken in two steps. The first step would be internal self-government, with full independence to follow by executive action a few months afterwards.

If all goes smoothly, then, it would be the end of 1971 before Fiji would achieve Dominion status.

There is no reason why Dominion status should greatly affect present policies in Fiji. Fiji already has a large measure of self-government.

In the Council of Ministers, which is Fiji's cabinet, seven ministers are elected out of a total of 11.

In January the number of elected ministers will rise to eight, following the retirement of Ratu Penaia Ganilau and his replacement by Ratu George Cakobau.

The Governor must act on the advice of his Council of Ministers, and can appeal to London only in special and serious circumstances, which have not arisen and are not likely to.

# Independence, Commonwealth membership for Tonga, 1970

The Kingdom of Tonga will join the British Commonwealth with full independence next year. King Taufa'ahau announced this to the Tongan Legislative Assembly in Nukualofa in November.

He said the visit of Queen Elizabeth to Tonga next March would have a special significance for Tonga, because it would be the last by a British reigning monarch under the Treaty of Friendship and Protection which has been in force between Britain and Tonga for 70 years.

King Taufa'ahau said that between now and the next session of the Legislative Assembly, Tonga and Britain would take the final step in completing arrangements for full independence agreed upon when the Treaty of Friendship was revised in 1968.

[Under that revision, British controls were reduced, and a new section was added to permit the two nations to cancel the sections in the treaty referring to remaining controls. It is the cancellation of this section that King Taufa'ahau was referring to.]

## High Commissioners

He told parliament that once steps had been taken to complete Tonga's entrance into the Commonwealth, the Commissioner and Consul in England would become the High Commissioner for Tonga, and Britain's Commissioner and Consul in Tonga would become High Commissioner for the United Kingdom.

He added, "Preparations are now under way for this step, which will probably include an exchange of letters and formal calls by representatives of the two governments. . . .

"Tonga's political position as a result of the forthcoming change will be the same or better than when His Majesty King Tupou I ruled the nation, and for the first part of the reign of His Majesty King Tupou II before 1900.

"Since this will be the case, we will be able to observe completely the clauses in the constitution in the kingdom concerning foreign affairs and our contacts with other nations of the world.

"I am satisfied that the road upon which we are about to travel is the right one. Although there will be responsibilities which we will have to shoulder and there will be problems which we will have to solve, we will not feel discouraged."

It can be expected that following full independence Tonga will seek to join the South Pacific Commission as one of the member governments.



King Taufa'ahau.




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# NZ strike causes shipping havoc in the Islands

Losses to exporters and shortages for importers in Fiji, both Samoas, Tonga and Niue mounted in October and November as regular fortnightly schedules of the Union Steam Ship's vessels *Taveuni* and *Tofua* were disrupted by union disputes in New Zealand.

Scheduled to leave Auckland on October 23 for her regular Islands trip, *Tofua* didn't leave until November 14. *Taveuni* arrived in Auckland on October 31 from her Islands run and in late November she remained in Auckland, wharf-tied by the disputes.

USS services to five Islands territories were in trouble from mid-October following disputes between engineer and seamen's unions concerning the appointment of a motorman to the *Wainui*, on the Far East run.

Normally, Union ships leave Auckland every two weeks for Suva, Niue, Pago Pago, Apia, Vavau, Nukualofa, Suva, Lautoka, and return.

In Western Samoa, big shipments of bananas for export were stockpiled and supplies of food and equipment were seriously delayed. Apia shops almost ran out of refrigerated goods and NZ's Fruit Distributors Ltd., buyer of Islands bananas, chartered the Holm Line vessel *Pagansand* to pick up the territory's biggest single banana export shipment for four years—13,335 cases.

In Nukualofa, supplies of foodstuffs, butter, meats and flour ran down. Bakers hoped for flour from Australia.

The *Pagansand* called at Tonga as well, but she was unable to carry Tongan-bound general cargo. Nukualofa stores had to await the Auckland sailing of the *Tofua*.

Only 11,000 cases of bananas could be taken from Tonga on the *Pagansand*. Growers in Tongatapu alone could have filled the quota.

No other produce could be accommodated on the ship apparently, so that there was a glut of watermelons, tomatoes and capsicum on the local market. Over 8,000 watermelons and 250 cases of capsicum could not be loaded on the *Pagansand*. This was equivalent to about $T17,000.

But what was a bitter pill for growers was a godsend for consumers. In Nukualofa, watermelon was selling at around 2c a pound, often cheaper. One of the bigger watermelon exporters even had to give away dozens of watermelons and asked only for a "small donation".

In Fiji, farmers and produce exporters really felt the pinch.

Thousand of dollars slipped through their fingers as they failed to find other ships to carry hundreds of cases of dalo, eggplant, yams, melons and other tropical produce to Auckland.

Other companies with ships going to NZ from Fiji refused to carry produce, normally carried by Union, because they feared their ships might be declared "black" by New Zealand waterfront unions.

The *Straat Johore* and *Shansi* refused to carry Fiji goods.

## Fiji shortages

Also, a shortage in some lines of foodstuffs, building and manufacturing goods was felt. Local butchers reported that stocks of NZ lamb and mutton were exhausted, or nearly so. Building jobs were delayed and a paint factory was not able to fulfil orders for paint because manufacturing ingredients were delayed in Auckland.

At Suva, 500 tons of transit cargo that should have gone to Tonga and Samoa by the *Tofua* was taken instead by the *Ai Sokula*.

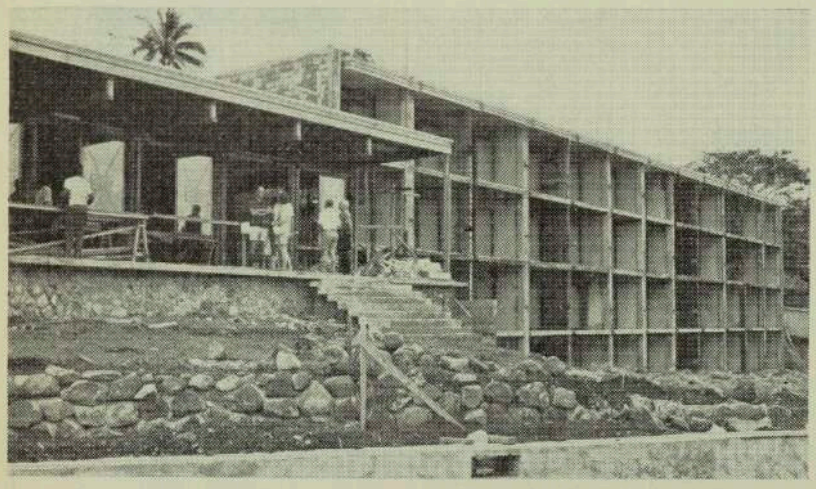
Banana growers' losses were partly offset by a generous gesture by staffs of the ANZ, New Zealand and New South Wales banks, who bought 64 bunches of bananas from Vagadra planters. It looked as though there'd be banana on the menu for some time to come, for bank officers.

Even when the *Tofua* did arrive, four weeks late, on November 18, torrential rain delayed the unloading of 1,086 tons of cargo by several hours. The cargo included dairy foods and meat; perishable produce like potatoes and onions were limited. *Tofua* left Suva originally with 265 tons of cargo for Nukualofa, 85 tons for Vavau, 190 for Niue, 307 for Pago Pago and 635 for Apia.

## COULDN'T COPE WITH IT

The on-off state of New Zealand shipping to the Islands in November would be enough to make any self-respecting banana tree "blow its cool".

A plant in the Trade Training Institute grounds at Vaivase, Western Samoa, responded to the crippling situation by throwing five bunches instead of the usual one. Another, at Ha'apai, Tonga, threw three.



**Work is going well on this $F450,000 Travelodge hotel due for completion in Savusavu, Fiji, early next year. Three other Travelodge hotels in Fiji are also in the news—the Suva Travelodge is the city's most popular so far, work is due to begin on the $1,250,000 Nadi project late this month and the Taveuni Travelodge is due for completion by November next year.**




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# Caledonia will 'be centre of trade boom'

*By KEN McGREGOR*

Bill Carney, formerly Australia's Trade Commissioner for the Pacific Islands, has now relinquished this post after four years in the Islands. He is being briefed in Canberra for a yet-to-be-announced diplomatic posting to South America.

A frank and popular trade man, and probably the best public relations man in this area Australia has yet produced, Bill Carney has fortunately left an equally-able successor (and fellow Commissioner), Mrs. Beryl Wilson in the Sydney office.

What are Bill Carney's thoughts on trade development in the Islands in the next five years? This is what he told me in November:

New Caledonia would be the market by 1975. A billion dollars would be spent on nickel developments in this territory by then and Caledonia's food imports alone would be massive.

Talk had already begun on importing 10,000 workers from French Polynesia to boost the local labour force. The Caledonian economy would increase at 12 per cent. a year.

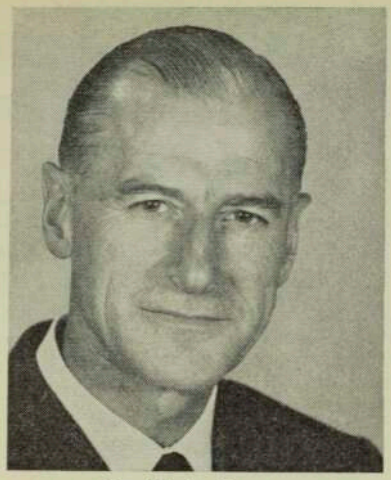
## Advice for Australia

Australia, Mr. Carney said, "disorientated" its trade promotion to small markets like South America and Canada, while Caledonia, a potential Kuwait, was on its doorstep. Australia should make real efforts to overcome tariff barriers, import licensing and exchange arrangements with Caledonia.

He described Fiji as a "question mark" because of the colony's forthcoming independence. Australia's prospects there depended wholly on renewal of the 37-year-old Ottawa preferential tariffs.

But he did see Australia taking a bigger hand in secondary industries in Fiji, in which it has already played a big part.

New Guinea, Mr. Carney said, wouldn't expand as much as New Caledonia by 1975, despite the Bougainville copper mines. Australian exports were a "question of salesmanship and price." P-NG would remain the big food market because of its large population, an expected



Mr. W. R. Carney.

2½ million in 1975 (Caledonia, 150,000 by then).

He said Australians had already missed out to the Japanese and New Zealanders on many of the contracts let for the $300 million Bougainville project. The Japanese had won a leg into the project because they were partly financing the project and buying much of its copper.

However, so far, contracts worth about $25 million for Bougainville had gone to several Australian firms.

What about the other islands by 1975?

Best bet was the Solomons, where, Mr. Carney tipped, minerals such as nickel and copper, would be found. Western Samoa, the Gilbert and Ellice Islands and Tonga were "problem areas" with little resources. The GEIC, with a growing population and no resources, was the biggest problem and immigration might be the only solution.

Mr. Carney was pessimistic about Western Samoa, whose economy, he said, was "walking backwards". This territory's problems would need more than the Potlatch Savaii timber project for an economic solution. That's not a view that will be welcomed in official circles in Western Samoa (see this page), but Bill Carney's opinions have to be respected.

### Population to double in Noumea

Caledonians presently wait with bated breath at the stream of development projects being announced for the island's nickel.

No one can quite visualise it yet, but it is officially predicted that Noumea's current population of 50,000 will double by 1984.

In the meantime, the ranks of salaried workers — presently 23,000 —are expected to swell to 46,000 in 10 years.

# An explosive era of development ahead for West Samoa

From an Apia correspondent

Seven years after attaining independence, Western Samoa still has a buoyant economy. And in his 1970 budget speech at the end of October, Minister of Finance, Mr. G. F. D. Betham, said the group, for the first time since 1964, would this year almost certainly have a national export income near $WS5 million.

Never had the country's balance of payments position been healthier nor a budgetary surplus in the public accounts been more assured.

He said: "Already the country's exports at the end of September at $3,543,000 are within striking range of the 1968 total of $3,838,000. Over this period, main income contributors are copra, $1,420,000 from 11,680 tons; cocoa, $1,392,000 from 2,307 tons, and bananas, $425,000 from 153,488 cases. Other exports produced $307,000".

The improvement in the economy had permitted a small extension to import allocations, the level of imports (according to Customs figures at the end of September) being $5,321,000. The resultant deficit in trade of $1,778,000 compared with a total trade imbalance of $1,660,000 in 1968, when imports reached $5,498,000.

## "Most favourable"

"Although this last quarter may produce a moderate increase in the trade gap, the position with the country's overall balance of payments through the bank system is the soundest and most favourable for all time," he continued.

The upward level of exports and the strength of "invisibles" was seen in the increasing receipts in overseas exchange transactions, reported to have reached $7,265,000 at the end of September.

During these nine months, tourism brought in an estimated $650,000.

Mr. Betham gave these happy words for the future: "After many trying and patient years of planning and consolidation out of which the




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## West Samoa "at the threshold"

assistance of outside capital resources is becoming increasingly available, Western Samoa now stands at the threshold of an explosive era of development, and the next decade should see a phenomenal acceleration in development and economic progress".

A milestone in this direction, he said, would be the opening in June next year of a deep-sea wharf for ocean going vessels and a 4,000 by 300 ft airstrip for the island of Savaii, with the completion of dredging of the Asau Channel through the reef by that date also.

Work on the airstrip, built with material taken from the sea-bed, was making such progress that an area 1,600 by 80-100 ft. would shortly be available for limited operations.

### UNDP project

Western Samoa also stood to gain "immeasurable benefits" from an approved three year United Nations Development Programme special fund project to establish pilot agricultural schemes on Savaii and Upolu and to investigate and initiate a programme for water development of the inland regions of the two islands. The project, $US880,600 to come from the fund and $US378,000 from Samoa, also included an aerial survey.

He added that "appropriate legislation" would be introduced at the final session of parliament to cover the requirements of a first loan from the Asian Development Bank for the upgrading of the Faleolo Airport and Apia/Faleolo Road. A loan of $US2,400,000 ($WS1,680,000) was contemplated, as much as $US1,400,000 of it in equipment which would become the property of the government on completion of the project.

First stage of the new *maota fono* (parliamentary building) would cost $150,000, including installation of air-conditioning, $120,000 of which would be met by the NZ Government. Financing of the second part of the building, modelled on traditional Samoan architecture, would come later.

The 1970 estimates would not include any general increase in wages for public servants as this question had "yet to be determined".

# Big changes proposed in P-NG transport and education

*From JOHN RYAN, in Port Moresby*

Consultants to the United Nations Development Programme are recommending big changes for Papua-New Guinea's air, road and sea transport. And a special committee of inquiry is recommending a national teaching service for the territory.

These are the two main developments to come out of the November sitting of P-NG's House of Assembly, in what otherwise was a quiet, even dull, meeting.

Only other things of significance to come out of the session were the announcement by the Administration that it would take up, for $25 million, a 20 per cent. share in the Bougainville copper project, with shares at par (See Business, p. 115), and the report of the Commission of Inquiry into the Gazelle troubles.

The meeting ended on a sour note: after passing everything the Government asked for, the elected members on the last day refused passage for a bill designed to let the Development Bank buy and sell land, so as to establish firm title as collateral for a loan.

The elected MHA's were annoyed that the Government side brought the bill at the last moment and asked for it to be passed immediately. They put their foot down, and they'll talk about it again in February.

The UNDP transport survey (recommended by the 1963 World Bank experts) cost nearly $600,000 and clearly tells the government that it should —

- establish without delay a Department of Transportation to draw together the several existing government agencies dealing with all forms of transport;
- set a timetable for transfer to this department full control over territory aviation, now held by the Commonwealth Department of Civil Aviation;
- look at the idea of abandoning the two-airline policy (equal access) in Papua-New Guinea, and establishing a single airline in which the territory Administration would have a controlling interest;
- give high priority to highways and rural roads;
- considerably strengthen, expand and reorganise the Administration Department of Public Works so that, eventually, it can . . . take over from the Commonwealth Department of Public Works and become the single planning and constructing authority;
- establish a corporation (with Administration equity) to take part in coastal shipping and possibly in the Australia territory shipping trade;
- and a more detailed master plan for port and harbour facilities, including a new main wharf site (Walter Bay, off Ela Beach) for Port Moresby;
- take a second look at the preliminary plan to upgrade Port Moresby's Jackson's Airport for larger aircraft, and perhaps look at Lae or Madang as a second major jetport.

The UNDP secondary recommendations include higher duties on fuels and oils to help finance general transport improvements, cement plants in the near future at Port Moresby, Rabaul and Kundiawa (for the Highlands) each with a capacity of 30,000 tons a year, long-term town planning, staggered working hours to reduce traffic and parking problems in Port Moresby, higher port charges for shipping, and an Administration takeover from the Commonwealth of marine navigational aids.

A hard look at airline services is strongly recommended, with strong attempts to reduce passenger fares with, among other things, selective night flying.

The UNDP report, endorsing the Administration's general transport programme (to cost $150,000,000 by June, 1973), has re-emphasised many of the points made by the 1963 World Bank Mission, and by more recent UN Visiting Missions.

Some of the UNDP recommendations are clearly aimed at loosening Canberra's hold on transport planning at Konedobu . . . to prevent, as one UNDP expert put it recently, "this utterly fantastic situation where Konedobu virtually has to ask Canberra's permission before it can change the angle on the roof of an outstation toilet".

Parliament endorsed the UNDP report without fuss, and it's now under official examination in Kone-

(Continued on p. 132)




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# IT WILL BE AIR NAURU!

*A fast, small fan jet Falcon operated by Business Jets of Australia made a proving flight between Australia and Nauru on November 20, as a forerunner to what Nauru plans as its own national airline.*

President Hammer DeRoburt said in Sydney in November that Nauru wanted a direct service between Australia and Nauru, in addition to the present Fiji Airways service via Fiji and the Gilbert and Ellice Islands. There was enough traffic for both services.

Nauru intended to establish its own airline — Air Nauru — probably by leasing aircraft in the first instance. The President said he expected the first regular service would begin early next year, using the chartered Falcon.

The aircraft would operate a once-fortnightly service, probably Brisbane -Honiara-Nauru, and it could be extended to a weekly service. There were no passenger rights to Honiara. At present, technical matters were being considered by the Australian DCA, and these had to be approved before the service would operate.

[Nauru earlier this year was granted rights to operate its own airline into Australia.]

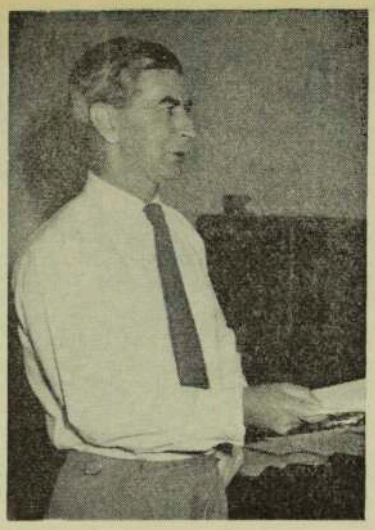
The Falcon which made the proving flight in November flew to Nauru the same day from Melbourne via Rockhampton and Honiara. It carried eight passengers, which will be about the maximum for this aircraft on this route. Nauru's coral airstrip is 5,280 ft long.

President DeRoburt, who had just returned from a visit to Japan, said Nauru was also negotiating to buy one of the *Tri* vessels that operate between Nauru and Australia (see p. 109) and planned to order a bulk phosphate carrier, up to 30,000 tons, possibly from Japan. At present the shipyards in Japan that Nauru favoured were fairly full.

In Japan President DeRoburt negotiated sale of a further 500,000 tons of Nauru phosphate to the Mitsubishi organisation, at $A15 a ton, for each of the years 1970/71 and 1971/72—worth $A15 million.

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Due in Nauru in late November were Messrs. J. Scarborough, an architect, and I. Dance, a consulting engineer, to examine chances of establishing a modern commercial and shopping centre on Nauru to cope with growing needs.



Mr. H. P. Ritchie.

# Fiji taxation protests

By KEN McGREGOR

*Several firms trading in Fiji, including the big Island traders, W. R. Carpenter and Burns Philp, are vigorously protesting to the Fiji Minister of Finance, Mr. H. P. Ritchie, at an increase from five to 15 per cent. on dividends from company profits earned in Fiji and sent overseas.*

Mr. Ritchie announced the increases in presenting the Fiji budget in November. They apply to dividends payable from November 21. The companies take the view that nevertheless this is retrospective taxation—that it taxes hundreds of thousands of dollars they have used to develop their enterprises instead of having sent it out of the country as dividends.

Mr. Ritchie told *PIM*: "The government's present view is that there is no retrospectivity in the new measure".

The argument is likely to be a noisy one. One of the companies, it is understood, was contemplating bringing big amounts of cash to Australia when the surprise announcement was made.

Other tax increases in the budget mean higher prices for petrol, spirits (but not beer), cigarettes and motor cars. With these increases, and the taxation on dividends, Fiji expects to raise an extra $F1.29 million in 1970.

# NEW TOP POSTS IN GEIC AND NEW HEBRIDES

*New Resident Commissioners were appointed to the Gilbert and Ellice Islands Colony and the New Hebrides Condominium in November. Sir John Field, will take up his position as Resident Commissioner of the GEIC early in the New Year, and Mr. Robert Langlois, becomes French Resident Commissioner for the Hebrides.*

Sir John, currently acting Administrator of Britain's West Indies island of Montserrat, was Governor of St. Helena from 1962-68, and before that he had spent 26 years with the British Colonial Service in West Africa.

He was appointed a staff liaison officer to the British Overseas Civil Service in July, 1968, and in the GEIC he will succeed Mr. Val Andersen, who left the GEIC earlier this year.

Mr. Langlois, 47, a Civil Administrator First Class, is a previous Secretary-General for French Polynesia and he was Chancelier at the New Hebrides French Residency from 1961 to 1965. Like Sir John, he has had previous experience in Africa.

Mr. Langlois will replace Mr. J. Mouradian, Resident Commissioner since 1965, who left Vila in early November to take up a new post as High Commissioner for the Comoro Islands, Indian Ocean.

Before he left Vila, Mr. Mouradian made a farewell speech in which he discussed changes during his term of office.

The economy had steadily developed, he said. The local position was sound and major construction work was underway, including the Vila Wharf, airfields, roads and tourist facilities.

"I would like to emphasise the promising trends which are beginning to make themselves felt today, and which tomorrow, I hope, will result in complete honest and fruitful co-operation in the sphere of land development," he added.

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● Part of Australia's Captain Cook Bi-Centenary Celebrations and also Sydney's first maritime exhibition of its kind, Maritime Exposition 1970, will be staged in Sydney from January 23 to February 3 next year. Included will be displays from shipping companies, history exhibits, frogmen, firefighting and teleprinter demonstrations.




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# The Editor's Mailbag

## A MATTER OF FACTS

Sir,—Glen Wright's *apologia* appearing in your October issue is singularly unconvincing. His comment that the two letters of protest against his article in your May number came from Fiji and Tahiti respectively lacks point, unless he wishes his readers to infer that as he lives in Samoa he must know more about that country than I do.

In my letter published in July last I made it very clear that I spoke from a background of residence in Western Samoa for the best part of 20 years. During that time I studied the Samoans, their country, their language and their customs.

Glen Wright obviously has not. If he had he would not have mis-spelled Tiafau—twice—as Tiafu. Tiafau is a name well known throughout Samoa. Tiafu does not exist either as a name or as a word.

Glen Wright claims that his article on the power of Samoan *matais* is a report in which all material is attributed as to source. This is not so. The gross errors of which I complained appeared in his article as factual, not as expressions of opinion. No Samoan has ever referred to the position of the *matai*, as Glen Wright did, as the "ruler of a tribe".

No responsible Samoan has ever attributed to the Samoan *matai* the atrocious sexual habits which Glen Wright asserts—without quoting any authority for his statement—that the *matais* in Samoa regularly exercise.

Glen Wright claims to be "an observer calling the plays as I neutrally see them, with truth as my sole objective". In these circumstances he should take more care to be accurate. In his article in your October number on the Council of Women Building in Apia there are several glaring mistakes.

No one with even a rudimentary knowledge of the Samoan language could say, as Glen Wright does in that article, that *palagi* is the Samoan word for "white man". *Palagi* is a small fish. The word for white man is *papalagi*, and the derivation of this word is well known to Samoans and *papalagi* alike.

Lady Powles's Christian name is Eileen, not Irene as Glen Wright has it. The name of the late Tamasese's widow is Noue, not Nove as Glen Wright has it. His spelling of "Lilian" as "Lilan" can perhaps be excused as a misprint.

It may be objected that these are minor errors. But they should not occur if the facts are checked, as they should be checked by any conscientious journalist.

*PIM* enjoys, deservedly I think, a high reputation in the Islands. But may I respectfully suggest that that reputation is liable to become tarnished in the eyes of at least one section of the Islands community unless more steps are taken to ensure that a contributor to your pages on Pacific subjects knows what he is talking about.

MALAU O TIAFAU.

Suva,
Fiji.

## PROFESSOR MAYNARD

Sir,—I am writing as the Research Assistant of Professor Geoffrey Maynard to correct your spelling of his name. His surname is not Meynard; for professional reasons it would be wrong for your mis-spelling of his name to go uncorrected.

JOHN R. BAKER.

Nukualofa,
Tonga.

## TONGA'S EDUCATED NOBLES

Sir,—In relation to the Letters column *PIM*, Oct., I would like, for S. Ataata's information, to state that right now, well after a century of Tonga being a modern government, King Taufa'ahau, who is the head of the Tongan nobility, is the only one, I repeat the only one, among all the nobles who had a university education and graduated with university degrees.

At the same time, His Majesty's educational scheme which was started while he was still Premier and Minister of Education, has more commoners gaining university degrees, and other educational opportunities overseas, than all the nobles ever hope to get in this and the next century.

A matter of conventional belief, and a solemn duty of a loyal citizen is to prevent the hands that offered the bones from being bitten.

I recommend that S. Ataata should come to Tonga and observe the situation for himself.

With regards to Glen Wright's letter (*PIM*, Oct., p. 25), may I stress the world-wide accepted principle, that reality is based on facts, not on reading an article in bed and forming logical-evaluation on changeable human behaviour and attitudes.

May I also point out that there has never been a well documented personal-observation made anywhere in the world, unless it was a result of scientific studies, and even then, some inaccuracies have always been found.

JOE FANAMANU.

Nukualofa,
Tonga.

## THE " WIND SONG" STORY

Sir,—We have followed with interest your articles regarding Fred Wood and *Wind Song*. In June we met Fred at Kealakekua Bay, Hawaii (scene of Captain Cook's death). We left soon after for Palmyra, and Fred was to leave within a day or two for Christmas Island. After a month on uninhabited Palmyra, we next had word from Fred upon our arrival at Fanning Island, where we learned of his mishap on Christmas Island.

A few days later we again saw Fred, this time aboard the US Coast Guard buoy tender *Planetree* which called at Fanning with materials for the University of Hawaii Research Station.

Fred's article in Ocober *PIM* is a masterpiece of understatement. The very fact of his survival on Christmas' unhospitable south shore is incredible in itself, as anyone familiar with Christmas Island can attest. The punt which he constructed out of pieces of sheet metal is a masterpiece. especially when you consider he had no tools.

A final note: *Wind Song* was washed ashore, and found by a party of copra cutters about two months after Fred's epic swim. The boat was a total wreck and nothing of value was salvaged.

DICK SOUPENE of *Altair*.

Pago Pago,
American Samoa.

## "WAKA TORU" APPEAL

Sir,—*PIM* last year reported several items about the loss of the trimaran *Waka Toru* in the Pacific. One of the crew members, Valerie, was my daughter. Would you please publish this item as soon as possible, as it may establish in somebody's mind that their yacht was sighted in mistake for that of the *Waka Toru* Something is strange about the loss of the *Waka Toru*, and the time it was supposedly lost.

The Scandinavian ship, *South Pacific*, claims it sighted the *Waka Toru* under full sail on a bright, sunny day about 12 noon on October




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20, 1968. She was coming south-east from the direction of Chesterfield Reef west of New Caledonia. She was one mile from their ship. There were two people on deck who appeared to be men. The crew have told me this in letters and a telegram.

If this was the *Waka Toru*, which they believe it was, then they did not all drown or capsize, on or about August 22, 1968. If this ship was not the *Waka Toru*, but a vessel resembling the *Waka Toru*, would somebody please let me know so that this matter may be cleared up?

(MRS.) MARY QUIRK.
12 Alice Street,
Caringbah, NSW, Aust.

## THE KENTS IN RABAUL

Sir,—Sensationalism and inaccuracy were the chief characteristics of the *PIM* report on the visit of the Duke and Duchess of Kent to Rabaul (*PIM*, Sept., p. 111).

It is true that the Tolai ceremonial welcome did not eventuate and that this was an embarrassment. The Tolai leaders were present, but not the ceremonial dancers. This had nothing to do with the oposition to the multiracial council. The same dancers were to perform for the German Consul General and did not do so.

Some Tolai people, disturbed by the accusations of political intrigue, have made their own inquiries. It would be closer to the truth to say that a misunderstanding, if not jealousy, between some village spokesmen was the real cause of the embarrassing situation.

They say that a spokesman from Tavalavalov village told leaders of the Taulil village that his people were preparing the ceremonial welcome. The offended Taulils did not come. The Tavalavalovs came and put on a dance as part of the regular singsing—unaware of their "spokesman's" interference at Taulil or his request to the organising committee that his people do the official welcome.

It is likewise true that the Bougainville cook was not in the kitchen. Probably due to his excitement, he had gone to his house to touch up his dress! The kitchen was not locked. The royal visitors were shown the mess and met one of the cooks.

"Unperturbed, the Duke shot some movie film and then it was off to the Residency for a reception . . ." Sounds like a quick, unimpressive, disappointing visit. No mention of the more than 15,000 people present; no mention of the reception in the assembly hall, the 60 singsing groups or the Haus Dukduk specially constructed for the Duke and Duchess (a full week's work) to view the singsings.

It was because their Royal Highnesses mixed so freely with the crowds—the Duke taking his movies, the Duchess speaking to people here and there—that the Haus Dukduk did not shelter the royal couple. After an hour and 10 minutes (instead of the scheduled 50 minutes), the royal visitors departed.

It is difficult to understand how a reporter who joined the tour could give such a disjointed report, stressing the absence of 20 or 30 and belittling the interest and efforts of the 15,000.

The people of the local village who were originally to stage the traditional welcome have felt very keenly the criticism of the Tolai people. A "dukduk" has been carved out of hardwood and together with a ring of shell money, is being prepared for forwarding to the Duke and Duchess of Kent. Their sincerity is unquestionable and the misrepresentation of the situation is regrettable.

B. H. LOUISSON
Principal,
St. Paul's Teachers' College,
Vunakanau,
Rabaul, New Guinea.

● *PIM reporter Luke Sela, who covered that story, based his account on information from Mr. Louisson and native people at the gathering. He replies: "What Mr. Louisson now writes may be largely the truth. But the truth as he now sees it was not so apparent to me or anybody else on the day of the incident".*

## DEATH OF MR. PATEL

Sir, — Your news reporter on political movements in Fiji is immature. He even does not know to what party the late Mr. A. D. Patel belonged. In fact at the time of his death in October Mr. Patel was leader of the National Federation Party, not the Federation Party. He was like Mahatma Gandhi to Fiji. Your magazine also failed to enlighten the image of his ideal, which was "to form Fiji into one nation, and one country by peaceful means—nonviolence". He was a man dear to all in Fiji, irrespective of race, sex, colour and age. A dedicated man of principle, besides an eminent barrister. May his soul be in peace.

FRANCIS SWARAN SINGH.
Savusavu,
Vanua Levu,
Fiji.

● *PIM could publish only the briefest announcement of Mr Patel's death in its October issue, because the event occurred after our deadline. Mr. Singh will find a longer tribute to the qualities of the late Mr. Patel in the November issue.*

## SEARCH FOR MICK GOLLIN

Sir,—I am trying to contact a Mr. Mick Gollin in reference to some research I am doing.

Mr. Gollin was the radio operator on Nauru Island in July, 1937, at the time that Amelia Earhart made her attempt to fly from Lae, New Guinea, to Howland Island.

Nauru Island Radio picked up messages from her on July 2 between 5.30 p.m. and 10.30 p.m. Nauru Island time. I have a brief description of one of the messages received from a dispatch from the American Consul in Sydney but there seems to be no extant record of the messages received. This is why I desire to contact Mr. Gollin to see if he could reconstruct the messages.

All I have been able to find out about him is that he was in an auto accident in New South Wales about 18 months ago.

FRANCIS X. HOLBROOK
Department of Social Studies,
Fordham Preparatory School,
East Fordham Rd.,
Bronx, New York, 10458.

## THANKS, MRS. MILNE!

Sir,—Your reference (*PIM*, Nov., p. 105) to Dr. Fanaafi Larkin, Western Samoa's distinguished lady Director of Education, as "He said the conference in Moscow was interesting and useful," reminds me of the Bangkok waiter who insisted on addressing European women as "Sir".

JOHN MILNE.
Canberra,
Australia.

## SOUTH PACIFIC CONFERENCE

Sir,—November issue of *PIM* has just been received and may I say your coverage of the 9th South Pacific Commission Conference, under the lead "Togetherness Comes To The SPC", is a masterpiece of reporting. From the mass of two weeks of discussion you have unerringly picked out the kernels which had meaning, and brought them into crystal-like focus through good reporting.

It was my hope that someone would tackle just this job in order to provide an easily read and digested record of this significant conference, which is a turning point in the history of the South Pacific Commission.

Thank you for giving readers of *PIM* such an excellent account of an important Pacific event.

WILLIAM B. HUSSEY,
Regional Representative.
United Nations
Development Programme,
Apia, W. Samoa.




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# Tropicalities

New Guinea's Pidgin English is in the news again—this time, with a group of missionaries and linguists trying to standardise the spelling.

## THEY WANT TO STANDARDISE PIDGIN

From now on, they want Pidgin spelling based on the Pidgin New Testament (1969) and Roman Catholic missionary, Father Francis Mihalic's Pidgin Dictionary, published in 1957.

Many experts still disagree strongly over the real origin of New Guinea Pidgin and the real value of Pidgin now as a lingua franca . . . but, regardless, somewhere between 500,000 and 700,000 villagers are now speaking it, and many are beginning to read it.

From Port Moresby, Pauline Bona reports: Recently, the Administrator, Mr. Hay, issued instructions to government officers to get rid of "undesirable" Pidgin expressions like "meri", "manki", etc. (see, Playing meri hell with Pidgin, *PIM*, Sept., p. 1), and there was quick reaction —for and against.

The younger New Guineans, especially university students, applauded the Administrator . . . but many in the older generation, particularly some Europeans, just couldn't understand the government trying to "legislate" the language.

One European MHA pencilled the following:

*The academics say it's so*
*the academics say it's so.*
*Those frightful words in Pidgin*
*— they simply have to go.*

*Masta will be Mister,*
*And 'ars' will now be 'bot',*
*and soon we'll make decisions*
*on other parts we've got.*

*The academics say it's so*
*the academics say it's so.*
*The latest list of orders*
*really make us sick.*
*Instead of manki mastas,*
*they've all become domestics.*

*The academics say it's so*
*the academics say it's so.*
*They're playing a little word*
*[game,*
*finding words to fit.*
*Now we're saying 'rubbish,*
*[nonsense'*
*instead of plain 'bullshit'.*
*— Anon*

Whatever the Administrator's feelings about Pidgin (and he uses the language often enough) and the reaction among some Europeans and village men too old to change the language, the missionaries and linguists are pressing ahead to standardise the spelling.

Father Mihalic, soon to publish his Pidgin *Wantok* newspaper from Wewak, will bear the brunt of the standardising—and it will be a continuing job, because Pidgin is growing almost daily. The vocabulary is now around 3,000 words—79 per cent. of them English or of English derivation, according to Father Mihalic.

### Really a language?

Is Pidgin really a language? Father Mihalic points, as a prime example, to Manus Island whose 20,000 villagers now are using Pidgin almost exclusively, having dispensed with their numerous original place-talk (tribal or clan) languages and dialects. He adds:

"This sort of thing has happened on Manus, and I see signs elsewhere. Whatever Pidgin was originally—it contains English, German, Portuguese, Malay and some derivations from French—it's with us, and the people are using it more every day.

"It's a language, and who are we to tell the people to give it up?"

Some examples of the 300 or so words standardised are as follows: "adres" for address; "Brata" for brother; "husat" for who's that"; "planti" for plenty; the phrase "Ol i" was sometimes hyphenated and sometimes used as one word but now "Ol" an "i" appear as separate words.



The first woman to represent a Fiji trade union overseas is attractive Mrs. Vasemaca Pickering, a Suva stenographer and mother of a three-year-old son.

Mrs. Pickering, 24, who is an executive member of the Telecommunications Employees' Association in Fiji, represented the association at a three-week conference of the Postal Telegraph Telephone International which began in Singapore on November 24.

The conference was held to discuss matters relating to women's activities as trade unionists, and ways and means of meeting their problems.

## New Governor takes a look

Mr. Louis Verger, new French Governor in Noumea, has been making extensive visits throughout the territory since his arrival from Paris on October 20.

After only three days in Noumea, Mr. Verger received local personalities at an "open house" reception in his residence. The next morning he met with a specially convoked meeting of the 35-member Territorial Assembly.

Then within a week, the 48-year-old Governor was accompanied by administration chiefs and an attractive and youthful-looking Mrs. Verger on a visit to the new administrative centre at Poindimie, on the East Coast.




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In November, Mr. Verger flew for a working visit to the West Coast administrative centre at Kone. Several days later he made an extensive tour of the La Foa West Coast region. In the same week, he accompanied COFIMPAC mining company directors to their prospecting site around Prony, in the south. The following day it was the Mayors and Chiefs at Isle of Pines who received the new Governor.

Next on the visiting list were islanders in the Loyalty group, off the East Coast of New Caledonia, and soon the Governor intends to visit the Wallis islands and New Hebrides.

## War fort found in A. Samoan crater

An ancient war fort, covered in dense jungle, was discovered recently inside a 1,500 ft crater, north of Futiga Village, in the south-west of American Samoa's main island, Tutuila. The crater, called Olovalu, has sheer walls 185 ft high.

A group, including Governor John Haydon and District Governor Fuimaono Asuemu, entered the crater to look for new sites for sanitary dumping fills. They found many plants not located elsewhere on Tutuila apparently thriving inside the crater because of its high humidity. And there was a large fortification mound 10 ft high, running for 60 ft on the crater's floor and ending in a conical mound 30 ft high.

One large *fale* (Samoan house) base was on the ground and another base was on top of the conical mound. Governor Haydon said defenders of the fort probably put their women and children behind the mound before a battle.

He said the crater would be shown to people from the Bishop Museum and the University of Hawaii and then it could possibly be converted into a botanical park and historic site, complete with trails to let visitors examine the entire crater

## Beauty spot gardens for Tonga

Tonga's first public gardens, the Faonelua Tropical Gardens, were opened by Queen Halaevalu Mata'aho at Nukualofa on November 4.

They are near the International Dateline hotel.

Occupying a five-acre block, the gardens contain thousands of local and exotic shrubs and trees, including fruit trees. Emphasis has been on colour variety rather than on flowering shrubs, and seedlings were obtained from California, Hawaii, Tahiti, Samoa, New Zealand and Australia. There are also cypress pines from China and Chile, provided through New Zealand.

The establishment of the gardens was suggested by Sir Harvey Turner, of Turners and Growers, Ltd., of New Zealand, when he visited Tonga at the time of King Taufa'ahau's coronation two years ago. Sir Harvey supplied the first consignment of hibiscus for the gardens, and asked a well-known Auckland nurseryman, Mr. Jack Clark, to plan and lay out Faonelua.

Mr. Clark, director of Eden Gardens in Auckland, visited Tonga twice to work on Faonelua with the assistance of local workers from the Public Works Department. While in Tonga, he also started landscaping the new hospital complex grounds a few miles south of Nukualofa, and organised a new look for the gardens at the king's private residence.

On a green oval near the south side of the gardens are four Tongan-style *fales*, which will provide entertainment, refreshments and sales of Tongan handicraft and postcards. Seats, toilet facilities and an amplification system will come later.

Chairman of the gardens committee, Mr. H. V. Barnard, said at the opening function that the main aims of the gardens are to provide a place of beauty and entertainment for the Tongan people and to make it one of the main tourist attractions on Tongatapu. A small fee would be charged on cruise ship days and on special occasions, but admission would be free all other times.

## Another man 'goes home'

New Guinea's agricultural Assistant Director for Animal Industry, James Anderson, leaves on December 20 to begin a new career in Western Australia.

Anderson, originally from Queensland, is quitting New Guinea so his children will get an education in Australia, for general health reasons and "because the way things are going in the government, I just could not expect to reach retirement age (another 19 years) without being overtaken by 'localisation' of the service."

Anderson, like several other senior Australian public servants, has been thinking of leaving for at least two years. Now that localisation of the Public Service has become a definite government policy, several Australians (one calls localisation a 'political juggernaut') have made their decisions: they're going home.

Mr. Anderson was largely responsible for building New Guinea's important Animal Industry Division. It's only in the last nine years that the Australian Administration has seriously set about developing a broadly-based cattle industry there.

The total herd (government, European and native) has now reached an officially estimated 64,000 head—a remarkable increase (mainly because of government subsidies) of 53,000 in the past 12 years.

Since 1960, cattle owned by villagers has jumped from less than 100 to more than 5,000. Total territory herd in all hands, is programmed to reach nearly 138,000 by June, 1973, including 31,000 owned by villagers.

## Willy Johnston bows out of Caledonia

Mr. W. A. (Willy) Johnston, who until last year had been British Consul in Noumea for 38 years, has retired to Sydney with his Australia wife, Bonnie.

The Johnston family had represented the British crown in New Caledonia since November 26, 1924, when grandfather Thomas Johnston received his appointment from King George V.

Mr. Willy Johnston took over from his father before the latter's death and continued in office till the middle of last year, when he turned 71.

Since then the Australian Consul in Noumea has been looking after British (including New Zealand) interests in the territory.

Descendants of Thomas Johnston continue to operate extensive business interests in New Caledonia—from beef cattle to insurance, oil and shipping agencies.

## SPC is weak at the foundations

Occupants of the South Pacific Commission headquarters in Noumea have expressed concern that their building may collapse if the termites stop holding hands inside.

The wooden pentagon complex—five wings radiating from an inner circle, which is acknowledged as Noumea's best dance floor—was built by the American forces in World War II.

The upstairs appartments, now occupied by the Commission's secretary-general, were originally the Noumea headquarters of American




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admirals and generals commanding the South Pacific area. It was never intended that the wooden building should last so long. It has served the South Pacific Commission for 22 years since the war.

The commission has now decided to ask the French administration to investigate the state of termite invasion of the pentagon

Meanwhile, developers eye the site. It is a much-envied one, being right on the Anse Vata beachfront. But it does have a noise problem common to tourist-nightclub areas, and the wall enclosing the attractive commission gardens does undergo frequent repair, being a favourite hurdle for motorists speeding around the corner.

## What lies ahead in P-NG tourism?

Speaking recently in Port Moresby, Mr. Marvin Plake, executive director of the Pacific Area Tourist Association, said the territory had "one of the best tourist potentials" anywhere in the Pacific. "I would assume the future is so unlimited that I would not even care to make a projection on it because there is no base for a projection," he said. He said that standards of hotels shouldn't drop just because they might be located in small population areas. Moresby hotels and restaurants should be as good as those in Sydney.

"When you go to the Sepik River, for example, the tourists psychologically are tuned to the fact that they are going to rough it and they will be glad to rough it," he added. "There doesn't have to be any hot water. There doesn't have to be a good comfortable air-conditioned hotel room with shower—bath, etc."

Before too long Qantas would introduce a third service a week on its Sydney-Hong Kong run, via Moresby, with 707's. There was no reason why territory travel people couldn't go "to a coffee planter's home that has maybe two or three rooms, or persuade him to build a couple of rooms and the people would be glad to pay".

Mr. Plake declared: "You've got these tremendous people, you have got tremendous scenery in places. Artifacts that are becoming museum pieces, wartime history, a new country that some day will be really important."

He understood the territory's new executive director of its tourist board, Mr. B. T. Hill, would produce a handbook on New Guinea "in the near future". Mr. Plake said Mr. Hill would probably come up with "10, 15, 25 places" that should be of interest to the tourist.

## HAS HIS EYE ON ANOTHER ISLAND

Mr. Robert Hunter, of Suva, head of a syndicate which in recent years has purchased choice Islands real estate, including Wakaya Island, Fiji, and the Hervey Islands, in the Cooks, was in Sydney in November negotiating to buy another island.

He has his eye on 4½ square mile Laucala, off Taveuni, Fiji, and owned and worked for copra by W. R. Carpenter and Co.

## No profit, but the service is the thing

Rarotonga's first bus service, on a 21-mile run round the coastal road, is doing well, although it has yet to make a profit. The service began in July with an elderly bus imported from New Zealand and now has grown to three, one of which is kept in reserve for charter work.

Sunday bus services to Rarotonga Hospital are well patronised by people visiting sick relations, as are the week day early morning and late afternoon runs. Two of the buses have travelled over 1,600 miles round Rarotonga and have carried over 6,000 passengers.

Competition still exists in the form of passenger-carrying trucks, some with canopies, some without; on those, passengers sit on hard wooden forms.

An application to establish a private bus company in Rarotonga was turned down some years ago before the advent of self-government. School buses have been running in Rarotonga for many years, and there is also one in Mangaia, but these are for schoolchildren and are not used by the public.

## A human sacrifice, he says

P-NG planter, and president of Papua-New Guinea's Local Government Association, Mr. Gayne Cooke, believes villagers on Bougainville may be planning a human sacrifice for January.

He told *PIM's* man in Port Moresby, John Ryan, that according to his information from villagers, the sacrifice is being planned for Siar Village on the north-eastern coast of Bougainville, in the Selau Census Division of the Buka Passage Sub-district.

"It's a new outbreak of cargo cult," Mr. Cooke said.

"In 1960 at Manob Village in the Selau Census Division, village people were strongly suspected of burying alive an old man and expecting him to rise three days later like Jesus—bringing cargo.

"I was a patrol officer then, and investigated the whole thing. There's no doubt in my mind that they buried the old chap. They just misinterpreted the Bible. Anyway, we couldn't pin anything on anybody, and it was quietly forgotten.

"Now, the Buka Island type of cults are coming down the north-eastern coast towards my place at Teop-Tinputz. Villagers have told me about several variations of the cult—and one is, that some people at Siar Village are going to bury a sacrifice in the hope of cargo."

Human sacrifices, fantastic though they are, are by no means unusual in Papua-New Guinea. There have been several attempts over the years (attempted crucifixion, hangings) and in 1961 at Madang, a villager was killed as a sacrifice in front of the unsuspecting Archibishop Noser.

Mr. Cooke says he has alerted District Administration staff in the area.

John Ryan also reports that the Hahalis Welfare Society on Buka Island (600 policemen were flown in early in 1962 to bring an end to the "anti-government" Hahalis) is becoming more active again.

There's also a report that a Hahalis-type "Baby Garden" has been established near Kieta, primarily to meet the needs of some of the 5,000 men now working at Kobien, Arawa and Panguna for Conzinc Rio Tinto.

## Golf course coming for Noumea

It will evidently still be a couple of years before Noumea can boast a golf course, but slowly preparations are being made—provided no-one discovers nickel on the site in the meantime.

During October, Mr. Robert Trent Jones, of California—an internationally-famed designer of golf courses—inspected the selected site near the Dumbea river, 15 miles out of Noumea. Mr. Trent Jones was accompanied by an irrigation specialist.

They plan to submit to the Caledonian authorities a project for the building of an 18-hole course at Dumbea.




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# IT'S TIME WE HAD A POLITICAL BLUE-PRINT FOR NIUGINI

In a few weeks time we shall be in the 1970's. A few weeks ago a ceremony took place on the south coast of Papua which recalled one of the events of the 1870's.



## To the Point
with Percy Chatterton

The 1870's, now a century away from us, saw the first meaningful contacts between the outside world and Niugini, for one could scarcely call Lieutenant Yule's flamboyant action at Cape Possession in 1846 meaningful.

In 1871 Nicolai Mikluho Maclay paid his first visit to north-east New Guinea, exploring Astrolabe Bay and its immediate hinterland. In the same year LMS missionaries were making their first contacts with the southern coastline of what is now Papua.

In November 1872 a missionary party arrived in Redscar Bay, 40 miles north-west of Port Moresby, and a group of 12 Rarotongans, six pastors and their wives, was settled at the Motu village of Manumanu, at the mouth of Galley Reach. It was this event which was commemorated a few weeks ago by the dedication of a memorial erected in their village by the people of Manumanu.

### Unfriendly mosquitoes

This first missionary foray into Papua had only a temporary success. The Manumanu people were friendly, but the Manumanu mosquitoes were not, and the Cook Islanders had no natural resistance to malaria. Within a few weeks three of the party were dead, and over the next few months the survivors, first the sick and then the marginally well, for by that time none was completely well, were withdrawn to the mission's base at Somerset, on the northern tip of Cape York.

Simultaneously, however, Captain John Moresby had discovered the harbour of Port Moresby and the large Motu village of Hanuabada on its shores, and in mid-1873 the survivors of the Manumanu pioneers were re-settled there. A year later, in November, 1874, Rev. W. G. Lawes and Mrs. Lawes joined them. Incidentally it was Dr. Lawes who first used the spelling "Niugini" though he wrote it as two words, not one.

During the latter years of the decade missionaries, explorers and traders familiarised themselves with much of the Papuan coast. They included two very colourful characters — Luigi Maria D'Albertis, who collected insects, ogled the local maidens, terrorised all and sundry by letting off land-mines and rockets and igniting petrol and Bengal fire, but survived to return to his native Italy, and the Scottish explorer-missionary James Chalmers, who, after several narrow escapes, was clubbed to death on Goaribari Island.

Meanwhile, overseas, the colonialists were becoming increasingly interested in the place, an interest which led up to the colonial grab by Britain and Germany in the 1880's.

### Out of thin air

So much for the 1870's. Now, on the verge of the 1970's, many in Niugini are asking "Where do we go from here?" The answers range all the way from Pangu Party's call for home rule now, to the Honourable C. E. Barnes' claim that 95 per cent. of Niuginians don't want the boat rocked.

Presumably Mr. Barnes was not really quoting statistics but just pulling a number out of the air, and choosing a number that gave him comfort. Neither he nor I nor anyone else knows what the actual percentage is. We can assume that it is still fairly high; I think we can assume that it is steadily diminishing.

One wonders whether one reason why the percentage is still so high is that many Niuginians are being conditioned to fear change. As an ex-teacher I hate to think that even the schools may be involved in this exercise, but I am staggered by the fact that quite a considerable proportion of the letters published in our territory newspaper on the theme "We're not ready for self-government" come from high school students.

When one takes note of the way in which high school students in other countries are behaving, this conservatism seems quite unnatural. Far be it from me to want to see our high school students imitating the antics of some of their opposite numbers overseas, but a measure of radicalism among the young is normal and natural.

When teenagers become die-hard conservatives there is something fishy about it. Moreover the letters to which I refer show such a striking similarity in content and even in wording that one almost wonders whether there is in circulation a "Guide to Letter Writing" containing a pro-forma letter headed "We mustn't rock the boat".

### Better, better, better

The once celebrated M. Coue used to teach his patients to say "Every day and in every way I feel better and better", and to keep on saying it till they really believed it. Can it be that somewhere along the line Niuginians are being taught to say




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# 'Don't rock the boat' men are in majority

"We're not ready for self-government", and to keep on saying it till they believe it?

The "Don't rock the boat" brigade are still in a majority, but some of them are getting restive, particularly on the issue of "localisation". An assistant ministerial member back from an overseas tour has compared our progress in this field unfavourably with that in Fiji. This is an issue on which many quite conservatively minded Niuginians feel strongly.

The late Tom Mboya, commenting on the Niugini situation as he saw it a few years ago, said "It might change overnight". This was perhaps a picturesque exaggeration. But it might certainly change spectacularly between now and the 1972 House of Assembly elections. A wise government, whether colonial or national, tries to keep a jump ahead of, rather than lag a step behind, public opinion.

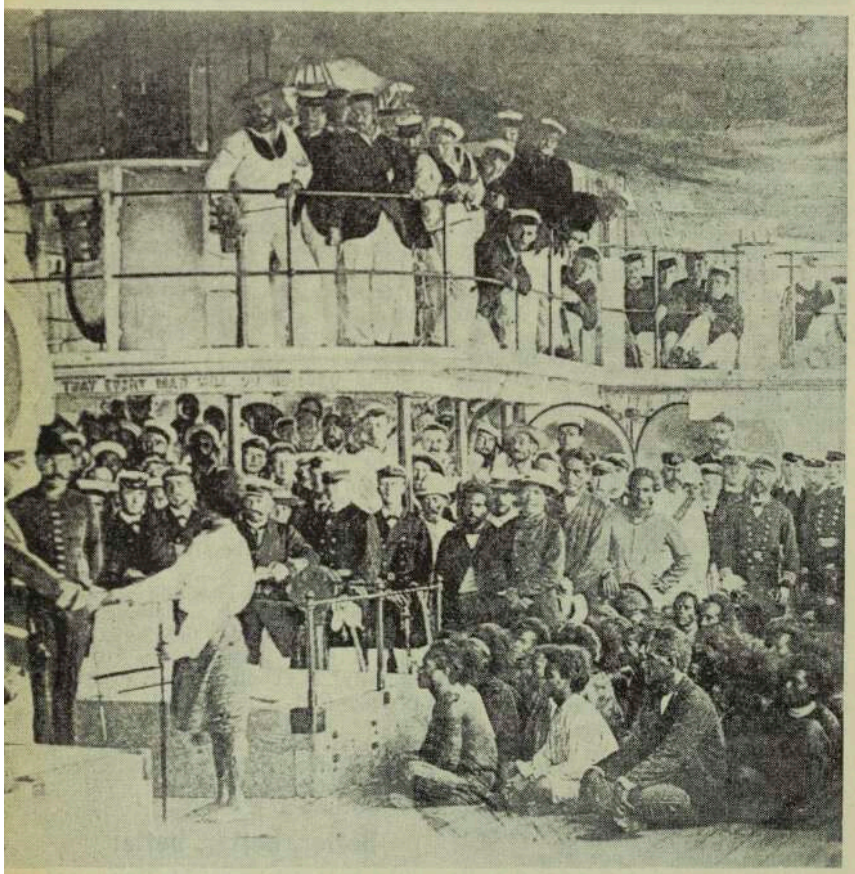
However, I have no intention of trying to make predictions as to what will happen in Niugini in the 1970's. Instead I will set down some of the things which, as one who hopes after 1972 to enjoy a placid retirement in a peaceful Niugini, I would like to see happen.

## Ministers for members

First I would like to see the ministerial members designated "ministers", as the Guise Committee originally proposed. It was Canberra which, presumably to draw the teeth of the proposal, denigrated the title.

At the same time the directors of departments might be re-designated "secretaries". (A minority of them are already so designated). This at the start might be merely a matter of nomenclature, but it would be one which would clear the way for a progressive re-orientation of the relationship between ministers and heads of departments.

Next, I would like to see brought to an end the historic colonial situation in which the Public Service both determines and implements policy. Our present parliamentary set-up combines the disadvantages of both the British and American systems. On the one hand choice of ministers is, as in Britain, limited to members of parliament. On the other hand the Senior Official Member and his official and ministerial colleagues, are obliged to woo parliament to secure approval for their policies.



**Eighty-five years after Britain took possession of Papua, the people of Papua-New Guinea are now asking, "Where do we go from here?" Percy Chatterton says the answers range from "home rule now" to "don't rock the boat". This historic picture shows the handing over of a walking stick on board the "Nelson" by Commodore Erskine to a Port Moresby chief, Boa Vagi, as part of the British annexation ceremonies of 1884.**

## Party should abdicate

Either the "Konedobu Party" should abdicate in favour of a majority party of elected members, or we should change over without delay to a "presidential" system, with ministers appointed from outside the House.

The former alternative could be implemented immediately with little if any change to the parliamentary structure. No doubt the group or party of elected members which took over would make mistakes, but "Konedobu" seems to have been making quite a few itself during the last couple of years.

The latter alternative has much to commend it but would involve a complete re-casting of the Papua and New Guinea Act and a very great change in the function, and probably the title, of the Administrator.

I would like to see a very early start made in the establishment of what the Speaker, Mr. John Guise, has called "provincial assemblies". Readers of this column know that I have had a good deal to say on this subject from time to time.

## Keep councils

I like Mr. Guise's suggestion that the areas to which government would be de-centralised should be called "provinces" rather than "regions" or "states". However I do not see these bodies, as he does, as replacing local government councils. I would like to see the latter remain and I would like to see them kept fairly small.

I think that their value is in their being truly local, and I feel that the




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trend to amalgamation of councils is a bad one, which should be checked or even reversed.

As I envisage them, the provincial assemblies would bridge the gulf between central and local government and establish lines of communication between them. They might well consist of the province's MHA's sitting with an equal number of local government council representatives under an independent president.

## Bridge the gap

Their function would be in part advisory, to the central government on the one hand and to the local government councils on the other; but I would hope that they would have some legislative functions within their provinces too.

I would like to see the problems of urbanisation tackled boldly and imaginatively through a structure of urban local government which recognizes the Niuginian's liking for dealing face to face with people he knows personally, rather than by correspondence with unknown officials incapable of writing a letter other than in public service jargon. This means a "ward" structure with a "ward office", and a "ward clerk" able to deal with people personally and by word of mouth.



"I want Niugini to be a place where people are treated as human beings not units of manpower or signees of forms," says Percy Chatterton. This unit of manpower is a Highlander taking part in a sing-sing.

I would like to see acceptance of the principle that maximum indigenous participation in industry is more important than maximum development of industry. I don't suggest that the two things are necessarily incompatible, but sometimes they may be.

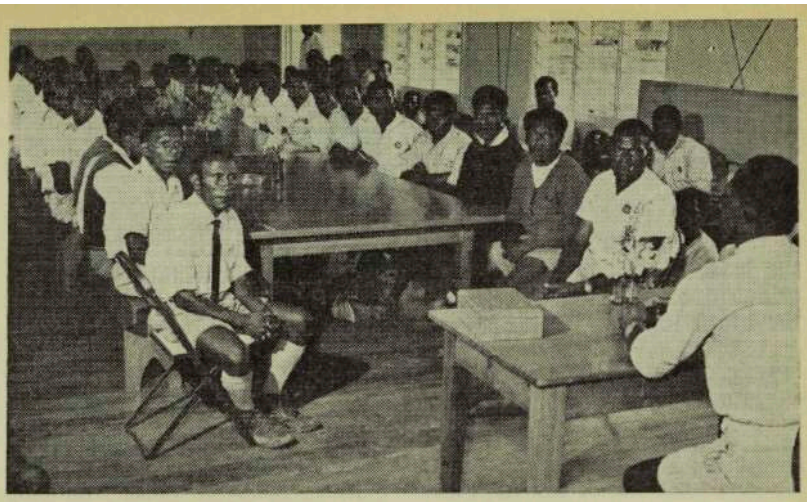
I have been abused by some of my fellow MHAs when I have tried to develop this theme in the House, so I am somewhat comforted to find that several quite distinguished anthropologists and development economists think I am right.

## Reserve industry

Acceptance of this principle involves, among other things, reserving some areas of industry for Niuginians, and, in areas which must still remain for the time being in expatriate hands, insistence (where insistence is necessary) on adequate training schemes for indigenous personnel.

Finally, I want Niugini to be a place where people are treated as human beings, not as units of manpower or signees of forms. I am far more afraid that this apparently modest objective will not be attained than that we shall be plunged into a blood bath.

I sense a certain insensitivity to basic human rights among some Niuginians who have risen to positions of authority, and am sometimes horrified by the suggestions they come up with for pushing their fellow-countrymen around. "The people must not be asked to make up their minds", said one recently, "We must tell them what is the best way to govern them".



The trend towards centralisation by amalgamating local councils is bad, says Chatterton. The Niuginians like to deal face to face with people rather than correspond with unknown officials. This is a meeting of Asaro District Local Government Council, Goroka district.

## Egging them on

And some of the experts seem to be egging them on. I do not underestimate the need for economic development and progress towards national prosperity, but I shudder when I hear people in high places suggesting that because Niuginian students depend on scholarships for their tertiary education they should submit to "direction" as to what courses they must take and what professions they must enter, and should not expect to be allowed to choose for themselves how they would like to spend their lives.

I have always taken with a grain of salt that bit in the Prayer Book about "that state of life unto which it shall please God to call me". But I would rather think that God was doing the job than that it was being undertaken by a Scholarship Board.

If this sort of thing burgeons, you'll probably hear me shouting out with English comedian Anthony Newley "Stop the world; I want to get off".

Come to that, I may reach journey's end and be told to get off. Or I may be bumped off.

● **Tahiti's part in taking Christ to New Guinea, p. 81.**




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# We want real kava ceremonies or nothing, says Fiji

*From SUE WENDT, in Suva*

Fiji's tourist industry has had one or two shocks recently, not the least of which was Chief Minister, Ratu Sir Kamisese Mara's criticism of the yaqona ceremony conducted during the opening of the ninth tourism convention, in Suva.



Fiji's Chief Minister, Ratu Mara, photographed at the South Pacific Conference in Noumea in October.

Apparently because the ceremony was attended by the Governor, Sir Robert Foster, Ratu Sir Kamisese made no secret of his disgust at what he called the shrivelling, the shrinking and the attenuation of Fijian customs.

"Bowls of yaqona were served without any attempt to present the dignity and impressiveness of the Fijian yaqona ceremony. In fact, there was no semblance of ceremony at all," he said.

He added that it was the first time he had seen the ceremony performed like that for a Governor, the representative of the Queen.

"Either there should have been a full Fijian yaqona ceremony with all the ritual that is required, or no yaqona should have been served at all," he said. "We must not have our customs and culture sacrificed for any gain by the tourist industry.

"Which comes first, our national pride or expatriate profit? There is only one answer to that. Let our customs be treated sensitively, delicately, understandingly or don't touch them at all. Don't encroach on them; don't commercialise them; don't cheapen them; don't intrude on them."

## No yodelling

Ratu Sir Kamisese said he didn't believe that *mekes* and other ceremonies were high on the list of attractions which brought tourists to Fiji. Tourists looked for good service, good scenery, good swimming and other facilities.

"I have never seen any Swiss dancing or yodelling in hotels in Switzerland. The people flock there for other reasons," the Chief Minister said. In the same way, Fijian customs and traditions should be seen in the villages, where they meant something.

Delegates attending the convention were understandably stunned by both the timing and significance of the Chief Minister's statement, which was part of a longer statement relating to the South Pacific Conference in Noumea (*PIM*, Nov., p. 30).

Overseas delegates in particular, having come from as far afield as Australia, New Zealand, the US and Canada, found it rather confusing that a ceremony which must have seemed long enough to be impressive, should have caused such an outburst from the Chief Minister.

They must have wondered: "Does this country want tourism or not?" —for it would be extremely rare for a country to embrace tourism without making some compromises of its own.

The Chief Minister's reference to "expatriate profit" was disturbing for it seemed that he equated tourism wholly with outsiders, without being able to foresee a time when the Fijians themselves would be caught up in the industry.

Although he was not at the convention, the executive director of the Pacific Area Travel Association, Mr. Marvin Plake, commented on the matter when he visited Fiji a week or two later.

"There is no way that Fiji will remain unchanged if tourism comes," he warned. "You can't have the American dollar without Americans. You can't have tourism without tourists.

"An influx of visitors always brings



Ratu Mara is worried that the tourist invasion will cause the "shrivelling, the shrinking and the attenuation of Fiijan customs", particularly the ceremonial drinking of yaqona, which is the Fijian term for kava.




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change. Whether you want it or not is something the local people have to decide."

What seemed like a further setback to tourism came a week after the convention, when the Suva City Council decided that retail shops would no longer be permitted to trade on Sundays.

The council revoked its 1965 decision and withdrew all Sunday trading rights except for those which sell essential goods such as milk and bread.

Since September, 1965, shops selling tourist goods had been allowed to open for four hours on Sunday afternoons when cruise ships were in port. The decision was a surprise victory for the Methodist-Fijian factions on the council, which opposed the principle of Sunday trading in 1965.

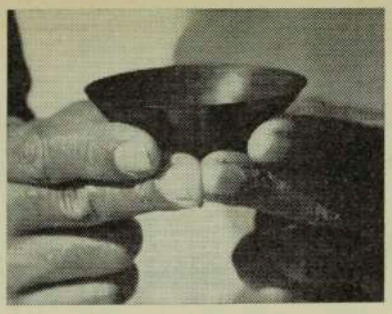
The Suva Retailers' Association had asked for 9 a.m. to 1 p.m. trading instead of the afternoon hours. The Methodist-Fijian stand was led by Cr S. Vatu, who said Sunday trading interfered with workers' rights to free time, home life and the opportunity for families to worship together.

## Sunday trading offensive

The principle of Sunday trading was offensive to Christians living in a Christian country with a tradition of Sunday religious observance.

Cr. J. S. Panapasa suggested that the drought affecting many parts of Fiji might be divine retribution because the colony's people were not "giving to God what is God's". He perhaps overlooked the fact that only Suva, the offending city, had had rain — and plenty of it—in recent weeks.

It's not difficult to imagine the frustration of the scores of non-Christian store-keepers who would have been the main ones to benefit from Sunday trading.



**The bilo (cup) used in the yaqona ceremony. Normally they are coconut shells, often highly polished.**

# *Fiji's yaqona cup goes plastic*

Fiji's traditional bilo or half coconut shell, used for quaffing yaqona for as long as anyone can remember, has been imitated in brown plastic. Thousands of durable duplicates are selling in Fiji department stores for about 7 cents—a good 23 cents cheaper than the real thing sells for in the markets.

Although the plastic bilos were intended initially for the tourist market—tourists do so hate drinking out of the same vessel, even if it is traditional—it seems that at least some seasoned yagona drinkers are finding them quite acceptable.

Mr. R. Hill, manager of Mini Moulders Fiji Ltd., the Lautoka company which makes the plastic article, says that about 2,000 have been sold since June, and another 1,000 are on order.

There's some doubt about whether tourists will take to the plastic bilos. As one Suva market vendor pointed out, it was the authentic traditional handcrafts that they sought.

The Chief Minister's comment was seething, "I think it would be most appropriate to serve in them yaqona made from flour!"

# Tree of knowledge may return to Norfolk

*From MERVAL HOARE, on Norfolk Island.*

One result of the giant publicity campaign currently underway to sell Norfolk Island to tourists is that a "tree of knowledge" may once more stand to give locals the latest news.

One of the Sydney PR men selling Norfolk, Mr. John Fuller, suggests putting the tree in the Burnt Pine area to replace the old one which once stood on Pine Avenue, and had a notice board fixed to it carrying notices of general interest. This landmark was cut down with the rest of the avenue to make room for the airstrip.

Mrs. Cherie Cameron, who owns a group of tourist shops in Burnt Pine, has offered a small piece of land in front of her stores for the erection of a new knowledge tree, complete with notice board and up-to-the-minute information for the visitor.

But the new tree (which if it were a living tree would be out of place in Burnt Pine, an area almost devoid of natural beauty) is to be something that will harmonise with the locality and its name—a burnt pine.

What more fitting emblem for Norfolk Island's shopping centre, lately described as "a ridge that has been given over to commercial ribbon development of horrendous ugliness?"

## Not all in favour

The name Burnt Pine has only in very recent years become attached to its present locality; it formerly referred to a private property some distance away on the Mt. Pitt Road. And the original Tree of Knowledge was a mile or so away from the proposed new site. The local tourist board has set up a sub-committee to carry out the burnt tree project.

But not everyone on Norfolk is panting for a big increase in the number of tourists. Some people believe that tourism is a very shaky industry to base the island's economy on. Others think that too many tourists will spoil the island and they might well be right.

Clear away a few hundred more

# SUVA NOW TO FOLLOW THE ARTS

*Suva's first public art gallery was due to open during the last week in November. Called, appropriately enough, "The Art Gallery", it is located where the Fiji Development Bank used to be, in Cumming Street.*

*First exhibition planned for the gallery was a display of 20 landscapes by Suva artist Terry Bennet, and 25 colourful Fijian scenes and reproductions of famous masters by Baron Nicholas Von Nagy, of Honolulu. The latter spent six weeks painting in Fiji. Among Fiji artists preparing exhibitions for the gallery are Irene Regnault and Robi Wilcock.*

*Directors of the new gallery are Mr. Ken Nelson and his wife Mary, who say they hope to cater for tourists and the local market. Fiji is growing sophisticated!*




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acres for commercial development and housing; put another thousand motor vehicles on the roads and several hundred more visitors on the four tiny beaches, and the island may no longer appeal to those who genuinely want to get away from it all.

It would be just another island resort, no worse than many others and doubtless still better than some, but not the far-away peaceful place the promoters would like you to believe.

Yesterday, life on Norfolk was unhurried and unsophisticated and had a definite appeal. The tourist board seems to have overlooked the fact that the "island atmosphere" is fast disappearing and if intensive advertising results in a big influx of visitors, one of the very things that attract a number of tourists will be destroyed.

### 'It can't happen here'

"It can't happen here" is the argument put forward by some of those concerned with tourist promotion. "We haven't a harbour and the air services are not geared up to a mighty influx of visitors."

This certainly is the case today but who can foretell the situation tomorrow?

Keeping a watchful eye (one hopes) on these views are the two public relations companies conducting the Norfolk advertising campaign by TV, radio and the Press. They are Etcetera, a Sydney based firm and Hutchinson Public Relations Ltd. of Auckland, who will advertise in their respective countries. Included in the promotion is a visit by an ABC television crew next year to film a Norfolk documentary for "This Day Tonight".

### MUSEUM FOR NORFOLK ISLAND

A museum is expected to be formally opened on Norfolk Island early next year to celebrate the Cook bi-centenary. The Norfolk Island Historical Society has been collecting items of interest from the people and has raised over $A1,000 towards fitting the museum out in one of the early Kingston buildings.

A wide range of convict era and Pitcairn artifacts have been gathered together and a collection of Indo-Pacific shells has been donated; the island's flora and fauna society is also to arrange a display.

Members of the Norfolk Island Historical Society have also been excavating in the old Kingston cemetery to classify tombstones, many completely forgotten, and of great historical interest.




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More room but normal fare prices won't drop. That's the story for the 350 - passengers who, hopefully, will fill jumbo jets like this one. Initial plans to put 500 people in the jumbos and cut fares have been scrapped. Qantas, which supplied this picture, has ordered four jumbos but has not yet said how it will use them.

# THEY ALL WANT TO FLY US ON THE PACIFIC, BUT WILL IT BE CHEAPER?

By a staff writer

Air-India, which has operated weekly terminating services to Fiji from Sydney since August 3, 1964, is now after a trans-Pacific route which could go South Pacific, via Fiji. It's another development in the hotted-up battle for Pacific services, which may—or may not—mean cheaper air fares.

Despite a budget squeeze, Air-India wants at least a twice-weekly frequency across the Pacific with a call on the US West Coast, at Los Angeles or San Francisco.

Three routes are under scrutiny: via Japan and Hawaii, via Hong Kong, the Philippines and Hawaii and via Sydney, Fiji and Tahiti.

Air-India already has rights to operate extra flights into the US. On her proposed South Pacific route the stumbling block is Tahiti. The airline would prefer a call at Tahiti rather than Hawaii because, it feels, it could sell more seats for a French-flavoured stop.

In talks so far the French have not made plain what they'd want in return for a Tahiti stopover on Air-India's South Pacific route. Most likely they would want increased French frequencies into Kashmir or South India.

Unless some agreement can be made between the French and Indians, Air-India's trans-Pacific route will be through the North Pacific.

Those closest to the situation are pessimistic of the chances of air rights through Tahiti.

## Air India hotels?

It is highly possible that Air-India will at least in the South Pacific be able to begin a twice weekly Sydney-Fiji service early next year. The company's mid-week daylight flights to Fiji for businessmen and Australian holidayers have been popular.

In Fiji, Air-India has been subject to pressure by Indian businessmen and the Indian Bank of Baroda Ltd. to take up a shareholding in local hotel projects. The company has interests in two big hotels in India.

However, it's unlikely Air-India will back a Fiji hotel. It would rather invest in European hotels and it has already committed much of its limited funds to paying for ordered jumbo jets.

But Air-India is unhappy with the 350-passenger Boeing 747 jumbo jets as the next equipment jump after the 180-190-passenger 707's, DC9's and DC10's. It feels a "middle jet", with a 220-passenger capacity would be more appropriate, and it is closely watching Air-New Zealand attempts to buy jets of this size from the US.

Air-India's attempt to enter the South Pacific heightens mounting pressure in the US, Australasia and even Europe that either fares must tumble or charter aircraft companies be allowed on the South Pacific.

Recently, North Atlantic fares dropped dramatically. Return economy flights between London and New York are now $US232.20 and between New York and Rome, $267. These rates are available at off-peak periods and travellers must stay at least 22 days in Europe or the US.

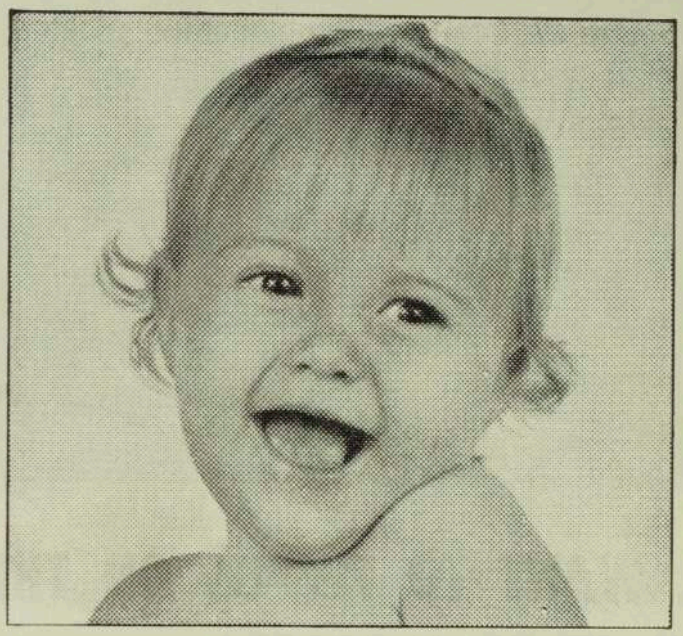
## No cut price

Cut-price trans-Pacific flights are only available in the North Pacific. US West Coast to Tokyo, Japan, costs $US400 (bulk fare) although nearly twice Atlantic rates.

No similar fares are available in




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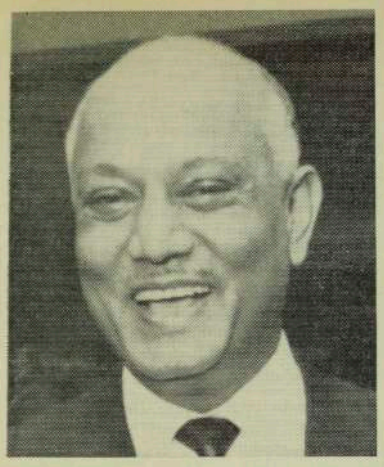
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New Australasian regional manager for Air-India, Mr. D. P. Mitra. He is based in Sydney, and replaces Mr. Tony Pinto, who recently left Air-India after over 20 years with the company, including a long stay in Australia, where he was very popular. Mr. Pinto is now in Montreal, Canada, working with a Canadian airline.

the South Pacific and no charter aircraft companies operate even on a semi-regular basis on this through route.

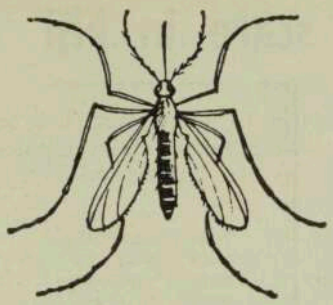
Of the South Pacific carriers, only PanAm and Canadian Pacific would support big fare cuts. American Airlines might join them, but it won't start operating until mid-1970.

Air NZ firmly opposes fare cuts, as does the more powerful Qantas. UTA fears the US threat extremely strongly and feels cheaper fares would over-intensify competition.

With a new US stop (Los Angeles) and new VC10's, BOAC is an unknown quantity. It might side with the Commonwealth carriers, or, because it badly needs increased volumes of passengers to cover its greatly-increased Islands frequencies, it might opt for lower fares.

But are the jumbos going to lower fares? The best hope seems to be that if all the airlines have flights going all the time, everywhere, they'll eventually realise seats will have to be cheaper to fill those fast—and empty—magnificent flying machines.

However, I think normal fare rates won't drop. There's even the chance they could go up. World airlines are facing severe fund squeezes; all are having to marshal resources to pay for new equipment. They have to order jumbos at $20 million each (current world airline equipment orders at present total over $3 billion) and it's likely airlines will tend to merge, or else pool routes and servicing facilities.

# Keep your family safe from mosquitoes

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

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

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

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





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# Opium and marihuana scare in Fiji

From a Suva correspondent

During a recent trip to Vancouver, a group of Fijian entertainers—The Fijians—were asked about hippies and drugs. Were they common in Fiji? Were hippies on every street corner and drugs at every teenage party?

The boys—Larry Mason, Kisa Petueli, Alex Wendt, Willy Wye and Rupeni Serovi—were happy to assure reporters that Fiji was free of such fruits of civilisation.

"One thing we don't have is a drug problem. And the only hippies we have are the garbage collectors and road workers who wear a hibiscus behind the ear," they said. With honesty, they thought.

The Vancouver papers made much of it. Here was a South Pacific paradise, they said, where not only were there no high-rise buildings, zoos (the boys saw their first in Vancouver), circuses (they saw one of those too) or hot dog rotisseries, but neither were there hippies nor the drug problems of Canada.

It was ironic that the band should return home to find that drugs were big news in Fiji.

Police were investigating reliable reports of drug-taking by Fiji schoolchildren of all races. And a 23-year-old Peace Corps volunteer, Michael T. Babitch, was fined $200 in Labasa Court, after he pleaded guilty to a charge of being in possession of Indian hemp.

Babitch's counsel, Mr. H. B. Gibson, told the magistrate, Mr. R. A. Kearsley, that Babitch deeply regretted jeopardising the good reputation of the Peace Corps.

Passing sentence, Mr. Kearsley said: "Bearing in mind both my duty to impose a severe deterrent sentence and Mr. Gibson's assurance that the accused will be sent out of Fiji at the earliest possible opportunity I impose a fine of $200, in default three months imprisonment".

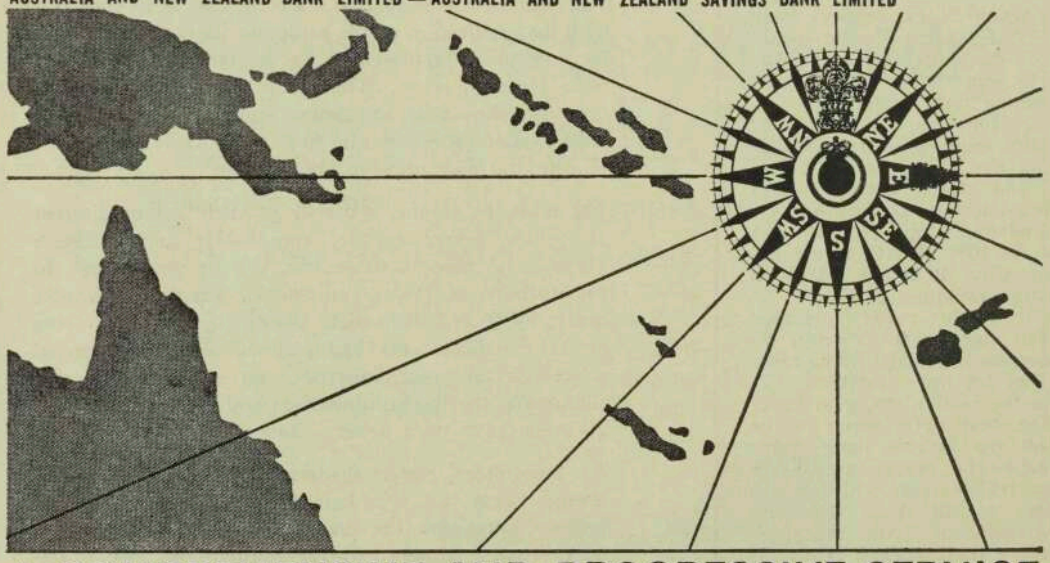
Evidence was given that Babitch's room was searched and a quantity of Indian hemp found, together with a bamboo pipe. There were four cigarettes of hemp already rolled, all found in a cupboard and suitcase in the room. Total weight of the hemp was 1,622 grains.

Babitch was said to have told police

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he had grown Indian hemp at a place where he was formerly living in Nasea. The police visited the place and found some very small plants growing in the garden.

Mr. Gibson said he personally knew that Babitch had worked very hard for the Labasa Farmers' Co-operative Association, to which he was assigned in January. He had arrived in Fiji last December.

The magistrate, Mr. Kearsley, said there was no question of drug-taking being introduced to Fiji by the Peace Corps. "Drug addiction was present in this country long before the Peace Corps came here, let that be clearly understood," he added.

## No drug racket

The director of the Peace Corps in Fiji, Mr. John Hurley, issued a statement in which he said that the Peace Corps would not tolerate or condone the use of marihuana and other illegal drugs by volunteers.

"The case in which a Peace Corps volunteer in Fiji pleaded guilty to a charge of possession of Indian hemp was a clear violation of the Peace Corps standards in this regard, as well as local law," he said.

"The volunteer concerned will be immediately dismissed from Peace Corps service in Fiji and will return to the United States."

The statement added that it was deeply regrettable that "such an incident inevitably detracts from the good work being done by the great majority of the volunteers here".

Prior to the case, Fiji's Police Commissioner, Mr. R. T. M. Henry, confirmed that police knew that opium and marihuana were being used in Fiji but he said there were no indications of a large-scale racket. An upsurge in the abuse of drugs might make it necessary for police to form a specialist squad. However, this was not needed at present.

Mr. Henry was commenting after Australian artist Brett Whitely was fined $50 in a Suva court on a possession of drugs charge.

The artist, who had been living and painting in Fiji for several months, admitted having .4 grams of prepared opium.

Fiji community leaders are extremely concerned over the drug scare, although the problem doesn't appear to be widespread. They have called for community co-operation in mounting a campaign against drug addiction. It has been suggested that a special committee be formed to educate young people about the dangers of drug-taking, to help cure those already addicted and to help the police catch those peddling drugs.

Advertisement



# Beauty Digest For a Lovelier Skin

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

## A Complexion Constantly Abloom

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## End dry skin

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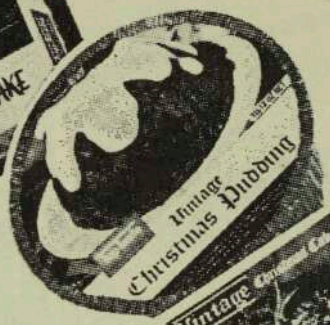




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● What's daily life on Pitcairn Island like? Can outsiders easily go there to live? These questions are answered in an article in the latest issue of "Pitcairn Miscellany", the monthly news-sheet published on the island. Here is what the article says:

# "What we miss on the roundabout, we gain on the swing"

*Pitcairn is a rock in the Pacific five miles round and two miles through. It lies half-way between New Zealand and America. Three thousand miles of open ocean separate Pitcairn from them; a few archipelagos lie to the north and the southern seas are empty to the ice-caps of Antarctica.*

You may feel you would like to settle here; but only seldom is permission granted by the Governor in Fiji as the only housing on the island, apart from private homes and the schoolhouse, is the government hostel presently occupied by two members of the Volunteer Service Abroad Scheme of New Zealand.

The climate here is ideal. The summer heat is generally moderated by sea breezes and there is no real winter by comparison with most of the outside world.

## Bountiful valleys

The hills and valleys are beautiful and coconut palms and banana trees are scattered widely around the island. In fact tropical fruits of one variety or another are plentiful all year round and citrus fruits and most vegetables are plentiful in season and are grown in the well-kept and carefully tended gardens of every family of the island.

Fresh meat is not plentiful although generally a little may be purchased or traded from the calling ships. However, the fish supply is abundant and what could be better than a piece of fish fresh from the sea into the pan?

There used to be a number of wild goats but in recent years their numbers have decreased. Most families now have at least one pet goat at their houses. Recently Mavis, Jacob, Len and Thelma went goat hunting and killed six of the last remaining 12 wild goats.



Swimming at Bounty Bay.

However, this does not mean the near extinction of goats on Pitcairn as it is reported that many of the Islanders intend building pens at Ten Side and Outa Valley and will breed meat.

The island now has its own electric power but this was not brought about by necessity because of the lack of fuel as some readers imagine. Wood is plentiful on the island. Roseapple wood is widely used for fires and it grows so quickly in these tropical conditions that supply is far in excess of demand.

Most cooking is still done per the medium of wood. Most homes have what is known as a hob, an open fire with iron bars across it on which the pots are placed, and also a stone oven.

The electric power, however, is a boon for the community, providing lighting and power to run washing machines which many of the homes now have and electric irons, etc.

The island has two telephone lines —one "government line" for those holding government positions and a private line for the rest of the community. It is an excellent means of communication on the island where the homes are scattered over a fairly wide area, as if one has important news to convey, you just put through a "long ring" and everyone picks up their phone and listens.

And now a few lines about the children of the island.

At present there are 17 children at the school ranging in age between 6½ and 16 years. Sixteen of the children are receiving their primary education and one girl, Glenda Young, is doing a secondary school correspondence course from New Zealand.

In school the children play as a group and it is not uncommon to round a bend on the island in out-of-school hours and find most of them, if not all, participating in a game of softball or cops 'n robbers.

## Healthy life

Then too, they spend a great deal of time swimming, almost year-round, either down at Bounty Bay or at "Isaacs", which are a group of rock-pools down below the Mission House, ranging from good-sized ones suitable for swimming and diving to small ones suitable for young babies.

One might think the children here miss out on most of the good things offering in the outside world. However I think not. They live on a beautiful island, enjoy a superb climate in an atmosphere almost free of contagious diseases, including the common cold.

Admittedly they do not (except for those who have been away to New Zealand for short periods) know what city life is, but then on the other hand there are many country and city children in other countries who have never seen the sea or a big ship.

What the Pitcairn children miss on the roundabout, they gain on the swing.




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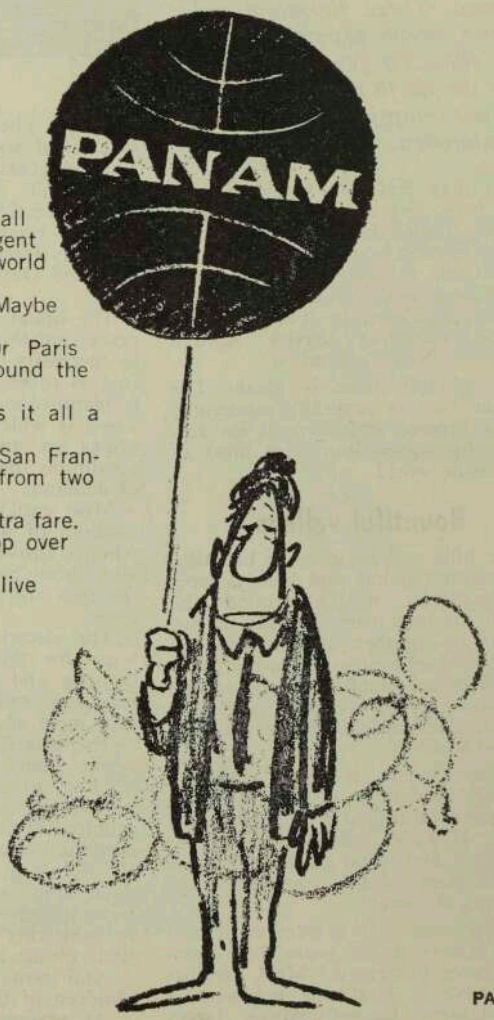
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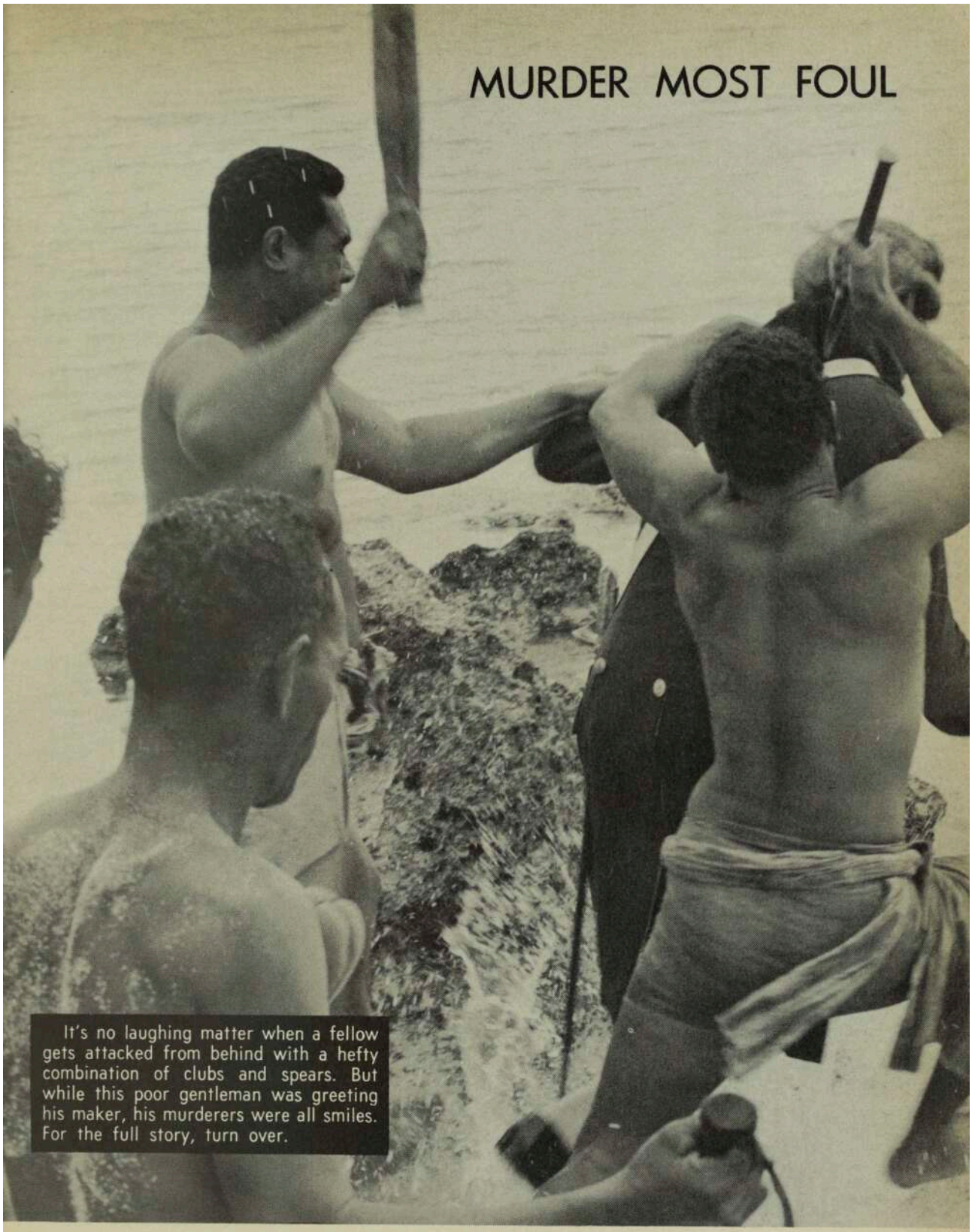
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# MURDER MOST FOUL



It's no laughing matter when a fellow gets attacked from behind with a hefty combination of clubs and spears. But while this poor gentleman was greeting his maker, his murderers were all smiles. For the full story, turn over.





# COOK'S PACIFIC

The Tongans' natural ability to smile caused quite a few headaches among television staff from the Australian Broadcasting Commission in Tonga in November. They were there to film portions of an hour-long documentary "The Infinite Pacific" on Captain Cook's voyage around the Pacific.

During filming on one of Tonga's most beautiful beaches, Monotapu, of the slaying in Hawaii of Captain Cook and his sailors, the television crew had the utmost difficulty in asking Tongan extras to look natural. They could not understand why the Tongans smiled so.

Perplexity turned to annoyance as the Tongans turned on seemingly endless smiles during serious scenes. Finally, the villagers' leaders spoke to them and they calmed down to serious dramatics.

Said one Nukualofa resident: "It was the television staff's own fault. They should have re-




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hearsed it properly instead of calling all these Tongans together in one day and expect everything to work out smoothly. I don't blame the Tongans for smiling one bit! After all, to them smiling is natural and healthy."

The film will feature the Pacific as it is today, two hundred years after Captain Cook landed in Australia's Botany Bay.

Mr. K. L. Porteous, the producer, said the film would be one of the most ambitious and expensive yet to be attempted by Australian television. The "Tahiti" portion was filmed in Western Samoa, and the "Hawaiian" section in Tonga, because the kingdom has more true Polynesians than Hawaii has (somebody in the TV crew said!).

The picture on p. 53 shows Captain Cook meeting his end at the hands of the Sandwich Islanders—as the Hawaiians were then called. Captain Cook is played by well-known Nukualofa identity, Jack Riechelmann, seen on the opposite page complete with powdered wig and buckled shoes. Above him, Tongan film extras turned themselves into chiefs and commoners from Hawaii and bow to Cook and his men, believing Cook is their long awaited Great White God.

On this page below right, these Tonga "Hawaiians" find it all a big joke.

The film team also went to Western Samoa (where Captain Cook never set foot, but the scenery is good) and at right top, it gets ready for action near a lagoon. Man giving the orders is Kip Porteous, and next to him in the white shirt is the director, Michael Pearce.

The photos on these pages are by Sio Magisi, Tulua Bros., and Ian Todd.

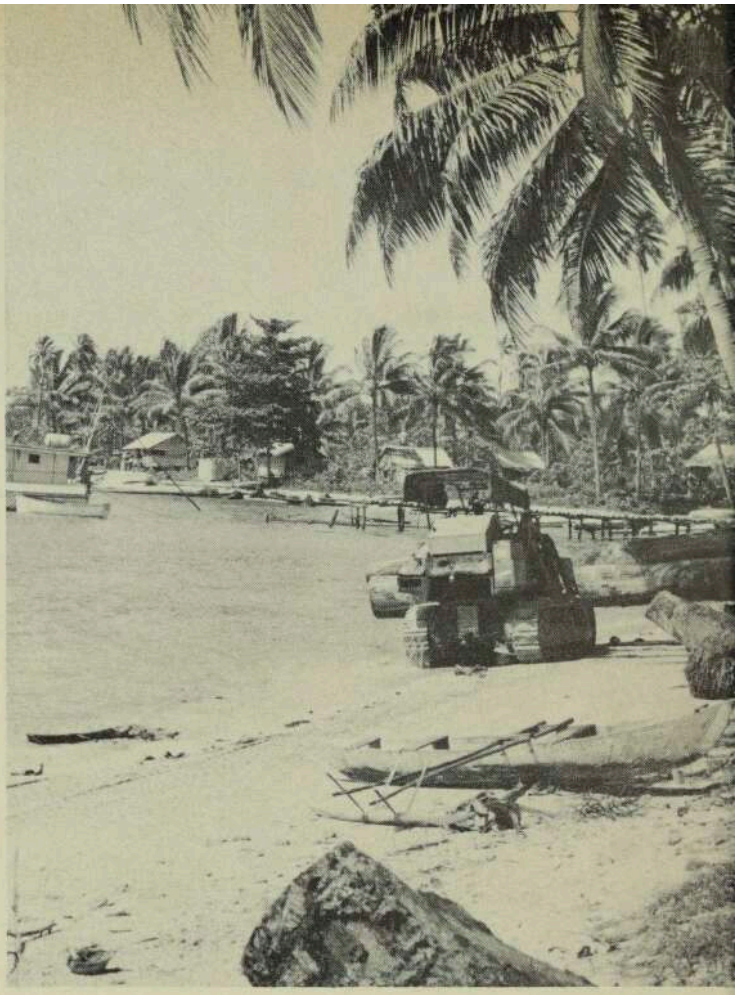







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# SOLOMONS TIMBER VENTURE



**A big British-Japanese timber venture is being carried out in the Shortlands, part of the British Solomon Islands. The Shortland Development Company has been operating for three years, running a regular shuttle service to Japan with hardwood for furniture making. In one month recently one million super feet of timber was shipped out. There are 11 Japanese working in the Shortlands on the project, all skilled personnel, and the company has built 10 miles of well-graded roads through the jungle. Managing director and a main shareholder in the company is Mr. J. P. Diamond, seen below supervising the operations of a power saw. At right, a Japanese tractor moves logs along the beach at Lofung, which is headquarters for the Shortland's operation. There is great co-operation among all races in the venture.**—Photos: Bruce Adams.






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Micronesia, with its year old jet service through the islands, has returned to the balmy days of island hopping by air. John Griffin, an Alicia Patterson Fund winner on leave from the "Honolulu Advertiser", here tells what it is like to drop into Micronesia's myriad islands from the sky.

# Air age brings a new dimension to Micronesian island hopping

It began, as most trips do, with a dash to the airport through a modern American traffic jam complete with smog and a helicopter trying to help frustrated Honolulu motorists. Undeveloped islands seem a long way off as you hustle down modern cement corridors into a jet, in this case the three-engined Boeing 727 of Air Micronesia, the Trust Territory carrier operated by Continental Airlines.

But there are differences: where travellers to San Francisco and Tokyo usually wear suits, those to Micronesia come casual in sport shirts, shorts and sandals. And there is an atmosphere about things—the Micronesian hostess in straw hat and miniskirt, other islanders going home from American schools, the front portion of the plane cabin piled with air freight, and even such fellow travellers as Philippe Cousteau, son of oceanographer-explorer, Captain Jacques with a camera and diving crew going off to Truk to make a TV special on the dozens of sunken Japanese ships there from World War II.

Also different are the stops. For Air Micronesia's year-old service has meant a jet-age return of the island-hopping and sight-seeing that made trans-Pacific travel an exotic affair in the days of flying-boats and limited-range World War II planes. Getting there now is a demonstration of what transportation and communication mean to scattered Pacific islands seeking economic and political viability in a world where they cannot remain isolated.

## Hardly exotic

It's expressive to say that all of the Trust Territory's 97,000 people could fit in a large football stadium. But more important is the fact you could never get more than a fraction together; for they live in an ocean area of continental dimensions.

The first stop is hardly exotic. Some 700 nautical miles south-west of Hawaii, Johnston Island is a treeless coral atoll that gained brief note again recently as a stopping point for President Nixon when he watched the Apollo astronauts return from the moon. Mostly it serves as a missile tracking station. Travellers are warned against using cameras, and, while the jet refuels, are escorted by armed guards into a windowless waiting room where rows of foreboding air pipes with rubber hoses stick down from the ceiling. "They tell me it's for debriefing SAC crews," said one travelling American official. "But it looks like the gas chamber at Buchenwald".

## 1,000 islands

Micronesia begins over an hour later as the jet crosses the ocean boundary of the Trust Territory into the Marshall Islands, two parallel atolls and islands running some 800 miles north from the equator—about 1,000 tiny islands in all, only a fraction inhabited.

As you come down, the pilot calls out some of the sights: "And to the left is Arno Atoll, one of the most beautiful and unspoiled, the kind of place you think of when you drink San Miguel beer," he says, joking about popular Pacific radio commercials that make use of exotic settings. Before the trip ends, I am to have one of the best days of my life at Arno, but now the atoll seems as unreal as a TV commercial, a vast oval of quiet lagoon enclosed by a narrow wave-washed coral reef, its lush green islets stretching off into the hazy distance of cloud, shadow, and sea.

Majuro, the next atoll, is the Marshalls District centre and "east-

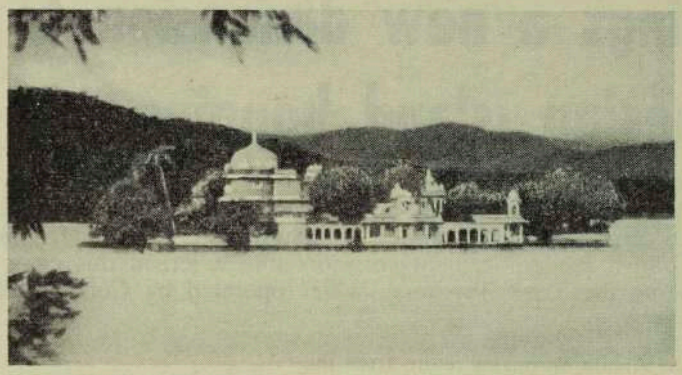



**This pretty Micronesian girl looks happy to be back home on Ponape Island with a friend to greet her and welcoming flowers round her neck.**




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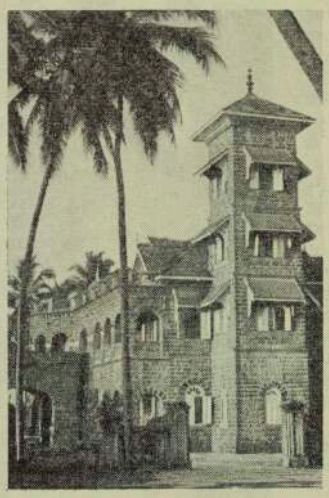


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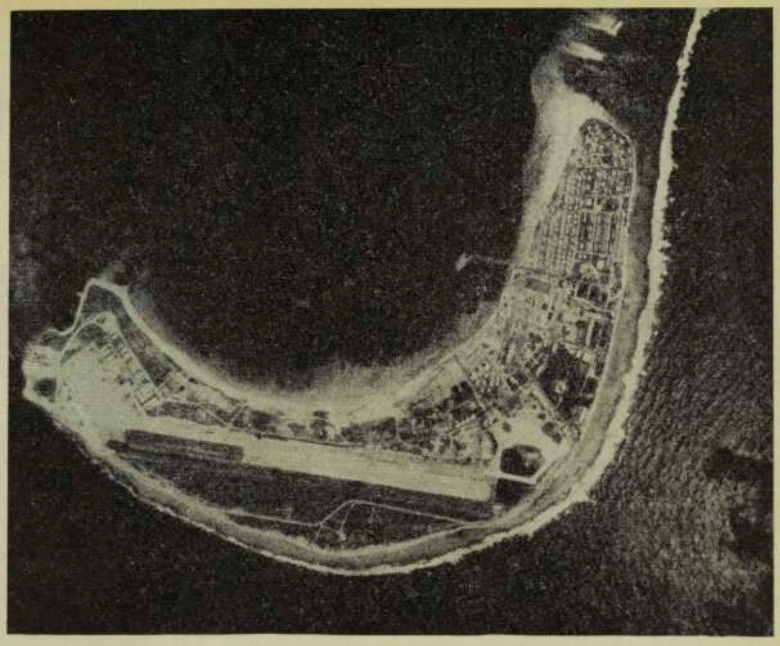
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## Tropical shanty town

ern gateway to Micronesia". Here, as elsewhere in the Trust Territory outer districts, there are no straight-in landings. The pilot buzzes the coral airstrip to make sure that people, pigs, and other hazards are absent, and passengers get a good look at the tropical shantytown that stretches for miles between lovely vistas of ocean, reef, and deep lagoon.

Palm trees flash by both sides when the plane touches down. There is a roaring cloud of coral and spray as the pilot brakes and reverses the engine on the short strip; it's safe but still quite a dramatic landing for jaded jet passengers.

In the half-hour stop, many wander off the plane, past the one-room wooden terminal and out under nearby palms to take pictures, sip beer and soft drinks, and chat with fellow passengers or the dozens of local folk who come out to the airfield for what locally ranks as a regular social event. In faces, setting, and mood you are clearly and rather suddenly in Micronesia.



**The world's largest atoll, Kwajalein, is also one of the busiest. It was a World War II battleground, a staging point for nuclear tests and is a US missile test site.**

### World's largest atoll

Out of Majuro, that is true in the plane also, for many Marshallese come aboard, headed for nearby Kwajalein or beyond to Truk and Saipan. Besides serious young officials with attache cases, there are toothless grandmothers toting big boxes and paper packages, respected chiefs, and young couples hauling several children.

Other less-desirable passengers have been aboard; one crewman told the story of an islander who brought on two live crabs the size of dinner plates. Their claws were tied together and they were in a paper bag, but somewhere enroute they got loose and crawled near the foot of a lady tourist, who almost instantly was standing on her seat and screaming amid general confusion. Quite casually the Micronesian hostess packed them off to the cargo section.

Kwajalein, the world's largest atoll, has been linked with US military activity for a quarter century, first as a World War II battleground, then as a staging point for nuclear tests at Bikini and Eniwetok atolls to the northwest, and now as a missile test site.

Missiles fired from California (and presumably from nuclear submarines) splash down in the lagoon; anti-missile missiles rocket up to intercept them. Such activity and its effect on the Marshallese people from these islands is an important part of the Micronesian story. For the traveller jetting through, however, the stop at the Air Force Base at Kwajalein is akin to that at Johnston—modern cement runway and other facilities, a look at sophisticated antennas across the runway, compulsory debarkation, confinement to a specific transit area, and no cameras, please.

### Dazzling and depressing

For new arrivals, Truk can be both dazzling and depressing. The Truk Lagoon is a wonder of nature; it was once a huge island that over a million or more years ago settled into the sea leaving only eleven mountain tops that have become lush islands with their own coral reefs. Around this complex of green island and blue lagoon is an enormous barrier reef, forming a ring 40 miles wide in spots, dotted with sandy islands, each with palms hanging over a white beach.

The scene is not so lovely when the plane lands in a muggy downpour on Moen, the main island and district centre. Here as in all remote Trust Territory districts the dirt and coral roads turn to mud and ruts when it rains and dust when it dries. Buildings are old or uninspired; quonset huts from the war, dull metal warehouses, flat functional cement structures, and shacky wooden stores and houses roofed with rusty corrugated metal.

The town struggles for a mile or so along a waterfront road where the greatest joy is to look beyond the litter to the other islands floating in the great lagoon. In the colonial style of things, the district administration offices and housing occupy hills with a view.

Further out, the scenes (but not the roads) are better. In one direction, down a palm-shaded route, you come to Southfield, acres of crumbling cement that once served as a Japanese air base and seadrome. Its small beach will be the site of Truk's first resort-type hotel. Down the coast the other way, the road winds past a memorable mixture of people and scenery. There are little general stores, dim and cool, where the radio blares American Western tunes.

### Pounded on car

Up the road, on my visit, a group of young men staggered with beer bottles; one, drunk in the violent Trukese fashion, pounded on the roof of my passing car and shouted an obscenity; his embarrassed friends pulled him aside. Everywhere naked

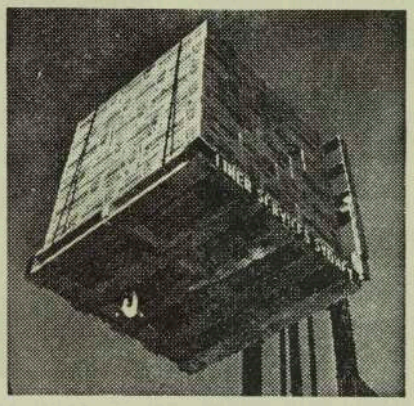



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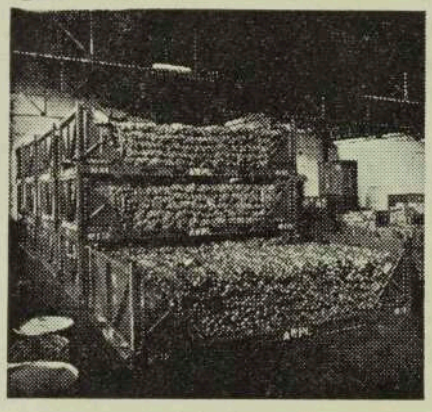
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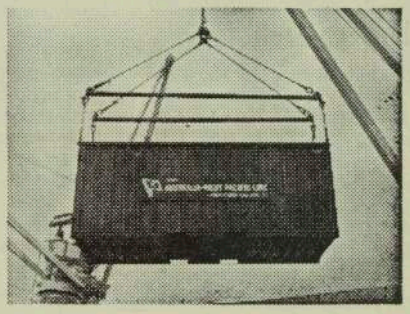
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## Smiling, waving people

children play along the shore, and smiling older folks wave as you pass. At the end, there is a village under clustered palms where bare-breasted women bathe, men talk pleasantly and crowds of kids pose for pictures.

The scenery can be marvellous, a mixture of mountain, shore, and reef. But the view also includes over-water outhouses, muddy mangrove flats, junked cars, and just plain rubbish.

More important, of course, are the people you meet and talk with in a few days of wandering around. One of the first I went to see was Tosiwo Nakayama, a Senator in the Congress and one of Micronesia's best known young political figures. Tosiwo spent several years at the University of Hawaii and has handsome racially-mixed looks inherited from a Japanese father and an outer-island Trukese mother.

### Control of land

Tosiwo was both enjoying his family after several hard months of travel with the Congress' future political status committee and preparing for the session opening soon in Saipan. He expressed hope that Micronesia's new status and form of self-government and control of land could be set before any US moves for land for new military bases.

He was disturbed at word the Peace Corps was cutting its programme that provided volunteer lawyers to help the Micronesian Congress and district legislatures. ("From our standpoint it was one of their two or three best programmes").

And like everyone he wondered about the intent and impact of a new 13-member US Navy Seabee team that arrived with an impressive array of construction equipment and movies which played to 200-300 Trukese every night. "I think the Seabees will show the Micronesians a side of the US military they don't know, since the image now is one of war".

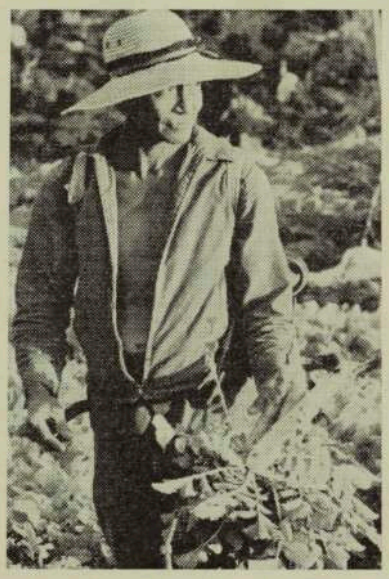
He paused and grinned. "You know some of the older people talk about the time when the Japanese came (after World War I). They say there was sort of a Japanese peace corps that came first, then military civic action teams, and finally the troops. Now they wonder about the Americans".

So the issues and opinions come up in talks with people; a few other samples:—

From an American businessman in Micronesia for many years: "In all I'm rather proud. People will point out what the Japanese did economically, but it was for themselves. I'll grant you the roads are now terrible and we are without adequate water and electricity after 25 years under the US. But these things are less important than giving people control over themselves. We have developed people and encouraged them to be free. . . ."

From a Peace Corps volunteer on an outside island: "Sure some good people get to college. But it's still pretty sad to see a couple of dozen bright children graduate from elementary school when you know there is only room for eight or 10 of them at the high school on Moen."

From a local politician: "The



**The US military is extending its influence in Micronesia, but, for the island farmer, life goes on as normal. Carrying vegetables from his crop, this man lives in San Roque, Saipan.**

(American) district administrator is new and very active, some say like a bull in a china shop. He has problems with local leaders. . . . The district legislature doesn't have much power, but the difference now is our speaker and chief can go up to Saipan on the jet and talk with our Congress and the High Commissioner."

From the young Navy Seabee officer: "We were headed for Vietnam but diverted here. . . . We're here to do what local leaders ask—roads, docks, water catchments. . . . Somebody's named us the Navy's Peace Corps, but don't let the men hear that. Actually we have a different mission from the Peace Corps."

From a retired American businessman looking for investments: "There are opportunities here, but you would have to be here to baby-sit your money. Actually, the only place ready for big tourism is Saipan. For somebody like me, the surest investment is in Guam."

From a young American Catholic priest: "As the anthropologists say there is form and function in society. The forms here are obviously changing, but whether the function is I don't know. . . . An American going into a store gets served much slower than he did five years ago. What does that mean? . . . Yet people here are not as strong for change as they might be in some areas of the TT."

Nearby Fefan is far more rural and less disturbed. Its people are noted for the vegetables and fruit they grow on hillside farms which serve as something of a breadbasket for the district centre at Moen.

I stopped to see a Trukese acquaintance named Faustino, the hotel handyman who commuted daily to Moen. We walked around the shore and hillsides, finally stopping at the Catholic mission to drink from coconuts and chat with a group of men in the shade by the school. They were not up on recent Micronesian political developments, but they knew a choice would someday be made and were interested.

### Battered church

Time and typhoons had battered the home of the absent priest and the stone church, built in the 1930's when the Spanish clergy still ministered in these islands. "Things were in better condition in the old days," Faustino said.

If Air Micronesia's island-hopping route is reminiscent of wartime days, the spur run 380 miles southeast from Truk to Ponape is a throwback to earlier days. All will change soon when the new coral airstrip at Ponape is finally finished. But for now you make the trip in a roaring, rattling seaplane, a Grumman Albatross (SA-16), that splashes down in the Ponape lagoon, taxies up an old Japanese seaplane ramp on a separate island where you transfer to an ancient landing barge (the M Boat) for the half-hour run to the capital of Kolonia.

It's all quite colourful and charming for the visitor, but for those who depend on it the system is full of inadequacies, frustrations, and breakdowns. It says something about the modern air age that it costs Air Micronesia almost as much on a per mile basis to operate the 15-passenger




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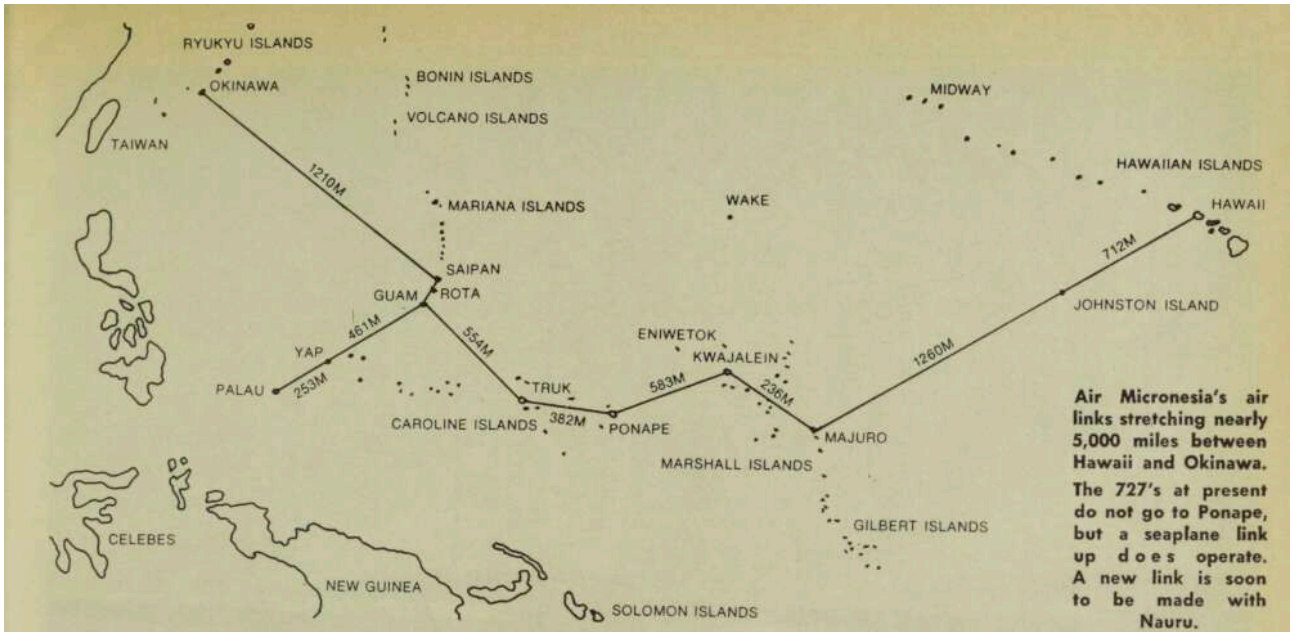
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**Air Micronesia's air links stretching nearly 5,000 miles between Hawaii and Okinawa. The 727's at present do not go to Ponape, but a seaplane link up does operate. A new link is soon to be made with Nauru.**

seaplane as it does the 80-passenger jet.

Ponape is the second largest island in the Trust Territory and capital of a big district that stretches down to include Polynesian islands near the equator. It is a "high" island, beautiful and lush from heavy rains that send dozens of streams crashing off mountain waterfalls and rushing down to the lagoon inside the fringing coral reef.

Older colonial regimes are remembered in a moss-covered Spanish wall in Kolonia; in an agricultural station started by the Germans, with impressive displays of healthy products from green peppers and pineapples to fat pigs, from rice to rambutans; and in the round-the-island road built by the Japanese, which years of neglect, too many floods and not enough funds has reduced in most areas to a memory and a muddy footpath.

## Canned confusion

By much testimony, Ponape has some of Micronesia's best agricultural potential. It could grow two-thirds of the rice now imported for Trust Territory needs or produce tons of rich citrus, but organisation and a dependable ocean transport system are still lacking. A quality pepper-growing industry was started but hasn't found a market. Good cacao is grown, but world prices are a problem.

It says something when the goverment-run hotel serves canned pineapple and vegetables while the same local products are available in the fresh food market a few blocks away.

Boyd MacKenzie, a Hawaii man with years in the Trust Territory, was new in the job of Ponape district administrator during my visit. Driving around the coral-patched streets of the town, he said: "Nothing much has happened here in the way of development for 10 years except the new airport".

And he might have added that the airstrip represents a costly goof. Dredged coral used in extending and surfacing was not properly packed for the jet; now valuable time and money is being spent in repacking.

Still there is no doubt the jet age will speed up change in Ponape. Local leaders view the prospect of tourism with mixed feelings, but some of the change will be good in terms of better communication and government interest. There is even hope that a government which can bring jets to this island can eventually rebuild the Japanese road, opening the way for rural produce to reach the market and shipping.

A drunken young government technician told me in one of Kolonia's 21 bars: "Before we were a brave people. Now we are becoming like Americans, not brave but okay."

An at least modest future in tourism for Ponape seems guaranteed by its natural beauty and the fact it is the site of Nan Madol, ruins of an ancient civilisation spread across more than 80 partially man-made islands at the southeast shore of the main island.

One goes by speedboat to this decayed Micronesian Venice, down the shore with the white line of the barrier reef on one side and steep green mountains with high white waterfalls on the other. Even on a grey day it is beautiful.

Nan Madol sits on tidal flats, and since we arrived at a lower tide it was necessary to wade in knee deep across a mucky bottom rich with eel grass and sea slugs that squish underfoot. It's worth it, for Nan Madol is a relic with a gateway temple made of huge basalt crystals, black-rock logs piled in buildings up to 40 feet high still standing amid the dark of breadfruit trees, and other vegetation as you wade up the narrow channels in a falling mist with jungle birds calling in the trees.

"Haunting is the word," I said as we climbed over the rocks of Nan Towas, a temple called "The palace of lofty walls". I thought of comparing it with the Ankor Wat and other man-made wonders of ancient times.

## Wait, wait

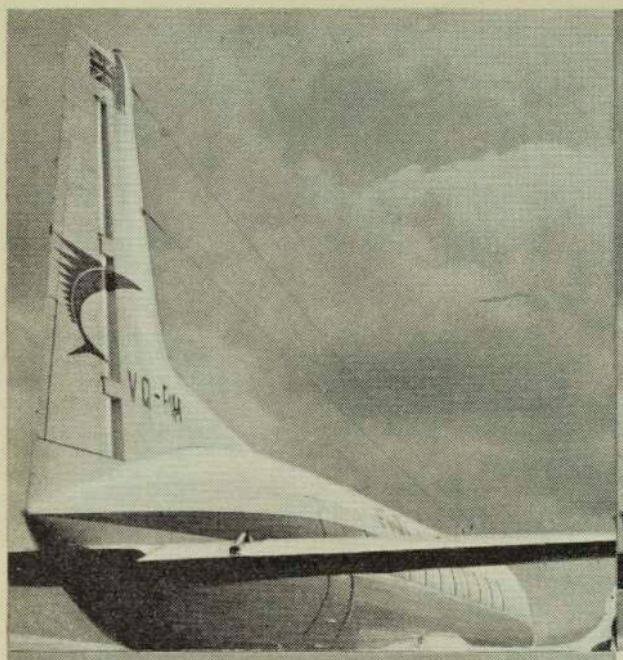
We rode the outboard home wearing masks and snorkels to help breathe in a blinding, stinging rain.

There was a day's delay in schedule when the pump that fuels the seaplane to Truk on the offshore island broke down; barrels of fuel were rolled out, but we had to wait overnight until the water and rust settled. So at this point what's a day? You talk to a few more people, read a paperback, drink more beer, and wait.

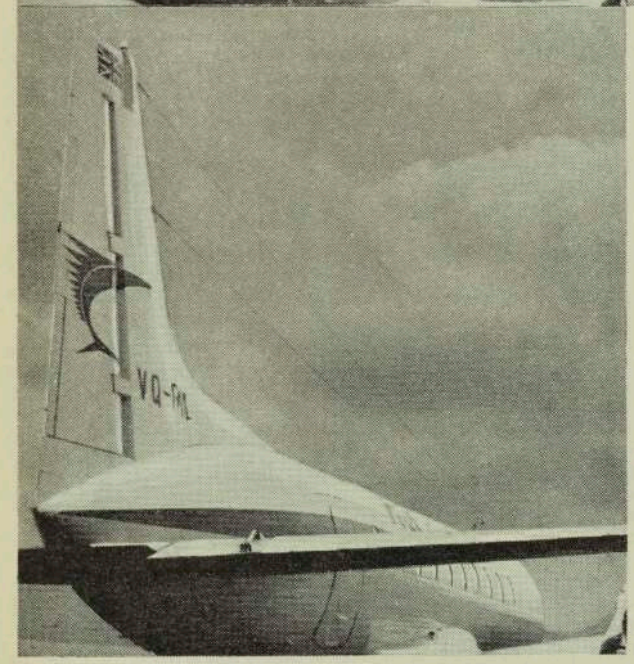
● **"Micronesia now linked with Polynesia," p. 65.**




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## *Micronesia now linked by air with Polynesia*

Air Micronesia, the US Trust Territory's internal carrier and external carrier to Guam, Okinawa (Japan) and Hawaii, made its inaugural flight to Nauru on October 23. It's now expected to begin regular weekly flights to Nauru from December 2.

The first flight, with a Boeing jet 727, took about 45 minutes from Majuro, Marshalls, and carried 32 passengers (mostly US Government and airline officials). Four Congress of Micronesia members were also aboard. It stayed at Nauru an hour before returning to Majuro.

It's understood the airline's regular Nauru calls will be optional and diversional stops off the airline's twice weekly Hawaii to Okinawa runs, via Johnston Island, Majuro, Kwajalein, Truk, Guam and Saipan.

At Majuro, the jet will offload passengers who do not wish to fly to Nauru and then go on to Nauru where, it is hoped, travellers will have time for lunch and a tour around the island.

The Majuro-Nauru flight, although a tiny distance hop in the Pacific, is highly significant. For the first time, it links by air Polynesia directly with Micronesia. Travellers to Fiji, the Samoas or Tonga can now fly on to Micronesia without having to backtrack to Hawaii or go further afield to Australia.

The new flight is also a victory for Air Micronesia and a loss for Fiji Airways, which has for nearly two years pressed for a more northern call after its terminating point at Nauru.

● Continental Airlines, a major shareholder in Air Micronesia which is currently operating its services out of Hawaii to the US Trust Territory at a $US1½ million annual loss, has recently been granted additional non-stipulated services out of Guam by the US Government. Also, Japan Airlines, looking for a reasonably close holiday destination for Japanese tourists, is interested in flying to Micronesia.


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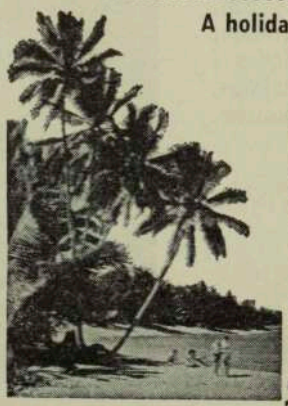
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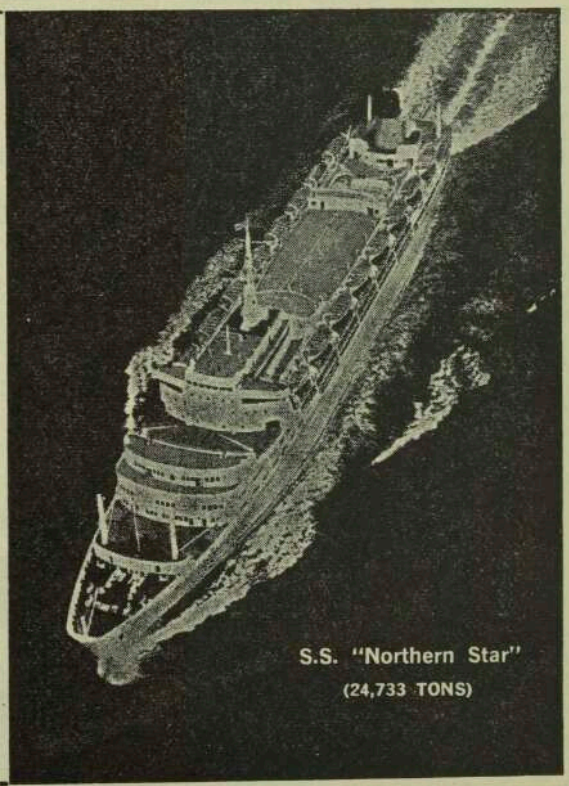
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# Cook Is. artist with a "unique" blue style

*From W. H. PERCIVAL, in Rarotonga*

Edwin Shorter, a middle-aged British artist who has lived in Rarotonga for some years, and was formerly in Tahiti, was to exhibit his paintings of Cook Islands and Tahitian life in Wellington, NZ, from November 10 for 18 days.

Most of Mr. Shorter's paintings depict Polynesian life in Rarotonga and the outer islands of the Cook Group and there are some Tahitian subjects.

There are striking Rarotongan beach scenes of feasts, food markets, and horse racing, set in blue tones against the background of the Pacific. There are typical scenes from the outer Cook Islands—mail being sorted and tossed out to eager islanders; a laden boat shooting the reef on the crest of a wave, while a monthly supply ship lies at anchor in the background.

## Hula skirts

There is a sombre scene painted in greys and browns which faithfully depicts the Avarua coast of Rarotonga when it was being battered by the December 1967 hurricane; cheerful scenes of young Cook Islands girls making hula skirts and 'eis on the beach and one a dancing team performing against a dramatic background of Rarotonga's green and jagged peaks.

Edwin Shorter's paintings include nude, and semi-nude studies of Tahitian beauties, and there is an impressive historical painting of a big double-hulled canoe being prepared in Rarotonga for the voyage to NZ in 1350. Most of the beach scenes are executed in a decorative blue style which, Edwin Shorter says, is unique.

The collection is as interesting as the man who created it. He studied art at St. Martin's School of Art, London, and at Heatherlies, a school which produced many distinguished artists in earlier decades.

He was trained to play the oboe by an uncle who was a professor of music at two London schools of music, and later he performed in symphony orchestras.

Working as a commercial artist by day and a professional musician at night, Edwin soon realised that he would have to make a choice between the two occupations—he chose art.

He turned to commercial art to make a living and stuck with it for the next 25 years. Then, after World War II, he was engaged in producing secret and highly complicated illustrations of rocket propulsion aircraft and early hydrofoil boats, then in the experimental stage.

As a hobby, he set up a small workshop in which he produced "various gadgets" which he patented. However, these proved a failure, so he turned to three-dimensional cartoon films with some success.

When a director of Walt Disney's film interests visited England to advise the Rank Organisation on setting up a cartoon studio, Edwin Shorter was selected to direct the studio, but he turned the offer down as he considered he would not be fully compensated for giving up his patents, and he had work on hand from leading advertising agencies.

But it was a mistake. He soon found he couldn't compete with big business, and had to dismiss his small, but carfeully trained staff, and close down.



**Edwin Shorter at home.**

—Photo: Van Eijk and Meers.

## Gauguin's fuss

Fed up with England and its damp, chilly climate, he went to southern France for almost four years. He returned to England to paint, then visited Tahiti to discover what "Gauguin had made all the fuss about".

Tahiti at that time—before the airport was built—impressed him. He returned to England to settle business affairs, then returned to Rarotonga, which he had previously visited, to live and paint for his own interest and pleasure.

Being of a naturally inventive nature he searched for a style he could truly call his own. He believes he has found it in his "decorative blue style" which may excite a good deal of interest at his Wellington exhibition.

# Bushfire menace in N. Caledonia

Cattle station owners on the West Coast of New Caledonia are beginning to battle through a serious season of bushfires.

The current long drought has produced dry grass which rapidly bursts into flames, as reported by motorists driving to Noumea along the 35-mile highway from Tontouta Airport.

In Noumea itself, the fire brigade reports being called out 47 times in October. This included accidents involved with bottled gas installations in private homes, and a serious fire at the Noumea nickel smelting works on October 30.

Fires first began in earnest in mid-October, with an outbreak on top of Ouen Toro mountain at Anse Vata. Army and naval personnel were called in then to protect homes, and again several days later to save the television station from a fire in another suburb on top of Mt. Coffyn.

Since then sirens have sounded almost daily in outer settlements of Noumea, where many housing estates have been threatened. Fortunately no loss of life or serious property loss have been reported.




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# Bringing visitors to the Cooks—a "tough" job

From a Suva correspondent

"I see the Cooks," said quietly-spoken New Zealander, Arthur S. Helm, "in the same way as I saw the Antarctic—something new, and a challenge."

Arthur Helm, general manager of the newly-established Cook Islands Tourist Authority, might be described as a man of many parts. A recent profile on him in a New Zealand newspaper went even further—"he is a man of unquenchable curiosity, enthusiasm and good humour . . . has literally done everything from carrying war dispatches to graduating MA (at Victoria) with honours, though missing the normal secondary education . . ."

The man who intends to turn the merest trickle of tourists to the Cooks into a tide, is the author of 10 books, mainly on travel and war experiences. But he is best known for his work in the Antarctic; he was secretary of the Ross Sea Committee Trans-Antarctic Expedition and also of the 1955 Antarctic Expedition with Sir Edmund Hillary.

During the summer of 1956-57 he acted as postmaster at Scott Base and was responsible for date stamping the 120,000 stamps commemorating the expedition. Helm Glacier, an expanse of ice almost as big as Rarotonga, has been named after him.



Arthur S. Helm, in Suva in November. — Photo: Bal Ram.

When he was in Fiji in October and November, primarily to pick up tips at the tourism convention and to visit resorts and tourist attractions, he admitted that the job ahead was a tough one—"we're starting from scratch, after all. But I do enjoy being involved in a project which I can help and influence"

## Time for lunch

Like most other tourism developers in the South Pacific, Mr. Helm—who heads a five-man team—insists that the industry will not turn the Cooks into a replica of Hawaii or Tahiti.

It seems unlikely that that would happen anyway, certainly within the foreseeable future, for it's not expected that a commercial air service will begin before completion of the international airport at Rarotonga at the end of 1971.

The monthly RNZAF flights to Rarotonga, which have been the only air services into the Cooks (except for rare charters) for the past two years, will cease in January. They will be diverted instead to Aitutaki airport.

While the New Zealand-Cook Is. air fare has been $NZ100 each way on the RNZAF flights, Mr. Helm said he wouldn't like to hazard a guess about the cost of the commercial air fare. "The prices haven't been fixed," he said. "I wouldn't like to say whether they'll he higher or lower".

Two hotels in Rarotonga and one

Continued on p. 70

## ROAD ACCIDENTS RISE IN TONGA

Tonga's Minister of Police, 'Akau'ola, has expressed grave concern at the 33 per cent. increase in traffic infringements for 1968 compared to the previous year's figures. However, the number of vehicles on Tonga's roads during the corresponding period, rose by 24.6 per cent.

Three road fatalities were reported last year compared to four already in 1969. More traffic infringements may come before the end of the year.

Traffic infringements in Tonga have been on the rise for the past few years. There were 657 in 1967, 982 last year, and nearly 900 already in 1969, with the worst accident period of Christmas yet to come.

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## Tourism and culture

on the island of Aitutaki, 140 miles away, are being built by private enterprise. They will have between 120 and 140 rooms each—and Mr. Helm believes they can be filled by New Zealanders initially, and later by Australians also.

Formerly with the New Zealand Tourist and Publicity Department, Mr. Helm spent last year in the Cooks writing a lengthy report on the area's tourist potential. Since he was instrumental in bringing it about, the Cook Islands Government obviously felt he was the man to fill the job of head of the new authority.

"Tourism CAN help the Cooks—and it doesn't have to destroy the culture," he insists firmly. "Quite the opposite—tourism can strengthen culture, by reviving local interest in it. We hope that tourism will attract back some of the young people who have left the Cooks to study or live in New Zealand."

Mr. Helm plans a monument on the beach inside a hole in the reef in the Ngatangia Harbour; it was from this spot that migratory canoes are supposed to have left for New Zealand about 1350.

### Unknown history

"There are many historical spots on Rarotonga, but they are relatively unknown," he said. "There is an old inner road running 19 miles around the island of Rarotonga, more than 1,000 years old, the oldest in the Pacific."

Mr. Helm agreed that there wouldn't be enough money in the Cooks to meet any tourist influx—and that outside investment would have to come. "Quite a lot of interest has been shown already—but I can't say what government policy is on this," he said.

Travelling with Mr. Helm through Fiji, Tonga and the two Samoas was Cook Islander, Mr. Tekeu Framheim, a member of the tourist authority.

The authority's chairman is Mr. R. W. Rapley, a New Zealand businessman now resident in the Cooks. Cook Islanders George Ellis, Noo Tetuairo and Utia Matata are members—and Mr. Percy Henderson, retired secretary of Internal Affairs, is assistant manager.

● Bougainville Hotel Pty. Ltd. has been formed to build a $300,000 luxury hotel on Arova Island, three miles from Kieta, Bougainville's main town. Fruition of the venture depends upon NG Administration approval to use government-owned land on the island for the project.




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# MEDICINE MEN IN WEST IRIAN TOLD "YOU'RE IN CHARGE"

From LUKE SELA in Port Moresby

Indonesian Government officers in West Irian are going to promote at least one local product—village medicine men.

An official Indonesian Government document, quoted by the New Guinea News Service in Port Moresby, lays down the tasks for Indonesia's public health officers, and tells them to "improve the knowledge of the traditional medicine men known as "Dukuns."

They are to develop special training courses, showing the Dukuns how to be more effective in treating village maladies. Emphasis on the "re-training" of West Irian's village medicine men is taken here as an illustration of the heavy shortage of Indonesian public health officers, combined with the inability of the Indonesians to reach remote areas, because of transport (mainly aviation) problems.

Meanwhile, Indonesia has just made the United Nations FUNDWI organisation an integral part of the Indonesian team working on a Five-Year Plan for West Irian.

## Money from Djakarta

FUNDWI—the Fund of the United Nations for the Development of West Irian—has been working in West Irian since 1967, with $30,000,000 left by the Dutch in 1962. It has been concentrating on logging, fishing, teacher and trade training, rehabilitation of the air and marine fleets and the rejuvenation of plantations.

Since 1963, Indonesia has been promising a Five-Year Plan for West Irian, with money from Djakarta to boost the sluggish but remedial affect of the FUNDWI Dutch money.

Now, President Suharto has signed a new law making FUNDWI and its executive secretary, Mr. Thomas F. Power, Jr. (New York), an "integral element of the Special Project (for) West Irian."

The new law (Number 12) follows "the re-affirmation of the people of West Irian this year that they are part of the Unitary Republic of Indonesia."

Mr. Power is due back in West Irian in mid-December for the next stage of the rehabiliation of West Irian's economy, badly run-down since the Dutch left seven years ago.




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# From the Islands Press

"I BELIEVE that the sooner our Legislative Council members take steps for the re-introduction of the death penalty, the better for the nation and its people.

No one can deny that the increasing number of murder cases is of great concern to all of us. I believe that the number of murder cases this year is double the figure of any preceding year.

The death sentence is the only appropriate punishment for those who take a human life. Let us have it back again.—*Letter from Samisoni Qaranivalu in "The Fiji Times", Suva.*

MR. SELUKA RESTURE of the Education Department went torch fishing for flying fish off Bikenibeu last week in his own Ellice canoe. At about 6.30 he spotted a fairly big bottle floating to and fro in the waves opposite the Elaine Bernacchi School station When he picked in up, he saw a piece of paper inside with "Menu of SS *Oriana*" written on it.

When Mr. Resture returned home, he found he could not open the bottle and so broke off the neck. In addition to that on which the menu was written, Mr. Resture found another piece of paper on which the following was written: "If anyone finds this note please write to Llee Wept Leufer, 7904-82 Ave., Edmonton, Alberta, Canada".—*Item in "Colony Information Notes", Tarawa.*

WE cannot do much against the will of nature in our efforts to produce adequate food and in our search for resources from the coral soil that make the Gilbert and Ellice Islands.

There are indications that people of earlier generations were much happier and contented than we are today, in spite of the introduction of many wonderful new things as a result of contact with the materialistic world.

An effective population control may bring us back to share the same happiness as that enjoyed by our ancestors, and perhaps in the end, prove the major solution to our desperate economic probelm. —*Editorial in "Colony Information Notes", Tarawa.*

THE penalty by law for possessing, using or trafficking in drugs is $200. The penalty for being in the possession of, or using, alcohol is usually nothing. The maximum fine for drunkenness is $20.

Obviously, the makers of our laws do not agree with Miss Anne Walker, YWCA youth director in Suva, who is quoted in *The Fiji Times* of October 30 as saying: "I am not half as concerned about drugs here as I am about the excessive consumption of beer".

My own reaction to any man or woman offering drugs to my children would be to kill them. This I would do, and happily face the legal consequences.—*Letter from John A. Sachs, in "The Fiji Times", Suva.*

THE discovery of another giant toad in Apia last Sunday week has resulted in considerable publicity to stop the possible spread of the animal. The Department of Agriculture has issued a special pamphlet and numerous posters warning people to report any signs of the toads.

It is now suspected that the toad may be firmly established in Western Samoa, brought in thoughtlessly by people as pets. Another was found at Vaimoso in August. The public is asked to report toads discovered at any stage in their life cycle.—*Item from "The Samoa Times", Apia.*

WE cannot continue to apply things such as the poll tax which have come down from the last century. We must move with the times and apply what is suitable for this day and age. We are at present struggling to progress and to do this we need to increase our sources of revenue so that our rate of progress can be speeded up.

For this reason, it would be better for us to raise our duties and put aside the old poll tax.—*Comments from Anitelu Fielea in "The Tonga Chronicle", Nukualofa.*

LAST Wednesday I saw *The Finest Hours* at the BPC staff cinema. What I saw on the screen I enjoyed. What I heard of the soundtrack I should have enjoyed more without a background of noise from the multitude of children present in the front seats. The children's chatter was interrupted only by bursts of merriment at totally inappropriate moments.

Besides this, we had a constant traffic of children coming and going, presumably for purposes of refreshment, elimination, exercise or what-have-you, as well as few games of tag up and down the aisles.

Perhaps the days when children had to be seen and not heard are gone forever, but there is still no need for them to be heard so much. Presumably people who go to a cinema do so to see and hear the film—not an army of ill-behaved juveniles who reflect no credit on their parents or schools.—*Letter from Muriel Robertson in "The Bulletin", Nauru.*

THE post office is concerned at the activities of certain people who have been causing damage to mail. These people, generally thought to be children, have been putting water, sand, soft drink bottles and cigarette butts into the mail boxes at the post office.

The result has been that a number of letters have been damaged. Parents are asked to warn their children of the harm they can do by such actions. Interference with the Republic's mail is a criminal offence, and offenders are liable to prosecution.—*Item in "The Bulletin", Nauru.*

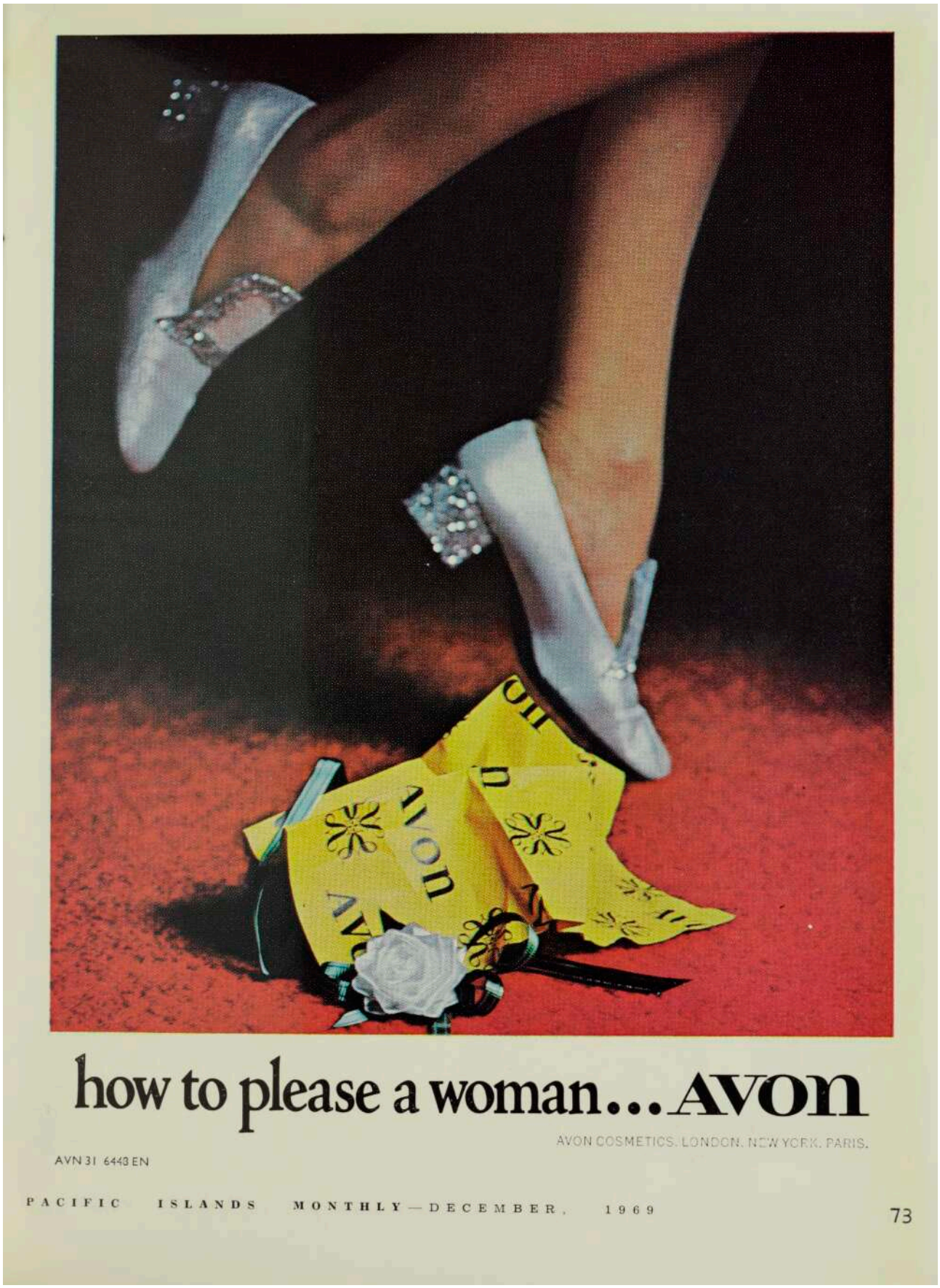
EARLY in the morning of the 26th the drumming of engines disturbed the quiet peace of Pitcairn waters as the long-awaited *Marc Joly* rounded the island at the conclusion of her first trip from Tahiti, via Mangareva, and anchored off Bounty Bay.

For some months now everyone has been eagerly awaiting the arrival of the members of the new geodetic (world-wide surveying) team which will be stationed here for a period of 12 months with personnel changing every three months or so.

Rumours, which have a way of whizzing around this isle like wildfire, had it that the *Marc Joly* was a sailing schooner, but when she arrived she was in fact a diesel-powered boat about 60 ft long. We welcome our American friends to Pitcairn and hope that their short stay here will be a happy and memorable one for them.—*Item in "Pitcairn Miscellany".*"

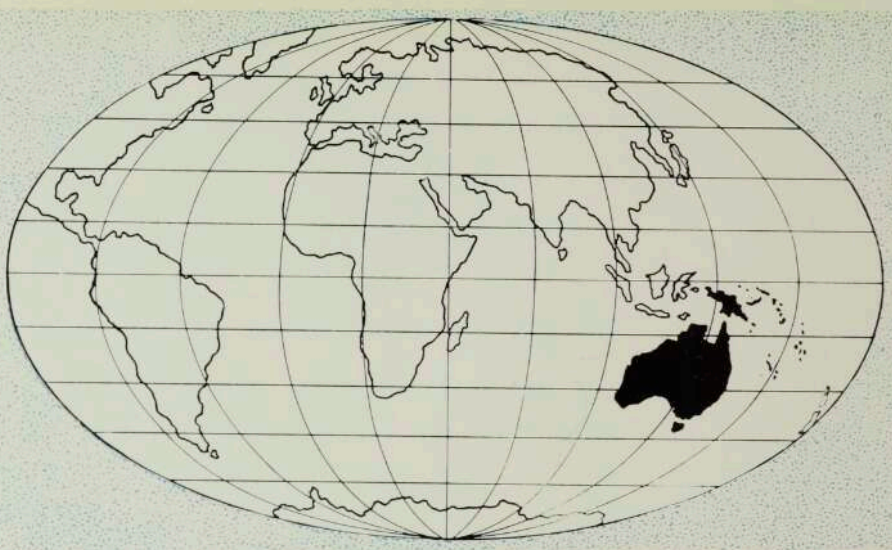



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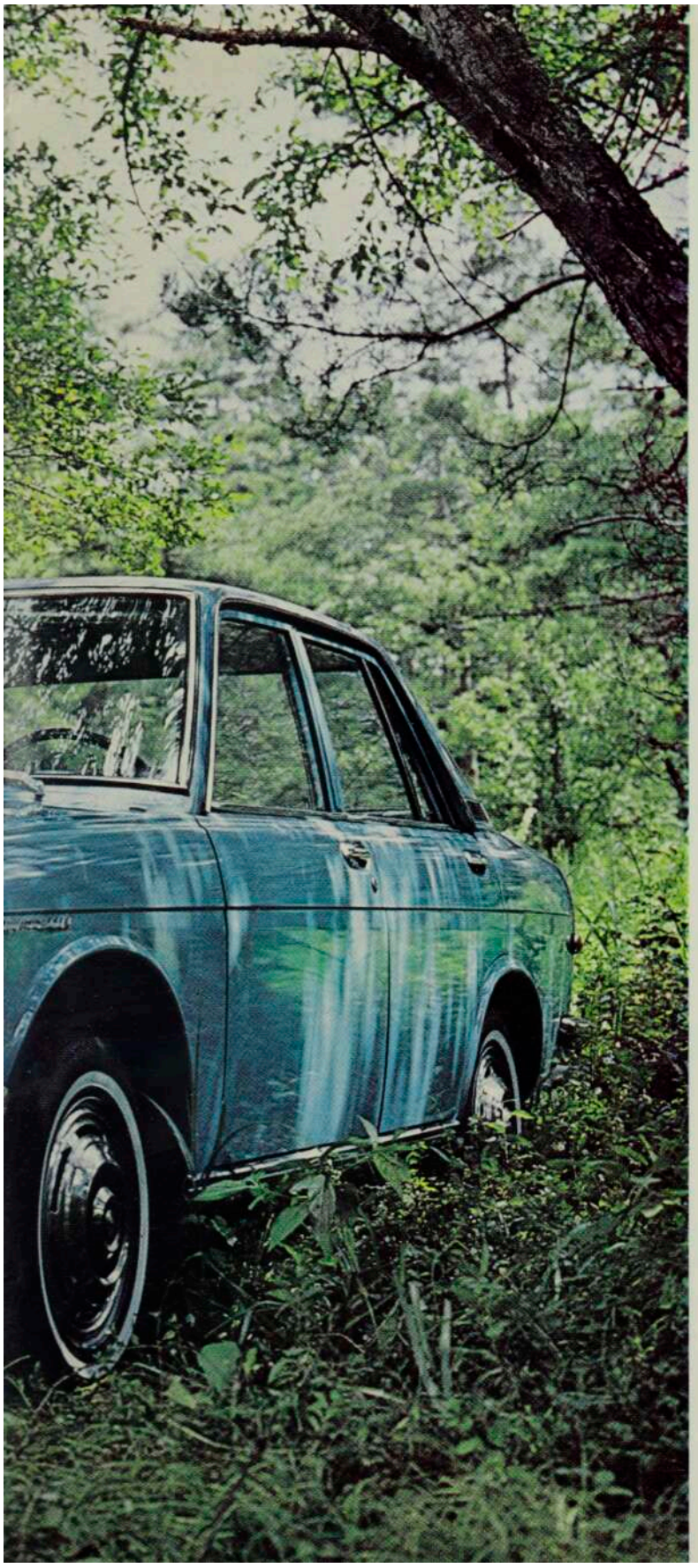


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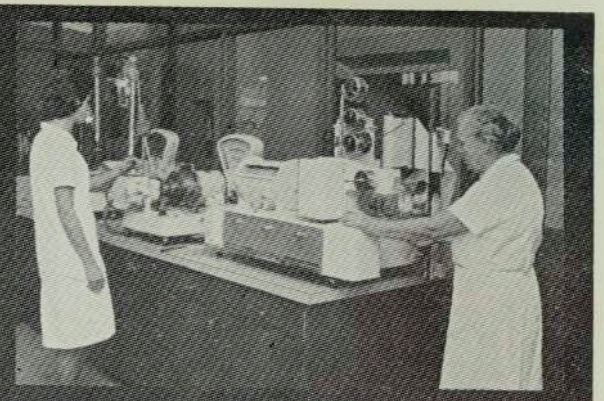
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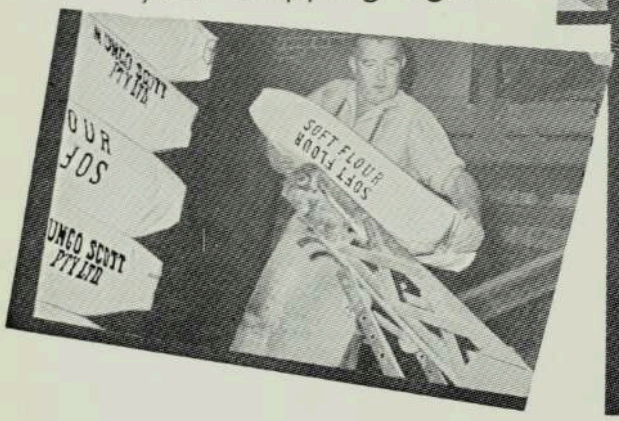


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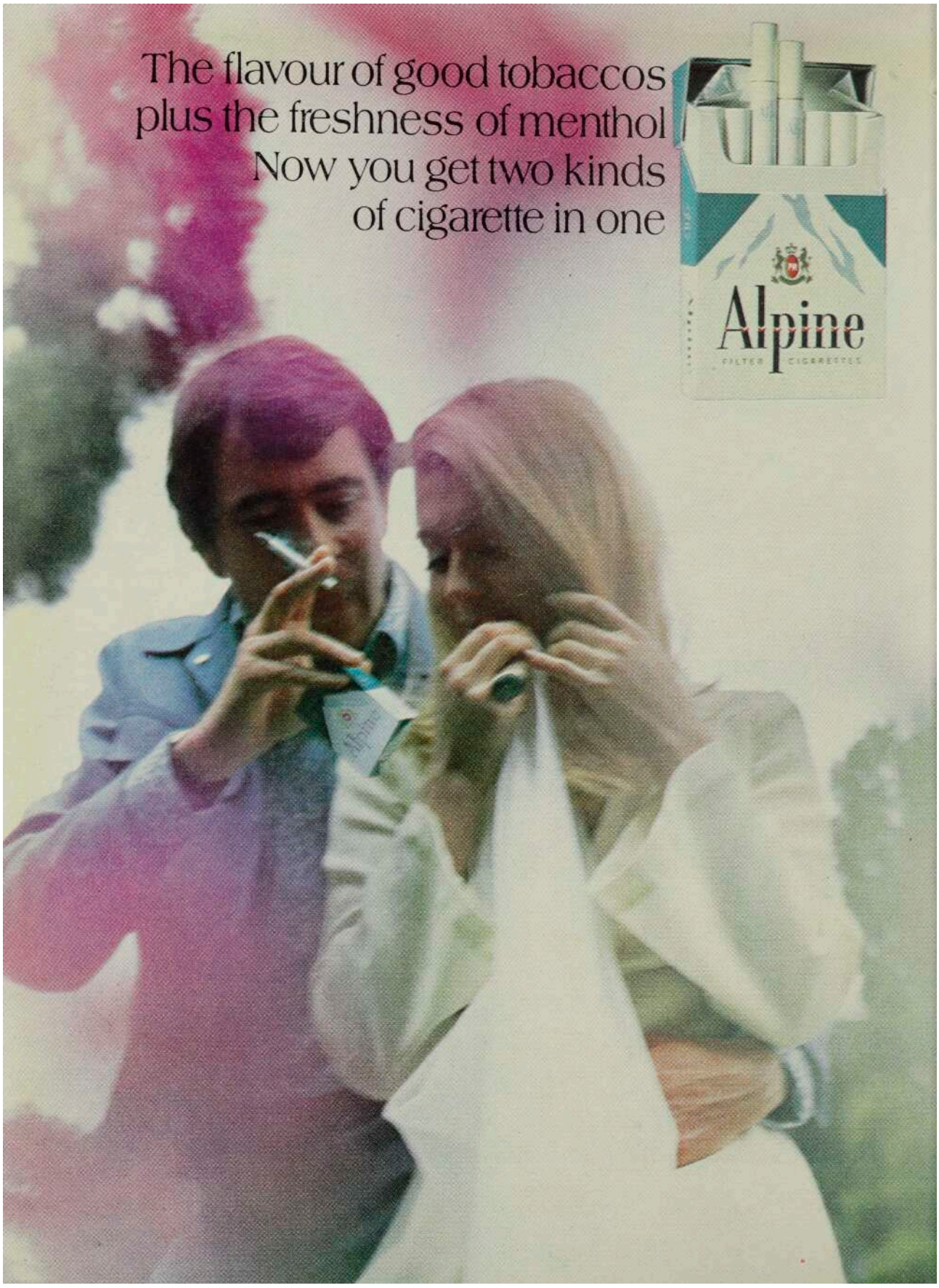
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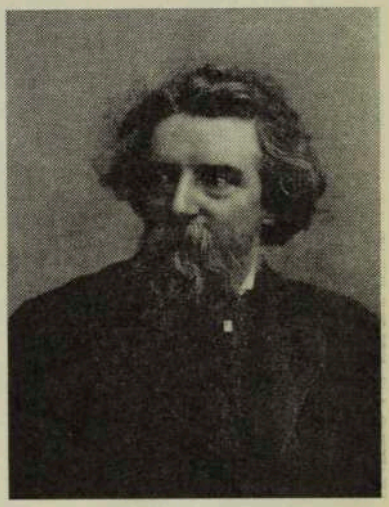
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# Magazine Section

## Tahiti's part in taking Christ to New Guinea

*By ROBERT LANGDON*

Although it is well known that Cook Islands missionaries, sponsored by the London Missionary Society, played a prominent part in the early efforts to evangelise New Guinea, probably few people now know that several Tahitians also took part in that work.



The Rev. James Chalmers.

One such Tahitian, whose name has long been forgotten, was "Mr. Terai", who worked with the Rev. James Chalmers in Papua in the early 1880's. Terai's name came to light recently when the Pacific Manuscripts Bureau obtained a microfilm copy of the papers of the Rev. J. L. Green, one of the last of the LMS missionaries in Tahiti.

Terai was a friend, and probably a one-time pupil, of Green in Tahiti; and after he and his wife went off to New Guinea as missionaries, they wrote Green and his family informative letters on the conditions they found there.

Although the originals of Terai's letters seem to have been lost, an English translation of a longish letter he wrote from Aloma, Papua, on June 13, 1883, has been preserved among the Green papers, and there is also a translation of portion of an earlier letter dated April 23, 1882.

### Working devotedly

The letter of 1883, which is undoubtedly one of the earliest extant accounts of Papua written by a Pacific Islander, reads as follows:

Mr. Terai and wife write this letter to you and to your children. We are well, not suffering from any disease. We are working devotedly that Papua may become its portion. This is the character of the people. Some of them will come to our schools just for a day or two, but they will not persevere. They will stay away again for a long time till they have forgotten all they had learned. The children are beginning to read. The great difficulty, however, is the parents will not control their children. They never reprove nor chastise them.

The people have no kind of religious ceremony at their marriages. This is the course they adopt. The bridegroom takes food and many other things according to his own inclination and presents them to the father of the bride who, in return, gives his daughter, and then the bridegroom takes his bride away to his own home and the matter is settled.

### Men's hair long

This is another custom prevailing here. The men let their hair grow long and the women's hair is cut short. The women cultivate the ground. The men construct the fences enclosing the land, and the women plant and cultivate the food.

The people here have no ovens for cooking their food as we have; but they make vessels for cooking purposes in shape like Tahitian calabashes cut through the middle. They are very strong. The great enemies of the Papuans are the snakes (poisonous) peculiar to the country and the alligators, which live in the water. The bite of the snake is invariably fatal. As to the water enemy, the alligator, if the savage thing seizes hold of a man's foot, there is no hope of recovery from its bite. About 40 people have been killed by the snakes and the alligators since we came here.

I do not well understand their mode of reckoning time yet, but they have a festivity at their new year. As the season approaches, the families prepare their garments. A tree is taken with its branches and carried to the beach and planted there, then they suspend their food upon it. Coconuts and every other kind of food. In the afternoon of the day appointed, the people assemble together from all the villages round about with their clubs in their hands.

In former times they would kill each other. Thus, when the time comes for those who were appointed for the purpose to assemble on the beach, they go in companies, running along until they come to the tree, then they throw their spears at it, so do the people of each company in turn.

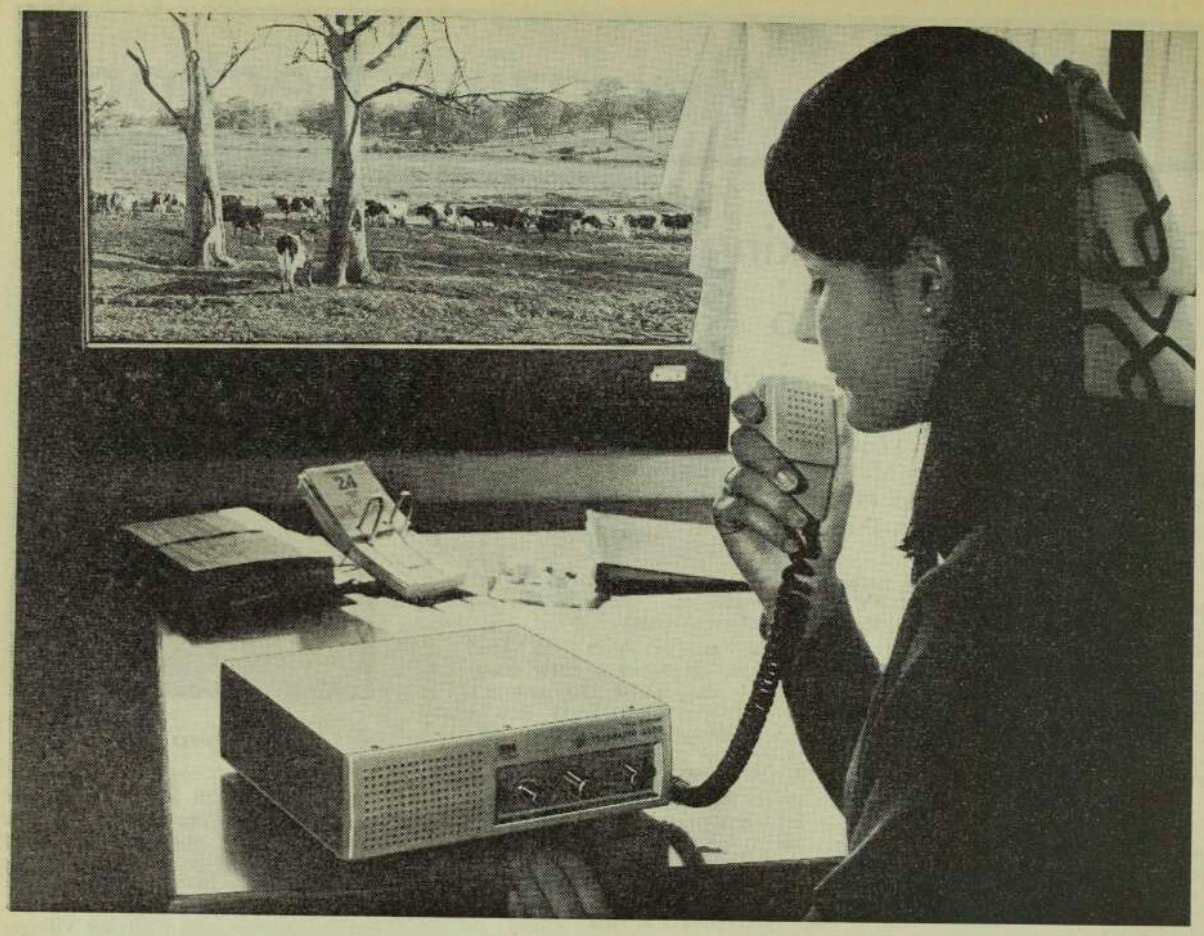
### Spear each other

But if the people of one village have a grudge against those of another village, they spear each other. There was no spearing of the people on the occasion when we were present. I stood near the tree and watched the spearing, but there was not one person aimed at.

We have visited the villages around us, and the natives have not molested us. They received us and brought us food. This is another feature of their character. They are not generous people. They do not give away, but they expect everything to




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## Word of God

be bought. This is a very ancient custom of theirs.

The word of God is growing in Papua in those parts first occupied. Mr. Chalmers has a training institution. The population is large in every part. The Gods of the people seem to be their ancestors. They petition their ancestors to cause their food to grow, to heal their diseases, and to give them a good supply of fish. They never recognise the Creator of all things in their prayers. This is all, Terai's letter concludes.

Terai's letter is one of several letters from Papua among the Green papers. There are five others from Chalmers to Green written between 1880 and 1884. (There are also four from Chalmers to Green in 1875 from Rarotonga).

One of Chalmers' letters, written from Port Moresby on October 5, 1880, describes an attack at Keakolo on a Chinese junk in which some of the crew were killed and the missionary teachers acted heroically. Another, of March 29, 1881, speaks of the motley crowd of missionaries, gold diggers, beche-de-mer fishers and bird and plant collectors who "risk New Guinea proper".

### Leading personalities

Green's diaries will undoubtedly be of considerable value to historians studying the Tahiti of his day. Besides containing a running account of matters of church interest (which took Green on frequent trips throughout Tahiti and to islands in the Leeward and Austral Groups), there are numerous references to the leading personalities of the day—the Godeffroys, Burns, Vienots, Darsies, Branders and Verniers, etc.

Here are a few sample entries from the diaries:

● On the evening of the 24th [December, 1876] Mr. Chalmers, in compliance with a special request of Queen Pomare, exhibited his magic lantern in the large building at Paofai. There were at least 400 to 500 persons present. The Queen was delighted with the exhibition.

● September 19, 1877 — at an interview with the [French] Admiral [two days after the death of Queen Pomare] I was gratified exceedingly with the testimony which he bore of the character of the late Queen. He spoke of her earnest piety and Christian zeal, as proved by the many proofs she left behind her. He was astonished to see the immense no. of notes on Scriptures among her papers, which shew that she left an interest in the religion she professed.

● On Wednesday evening last, the 11th inst., the superior of the Brothers School was caught in the street of Papeete in disguise and drunk. Some of the boys of his own school caught him in the act of contending with some native women. He has left the islands today for San Francisco in the mail.

● The English corvette *Opal*, Captain Robinson, arrived in Papeete harbour on Sunday afternoon at about 3.50. She saluted the protectorate flag on the following morning, but unfortunately the flag was hoisted upside down. The captain, however, discovered it after the salute was fired and hastened to government house to throw all the responsibility on the French commandant for sending him an imperfect flag. It was not fastened to the cord properly.

● The remains of the late Queen Pomare were transferred from the old vault to the newly erected mausoleum (near the old one) today, November 27 [1879]. A short service was conducted by Messrs. Brun, Vernier and myself. There were about 150 persons present, but sad to record, the king was sadly under the influence of liquor and his conduct was not such as becomes a king and son of the departed queen.

A BRETT HILDER PROFILE

## Aggie, of Aggie Grey's



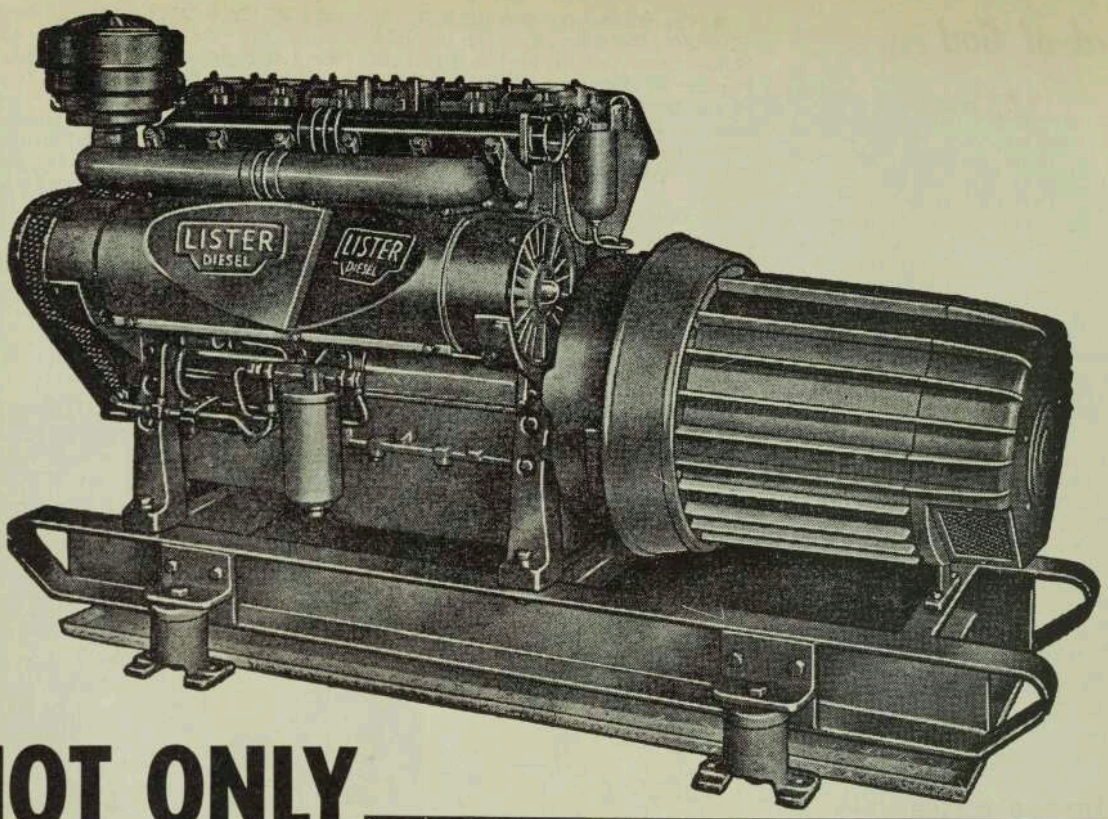
Bloody Mary was a fictitious character invented by James Michener, and Bali Ha'i was a fictitious island for her to live on. Bloody Mary was not Aggie Grey of Western Samoa, but Aggie has long since given up attempting to convince anybody of the fact.

She doesn't like the reputation, but she is resigned to it. She hasn't needed that kind of publicity to make Aggie Grey's Hotel in Apia a mecca for visitors; Aggie's charm, and her fund of stories, have created the atmosphere of Aggie's Hotel, and nobody could imagine Aggie's without Aggie. Aggie's son Alan, it is true, is a strong influence behind the scenes at Aggie's place, but the rega! Aggie herself continues to act as hostess, as she always did—moving about among her guests, chatting, joking, explaining Samoan customs, advising on what to buy and where to buy it. Aggie Grey IS Aggie's. Long may she be queen of all she surveys.

— SKETCH BY BRETT HILDER.

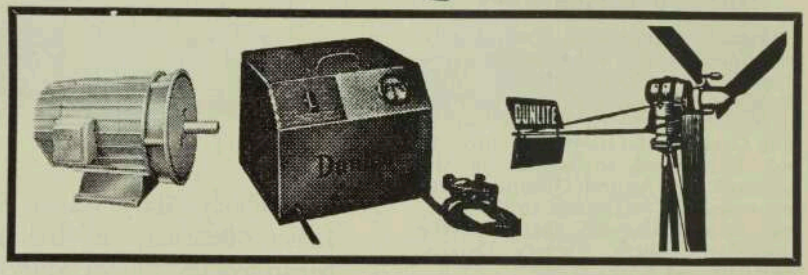



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### The law of Taitusi of Tonga

# . . . When a man won't pay his taxes, make him Governor

*By BETTY SANFT, in Tonga*

From all accounts Taitusi would be the *Bulldog Drummond* of Tonga since, like that gentleman, "he always got his man". But he was not a character of fiction. He was Tongan. In the days before the psychological approach to crime detection this astute sleuth used psychology or maybe just plain native cunning, with amazing results. The stories of his exploits are legion but best is the one about Leni, the reluctant taxpayer.

Leni wouldn't pay his taxes, he did not owe one year but five and the tax collector in sheer desperation called in the constabulary to see if they could elicit even a little from him. He lived in a prosperous allotment a day's ride from Nukualofa. The country police were no more successful than the collectors. Leni was expecting them, lying in wait, in a Tongan house with a large double-barrelled shot-gun at the ready.

The constables appealed to him in loud voices but were told they would be shot if they came within range of his gun. Appeals from his family, who were now afraid and eager to assist the police, were in vain also.

## A free hand

The Minister of Police became annoyed at such flagrance of his authority and ordered Taitusi to travel to Leni's village and collect him. To everyone's amazement Taitusi was overjoyed. He insisted that he be given a free hand as his methods and requirements would be most unorthodox. He was given the summons and told to do as he liked but bring in Leni, gun or no gun.

A knowledgeable man, he knew that King Tupou II's aide-de-camp had just received a new uniform and begged the old one from the palace. It was an elaborate affair, with gold braid and epaulettes, just what he wanted. This he carefully folded and hung on his saddle when he set out on horseback for the country. In his breast pocket, conspicuously displayed, was a large envelope sporting the Royal Seal.

Arriving at his destination, Taitusi ignored the appeals of the relatives who begged him not to approach the shelter. There sat Leni, in very ill-humour, strained and trigger happy. "Don't come a step nearer or I will shoot," he roared and ominously pointed the gun. "Shoot if you wish, replied Taitusi, moving closer, "then you won't hear the good news I bring."

With a flourish he drew the official letter from his pocket and proceeded to read: "My dear cousin, I greet you. I have sent my faithful servant Taitusi from his Minister to bring you the glad tidings that I want you to be the new Governor of Niuafo'ou. Come back with Taitusi, that I may bestow on you personally this great honour,'" and Taitusi folded the paper and replaced it in his pocket.

While Leni stood thunderstruck, hardly daring to believe his ears, Taitusi with great ceremony laid the uniform of office at his feet and backed away. Then Leni sprang into action, summoning his family to help him prepare for the great honour about to be his.

## Gorgeous uniform

A grand feast was prepared for Taitusi while Leni majestically moved among his people telling some they would come and help him at Niuafo'ou while others less fortunate, would stay at home. The *api* buzzed with activity and great was the excitement when Leni donned his gorgeous uniform, not noticing the lack of buttons, which had been cut off to go on the new coat.

Then the horses were brought and Taitusi, as the bearer of good news, was presented with pork, poultry and yams while yet other gifts were gathered to take to the King. The long ride to Nukualofa was gay and happy and on arrival they went to the office of the Minister of Police. Taitusi showed Leni in with many bows and called two constables to be posted inside the door before he disappeared.

## Exalted position

Conscious of his exalted position and the bodyguard at the door, especially for him, Leni stood proudly to attention and saluted the Minister, who was too astonished to show anything but surprise. The sight of the old rascal, so splendid in his new uniform, was almost too much for him so he shouted for Taitusi to come and perform his duty, well.

Unabashed, Taitusi again produced the by now famous letter and proceeded to read the written words, the charge. Thereupon the Minister called the waiting constable to strip the uniform from Leni, replace it with the black and white convicts garb, and take him to the prison compound. Leni wept bitter tears and bowed with grief, wailed of such a betrayal by his fellow man, as he was led away to custody.

Even the Minister cautioned Taitusi that he had better be on his guard when Leni had served his sentence. But he lived to a ripe old age!

## BOY SWAM EIGHT MILES BECAUSE OF A FRIGHT

*Fourteen-year-old Timothy was on his way to Honiara in the Solomons on board the "Kwai" in October when he became frightened. So he jumped over the side of the ship, swam eight miles to the nearest island, Kau Kau, and walked two miles inshore before finding a village.*

*The "Kwai", believing Timothy had fallen overboard, circled for six hours until a message from Mr. Norman Tasker on Kau Kau Plantation informed them of the Tikopian boy's arrival.*

*The crew knew that Tikopians are good swimmers, but they are still shaking their heads in wonder at Timothy's eight mile marathon. Timothy finally arrived in Honiara on board the "Regina".*




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● An English spinster made a 10,000 mile "romantic" journey to Fiji in 1875 and found it . . .

# "EXPENSIVE, INADEQUATE AND CHARMING"

*By JANE GREGOR*

Thank goodness that, whatever else they may not have had, Fiji's earliest white women at least had the time and energy to leave us detailed accounts of all that they found there, almost 100 years ago.



Miss C. F. Gordon Cumming.

One of the most prolific writers, and the most readable, was Miss Constance Gordon Cumming. She arrived in the newly created colony in June, 1875, as companion to Lady Gordon, wife of Fiji's first Governor, Sir Arthur Gordon, son of the fourth Earl of Aberdeen.

Miss Cumming, a lively spinster, was enchanted by the very prospect of living in Fiji. Earlier travels in the tropics had left her with a yearning for "tropical heat and sunlight". She clearly suffered from an itchy foot and Fiji at that time seemed to her the quintessence of romance, a place of "mingled joys . . . idyllic beauty and spine-chilling cannibalism".

Indeed, only eight years earlier, the famous Rev. Mr. Baker had been killed and consumed there so that there was literal truth in Constance's comment that "the idea of going actually to live on isles where there are still a number of ferocious cannibals has a savour of romance which you can imagine does not lack charm".

That's not, perhaps, quite the way to look at such a prospect but Miss Cumming came from a Scottish family and no doubt prided herself on having a cool head and a certain amount of courage.

## Warm welcome

This, as it turned out, she was not going to need. After the vicious wars which marked King Cakobau's reign Fiji, it seems, was more than ready to welcome a period of peace under Queen Victoria's beneficent rule; and it gave its new governor a warm welcome.

The governor's party was, by present day standards a large one consisting of some 20 people, including a major-domo and his wife, a doctor, a Welsh nurse and a Portuguese under-nurse to care for the two children of the new governor and his lady; also a "very important member of the family . . . namely Snip, a tiny black and tan terrier".

Reading Miss Cumming's book today, it all sounds as cosy as a family picnic. But although their first view, at Levuka, of life in these remote and scarcely known islands, was a rapturous life, life was scarcely a picnic.

## No chief town

It was not even known where the seat of government and chief town of the new colony was to be. Levuka was the old port and the busiest town to date, Nadi, with its drier climate, was at one point considered. But, finally Suva, with its deep harbour and where the thermometer "occasionally descends as low as 72" was chosen.

But before the party ever reached Fiji it stayed for a while in Sydney and here Miss Cumming began to get close to the cannibals whose strange ways so intrigued and thrilled her. She was given a first-hand account of how old King Cakobau, once such a doughty cannibal and now a positively sanctimonious Christian, had behaved during his recent stay in New South Wales. It seemed that he had taken the Governor's daughter, a golden-haired moppet, on his knee. This precocious pet had whispered, "You won't eat me, will you?" The old king merely smiled but one wonders what his thoughts were at this frank question!

Constance says: "Our voyage was not altogether pleasant; the Pacific proved false to its name. Thick mist alternated with downpours of rain and Levuka itself was shrouded in dense mist for some hours". When the sun did shine the party declared themselves "duly charmed" by the scene. But not so charmed when they discovered that their arrival was totally unexpected and that Lady Gordon's new house was still "a mere skeleton".

Still, they were found homes and, once installed as a guest in the home of an established resident's bungalow, Miss Cumming gives a frank account of what she finds.

"As to the houses, they are all alike hideous. We have not come to a land flowing in milk and honey. Daily food is both difficult to obtain and expensive. Fish is scarcely to be had at any price. Milk is 1/- a quart; eggs, 3/- a dozen. Washing varies from 4/- to 6/- a dozen, not including dresses or petticoats. As to house-rent in Levuka . . . it is simply exorbitant; four-guineas-a-week being the moderate price paid for this tiny little one-storeyed bungalow."

## Small salaries

Now comes a cry which one can still hear echoing through the islands, even today. "And this is the country to which the Colonial Office sends men at ridiculously small salaries because, as they were told 'ere leaving England, living would cost them nothing and they could save all their pay.

"Why a man without private fortune could hardly live here at all." So much for the "good old days" all too often bemoaned.

Our inveterate letter writer con-




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## Housekeeping miseries

tinues: "But oh, above all the miseries every housekeeper must daily endure; you probably begin by having one or two Fijians who look very intelligent but prove hopelessly stupid, or rather utterly careless about learning our strange new ways". More hopefully she goes on, "They are very honest, though sometimes they cannot resist borrowing large English bath-towels which make most tempting sulus; and nice cambric handkerchiefs are a tempting covering for carefully dressed hair.

"The very unsatisfactory person known as an English plain cook would here be a household treasure, compared with the English or Chinese wretches who by turns experiment on your unfortunate digestion at not less than £1 per week."

### No iced water

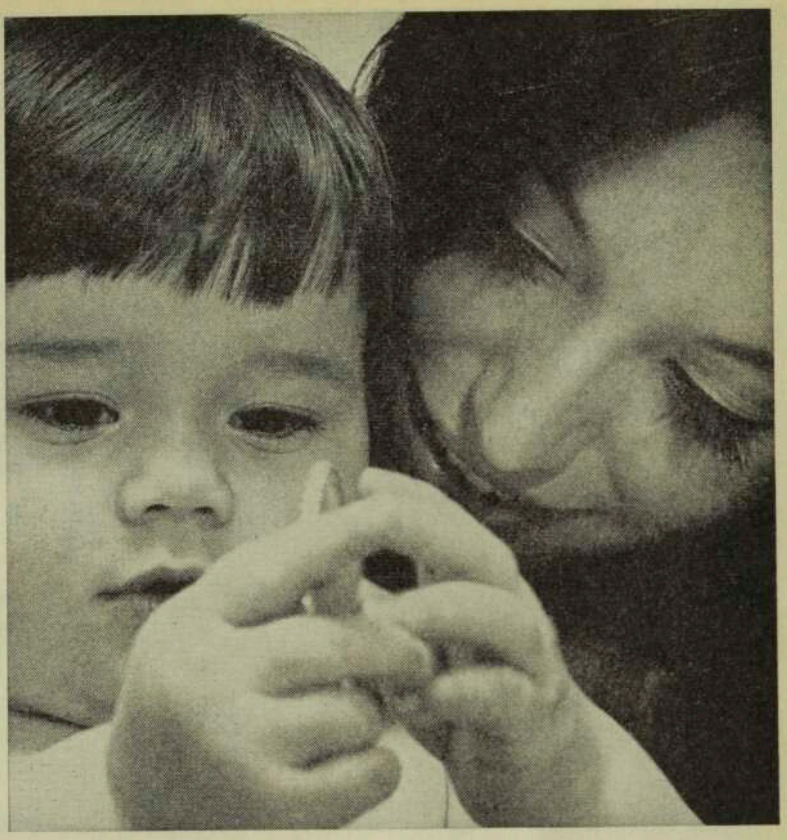
Miss Cumming is appalled by the lack of adequate provision for living in tropical Fiji. Unlike India or Ceylon, where she was used to iced water, wide verandahs and frequent baths, she finds 19th century Fiji sadly lacking, largely due, she believes to the ignorance of those at home in England.

And so, with a mixture of good and bad encountered, the early weeks of the first governor's tour in Fiji pass and by early December Sir Arthur Gordon has rented a big house in Suva. It was formerly an hotel but must have been an exceedingly small one as Constance tells us that "the house would all go into one average room at home but by means of partitions it is divided into a sitting-room and six stalls for sleeping in".

From Suva, as December lengthened towards Christmas, the party set out on a journey along the Rewa River. And there, at Nirukuruku on the Upper Rewa, Miss Gordon Cumming and her employers and friends settled down for their Christmas.

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● The National Bank of New Zealand has designed what are believed to be New Zealand's first pictorial cheques intended for general use. They show a drawing of an inter-island schooner against the backdrop of Rarotonga's peaked outline. The bank says it did this to give Cook Islanders the feeling that the National Bank branch belongs to them. It is the first trading bank to operate in the Cooks, and was due to open in mid-November.

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The Pacific was relatively pacific in December, '49, but big events were on just outside the ocean's rim. In China, the Communists were taking over and the losing Nationalists were retreating to Formosa, Hong Kong and New Guinea; in Indonesia, the Dutch were pulling out and the new national republic was taking shape.

In Papua the oil search was slackening, in Fiji more gold was being won and the government was taking more taxes and in Western Samoa pressure was on to scrap the British Preferential Tariff. Cocoa prices were yielding big profits in Samoa and New Guinea and a fall was forecast for world copra prices, which would affect nearly everyone.

# Yesterday

The news for *PIM*, December, 1949, 20 years ago this month, included these items:

Trout were introduced to Nondugl in the New Guinea Highlands. Sydney philanthropist, Mr. E. J. Hallstrom, chartered a specially-equipped DC3 aircraft from New South Wales, to take the fish to his experimental station at Nondugl. They were liberated in mountain streams shortly after their Nondugl arrival.

"No Japs are wanted here. Impertinent plan for mass migration to South Pacific lands". Such was *PIM's* comment on a Japanese scheme for moving five million Japanese to the "empty Pacific lands", including New Guinea and Indonesia. The *PIM* solution: move the Japanese to the northern Japanese island of Hokkaido and introduce birth control in Japan.

The 1,500 Chinese labourers employed by the British Phosphate Commissioners on Nauru were "well-housed, well-fed and well-paid", but they were a "pain in the neck" to the Australian Administration of Nauru, a *PIM* contributor said. They appeared to have been affected by Communist agitators and were generally "anti-European".

He had little better to say for the Nauruans themselves. They were "discontented, querulous and full of grievances". *PIM's* answer for the two unhappy groups: firm discipline and strong police action.

The Western Pacific High Commission Gazette, under the Native Status Ordinance, 1941, declared three men of the Gilbert and Ellice Islands Colony "non-native". They were Robert Leonard Sutherland, George John Brechtefeld and John Armstrong Murdoch. Murdoch and Brechtefeld were descendants of early European traders in the Gilberts.

Seven years after the first Marines landed, the American forces left Guadalcanal, Solomons. Several ships and barges took the Americans to Hawaii. The Marines had landed on Japanese-occupied Guadalcanal, two miles east of the Lungga River, on August 7, 1942.

Mr. Horace Evander Nicolson, Tonga's Minister of Finance, died at the Colonial War Memorial Hospital, Suva, aged 51. New Zealand-born, he had entered the Tongan civil service in 1925.

Wagers were being laid in Fiji on whether or not the colony's 1949 rainfall total would go over six yards. A record year total of 216 inches was close in early December.

William J. Hettig, respected trader and resident of Tonga, died in Nukualofa aged 75. He arrived in Tonga with his parents at a very early age and later became a carpenter, housebuilder, boatbuilder and trader. He twice married into Tongan families and was survived by six children.

New Guineans were described in many ways in *PIM* of '49. *PIM's* Kavieng correspondent had this to say: "I've always said that New Guinea's destiny is tied up with 'black ivory' from Aitape or the Sepik, or the immigration of a few thousand coolies from the East".

Islanders of the Solomons were "practically in open rebellion" against the British Government, said Mr. W. T. Wade, a member of the South Sea Evangelical Mission. He said the Islanders wouldn't co-operate with planters and missionaries as before World War II. "Many Christian natives are involved in the Marching Rule Movement and are getting religion and politics hopelessly confused".

The auxiliary cutter, *Island Queen*, owned by Burns Philp (South Sea), sank 15 minutes after hitting Horseshoe Reef, Nairai, 80 miles from Suva, Fiji. The 13 people aboard were saved but cargo of 400 tons of copra, timber and oil-drums was lost.

From Norfolk Island came the whisper: "If anybody with enterprise, plus a bit of capital, of course, likes to ship a few small boats to Vila (New Hebrides), he will find a ready sale for them at almost any price he cares to ask!"



**One of the real "old hands" in South Pacific trade is Mr. Charles Sullivan, still active and Sydney-based. This picture of him with his wife appeared in the issue of PIM 20 years ago and showed him on a business trip to San Francisco.**



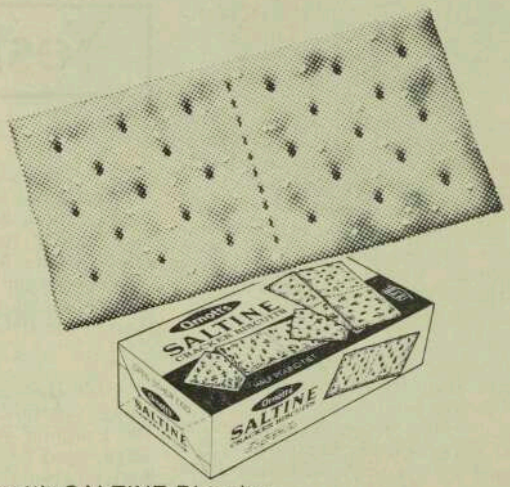

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# Arnott's *famous* Biscuits

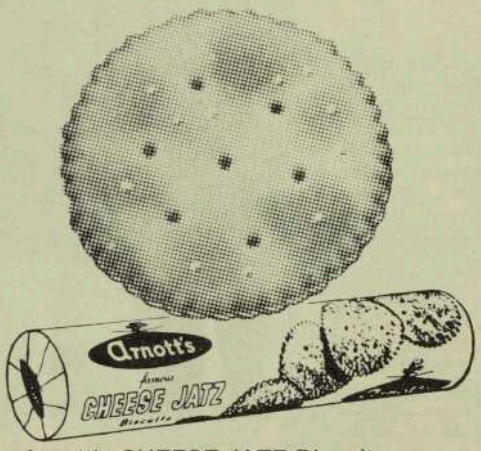
## in triple wrapped, tropical packs



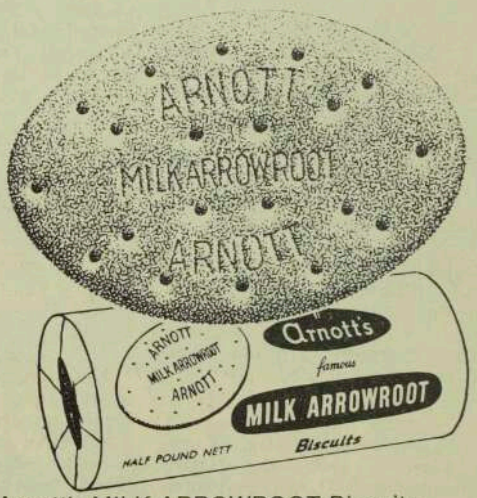

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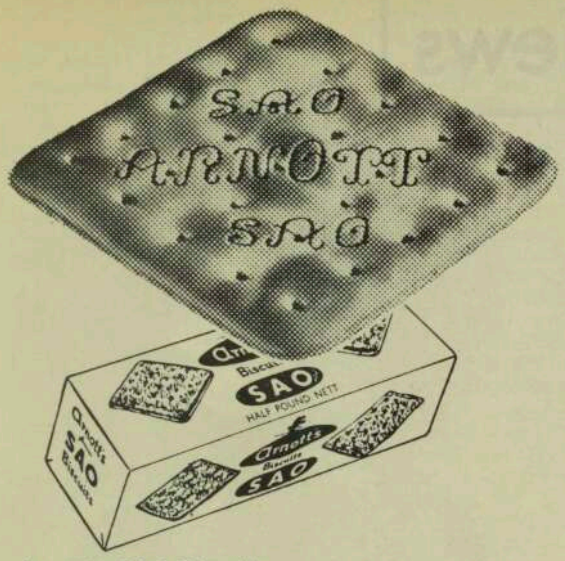



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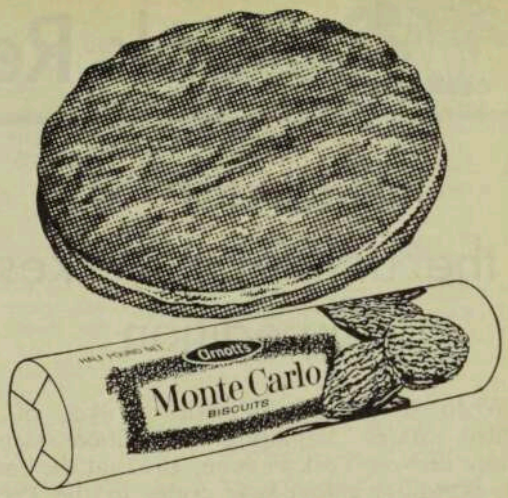




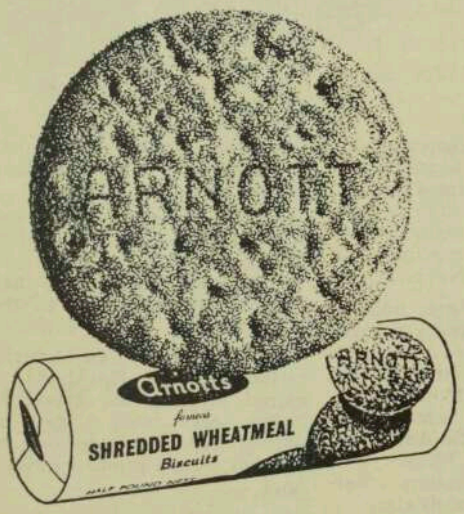
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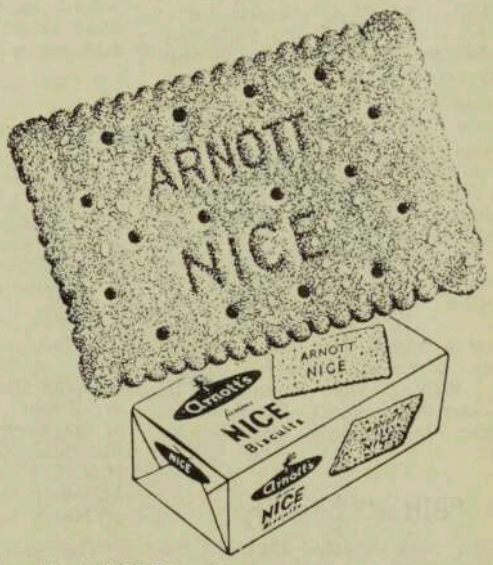

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A wholesome biscuit with the nutty flavour of crunchy whole wheatmeal.
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Arnott's NICE Biscuits.
A sweet plain short-texture biscuit sprinkled with fine sugar. Popular for morning tea.

*There is no Substitute for Quality*

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# Book Reviews

## Inside story of the unhappy Wilkes expedition

When Commodore Charles Wilkes of the United States Exploring Expedition stepped ashore in New York in June, 1842, at the end of the expedition's four-year cruise to the Pacific, there was no ovation for him from the "fashion of the city" who had assembled to see his flagship tie up.



Commodore Charles Wilkes, as he was when he led the US Exploring Expedition.

Commodore Wilkes was not the sort of person to excite the populace, or even his own men, to cheer. Indeed, no exploring expedition of the 18th or 19th centuries ever returned from the Pacific with such an unhappy crew or a more unpopular commander.

Within a few days of the commodore's return, the New York *Morning Herald* reported: "We understand that there is to be a nice mess dished up in a short time in the shape of court martials, courts of inquiry, arranging of specimens, rock, etc. in the eating of which nearly all of the officers of the Exploring Expedition are to participate. . . . It is said that there are at least a bushel and and a half of charges already preferred against Lieut. Wilkes, the commander-in-chief, and that several officers of the squadron have come home under arrest".

### "Bitter" hostility

In the courts-martial that did follow, four of the expedition's officers were tried on a total of more than a dozen charges brought against them by their commander, and Wilkes was counter-charged with a total of 11.

In evidence, most of the officers called to testify showed "bitter and heartburning hostility" towards Wilkes, and no less than eight of them claimed that he was harsh, overbearing, insulting, easily excited and offended, and, when excited, that his manner was violent and his tone of voice frequently disrespectful.

However, Wilkes was acquitted of all but one of the accusations against him. The exception was that he had illegally punished some seamen, and for this he was publicly reprimanded by the Secretary of the Navy.

It was in this atmosphere, and in the face of official coolness and public apathy, that Wilkes sat down to write the official narrative of the expedition's voyage, which had taken in the Tuamotus, Tahiti, Samoa, Fiji, Australia, New Zealand, the Antarctic, Hawaii, the Gilbert, Ellice and Marshall Islands, the western coast of North America and much else.

The narrative was first published in an edition of five volumes in 1844. Despite the unhappy background to it, it proved so popular that by 1858 14 other editions (some of them condensations of the original) had been published.

Wilkes explained in an introduction that he had made "no allusions to any of the subjects of a personal character that came before the tribunals." Nor did he "embrace any personal matters or difficulties that may have taken place with the officers" because he did not regard such details as "relevant or interesting to the general reader".

Thus, although Wilkes' narrative runs to some 2,500 printed pages, it is not possible to glean from it more than a few vague clues to the various squabbles that led up to the bitter courts-martial at the end.

Now, however, an American historian, Professor David B. Tyler, has pieced together the expedition's unhappy story from a vast array of unpublished and published material, and has turned it into a most readable book.

### Protracted start

It appears from the Tyler story that the expedition got off on the wrong leg right at the start, and that the start itself was so protracted that it was almost a miracle that it got off at all.

The expedition had its genesis in the late 18th and early 19th centuries when American whalers, sealers and fur traders began to criss-cross the Pacific.

Captain Edmund Fanning, one of




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## Voyage of discovery

the most notable of those early sea-dogs, persuaded President Madison to sponsor a voyage of discovery to the Pacific in the first decade or so of the 19th century, but this was thwarted by the war of 1812.

In 1825, President John Quincey Adams told Congress that the United States should assume her station among the civilised nations by contributing her share to Pacific exploration; and three years later the House of Representatives responded by requesting the President to send "one of our small vessels" to the Pacific.

However, the House failed to vote any money for the project, and it was not until 1836—after the voyage of the *Beagle*, the explorations of Dumont d'Urville and British discoveries in the Antarctic had showed the Americans how badly they were lagging—that Congress authorised the President to find $300,000 for exploring purposes.

Three more years passed before an expedition actually sailed for the Pacific.

The first commander appointed, Captain Thomas Catesby Jones, visualised the proposed expedition as such a large-scale operation that funds ran out before the expedition was fully equipped.

It was then found that the various brigs and schooners that were ordered to be built on his recommendation were unsuitable for the work they would have to do. The bickerings and delays that this caused made it difficult to retain the officers and men who had already signed on; and in the midst of everything, Jones got sick and asked to be relieved from his command.

### "Infinite confusion"

The Secretary of the Navy duly relieved him, but confided to his diary that Jones' failure to go on the expedition would cause "infinite confusion" as no one would wish to take command of "such vessels as he has had constructed" nor to be burdened with "such arrangements as he has made".

Six officers did in fact decline to take command of the expedition before it was offered to Wilkes. He accepted so long as his views were carried out and the organisation of the expedition was left entirely in his hands.

Although only a fairly junior lieutenant, Wilkes had the reputation of being the best surveyor in the Navy, and was then Superintendent of the Depot of Charts and Instruments in Washington.

Wilkes was not disturbed by the fact that the public had lost its enthusiasm for the expedition; that 24 of its officers had requested other assignments; and that one newspaper referred to it as the "Deplorable Expedition".

He took the view that the less public interest, the freer he would be from interference. But all sorts of annoyances still arose. Officers who were senior to Wilkes in the service suddenly wanted to take command; the Navy Commissioners were obstructive in various ways; and Congress talked of eliminating the funds for the expedition's support.

Finally, however, the expedition's five ships—the *Vincennes*, *Peacock*, *Porpoise*, *Sea Gull* and *Flying Fish*—were ready for sea. President Van Buren and the US Secretary of the Navy journeyed to Norfolk to attend a luncheon and drink to the expedition's success.

This was the moment when Wilkes and his second-in-command, Lieutenant William L. Hudson, expected to hear that they had been promoted to the rank of acting captain. The two men considered that these appointments were essential for the duties they were to undertake. But no such appointments were made; and when the expedition weighed anchor on August 18, 1839, neither Wilkes nor Hudson had any authority to wear the captains' uniforms that they had confidently bought for themselves.

### Wilkes furious

Wilkes was furious. In a letter to the Secretary of War, who had had charge of the expedition's organisation, he said: "I hope you will never feel the mortification that I do at this moment at being left now to grapple with things that the government might have put under my entire control by the one act of giving Mr. Hudson and myself temporary acting appointments for this service and which I consider was fully pledged to us.

"If my feelings for my country's credit had not outweighed the mortification at being denied, I never would have weighed anchor on this

---

Relics of their ancient dress may still occasionally be seen in wreaths of flowers around the head, and in the hair. The *hau* is a sort of rim made of pandanus, and when it has flowers beneath, it gives



TAHITIAN GIRL, WITH THE HAU.

a pleasing and rural look to the women, to whom it also affords a convenient and easily-procured protection from the sun. The wreaths are usually composed of the Cape Jasmine and Rosa Sinensis, the latter of which is often stuck through the lobes of their ears, and in their glossy black hair.

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**Reproduction of part of a page in the published report of Wilkes' US exploring expedition to the South Pacific. The report, now out of print, gives excellent, clear accounts of life in the Pacific in the 1840s. It's profusely illustrated.**




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## One consolation left

ship—another time I shall know better. I have one consolation left that everything that we do earn by our exertions will be due entirely to ourselves.

"I hope and trust that the government and country will have no cause to regret the hands in which it has been placed. Nothing will be wanting on my part to serve this expedition of the nation however much I have myself been disappointed . . ."

It was scarcely a propitious note on which to begin an arduous cruise to an ocean where months and months were to be spent in making meticulous coastal surveys in dangerous, reef-strewn waters.

Had things been otherwise, perhaps Wilkes would not have become as crotchety and overbearing as he did, and the expedition would have carried out its work in a far happier frame of mind.

As it was, although relations between Wilkes and his men constantly deteriorated after the first few months, the expedition managed to perform an astonishing amount of useful work, thanks largely to Wilkes' drive and utter devotion to his task despite official neglect.

### Pacific landfalls

The story of where the exploring expedition went in the Pacific and what it did there is well known to Pacific scholars through Wilkes' own writings and those of his scientists. Professor Tyler's book adds a new dimension by bringing out the dissensions among the officers and crew and by dealing at some length with the various other difficulties they laboured under.

There is one substantial cause for regret about the book. Professor Tyler has made no attempt to identify, by their modern names, the expedition's numerous Pacific landfalls. As a result, many a reader will be left floundering when names such as Strong's, Ascension and Pescadores Islands crop up.

This brings up a serious deficiency in Pacific literature—that no readily accessible gazetteer exists containing the names of all the Pacific Islands as they once were and now are. The world could do with one.—RL.

(THE WILKES EXPEDITION. The American Philosophical Society, 104 South Fifth Street, Philadelphia, Pennsylvania, 19106. $US6).

## BATTLE OF BRITAIN—PAPERBACK STYLE

The recently released film epic, *Battle of Britain*, seems to have aroused a new interest in this phase of World War II, and the Pan Books paperbook series now appearing under this same title covers this field well. All are illustrated.

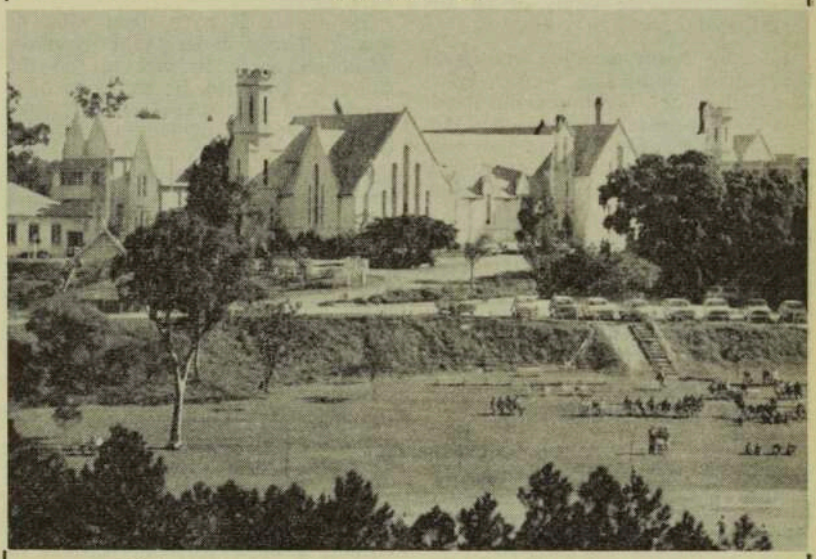
The first of these is *The Battle of Britain*, by Leonard Mosley (80c), which is more the story of making the film than the actual battle. *Fighter Pilot*, by Paul Richey (70c), is the true story of a Hurricane squadron in France before its fall in 1940.

The third in the series, published in conjunction with Macdonald Co. (Publishers), is *Aircraft of the Battle of Britain*, by William Green (80c) a well-illustrated and detailed coverage of the major aircraft used by both sides in this crucial time in Britain's history.

All three books are good reading, whether you're an aviation enthusiast or not.—WT.


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# A potted portrait of Indonesia and Timor

Tourists who are "just passing through" are a necessary part of the tourist set-up. Tolerated but never really liked by local populations, they are invariably those who carry the largest assortment of cameras, wear the loudest shirts and own the heaviest, glossiest collection of travel guides and brochures.

It also seems ironic that those who visit the most places in the minimum amount of time (around the world in 30 days and 100 rolls of film), seem to be the most eager to soak up as much about the customs, traits and peculiarities of a people as possible. From the safety of an air-conditioned coach, of course.

For this heavy-spending branch of the tourist industry a whole legion of travel guides, brochures and hand-outs have printed. Because they are aimed at the tourist and not the traveller, most of them are superficial, supercilious and often plain irritating.

No exception is John Cockcroft's *Indonesia and Portuguese Timor* which, at the price of $5.25, offers a potted look at virtually all the islands of Indonesia and Portuguese Timor within the space of two hours.

## Heavily illustrated

To justify the cost, the book is heavily illustrated with the sort of pictures one would expect in a tourist travel guide. What irritates me most about this book is the way Cockcroft seems to have visited the places, written about them and presumably researched into them, without getting involved.

One of the only times we are given any indication that Mr. Cockcroft has done any actual travelling in the places he writes about is in Bali.

He also throws in a Balinese wedding for good measure and a potted look at the various Balinese dances.

From Bali he takes us with bewildering speed through Sumatra, Kalimantan, the Celebes, the Moluccas, West Irian and Portuguese Timor. At Timor Mr. Crockroft had a decent look around.

He seems to have liked what he saw in Timor under the Portuguese. Although quick to pick up on the slums of Djakarta, he seems to have overlooked the shacks which make up the outskirts of Dili, the capital, where only the Portuguese soldiers and Chinese traders seem to be getting anywhere fast.

As a travel brochure this book is more than good enough. But with such a price-tag, such a size, such glossy photographs one should expect more than that. The wild-life, the history and the customs of each Indonesian area are dealt with in a few paragraphs for each country.

Perhaps that is the trouble with this book. Mr. Cockcroft has written too little about too much. He would have done better to have sat down in one place for a while, perhaps even talked to a few of the people (not the travel chiefs) and then written a more personal account of what he saw.—JSE.

*Melanesia: Isles of the South Pacific*, a companion volume appearing at the same time, suffers from the same weaknesses. Mr. Cockroft went to Fiji, the New Hebrides, the Solomons, New Caledonia, Norfolk and Lord Howe Islands. We get a dull recitation of facts, generous acknowledgements to the travel industry and no involvement.—SI.

(INDONESIA AND PORTUGUESE TIMOR and MELANESIA: ISLES OF THE SOUTH PACIFIC. Angus and Robertson. Each 5.25.)

# NEW SAMOAN HISTORY SOON

A detailed history of the Samoan islands in the crucial political period between 1830 and 1900 is to be published by Oxford University Press in the next few months.

The history, *Samoa 1830-1900*, is mainly the work of the late R. P. Gilson, a research fellow in the Department of Political History of the Australian National University, Canberra. Following his death the manuscript was completed by Professor J. W. Davidson, Professor of Pacific History at ANU, who is himself the author of a work on Samoa, *Samoa mo Samoa*.

# ANOTHER P-NG HANDBOOK— AND A THANK-YOU

After no more than the usual frustrations and hang-ups the new edition of the *Handbook of Papua and New Guinea* is now available. It is the sixth since the first, modest edition was published in 1954.

The new, sixth edition reflects the economic growth of the territory. In the last, fifth edition, 14 pages were devoted to a list of registered companies operating in the territory. The list in the new edition has grown to 28½ pages plus a further 15½ pages of registered business names.

The simple classified directory for Port Moresby grew from 3½ pages in the fifth edition to 8½ pages in this new sixth edition. However, none of the usual sections have been neglected to accommodate the expanded commercial sections. Most facts of Papua-New Guinea life, from airstrips to Yule Island lobsters, have, as usual, been covered.

In addition there is a new Gazetteer section, intended for people in a hurry who just want to know "where is it?" or "what is it?" About 270 P-NG place names are covered, from Abau to Zenag.

There is also a new, three-colour folding map of the territory (extra copies of which can be bought for 50 cents each).

As the occasionally harassed editor of the *Handbook* I'd like to pay tribute to those people who helped to bring the new edition about—Papua-New Guinea public servants and some in the Commonwealth Public Service. I'd like to do this because this year, in Australia, there has been a great deal of publicity about muzzled and buck-passing public servants and the cloak and dagger stuff that is necessary before a few facts can be wrung from them.

There is, of course, a difference between getting the dirt on the latest political scandal and obtaining a set of labour statistics or a run-down on the health problems in the Highlands. Nevertheless, with a few minor exceptions, I have continued with this sixth edition to have the upmost co-operation from New Guinea and Territories Dept. officialdom.

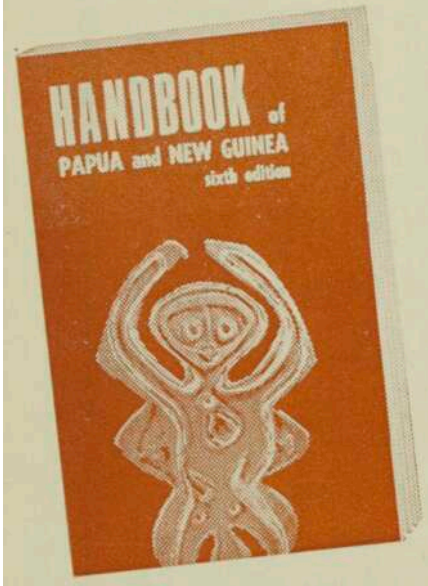
As a class therefore, public servants, maligned though they sometimes are, remain near the top of the Tudor popularity poll.—JT.

(HANDBOOK OF PAPUA AND NEW GUINEA. Pacific Publications Pty. Ltd. Price $3.50.)




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# NIUE STAMP ALBUM



























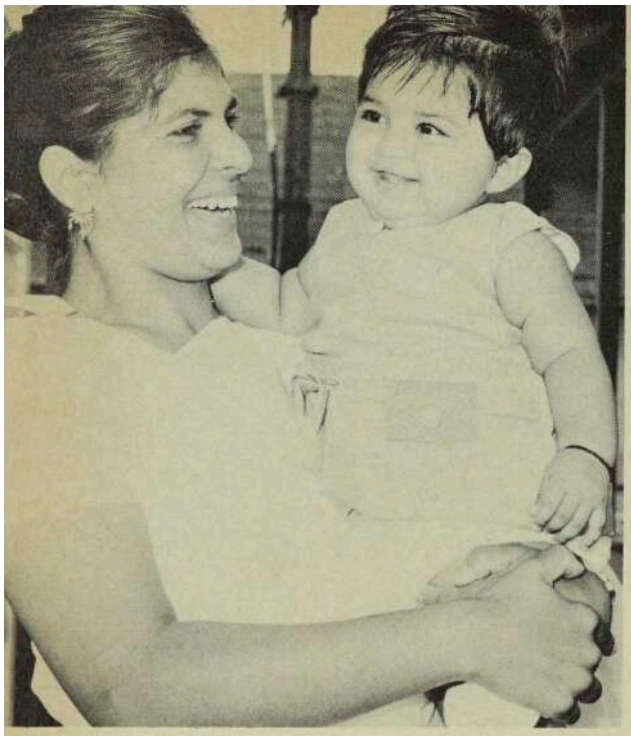




A new definitive set of stamps for Niue is something of a rarity—it's nearly 20 years since the last set was issued. This new set, issued by Niue Post Office on November 27, features flowers of the island; the 20c stamp shows Anthony Buckley's portrait of the Queen. The other nine, designed by New Zealander Mrs. K. Billings, show—in order of ascending denomination—the pua, golden shower, flamboyant, frangipani, Niue crocus, hibiscus, passion fruit, kamapui and tapeu orchid.




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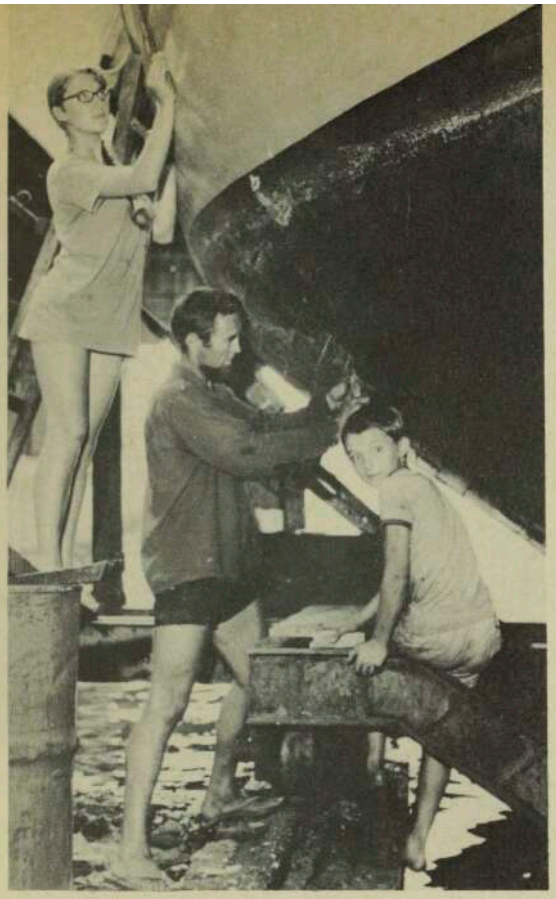




Above, nine-month-old Razia and her mother, Mrs. Mohammed Janif of Nausori, Fiji, have good reason to smile; Razia was named champion baby of the Tebara Festival's recent baby show. A future Miss Hibiscus perhaps? Photo is by Bal Ram. Right, Queen Elizabeth is to visit the Pacific next March and paving her way recently were other members of Britain's royal family, the Duke and Duchess of Kent. In the New Hebrides, the Kents' last appointment was at the French secondary school at Vila, where the charming Duchess is here seen in the domestic science class. Below right, West Indians, Harold and Kwailan La Borde, look in high spirits on board their yacht "Hummingbird Two" in Suva, where they plan to stay until May next year. Their last port of call was Rarotonga. Photo is by Stan Ritova. Below, Mr. F. Marvin Plake, executive director of the Pacific Area Travel Association, and Mr. D. N. Harvey, chairman of the Papua-New Guinea Tourist Board, get together on a recent visit Mr. Plake made to New Guinea.











Above, Ken Matson, his daughter Galyn and son Mark, in Suva, touch up some of the damage sustained by their ketch, "Wild Goose", when she ran agorund on Kadavu Reef recently. In late November the ketch was ready to leave Fiji for New Zealand.—Photo by Bal Ram.

At top right, Tonga's Queen Mata'aho prepares to plant a heilala tree in a new tropical garden opened in Nukualofa and which is expected to attract visitors. There is a story about it elsewhere in this issue. Tulua Bros. took the photo. At right, a former director of the Apia Observatory, Mr. John Milne, and his Thai-born wife, Somsong, in Canberra, where Mr. Milne is now with the Australian News and Information Bureau. He was recently assistant editor of the "Bangkok Post".






Promoting Fiji in Canada this group of musicians, "The Fijians", are seen draping themselves round a meter-maid.
The Fiji boys were billed as stars of a $225,000 Pacific promotion, but still found time to relax around Vancouver. They are Rupeni Serevi, Kisa Petueli, Willy Wye, Larry Mason and Alex Wendt.

Meanwhile in Fiji, lovely Miss Sainimili Mulo became "Miss Tebara" for the year. Here she is seen taking a congratulatory kiss from Miss Adi Tokasi, winner of the Tebara Festival's Charity Queen title. Sainimili wins a return trip to Sydney with fares paid by Nausori Jaycees, who organised the festival. The photo is by Stan Ritova.




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# People

● Mr. R. H. Scott, recently retired as Director of the Farm Advisory Division of New Zealand's Department of Agriculture, was to take up his new appointment as Director-General of Agriculture for the Cook Islands at the end of November.

Mr. Scott has wide experience in agricultural administration, knows about the requirements of an effective extension service, and is experienced in the political and financial fields.

● The Tongan Commissioner and Consul in the United Kingdom, the Hon. Vaea, recently opened his offices on the 17th floor of New Zealand House at the Haymarket, London. He was appointed to the post about four months ago.

● Sir James and Lady Donald of Auckland paid a one-hour visit to Rarotonga in October on the Matson cruise ship *Monterey*. Visitors are not normally allowed ashore at Rarotonga from Matson vessels, which stay only long enough to circle the island, but 90-year-old Sir James wished to see the recently completed Seventh-day Adventist Church near Avarua, to which he had donated a substantial sum. He is associated with A. B Donald Ltd., an old-established firm in the Cook Islands and Tahiti.

● Mr. Desmond Joseph Dowdall, a graduate of the University of Dublin and formerly Adminstrator General of Tanzania, arrived at Nauru in early November as the Republic's Secretary for Justice.

● Among the more venerated visitors to Tonga in November was Elder LeGrand Richards, member of the Council of the Twelve Apostles of the Church of Jesus Christ of Latter-Day Saints (Mormon), who came to preside over a two-day conference of the church's Nukualofa "stake", or branch. Author of three widely-read church books, including one translated into the Tongan language, Elder Richards has devoted 60 years of service to the church, and heads a successful real estate business.

● Mr. G. J. Donne, currently sitting magistrate at Rotorua, New Zealand, has been appointed for three years, a Puisne Judge in Western Samoa. He'll take up his post in early February.



**Mr. Iosefa Setu, an architectural draughtsman with the Western Samoan Government, was in New Zealand recently, where he looked at housing designs.**

● Mr. J. R. Taylor, Islands rep for Wilton and Bell Dobbie and Partners, which have taken part in many wharf, water supply and conservation projects for Islands governments in recent years, is on a six-week "break" in London with plans to be back in the New Hebrides in February next year to advise on the Vila wharf construction. His Islands trips late this year have included the Solomons, Fiji, the GEIC, the Hebrides and Norfolk Island.

● The Gilbert and Ellice Islands' Commissioner of Labour, Mr. H. M. Murphy, has been named chairman of the colony's newly-formed Interim Apprenticeship Board. Other board members so far named are Messrs. R. Marshall, Commissioner of Works, and J. Woods, deputy Chief Education Officer.

● Peni Tutuila, 58, composer and traditional dance expert, left Tonga recently to study traditional forms of dancing in the Cook Islands, Tahiti and the New Hebrides. He has retired from his job as a driver.

● Among the many officials present at the opening of the fourth airstrip in the Gilberts, Butaritari, in early November, was Miss E. J. Emery, head of the Pacific and Indian Ocean Department of Britain's Foreign and Commonwealth Office. She was in the colony to discuss matters concerning the select committee on the new GEIC constitution.

● Mr. Oala Oala-Rarua, New Guinea's Assistant Ministerial Member for the Treasury, made a diversional trip to Vila, New Hebrides, after returning from Noumea, New Caledonia, where he was a member of the P-NG delegation at the South Pacific Conference. In Vila, Oala had a good look at the French and British way of doing things as well as meeting top officials.

● Fiji is well-known, New Guinea is being undersold and only rarely heard of. Such was the comment of a Hong Kong-based travel executive in the South Pacific in November. He also said Saipan, Mariana Islands, was currently the "in" spot for tourists out of Tokyo, Japan. The executive: Mr. Z. B. Kaelin, general manager, Far East, Swiss Air Transport Co. Ltd.

● "Robby" Roberts, the Gilbert and Ellice Islands Government's number two man, in Suva, in November on a tourism study tour, had this to say on tourism in the GEIC: "At the moment there's no such thing as a tourist industry, but the people are in favour of having one. All we need is a straight air service." Robby wasn't saying however, which airline had said it would provide such a run to the GEIC.

● High Chief Lefiti Faitasi, District Governor of American Samoa's Manua Islands, retired recently after 33 years in his post. Now 76, he was born at Tau, Manua, in 1894, and served with the US Navy from 1914 to 1936. His home today is in Pago Pago, on Samoa's main island of Tutuila.

● Mr. James Whistler, guesthouse owner and editor of the weekly newssheet *Signal*, has been elected for a three-year term as island member of the Lord Howe Island Board. He recently won 70 votes while the other candidate, Mr. P. W. Dignam, won 55 votes. Mr. Whistler was island board member from 1957 to 1966.

● Mr. M. J. Pitchford, a social welfare organiser with experience in England and Zambia, has been appointed senior health education officer (family planning) to the Gilbert and Ellice Islands Colony.

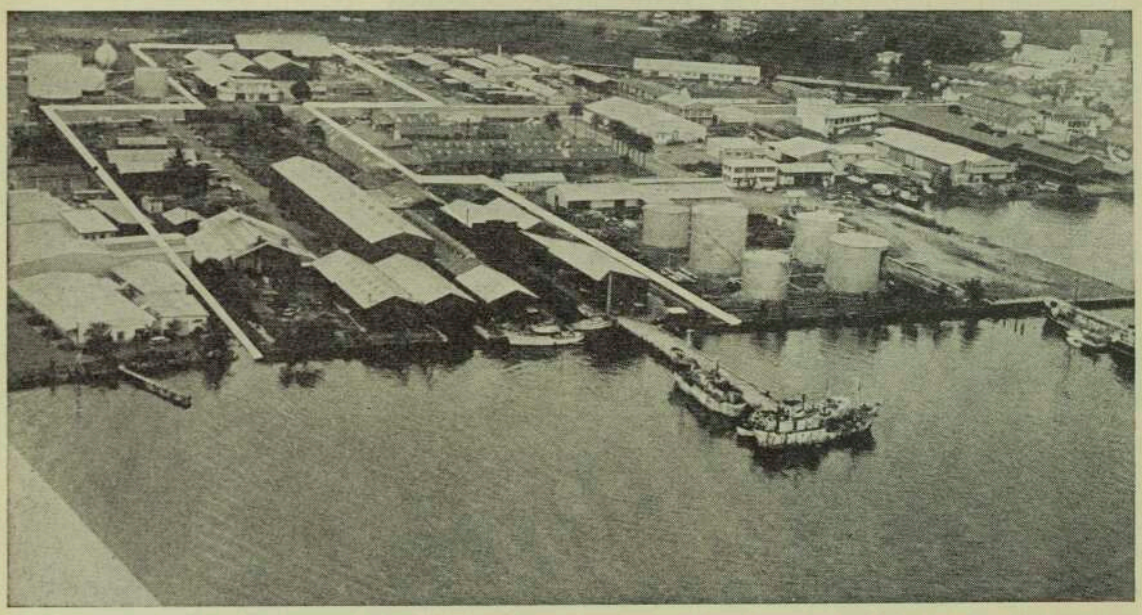



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# Pacific Shipping

## Number of Gilbertese at sea may soar to 2,000

Employment problems in the Gilbert and Ellice Islands will be greatly eased if plans to increase facilities at Tarawa's merchant seaman training scheme reach fruition. A German consortium plans to bring the number of GEIC sailors employed on its lines from 200 to 2,000—more than three times the number of islanders that are at present employed at the Ocean Island phosphate works, due to run out in the 1970's.

The GEIC Government and the consortium of eight German shipping companies have almost finalised agreement on the employment of an additional 1,800 Gilbertese seamen trained at Tarawa, on some 120 ships on routes round the world, in the next six years.

In September a non-profit company was formed by Columbus Line in Germany to encourage other shipping companies to employ islanders trained at Tarawa (*PIM*, Oct., p. 107).

### Another ship?

The scheme at Tarawa consists of shore facilities at Betio to accommodate a limited number of Gilbertese and Ellice Islanders and a large motor vessel, *Teraka*, which stands off Betio in Tarawa's lagoon.

By November the eight German companies had joined the non-profit company and talks were on discussing ways of expanding the training setup. Plans are to initially expand shore facilities, before considering adding another ship.

Also, more German supervisors may be sent to Tarawa and a manager sent from the non-profit making company, stationed permanently on Betio (perhaps Columbus' Captain Hans Roubal).

Plans for the expansion of the training project closely follow the visit in late October to Tarawa of three German shipping men, Captain Roubal, and Messrs. K. Langhans, Columbus, and K. Knoch, North German Lloyd.

These three negotiated terms of employment for Gilbertese. The GEIC Government asked for incentives for good work and proposed an examination scheme for crews after they had returned after their first two years at sea.

If the islanders passed the exams, and the government estimated that 80 per cent. of islanders taking them would pass, then these islanders could gain higher wages as better-qualified seamen.

*PIM* understands some agreement on this exam basis will be mutually acceptable following talks with the principals of the three men in Hamburg.

### In The News This Month

| | |
|---|---|
| Altair | Nivanga |
| Asmari | Nomad |
| Bachelor's Wife | Pandora III |
| Baleia | Regina Maris |
| Chamaru | Robert Hartley |
| Cheng Chih | Sea Witch |
| Duiyabaki | Seechaum |
| Eigamoiya | Seiun Maru |
| Gunners Knot | Schnoufi |
| Havanah | Shearwater |
| Hoi Kung | Striker II |
| Jeliicle II | Svanen |
| La Salle | Taipoosek |
| Lejana | Tamure |
| Lori | Te Mariner |
| Mink | Teraka |
| Miss Chief | Tiburon III |
| Moanaraoi | Tui Lau |
| Montoro | Tri-aster |
| Morning Star | Tulagi |
| Morning Sun | Wanderer |
| Mundeamo | West Wind V |

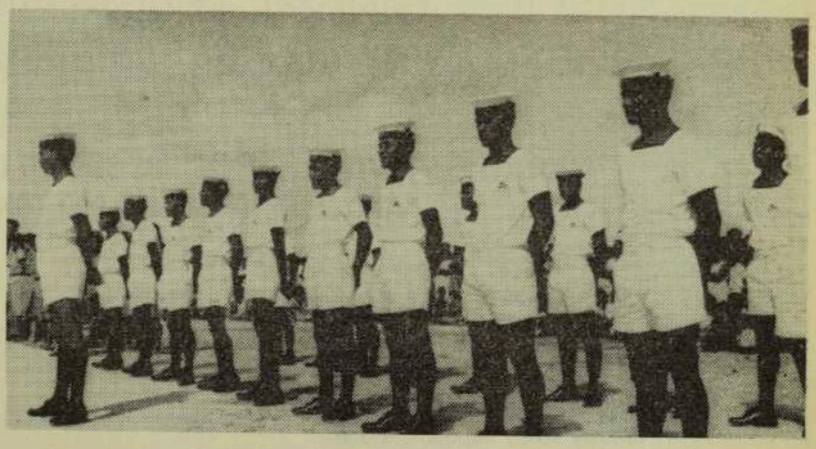
### "GRAZIELLE" MAY BE REPLACED

Polynesia Line's ageing *Grazielle Zeta* may be replaced on her seven-week passenger-cargo run from North America to Papeete and Pago Pago, next year.

Polynesia hopes to introduce a bigger and more modern vessel and extend the same service to Lae and Rabaul, New Guinea, to pick up coffee and cocoa for direct sailings to the US.

NG coffee has currently to be trans-shipped through South-East Asia, making cargo costs very high.

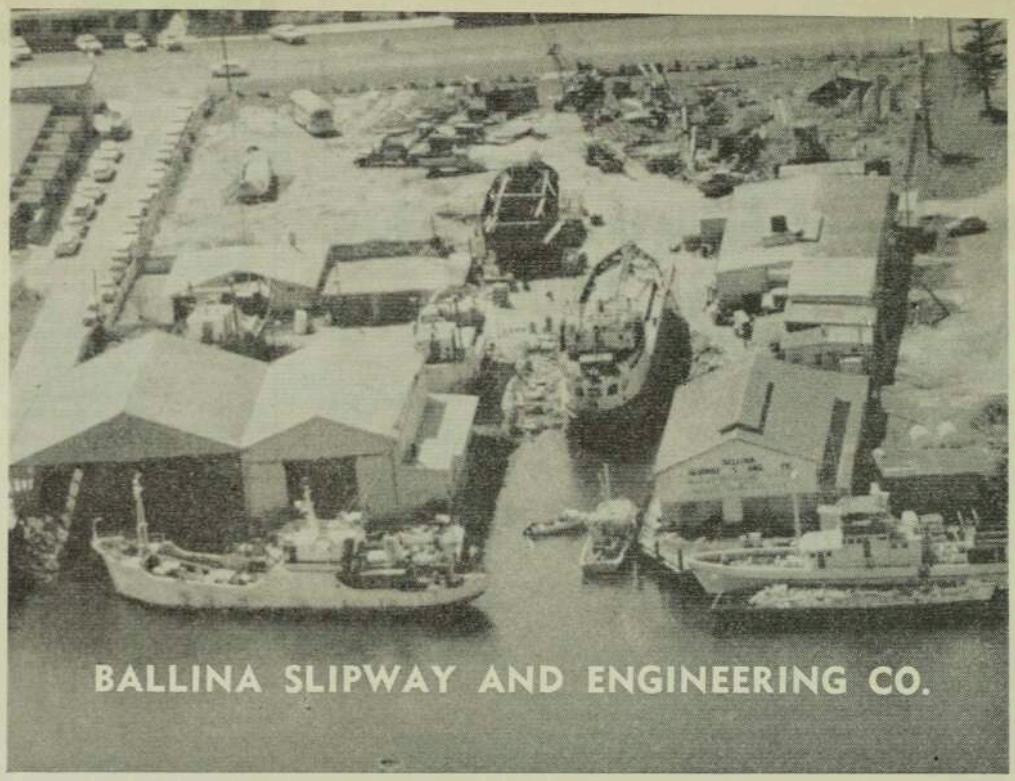
Polynesia Line, as associate company of Marine Chartering, which has a big hand in Micronesian Interocean Line, is looking for NG agents for the venture; W. R. Carpenter is one bet.



Merchant training seamen on parade from the Teraka school in Tarawa.




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## FIJI BUILDS ITS BIGGEST SHIP

Mr. Charles Stinson, Fiji's ebullient Minister for Communications, Works and Tourism, in October repeated his hope that the colony could become the Islands shipbuilding centre.

In fact, most shipping observers agree, Fiji is already just this. The only other shipbuilding centres of any magnitude—at Santo, New Hebrides, Rabaul and Port Moresby, New Guinea, and Auki, Malaita, in the Solomons—have nowhere near the capacity, or output, of Fiji's manufacturers.

Mr. Stinson was speaking at a ceremony to lay the keel of a new tourist vessel being built by the Government Marine Department shipyard at Walu Bay for Mr. Claude Millar.

It will be the biggest ship ever built in Fiji and the first commercial vessel built by the government. Mr. Stinson said it would be the forerunner of a still larger vessel which government would be building as a replacement for the *Tui Lau* (sunk in October last year).

He said the new ship would be built to the highest standards that could be expected anywhere in the world: "Several experts have spoken very highly of the craftsmanship which is going into our shipbuilding and we are pleased and proud we have such talented people who can build ships of this size", he added.

"I hope this will be the start of a tie-up between commerce and government in shipbuilding. It is not government policy in undertaking shipbuilding to undermine commercial interests."

The ship will cost about $F156,000, due for completion in October, 1970, and will be 121 ft long with a beam of 23 ft and a draught of 6 ft. Its twin Rolls Royce diesel engines will give it a speed of 10 knots, and it is designed to carry 36 passengers in 18 first-class cabins, each having a toilet and shower, and a crew of 14.

The previous largest vessel built in Fiji was the *Duiyabaki*, which is 110 ft long.

● Funafuti, main atoll of the Ellice Islands, had its biggest maritime day for years in early November —three ships arrived and departed on the same day! A Nationalist Chinese vessel *Cheng Chih* unexpectedly called and took on 400 gallons of water, and two Gilbert and Ellice Colony ships, *Moanaraoi* and *Nivanga*, called on regular schedules.

## WORK GOES AHEAD ON AVATIU HARBOUR

A 400 ft causeway and a concrete retaining wall are being built on the western side of Rarotonga's Avatiu harbour, to be used as a wharf by local boatmen and visiting yachtsmen. They will also be able to use a nearby small boats basin after it has been deepened.

Work on two concrete loading and discharging areas has been started on the southern and eastern sides of Avatiu harbour; these concrete strips will ensure that cargo is kept clean during wet weather. The rest of the wharf area remains unsealed.

Eastern side of the harbour will be deepened to 16 ft to allow vessels of up to 230 ft in length to berth there. A site is being reclaimed near the fishing boat shed and upon this will be built an outer islands cargo shed.

The concreting of a large area on the southern side of Mangaia Island's wharf is almost complete to provide cargo storage space, solving previous problems of congestion and gravel contamination of pineapples packed in cartons.


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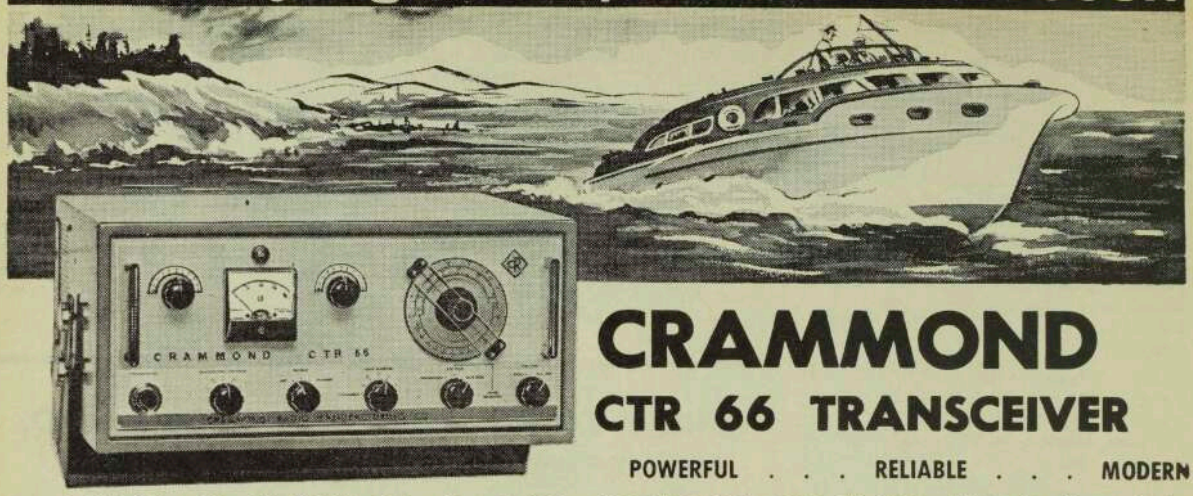
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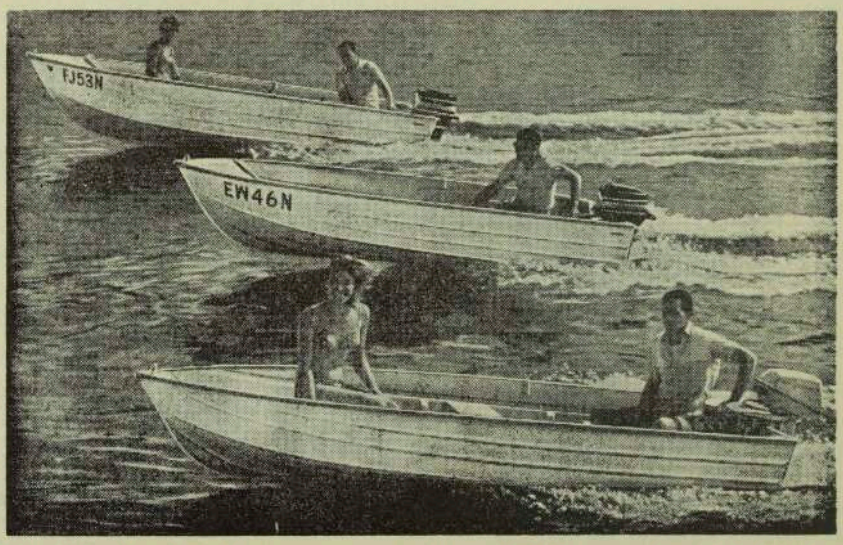
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## BURNS PHILP EMPLOYS MORE ISLANDERS AS CREW

Burns Philp has replaced the Singapore-recruits of the *Tulagi* with a Solomon Islands crew. The crew of another BP ship, the *Montoro*, also recruited in Singapore, is about to be replaced by a crew of New Guineans.

Each of the island territories, about five years ago, established nautical schools, and now there are competent seamen available; Burns Philp considers it should use them in these two ships, which trade to P-NG and the BSIP.

About 30 crew are required for each ship. The highest ranks available to them are bosun and leading hand (in the engine room). However, if they have the ability, and no doubt some of them do, there will be further opportunities for promotion for them.

## HIS INVENTION WILL HELP AQUARIUMS

What's an omniological filter? Strictly-speaking, it might be translated as being an "all-reasonable apparatus for expediting filtration".

In simple terms, it's an invention which Suva cruise operator and marine fish exporter, Harold Storck, hopes will revolutionise the keeping of marine fish.

After six years of experimentation, he has perfected a device which obviates the necessity for changing the water in small closed-system marine aquariums and enables collectors to keep a much larger quantity of fish per gallon of water.

He has applied for overseas patents on his invention, which he believes to be the only one of its kind in use. "It's the miniaturisation of a rather clumsy filter prototype I developed some years ago," he told *PIM*.

"I've produced two 24 in. by 8 in. models, both able to service 50 gallon tanks. One is suspended in the area between water level and the top of the tank—the other model actually floats on the surface. Both are most inconspicuous."

Using artificial lighting instead of sunlight to produce photosynthesis, the omniological filter employs a system of breaking down all bacteria and finally eliminating all the products of organic decay in a well-stocked aquarium.

"With the proper operation of my device, it's possible to recondition even badly polluted water into first-class aquarium water, able to support a far greater number of fish than under natural conditions," Mr. Storck said. "It makes the keeping

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of marine fish much, much easier than it has been in the past."

Mr. Storck, who says he's had no scientific training but "plenty of experience in mucking about", is manager of the Suva Harbour Lights Aquarium, where marine fish are stocked for visitor-viewing and for export to America, Japan and other markets.

"I'm hoping to expand the export business in the near future. We're also planning to build a bigger public aquarium in Suva and a new one at Nadi," he said.

# Scrap West Coast line to Micronesia, urge Hawaiians

Should Micronesia use goods and supplies from the US West Coast or from Hawaii? This was a major question raised at a recent pre-hearing conference in Honolulu of the forthcoming Micronesia Interocean Line contract Review Board meeting to be held in Saipan in January.

In a move described by MILI as "most surprising", a group of Hawaii manufacturers proposed MILI's direct West Coast US service to Micronesia be scrapped.

The Hawaiian people said MILI's ships should be replaced with Flag Line vessels and an "exclusive service" begun from Honolulu to Micronesia.

They argued that Hawaii could supply most commodities for Micronesia at "competitive prices", and other commodities could be brought to Honolulu for trans-shipment to Micronesia.

MILI's comment: "The proposal is not consistent with our understanding of Trust Territory requirements".

The criticism of MILI was one of several matters raised at the conference regarding MILI's services.

"Many criticisms and complaints" from various interest groups came from Honolulu and Guam, MILI's fortnightly bulletin said. "Comparatively few" criticisms came from Micronesia, "little" criticism came from Japan and there were no brickbats from the US West Coast.

The Honolulu conference closely

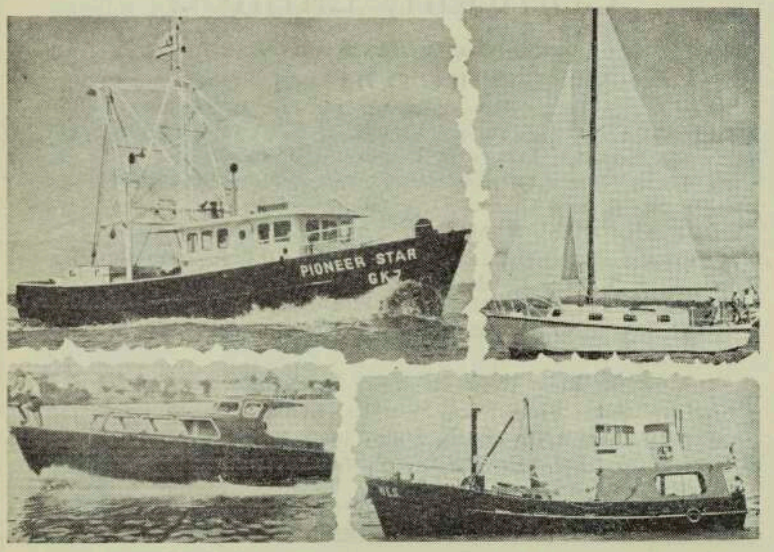
## What may come out of Hawaii

The Hawaiian bid to cut MILI shipping services is a little more than an effort to sell another pineapple or two to Micronesia. The US Defence Department has almost decided on two new huge military bases in Micronesia, at Tinian (air force) and Palau (navy).

Hawaii has some big constructors, notably Dillinghams and Kaiser, and tens of millions of dollars of construction contracts will be let for these two islands, if the bases are agreed upon.

A shipping run, with bigger ships, would then be a boon from Hawaii to Micronesia for Honolulu tenderers.

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Mr. George Kiskaddon

followed the first annual meeting of MILI.

Mr. George Kiskaddon, president of MILI, said MILI made a profit of $US50,000 for 1968-69, despite "staggering losses" in the Far East service.

A dividend of five per cent. was paid.

Mr. Kiskaddon said because of direct shipments from the US, freight savings of over $200,000 had been made. In 1968-69, $4,361,334 had been collected in gross freight and passenger income.

MILI's Micronesian employment potential was nearly 700, but he listed only 330 Micronesians working for MILI in October.

He said MILI would insist on further unitisation and palletisation of cargo, rather than increase rates for the Far East.

The MILI board had authorised $150,000 to be spent developing copra barge systems at Majuro, Truk and Ponape, buying more stevedoring equipment and to start a pre-stressed concrete and ferro-cement operation at Truk.

Mr. Kiskaddon said MILI faced three problems—port priority was needed for Japan, modern methods were needed for copra handling and more investment was required for Micronesian port facilities. He added Truk had the worst port facilities.

If Truk remains purgatory for MILI ships, Ponape, at least, has brightened up. *PIM* hears that despite little co-operation from the Trust Territory Government, MILI was able to lay a new 20-ton cement block to a new buoy off Langar Road reef to improve mooring facilities at Ponape.

MILI currently owns or charters six ships for its Far East and West Coast US services.

They are *Hoi Kung*, 6,000 tons deadweight, five-years-old and with room for 36 passengers; *Taipoosek*, 6,092 tons, seven-years-old, 18 passengers; *Gunners Knot*, 6,030 tons, 24-years-old, 12 passengers; *Fiepko Ten Doornkaat*, 5,008 tons, seven-years-old, two passengers; *Asmari*, 7,106 tons, 18-years-old, nine passengers; and *Six Stars*, 7,062 tons, 14-years-old, six passengers.

## NAURU TO COMPETE IN NEW GUINEA

Nauru enters the competitive Australia-New Guinea shipping trade on December 20 when its $2 million-plus 5,740-ton *Eigamoiya* leaves Melbourne for Nauru, Rabaul, Lae, Port Moresby and return to Melbourne.

On January 21 *Eigamoiya* will begin what will be a regular three-weekly run — Melbourne-Port Moresby-Lae-Rabaul, and return.

The decision to enter the NG trade was announced by *Eigamoiya's* owners, the Nauru Local Government Council, in November. A council spokesman in Melbourne said


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negotiations were proceeding to buy another vessel, second-hand. It was hoped to put her on the NG run by March next year. The ship is understood to be the BPC's *Tri-aster*, with room for 48 passengers. Price under negotiation is almost $A1 million.

The council will be agents for the service in Melbourne; in Sydney and NG the W. R. Carpenter Group will be agents and Carpenters have also undertaken to help obtain backloading cargo to Australia.

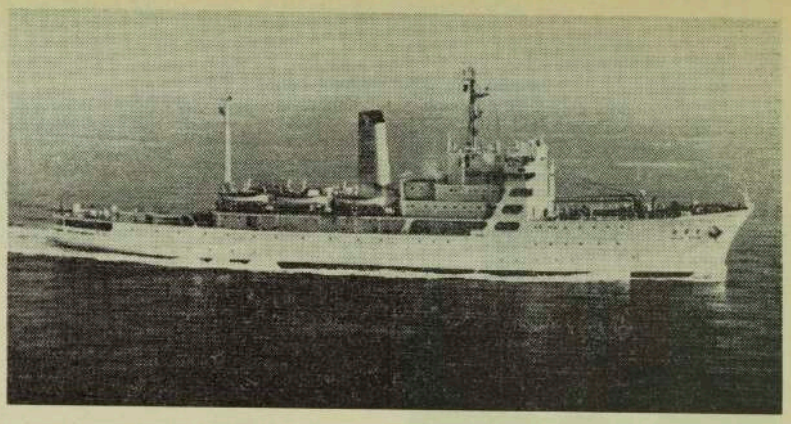
## 'HAVANAH' UNFIT TO GO TO SEA?

Mr. H. T. Doctor, Sydney businessman and owner of the 104 ft New Hebrides trader *Havanah*, told *PIM* in late November he was "pretty unhappy" with the order of detention issued on the trader by the condminium's British Marine Superintendent, Captain Robin Bibby.

Captain Bibby issued the order on *Havanah* at Vila on October 22. He said the 33-year-old trader was "unfit to go to sea".

Mr. Doctor said he had paid $6,000 earlier this year for the vessel's annual survey.

*Havanah* traded out of Vila to the southern Hebrides islands and her detention was costing $100 a day, Mr. Doctor said. Her skipper, Mr. R. A. "Bunny" Warren, and her 12-man Hebridean crew were unemployed.



**"Seiun Maru", one of five vessels operated by the Japanese Ministry of Transport and owned by Japan's Institute for Sea Training, paid a four-day goodwill visit to Nukualofa, Tonga, in early November. On a research and training cruise to the Islands and Australia, "Seiun Maru" is equipped with latest technical and electronic gear.**

## NOUMEA DRY DOCK READY AT LAST

The Noumea drydock, which has been held up for over eight years by construction delays, has finally been completed and its first ship was slipped in November.

The dock's on Ile Nou, opposite Noumea's wharves. It is equipped to take vessels under 1,000 tons, up to 212 ft long and 36 ft wide.

After receiving local trader *Tiburon III*, Noumea Harbour Master, Mr. Chaumont, said the dock would service local oceanographic and naval craft, and other islands ships. He also indicated that the tugboat *Noumea*, being built in France, should arrive in Noumea in February.


# The best rule to work to is the one you can't break



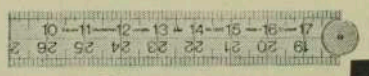
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# Cruising Yachts

● *WEST WIND V*, with the Lowes from New Zealand, left Port Moresby recently for Samarai, Bougainville and Fiji. Hopes are to be home in Napier for Christmas.

● *WANDERER*, the McLaren's 48 ft schooner, was in Rarotonga in late October with plans to sail on to Pitcairn and Easter Islands, and then Chile, Panama and the West Indies.

● *TAMURE*, with David Baxter, Gerry Chaillett and Robert (Mac) Nell, left Nukualofa, Tonga, on November 14 for Auckland. She reached Tonga on November 10 from the Cooks.

● *SHEARWATER*, the Nettleton's yacht, was to leave Gove, Northern Territory, for Gladstone, Queensland, in late October.

● *SEECHAUM*, with Robin Herman and Keith Hanking, left Suva in late October for cruising in Fiji's Lau and Yasawa Groups.

● *ROBERT HARTLEY*, Cec Auty's yacht, was in Sydney, Australia, recently, with plans to head for the Islands, with first stop, Lord Howe.

● *MUNDEAMO*, with Phil and Virginia Dutcher, was at Honolulu, Hawaii, recently, after leaving New Zealand last April (*PIM*, June, p. 112) and sailing via Rarotonga, Bora Bora and Tahiti.

● *LA SALLE*, the Autenreith's 42 ft yawl, was to leave Vila in late October for Noumea and Darwin. Last mention was Rarotonga (*PIM*, Aug., p. 115).

● *SCHNOUFI*, with the Jourdans, arrived in Noumea in November from Mare, Loyalties.

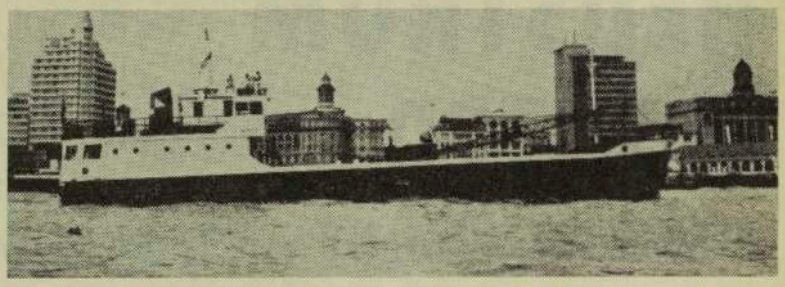
● *CHAMARU*, with Charles and Mary Sturkey and Guam crewman, Abraham Wagpacok, was at Suva, in early November. Previous call, Tarawa (*PIM*, Nov., p. 116). Stops after Suva, the New Hebrides, New Caledonia and New Zealand.

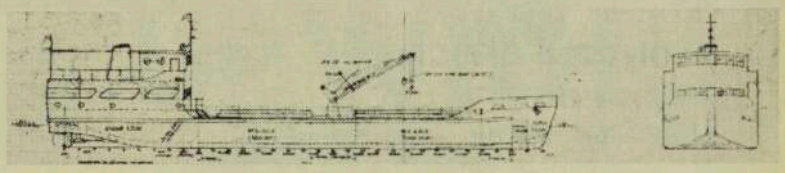
● *TE MARINER*, with Jacques Sapir and David Chard, was to leave Port Moresby in early November for the Trobriands, Solomons, the


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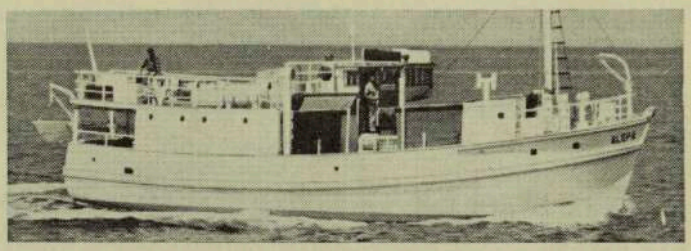
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● *SEA WITCH* was recently in Pago Pago, with engine trouble.

● *SVANEN*, Alan Baty-Scott's 90-year-old ketch with a crew of eight, was to leave Suva, in early December for a "secret island" near the Gilbert and Ellice Islands where one crew member believes a treasure of gold bars and coins, originally from Lima, Peru, is buried.

● *JELLICLE II*, Mike Bailes' yacht and *MORNING SUN*, with Brian Wilson, were due in Port Moresby in November.

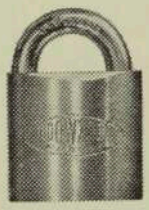
● *STRIKER II*, with Harry Squires, put into Port Moresby in November on a delivery voyage from Cairns, Queensland, to Kieta, Bougainville, where she'll be chartered out.



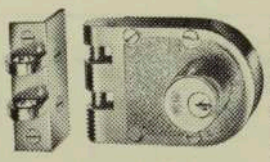
Retired American, Hugh Sussex, 60, and one of his two-girl crew, Makereta Toakasa, of Fiji, pictured aboard his 55 ft cutter "Baleia" at a call in Suva earlier this year. With two others, Horace Parlinson and Marilyn Hillier, the pair were last reported on "Baleia" at Malekula, New Hebrides, recently. Next stop was Santo.

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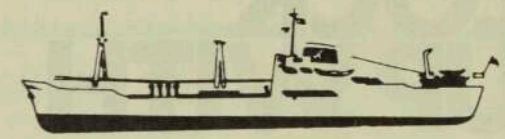



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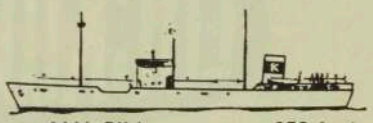
**THE SEVENTH SHIP JOINS THE KARLANDER FLEET**



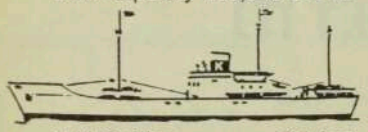
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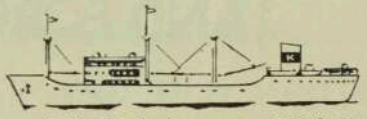
M.V. Slott 290 feet
bale capacity 160,640 cu. ft.



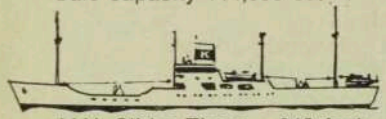
M.V. Slidre 258 feet
bale capacity 97,900 cu. ft.



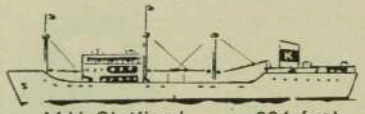
M.V. Saidor 264 feet
bale capacity 114,000 cu. ft.



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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● *REGINA MARIS*, 188-ton Norwegian barquentine, which left Plymouth, England, on September 14 to retrace Captain Cook's discovery trip to the South Pacific, was laid up at Las Palmas, Canary Islands, in early November after suffering severe damage in an Atlantic squall. Over $120,000 of repairs were needed.

● *PANDORA III*, Ed Forcier's 30-ton ketch, was in Suva, recently, where Ed announced plans to build a 80 ft catamaran in Fiji which would be used as a "floating hotel" for tourists. He intended later to ship his ketch back to the US.

● *NOMAD*, Bruce Baker's cutter, was refloated again in Rarotonga's Avatiu Harbour in late October after completing major repairs. Bruce hoped to sail on to New Zealand.

● *MISS CHIEF*, with her new owner, Jim Douglas, was to leave Port Moresby in November for Binaturi River, near Daru, in Western Papua. The 53 ft steel-hulled ketch, built last year, was up for sale in Moresby in October for $15,000.

● *MINK*, with Jerry Nolan, was on the Port Moresby slips in November with plans to head for Thursday Island when all work is done.

● *BACHELOR'S WIFE*, the Humes' 25-ton Sydney ketch, was reported marooned for five weeks on an uninhabited island near Cocos, Indian Ocean, recently. Known to Lord Howe Islanders, the ketch was last reported in Rabaul (*PIM*, July, 1968, p. 111).

● *LEJANA*, blue and red 45 ft ketch with a teak deck and an electric winch, was stolen in Los Angeles on August 29. If seen, would yachties contact Homer Mitchell, 611 West Sixth St., LA, 90017. Reward!

● *LORI*, with Jim Ballard and crewgirl Judy, was at Moorea, French Polynesia recently with plans later to explore the Leeward Islands. Calls have included Ua-Huka, Nukuhiva and Ua-Pou and Tahiti, all in French Polynesia.

● *ALTAIR*, 48 ft ketch with Dick Soupene and his wife and crewgirl Pat Rinehart, was at Pago Pago, American Samoa, in early November.




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# Business and Development

## AUSTRALIAN INVESTORS IN A BILLION DOLLAR MINING BOOM IN THE PACIFIC

*By KEN McGREGOR*

Contracts and processing works worth over $2 billion in Islands copper, gold and nickel, mainly in New Guinea and New Caledonia, highlighted an unprecedented string of Islands mineral developments in November.

Ore finds, exploration ventures and spiralling share prices for some Islands firms appeared during the month.

Australia's rejuvenated mining boom was behind most of the news as Australian mining interests ventured in to South-East Asia, Africa and even Alaska, as well as the Islands.

Four territories—New Guinea, New Caledonia, the New Hebrides and Fiji—are affected but it was New Guinea which provided the highlights.

Firstly, the NG Administration said it would pay $25 million for its share in the Bougainville copper mines. Secondly, Japanese sources reported that the operating company, Bougainville Copper Pty. Ltd., had signed a contract with nine Japanese companies for 1.1 million tons of contained copper over a 15-year period, worth an estimated $1.78 billion.

New Caledonia supplied the other big news: over $300 million of expansion of the territory's nickel industry got moving with the only current supplier, Le Nickel, beginning its own $110 million expansion with the building of additional plant capacity in Noumea.

Other significant news included decisions of two major Australian companies to mount expensive exploration programmes for iron ore and copper around the Papuan coast, a new rich gold vein discovered at Fiji's Vatukoula mines, a copper find at Manus Island, a nickel find behind Vanimo and best-ever heights on the share markets for two companies deeply committed in Islands minerals exploitations.

Briefly, here are the details:

- The P-NG Administration said it would pay $25 million for its option on a 20 per cent. equity interest, on behalf of the people of New Guinea, in the Bougainville copper project.

Mr. Barnes, Australia's Minister for External Territories, said the Administration would hold the shares until the people of NG could afford to buy them for themselves.

The project would involve an investment of over $300 million and was expected to start producting copper concentrate in 1972.

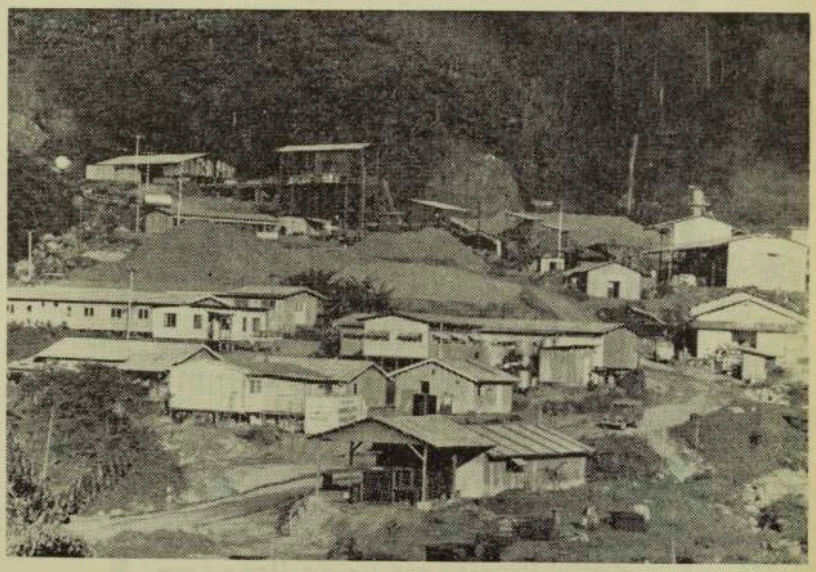
He did not give any hint as to how NG would pay its $25 million, but under an agreement made in 1967, the Administration has the right to take up the shares in Bougainville Copper Pty. Ltd. at par (which presumably will be 50c).

The territory should be on a "good thing" in investment terms, and then, of course, it also will gain from income tax and other taxes.

### $1.78 billion to Japan

- Agreement for a $1.78 billion sale of Bougainville contained copper to Japan was signed in Tokyo in late November—the biggest ever single Island deal. One of its features was provision by two Japanese companies of $US60 million in finance, half in cash, half in equipment.

Equipment will include crushers,



**Panguna, in the mountains west of Bougainville's main town of Kieta, is where most of the low-grade copper and gold is. Housing and administration complexes for exploration and some mining people have already been built at Panguna, as shown above, but the main town will be near Kieta.** — Photo: Bruce Adams.




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bore mills, flotation cells, generators and prefabricated houses.

The Bougainville project is two-thirds owned by Conzinc Riotinto of Australia Ltd. and one-third-owned by New Broken Hill Consolidated Ltd.

However, with the NG Administration taking up its 20 per cent. option and the previously-announced American loans for the project, shareholding in the holding company (Bougainville Mining Ltd.) would be CRA, 44.7 per cent., New Broken Hill, 22.3 per cent., NG Administration, 20 per cent. and Bank of America, three per cent.

However, CRA and New Broken Hill have said their shareholders would be allowed to subscribe about 10 per cent. of the project, so further adjustments later are likely.

## $3 million of steel

● In Noumea first shipments of over 7,000 tons of Australian steel—a biggest-ever Australian Islands sale—began arriving on chartered French vessels from Adelaide and Port Kembla.

The structural metal on short delivery from BHP, doubles the capacity of Le Nickel's Doniambo plant, and represents an order worth over $3 million to the suppliers, Bernard-Smith PDM Pty. Ltd., of Sydney.

Bernard-Smith, builders of large-capacity fuel tanks in New Guinea and Fiji, is also building similar tanks for Le Nickel, adjacent to the nickel works and has let out a $400,000 erection sub-contract to Marr Contracting Pty. Ltd., of Sydney.

Expansion work is controlled by Le Nickel's engineers, Sofresid, of Paris.

## Gold find in Fiji

● At Vatukoula, Fiji, Emperor Mines Ltd. said it had struck a rich gold vein which, although in the existing mine area in Fiji, "appears to have escaped detection for 30 years".

The vein involves the new 166 N lode, first intersected on August 29 last year.

According to Emperor's annual report, the lode is "a potential major ore source" and does not appear to be connected with any of the previously known formations.

Emperor has subsequently upgraded its ore reserves by 225,700 tons of 7.9 material concentration.

At Manus Island, New Guinea, two Australian explorers, Exoil NL and Transoil NL, said they had found two traces of copper. They said an extensive drilling programme will start early next year when two drilling rigs arrive at the island.

Stream sediment and soil sampling geochemical surveys will be expanded on Manus, the companies said.

● Behind Vanimo, in New Guinea's West Sepik district, came unconfirmed reports of nickel traces. They were found on about 100 square miles of mineral lease land owned by New Guinea Goldfields Ltd. and were reportedly located by scientists working under contract to Mt. Isa Mines Ltd.

● From Sydney, Australian Oil and Gas Exploration Ltd., one of Australia's two oil producers, announced a $3.3 million share issue to partly finance investigation of a "possible significant copper-vanadium ore body, 2,000 ft by 200 ft" near the Ormond River, north-east of the MacGillivray Range, in the Central District of Papua.

AOG holds titles and options over 3,400 square miles in three adjacent areas of that part of Papua, east of Port Moresby.

Directors said increasingly more detailed exploratory work would be done in these areas. Two of the leases—Amazon Bay and Amora—had only been inspected by air.


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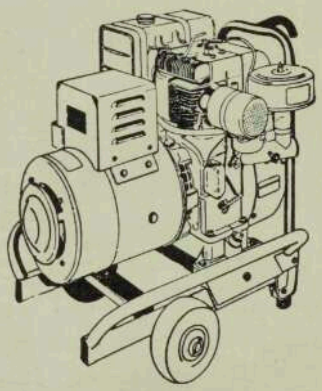
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● From Sydney, Australian constructor, James Wallace (Holdings) Ltd., announced formation of a new company, James Wallace Exploration Pty. Ltd., to evaluate iron ore deposits in the form of magnetite sand in the Deception Bay area in the Gulf District of Papua.

Subject to the approval of NG's Administrator, the new company will take up a 50 per cent. interest in prospecting authorities over 2,000 square miles of the Gulf.

Wallace said magnetic sand was the raw material on which New Zealand had based its steel industry. There was demand for it by Japanese steel mills to supplement their fine ores, because of its relatively low cost.

A considerable amount of test work had already been carried out in the Deception Bay area.

Independent assessors recommended a detailed programme of exploration and development and had been retained to carry this out. It is hoped to commence work late this year.

● Two firms with Islands mineral interests, saw their shares reach highest-ever peaks in November.

Southland Mining Ltd., mining manganese and looking for gold in Fiji, about to mine manganese in the New Hebrides and with a big equity in an African iron ore project, saw its 25 cent. shares sell for up to $6.40 on Australian Stock Exchanges.

Cultus Pacific NL, with a major interest in the Misima Island, Papua, copper and gold project, saw its 25 cent shares climb to $1.80.

## Canadian moves

● Hopes that there could be a "mini Bougainville" on Misima Island, Papua, grew in November with the news that another Canadian group, Noranda Mines Ltd., through its Australian subsidiary, would join Cultus Pacific NL and Pacific Island Mines Ltd. to evaluate copper traces on the island. Extensive diamond drilling is expected to start early next year.

● Mt. Isa Mine Ltd. announced indications of a "copper environment" in the Freida River area, 60 miles from the West Irian border, in the West Sepik District of New Guinea. Copper grades were low and exploration was continuing.

## More plantings in the Cooks

A party of 30 copra makers sailed from Atiu in the Cooks to Takutea, 16 miles away, on October 21. They were to stay at Takutea for a month to plant 8,000 young coconuts and thin out old trees. They expect the new plantation to produce 100 tons of copra a year.

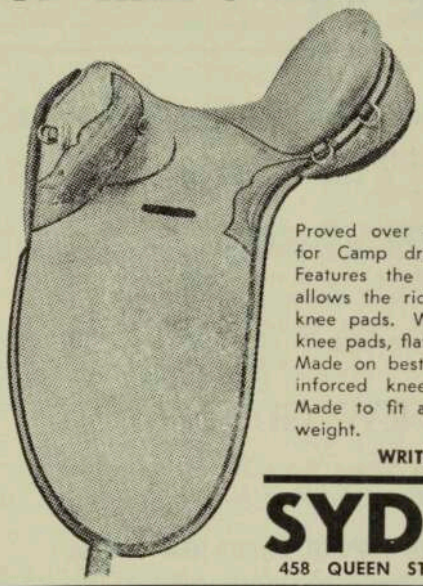
Twelve thousand new citrus trees were planted in private plots on Atiu recently as well as 300 Jaffa orange trees, and the island council and village committees were widening and resurfacing all the roads during October.

In Mangaia, 85,000 cases of pineapples are estimated for this season beginning in early November; 1¼ million pineapples had been planted and planting was being continued.

## Japan moves into the P-NG beer market

Asahi Breweries Ltd. of Japan, technical and supervisory backer of New Guinea's proposed second brewery, Territory United Brewery Ltd., will be given options to take

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up a "large parcel" of shares in the brewery "within five years".

Mr. S. L. M. Eskell, one of TUB's four directors, told *PIM* this in late November. He said Asahi, one of the 10 biggest brewers in the world, would also help design the brewery's first plant at Port Moresby, supervise operations and lend advisors and bottling experts to the plant for five years.

A potential Japanese stake in TUB will increase foreign control of NG brewing. NG's two brewery plants—at Lae and Moresby—are controlled by South-East Asian interests.

No Australian brewer has announced plans to produce NG beer although canned beer made in Australia reaches the territory. One possible development could be a W. R. Carpenter-Carlton and United Brewery of Melbourne joint brewery at Cairns, Queensland.

TUB's plant would be built on five acres at Gordon Estate and its first beer would flow by late next year, added Mr. Eskell. No tenders had yet been let for construction of the plant.

The company would aim for 13 per cent. of the NG beer market by the end of 1971. Mr. Eskell said he "didn't know" if this would mean profits in the first year.

He said TUB would have no "tied-house" agreements with hotels as in Australia where certain hotels could sell only beer from their associated breweries.

However, TUB would initiate "sales agreements" with "certain hotels" (possibly Rabaul's Cosmopolitan, the Goroka and Wau Hotels, the Hotel Cecil, Lae, Burns Philp's hotels, particularly in Moresby, and the Gateway and the Tapini Hotel).

Mr. Eskell said TUB would be floated on the Sydney Stock Exchange in January. Pring, Dean and Company, Sydney stockbrokers, would underwrite 2½ million shares of 50 cents each for a paid-up capital of $1,250,000.

Other members of TUB's board would be Messrs. Norman White, Cliff Jackson (managing-director of Papuan Airlines, a subsidiary of which owns the Gateway and the Tapini Hotel) and Ken Jones.

Mr. Eskell said Burns Philp (NG) Ltd. would apply for 200,000 shares and Mr. Raymond Lord, a director of Pacific Sporting Pools Ltd. of Nauru, would also be offered shares. It was undecided if a premium would be added to the 50 cent shares to initial stockholders.

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## Crown Agents examine projects

The UK-based Crown Agents may invest about $A3½ million in four Islands projects. In November the group wouldn't disclose what the projects were, but did reveal that three of the projects would be in Fiji and cost $3 million and the other would be in Tonga and cost $½ million.

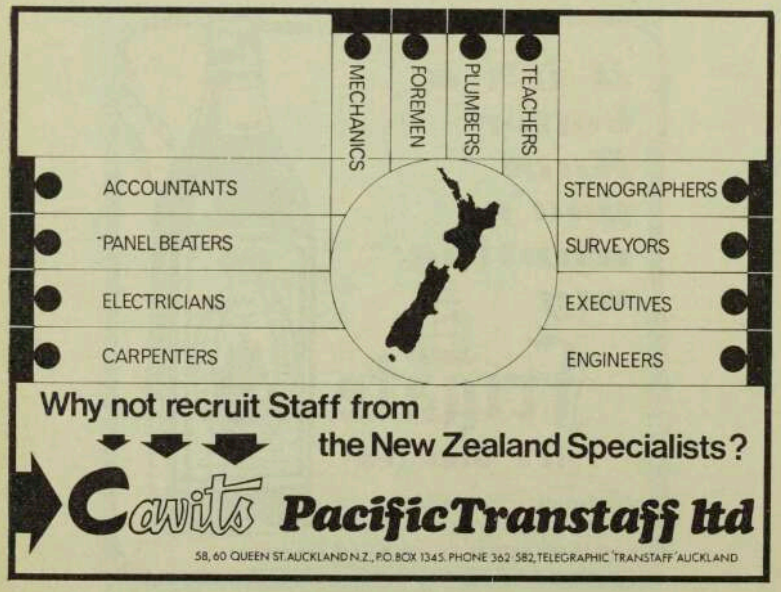
Two Crown Agents, Mr. E. A. Morris of London and Mr. W. Walter, the group's Australian and Islands representative, began a tour of Islands' territories in November to examine these projects.

They said they would also look at property development in the Islands (Crown has announced it is spending $100 million in property development in Australia).

Mr. Morris said investment propositions put to him by Islands' governments would have to be referred to headquarters in London for decisions. He did not have authority to make investment decisions "on the spot".

Mr. Walter said the Crown Agents has recently completed a water supply and conservation survey for Nauru. Also his group had the facilities to assist Nauru rehabilitate the areas of its island which were worked out by phosphate mining.

But no approaches had been made by Nauru on a rehabilitation project, and no help had been asked of Crown



Agents to assist the formation of a Stock Exchange in either New Guinea or Fiji.

He added Crown Agents had recently replaced the New Zealand Government as the purchasing agents for the Government of Western Samoa.

## Fiji sea bed search looks good

Results of a preliminary survey for sea bed minerals in Fiji are proving extremely favourable, according to the American exploration company concerned, Crawford Marine Specialists.

The company's project manager in Fiji, Mr. Bill Murdaugh, said some of the survey results were interesting compared with other favourable areas of the world. For example, he said, the Oregon coast, which was known to contain gold, had lower values than those encountered in Fiji.

Mr. Murdaugh said there were several interesting areas in Fiji which he hoped to analyse further—but added that he was not at liberty to discuss particular target areas.

The company's headquarters and backers of the venture in America will decide whether it is economically feasible to make further exploration and analysis. Geophysical data and information about samples assayed in the Crawford Marine laboratory at Walu Bay have been sent to the US for evaluation.

## P-NG car retailers urged, get spares

One of New Guinea's leading planters and MHAs, Mr. Sinake Giregire of Goroka, has started a move to force vehicle retailers to carry spares for the cars and trucks they sell.

Mr. Giregire, MHA for Daulo in the Eastern Highlands, told the Administrator's Executive Council in Port Moresby that a good many vehicle owners throughout the territory were immobilised because vehicle agents were just not carrying enough spares.

The slowdown in spares is also affecting the owners of tractors and farm machines. Sometimes, according to reports to the Administrator's Council, vehicles have been off the road for months awaiting spares. The effect on village and plantation economics has been severe.

New Guinea's Co-ordinator of Transport, Mr. Gavin McDonnel, has been asked to investigate and the Administrator's Council might consider legislation forcing distributors to carry spares.

Five years ago, an elected European MHA began circulating a draft bill in Parliament providing penalties for distributors caught by government inspectors without a prescribed level of spares. The draft bill was withdrawn, when government leaders promised to "use their influence" unofficially with vehicle distributors.

## Bigger profit for West Samoa Bank

The Bank of Western Samoa made a profit of $WS29,985 for the year ended December 31, 1968, an increase of nearly 50 per cent. on the previous year's result. The latest profit is at an earning rate of over 10 per cent. on the bank's paid-up capital of $280,000. Directors said the better result was due to a significant increase in Samoa's export receipts and higher earnings on the greater holdings of overseas reserves.

A dividend of 5 per cent. was paid to owners of the bank's 1,400 $200 shares (consuming $14,000), $12,000 was added to general reserve and $6,965 was the balance carried forward.

Directors said the bank continued


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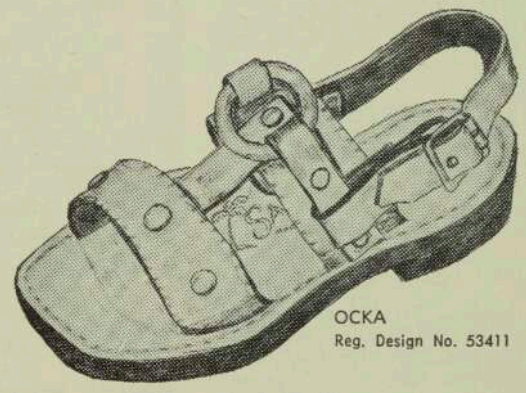
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to be in a sound position with liquid assets at a high level. The bank's advance policy had continued to be biased strongly towards loan proposals which could materially add to Samoa's productive capacity.

Reviewing prospects, deputy chairman Mr. J. F. Earnshaw, said the value of tourism was becoming increasingly important and with expected growth in both primary and secondary production coupled with the anticipated completion of Asau Harbour and establishment of the timber industry in Savaii, Western Samoa's prospects for 1969 could be viewed with "some optimism".

## Western Samoa looks to Hawaii

West Samoan Minister of Finance, Fred Betham, returned from an 11 day visit to Hawaii in October confident that Hawaiian investors will soon be active in this territory.

Highlight of his visit was a luncheon address to the Pacific Businessmen's Forum, attended by more than 100 Hawaiian businessmen in which he said that although Samoa was making considerable effort and progress in development it was obvious that sufficient economic growth was not possible unless more capital was made available from overseas.

Samoa needed investment capital of at least $US4 million annually to create 1,300 new jobs every year from 1971 to 1976 to absorb young people who will reach working age.

Mr. Betham said on his return to Apia that his speech was very well received and that the Department of Economic Development had already received inquiries from Hawaiian businessmen regarding proposed investments.

## Sharp increase in copra prices

Mr. Ian McDonald, chairman of the Papua-New Guinea Copra Marketing Board, gave the following report on the world copra market on November 24:

The October average for Philippine copra, delivered weight, UK/Continent rose to $A188.73 per ton compared with $A185.39 in September. It is expected that the November average will out-turn at around $A193 or possibly higher.

The reason for the sharp increase in prices comes from the lack of selling interest at origins. There have also been reports of defaults in near positions from Indonesia.

Generally, availability of copra has been disappointing this year, particularly from the consumer's point of view. Expectations of increased exports earlier this year were wide in the market and even at the present time production in practically all areas has continued to decline.

However, a sizeable increase in Philippine production is being forecast for 1970, following the expansion in planting during 1960/61. Excellent seasonal conditions since June this year should also result in increasing production during 1970.

With more copra coming on the market, prices will no doubt be affected, particularly if the Nigerian export supply position on palm kernels improves, but, for the time being and perhaps for at least the next six months or so, only moderate variations should occur.

---

● Plantations Holdings Ltd., Rabaul, New Guinea-based copra and cocoa grower and trader, made a record profit of $179,890 for the year ended June 30. Last year's profit was $70,781. Copra output was 851 tons and cocoa output 189 tons, in 1968-69. During 1968-69 all the issued shares of Rabaul Investments Pty. Ltd., diversified store owner, were acquired. Plantations' dividend is raised to 10 per cent. and the company's earning rate increased to 30.4 per cent.

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**(Unless otherwise stated, quotations are in Australian currency. Australian dollar equals $1.00 New Zealand; 98-99 cents Fiji; 98 French Pacific francs; 80 cents Western Samoa; $1.00 Tonga; 9/3 sterling and $1.12 USA).**

## COPRA

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by six members, including three planter's representatives. The board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (surplus as available).

P-NG prices for copra delivered main ports in Nov. 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 Dec. 8 were 1st grade, $F140.50; 2nd grade, $F130.50; CAS $F111.50. 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 $T97.50 1st grade and $T85.50 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. Nov. prices 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 Nov. 22, 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 13.3625 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. 30 was $84 (8,400 Pac. francs). French price was 1,190 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 Nov. 21 was £Stg.412/10/- per ton, c.i.f., UK Spot.

On Nov. 24, Quote No. 1: In store Rabaul, export quality $760 per ton, delivered ex-wharf Sydney, $815. Quote No. 2: Best quality ex-wharf Sydney, $825, in store NG ports $755 (for UK, Continent and USA shipments).

**W. Samoa.**—Latest price quoted in Sydney on Nov. 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 Nov. 24, Quote No. 1, good quality A grade 48c per lb· B grade 45c: C grade 41c; X grade 45c and native X grade 43c (ex-store Sydney).

**CROCODILE SKINS.** — On Nov. 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 Nov. 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 Nov. 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 blacklip 15c lb, goldlip 20c lb. **Cook Islands.**—Manihiki, 40c-45c 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

| | Oct. 22 | Nov. 24 |
|---|---|---|
| A. Lemon .50 | 1.00 | 1.05 |
| ANG Hold. 1.00 | .70 | .71 |
| Bali Plantations .50 | .95 | .98 |
| Burns Philp 1.00 | 4.45 | 4.30 |
| Burns Philp (SS) 2.05 | 3.80 | 3.65 |
| Camelec .50 | .65 | .62 |
| Carpenter .50 | 2.55 | 2.46 |
| Choiseul Plntn. 1.00 | 3.90 | 4.15 |
| C.S.R. 1.00 | 7.06 | 7.48 |
| Dylup Plntn. .50 | .98 | .96 |
| Fiji Industries 1.02 | 2.90 | 2.95 |
| Kerema Rubber .50 | .28 | .30 |
| Koitaki Rubber .50 | .80 | .75 |
| Lolorua Rubber .50 | .39 | .38 |
| Makurapau Plntn. .50 | .74 | .65 |
| Maribol Rubber .50 | .37 | .37 |
| P-NG Motors .50 | .58 | .62 |
| Plantation Hldgs. .50 | .75 | .75 |
| Queensland Ins. 1.00 | 5.68 | 6.20 |
| Rubberlands .50 | .33 | .33 |
| Sogeri Rubber .50 | .68 | .65 |
| Sth. Pac. Ins. .50 | 1.95 | 1.70 |
| Steamships Tdg. .50 | .83 | .84 |
| Watkins Cons. .50 | 1.06 | 1.08 |

OIL AND MINING SHARES

| | | |
|---|---|---|
| C.R.A. .50 | 17.80 | 20.00 |
| Cultus Pacific .25 | 1.12 | 1.10 |
| Emperor .10 | 1.70 | 1.55 |
| NG Gold Ltd. .35 | .54 | .51 |
| Oil Search .50 | .41 | .51 |
| Pacific I. Mines .25 | .48 | .50 |
| Papuan Apin. .50 | .48 | .38 |
| Placer Dev.* | 40.00 | 42.00 |
| Southland .25 | 3.50 | 5.50 |

* No par value

Sydney stock exchange share price index for ordinaries on Nov. 24 was 600.51. On Oct. 22 it was 580.21.

**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 Nov. 21 were: Prompt nominal shipment 61¼ Malayan cents per lb; Dec., M61¾ cents per lb and Jan., M61¾ cents per lb (all about 18 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: Nov. 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 Nov. 24 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, Nov. 20, Philippines, in bulk, $US226 per long ton, c.i.f., UK/Nth. European ports; US Pacific coast $US205 per short ton.

**COCONUT OIL:** LONDON, Nov. 20, Ceylon, 1% in bulk, £Stg.146 per ton, c.i.f., UK/Nth. European ports.

**RUBBER:** LONDON, Nov. 21, Spot 23¼d Stg. lb; Dec. 21-7/16d Stg. lb; Feb. 22-5/16d Stg. lb.

# DEATHS OF ISLANDS PEOPLE

## Mr. Andre Carlot

Mr. Andre Carlot, mariner, planter and member of the local chamber of commerce, died at Erakor Village, near Vila, Efate, New Hebrides, recently, at the age of 65. He was born at Erakor in 1904. Mr. Carlot is survived by his widow, Helene, and their nine children.

## Mr. Laulu John Stanley

Mr. Laulu John Stanley, assistant general manager of the copra and cocoa planter, Western Samoa Trust Estates Corporation, and a community leader in the Vaiusu area of Samoa, died in Apia recently, aged 50. The first Samoan to hold his position in WESTEC, he had worked for the corporation for 20 years.

In World War II he served with distinction with the Samoan Defence Force, as a sergeant.

## Captain Karl Alfred Tschaun

Captain Karl "Trotsky" Tschaun, an oldtime Burns Philp master who, as a pilot, assisted the American forces at the Battle of Tarawa in 1943, died recently in Sydney, at the age of 81.

A tough master who stood no nonsense with his crew, Captain Tschaun put in about 50 years on BP ships on runs in the Gilbert Islands, New Hebrides, the Solomons and New Guinea.

Born at Riga, Latvia, in 1888, he left home about 1904 as an apprentice seaman and for seven years travelled the world on ships, most of them flying the English flag.

In Sydney in 1911, he joined BP's and was put on runs to the Gilberts. A couple of years later he commanded a BP inter-island trader in the Gilberts and came to know the tricky atolls of this area well (his ships were the *Motua* and *Muliama*).

In the '30's he was mainly stationed in Sydney but when war was declared in 1939 he resumed a command, on the New Guinea run. In 1943, American forces planned to retake the Japanese-held atoll of Tarawa and called for men who knew the area. Captain Tschaun did, and was seconded from BP's to the US Navy, out of Hawaii.

With two other captains he was appointed a civilian commander and took part in the US invasion of Tarawa on November 20, 1943. He remained on Tarawa for several months after the invasion to pilot ships into the atoll's lagoon.

Back with BP's, in 1949 he brought out a new ship, *Malekula*, from Glasgow, and captained her on NG runs for several years. He fully retired from BP's only about three years ago, and lived quietly with his daughter in Killara, Sydney.

A master mariner who kept his Latvian accent although he spoke English well, his hobby was collecting turtle shell especially from the Solomons.

Captain Tschaun married Miss Mabel Roberts, of Killara, Sydney, in 1927. She died about four years ago.

## Mrs. Meme Murdoch

Mrs. Meme Murdoch, widow of George Murdoch, a Scottish-born pioneer, trader and administrator in the Gilbert and Ellice Islands, died recently on Betio, Tarawa, at the age of 85.

The last of three daughters of Captain Randolf, an Abaiang trader of the late 1800's, Mrs. Murdoch married her husband shortly after his retirement from the GEIC civil service in 1917. The couple had eight children.

Her death brought many of the Murdoch and Randolf descendants in the GEIC to Tarawa for a reunion, before her body was carried on the vessel *Tabakea* to Kuria Atoll, to the south.

At Kuria she was buried beside her husband in the 80-acre Murdoch family land of Tanginimake. George Murdoch's tomb is near his old house, which still stands, and looks across to an islet where King Binoka's old Kuria house once stood in the 1880's.

Her sons, David, Sam, Jack and George all attended the burial, accompanied by grand- and great-grandchildren.

George Murdoch arrived off a trader at Abemama in 1882. He joined the GEIC government in 1897 and before he retired acted for a period as Acting Resident Commissioner. His first wife, Takeiti, died in 1908, at 37. Murdoch died on September 19, 1936, at Kuria.

## Mr. Albert Matatia Cowan

Mr. Albert Matatia Cowan, boxer, Cook Islands planter and successful Tahitian businessman, died recently at his home in Papeete, aged 78. He was born in 1887 at Matavera, a small village outside Avarua, Rarotonga, Cook Islands, the son of Peter Cowan, of Edinburgh, Scotland, and Te Konini, a Rarotongan.

Educated at the old Teteora School, Rarotonga, Albert worked in NZ in a sawmill for several years before returning to Matareva to build up his own plantations. He joined the Cook Islands Expeditionary Force in World War I, serving with the army in Egypt.

In the armed forces he began boxing and when he returned to Rarotonga he continued training and fought many fights, always remaining undefeated.

In the early 1920's Albert left his plantations and moved to Papeete, Tahiti. He married Tetuanui Ceron, who gave him eight children before she died, and he resumed boxing.

In Tahiti, Mr. Cowan became successful in business, founding what is today one of French Polynesia's biggest stevedoring and transport groups, Enterprise J. A. Cowan et Fils. He also bought and sold land around Papeete.

Mr. Cowan kept in close touch with his brother, Charlie, 79, still on Rarotonga. One of Albert's sons, Francis, today heads the Tahiti family company, and is prominent in French Polynesia as an underwater fisherman, sailor and navigator.

Mr. Albert Cowan remarried after his first wife died, to a Tahitian girl, and left two more children. All 10 children survive him on Tahiti.

## The Rev. S.G. Phillips

The Rev. S. G. Phillips, a London Missionary Society missionary in Western Samoa from 1930 to 1939 and from 1953 to 1957, died recently in Britain.

## Sister Mary Hedwige

Sister Mary Hedwige, a worker for the missionary sisters of the Society of Mary in Western Samoa since 1914, died recently in Apia Hospital. She was 86.

Born at Vechta, Munster, West Germany, she was trained in France before leaving for Samoa in May, 1914. She worked for several years at Lotofaga and Moamoa, before spending 47 years at Savalalo. Sister Hedwige entered Apia Hospital a month before she died.

## Mr. Tamaine Ngariu

Mr. Tamaine Ngariu died at his home on Mangaia Island in the Cooks on October 17, aged 91; he had served as a *Kavana* of Tamarua village for most of his life, fought in World War I, and was a church deacon.

He is survived by four daughters, two sons and many grandchildren. On October 25, his son, Vaineiti, was sworn in as *Kavana* in succession to his father.

**(More obituaries on p. 129)**



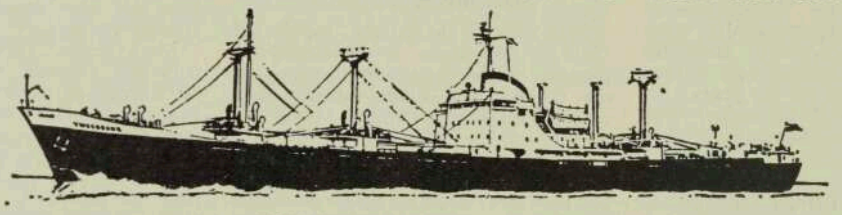

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# Shipping & Airways Information

## 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), operates a three weekly passenger-cargo voyage from Sydney to Lord Howe, Norfolk and Noumea.

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.

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 - 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 - 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 Port 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, with Jette Bue operates monthly Sydney-Rabaul-Lae, occasionally Fulleborn.

Details: Botany Bay Shipping, 19 Bridge Street, Sydney (27-3837).

### SYDNEY - P-NG - FAR EAST

Austasia, with Malaysia, runs two-monthly Aust. ports — Moresby - Djakarta - Singapore. Passengers taken.

Details: Macquarie Travel, 183 Macquarie Street, Sydney (221-3799).

### 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 - NZ

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 the Continent 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 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 - AUSTRALASIA

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 operaets a monthly return service with the Straat Chatham, Straat Singapore and Straat Johore from Manila, 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 - AMERICAN SAMOA - FIJI

China Navigation vessel Chengtu maintains a monthly cargo service from Japan and Hong Kong to Rabaul, Kavieng, Madang, Lae,




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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 - SANTO - SYDNEY

The GEIC Wholesale Society operates a 12-weekly cargo service between Tarawa and Sydney, using Moanaraoi. Passengers taken and occasional southward calls at Santo, New Hebrides.

Details from Kerr Bros., 65 York Street, Sydney (29-5703).

### JAPAN - SAMOA - FIJI - N. CALEDONIA - GEIC - N. HEBRIDES - BSI

Daiwa Line runs a monthly passenger/cargo service from Japan via Guam to Apia, Pago Pago, Suva, Labasa, Lautoka, Noumea, Vila, Santo and Honiara. Alternate trips—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.

Details from Holm and Co. Ltd., Customs Street East, Auckland (49930).

### NZ - N. CALEDONIA - NG - NORFOLK

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 fortnightly 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.

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.

### US - HAWAII/SAMOA - 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).

### US - FIJI/TAHITI - AUSTRALIA

Bank Line Ltd., operates regular services from US Gulf ports to Australia and NZ. 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 - 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.

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 from Sydney and San Francisco, departing on Thurs. 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 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 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 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 out of Auckland on Mon., Wed., Thurs., Fri.; out of San Francisco on Tues., Wed. and Sat. Mon. flights departs Honolulu for Auckland, via Pago Pago.

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

UTA, with DC8's, operates a weekly service out of Djakarta to Los Angeles on Wed. and return on 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




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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, returns Sydney same day.

### SYDNEY - LORD HOWE IS.

Airlines of NSW, with flying-boats, operates twice weekly, return services from Rose Bay, Sydney, to Lord Howe. Extras on holidays.

### 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 twice weekly. More in holiday periods.

### AUSTRALIA - P-NG

TAA and Ansett, with 727's, operate 11 times a week from Sydney or Melbourne to Pt. Moresby. Ansett doesn't operate on Tues. or Thurs., TAA doesn't operate on Wed. Extra flights in Dec. and Jan.

### QUEENSLAND - PAPUA

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

## NEW ZEALAND-PACIFIC IS

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

### NZ - AM. SAMOA

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

### NZ - 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.

### 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 Fiji


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**Port Agents:**
Papeete, Maison Morgan-Vernex,
Cables: 'Morex'
Pago Pago, B. F. Kneubuhl,
Cables: 'Kneubuhlinc'





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on Thurs. and Sun., returning on Wed. and Sun. from Apia.

### FIJI - NEW HEBRIDES - BSIP - NG

Fiji Airways, with 748's, operates from Nadi on Wed., Fri. and Sun., via Vila and Santo, to Honiara. Planes leave Honiara on Tues., Thurs. and Sat. for Nadi. On Mon. 748's fly direct to Pt. Moresby from Honiara and return to Honiara same day; staying overnight before flying to Fiji Tues.

### FIJI - TONGA

Fiji Airways, with 748's, operates from Suva to Nukualofa four times a week and return.

### HAWAII - AM. SAMOA

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

### HAWAII - AM. SAMOA - TAHITI

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

### HAWAII - NAURU - MICRONESIA

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. Nauru calls fortnightly, alternate Thurs., from Majuro.

### 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 (Dec. 15, 29).

### P-NG - SOLOMONS

TAA, with Fokkers and DC3's, operates twice weekly. Fri. planes leave Moresby via Munda to Honiara, returning Sat. Tues. leave Rabaul via Buka, Kieta, Munda, Yandina to Honiara, returning Wed.

### 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 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 twice weekly Apia-Nukualofa.

### W. SAMOA - FIJI

Polynesian Airlines, with 748's, operates from Apia on Wed. and returns on Thurs.

## INTERNAL SERVICES

### FIJI

Fiji Airways, with Herons, DC3's and HS748's operates regular services to Labasa, Matei, Nadi, Nausori and Savusavu.
Details: Fiji Airways, Victoria Parade, Suva.

Air Pacific, with Beech Barons operates to Ovalau Island, Korolevu, Natadola, Ba and Vatukoula 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 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, Butaritari, North Tabiteuea and Abemama.

### GUAM - US TRUST TERRITORY

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

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.


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NOUMEA—Etablissements Ballande.
SYDNEY—Trans-Austral Shipping Pty. Ltd.
SUVA—Burns Philp (South Sea) Company, Ltd.
LAE/RABAUL—Burns Philp (New Guinea) Ltd.
PORT VILA — Comptoirs Francais de Nouvelles Hebrides.





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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, Mini, Mt. Hagen, Momote, Nuku, Pt. Moresby, Rabaul, Tari, Telefomin, Vanimo, Wabag, Wapenamanda, Wau, Wewak and Yangoru.

Papuan Airlines Pty. Ltd., with a variety of aircraft, operates regular services to Aroa, Balimo, Bereina, Cape Rodney, Daru, Gurney, Kairuku, Kokoda, Losuia, Mendi, Mt. Hagen, Paili, Popondetta, Pt. Moresby, Rorona, Tapini, Vivigani, Wanigela and 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 to Aneityum, Epi, Erromanga, Lamap, Longana, Norsup, Santo, Tanna, Tongoa and Vila.

Details from Air Melanesia, Vila.

### SOLOMON ISLANDS

Solair, with Beech Barons, operates to Auki, Avu Avu, Barakoma, Honiara, Kira Kira, Marau, Mono, Munda, Sege and Yandina.

Details from Solomon Islands Airways Ltd., Box C25, Honiara, BSIP.

# Obituaries

(Continued from p. 123)

### Mr. William Bates

Mr. William Bates, aged 58, died at Rarotonga Hospital on October 15 after a long illness. Well-known on Rarotonga, at the time of his death he was head yardman at Public Works.

From 1925-28 he worked for the Cook Islands Trading Company then started working for the government in 1930. With the exception of an 11 year period when he was self-employed as a planter, Mr. Bates worked for the government in various capacities for the rest of his life. He was a deacon at the Arorangi Cook Islands Christian Church and is survived by 10 children.

Among those at his funeral was the Acting Premier, Mr. T. A. Henry.

### Mrs. Alice Lilly Warren

Mrs. Alice Lilly Warren, Pitcairn Island's unofficial midwife for over 50 years, who received the British Empire Medal in 1954 for her midwifery services, died recently on Pitcairn, aged 91.

Born in 1878, she married George Warren in 1897.

Mrs. Warren delivered Pitcairn babies and she would live in the babies' home for two weeks after the birth caring for the mother and child. She is survived by two sons, Christie and Maynard, as well as numerous grandchildren and their families.

### Pastor Robert Manamena

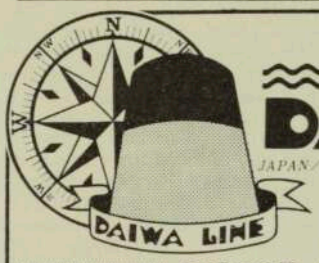
Pastor Robert Manamena, a missionary for over 42 years in the New Hebrides, most of them spent on the condominium's main island of Efate, died recently, He was 76.

At the time of his death Pastor Manamena was senior pastor of the Presbytery of Efate. He retired from fulltime church work about eight years ago, and is survived by eight children.

### Mrs. 'Edie' Gray

Mrs. Harriett ('Edie') Gray, a former resident of New Guinea, died in Sydney during October. Born in England 74 years ago she went to Australia at the age of 17 and there married a fellow countryman. In 1926, with two small sons, the Grays moved to New Guinea to settle on a plantation.

During her years in the territory Mrs. Gray was associated with various clubs and hostels on the catering side. After World War II she was engaged by the Department of Health as housekeeper at the Lae hospital. Throughout her working


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| PAGO PAGO Feb. 15-16 | NOUMEA Feb. 25-26 |
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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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life 'Edie' Gray was remembered by many for giving a helping hand whenever needed.

After her son, Jack, was killed in an aircraft accident in 1957, Mrs. Gray lived with his wife, Joan, at Goroka until retiring to Sydney about 1960. Mrs. Gray is survived by a married son, Les, in Lae. Her husband died some years ago.

### Mrs. Elizabeth Hennings

One of Fiji's best-known residents, Mrs. Elizabeth Hennings, died at the CWM Hospital in Suva on November 18, after having been knocked down by a police vehicle four days earlier.

Mrs. Hennings, who was 85, had become a familiar figure in Suva since selling Naitauba Island in the Lau Group, to television actor Raymond Burr in January, 1966.

Born Elizabeth Vogel in Germany, she was a nursing sister who married Mr. Gus Hennings, the son of William Hennings—who was one of four brothers to settle in Fiji from Germany about 1860. Gus Hennings' mother was Adi Meri, a Lauan woman of high rank.

Gus brought his bride to live at Naitauba, which she eventually ran for several years after his death in 1955. She was the last person to bear the Hennings' name to live on Naitauba, although three generations of the family had lived in Northern Lau and either owned or been associated with most of the islands there.

Gus and Elizabeth Hennings had three daughters—Liz, Beau and Mara. Mrs. Hennings suffered a broken leg and head injuries when she was knocked over by the police vehicle while she was crossing Gordon Street on Nov. 14. After being taken to the CWM hospital, she went into a coma.

A tribute to Mrs. Hennings will appear in *PIM's* January issue.

### Mr. Lew Priday

Mr. Herbert Ernest Lewis Priday, journalist, author and long-time contributor to *PIM*, died aboard the *Oriana* on November 8, while returning to Sydney from Europe. He was 72. Mr. Priday was born at Warwick, UK, and migrated to Australia and NZ after World War I (for part of which he was a POW in Germany), and worked on newspapers. In World War II he was a war correspondent, based in Noumea. His books included *The War from Coconut Square*. He leaves a widow, Marie, of Sydney, and a daughter from a previous marriage.

### Pastor S. H. Gander

Pastor Stanley Herbert Gander, born in Dorset, England, in 1896, and many years active in Papua-New Guinea, died recently in Newcastle, NSW, following a heart attack. He was 73.

In 1932 he commenced working for the Seventh-day Adventist Mission in New Guinea where he was principal of the Boliu school on the island of Mussau for two years. He then went to the mainland and opened up mission work in the Kainantu and Bena Bena district until the outbreak of World War II, when he and his wife returned to Australia.

Following the war, Pastor and Mrs. Gander returned to New Guinea and worked around the Western Islands and Madang districts. With the arrival of the Mission ship *Leleman*, they were asked to survey the Sepik River area and for a year they travelled there, contacting the villagers and opening stations along its banks.

In 1955, he was appointed to administrative work at the mission headquarters in Lae. Some five months later he was involved in a serious plane accident which took the life of the pilot, and Pastor Gander was seriously injured. Because of his injuries he spent a year in hospital and was compelled to retire from active service.

He leaves a widow Greta and daughter, Gwen (Mrs. Ken Adair, of Port Moresby), and three grandchildren.

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## Education changes

(Continued from p. 30)

dobu and Canberra.

"An historic document" is how the House of Assembly almost unanimously received the report of the Advisory Committee on Education—Mr. W. J. Weeden (Canberra), Mr. C. E. Beeby (Wellington) and Mr. Gabriel Gris.

The recommendations: that Papua-New Guinea's Administration and Missionary teaching systems (240,000 students this year) be drawn together into a unified, national teaching service, with a Territory Education Board with advisory-executive authority, a Teaching Service Commission responsible for employing teachers and District Education Boards.

The new, overall education system will be known as the Territory Education Service.

Christian missions have always borne the brunt of educating New Guinea's children—at this moment, two-thirds of all children at school are in missionary classrooms. For the past four years, many native teachers in the missions, particularly Roman Catholics, have been demanding the same pay as government teachers, and the Weeden Committee has come up with an educational answer to what has become an increasingly serious political problem of salaries.

It recommends school and teacher classifications, and forces the onus on the missions to bring their schools up to a standard where its teachers will be recognised and paid the same wage as a government teacher in a comparable government school.

Missionary teachers with equal qualifications and teaching in missionary schools of approved standard and enrolment will get the same pay as government teachers. Mission teachers with missions unable or unwilling to meet the standards, will be paid two-thirds of the government wage—provided in all cases, that the missionary teacher meets educational and teacher-experience standards set by the new teaching service.

It's now up to the missionary authorities and schools to decide just how wide they'll throw open the missionary classrooms to children of all faiths, and how much they'll spend on their schools to reach government standards. Missionary teachers wanting to meet government qualifications for higher wages will no doubt leave the missionary schools which do not improve quickly enough.

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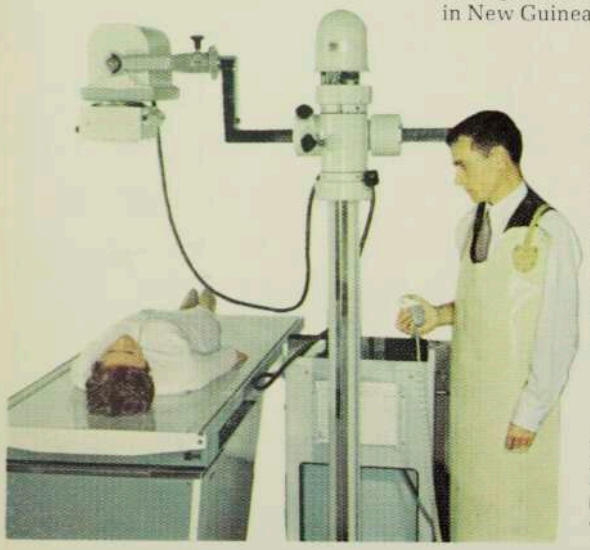
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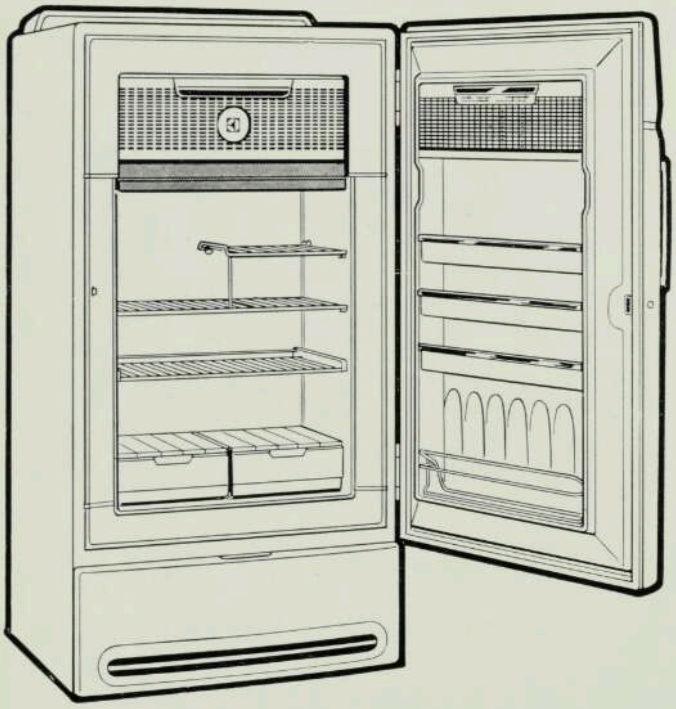
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# The Practical Planter

## BANANA DISEASES AND THEIR CONTROL

*From "Banana Production in the South Pacific", a handbook shortly to be released by the South Pacific Commission, edited by MICHEL LAMBERT.*

The banana plant is attacked by many diseases. Some of these affect the whole plant, others develop on different parts of the plant and their spread may vary in rapidity and virulence. Losses due to banana diseases are always heavy and they may cause the yields to drop to an alarming degree. Growers, therefore, should always be prepared either to prevent their onset or to check them as they appear.

### LEAF DISEASES

Two diseases of bananas caused by *Cercospora* have been reported: "Sigatoka" and "Black leaf streak". Sigatoka caused by *Cercospora musae* was originally recorded in Java in 1902 by Zimmermann. In 1913 the disease became notorious in the Sigatoka Valley in Fiji, hence the name "Sigatoka disease". "Black leaf streak" is similar to this well-known leaf spot, but is more virulent and more difficult to control. It was first observed in Fiji early in 1963 and reported as the most important disease of banana in the Islands.

#### SIGATOKA LEAF SPOT *(CERCISPORA MUSAE)*

*Symptoms*: Chlorotic streaks appear on third to fifth most recent leaves, developing on lower leaves into long and narrow (3.5 x 20-30 mm) necrotic spots with black edges. With severe infection, large areas of lower leaves may be killed and browned beyond edges of spots. Spots on leaves of young plants are more oval outline.

#### BLACK LEAF STREAK *(MYCOSPHAERELLA FIJIENSIS)*

*Symptoms*: In Melanesia, Micronesia and Polynesia the initial symptoms are typical brown to reddish-brown streaks appearing on the second or third leaf from the top. Young plantations appear to be more susceptible than older ones, possibly because the leaves are produced more slowly. Mature spots occurring in older leaves are 5-10 x 20-30 mm.

Initially they are reddish-brown to black streaks and as the central area of the spot dries out it turns light grey and remains surrounded by a dark brown or black border with a yellow band between the spot and surrounding green tissues of the leaf. In severe infections, the time which elapses between the appearance of numerous streaks and the death of the leaf may be only three or four weeks.

The black colouration is far more pronounced than in the case of Sigatoka disease; but mature spots of "Sigatoka" are indistinguishable from "Black leaf streak".

#### CORDANA LEAF SPOT *(CORDANA MUSAE)*

*Symptoms*: Initially the disease appears on the leaf surface as small oval spots later enlarging to prominent, pale brown, oval patches with brilliant yellow margin and measuring 2-3 x 4-6 cm. *Cordana* spots exhibit distinct delicate concentric zonations on the upper surface of the leaf, less distinctly on the under surface.

Large areas of the leaf are destroyed as spots grow together. *Cordana* is more prevalent in warm humid climates and occurs generally together with *Cercospora* leaf spot.

#### MALAVAN LEAF SPOT *(HAPLOBASIDION MUSAE)*

*Symptoms*: Initial symptoms are small oval to diamond shaped brown to reddish-brown spots. Mature spots



**"Bunchy top" caused by Musa virus; dwarfing and rosetting of suckers showing erectness and narrowing of blades, typical symptoms of "Bunchy top".**



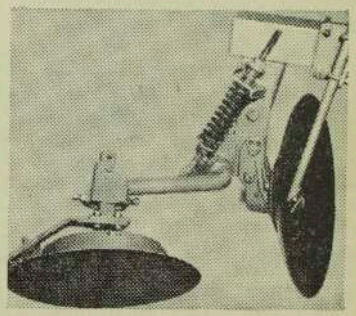

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enlarge to near perfect shaped diamonds with a dried ashy gray centre bordered by dark reddish-brown margin. The equal sides of the diamond shaped spots measure about one cm in length. Malayan leaf spot is favoured by cool, dry conditions.

## CONTROL OF LEAF DISEASES

Before attempting to use fungicides, the grower must ensure that his plantation is well maintained and that the appropriate fertilisers are applied to promote quick and vigorous leaf growth.

However, maintenance alone is not sufficient to protect the banana plants from diseases. Commercial chemicals are required and these must be sprayed onto the leaves, both carefully and at regular intervals.

Light medium oils with high unsulphonated residues of more than 94 per cent. provide excellent control of "*Cercospora* leaf spot" However, in areas where these diseases are a problem the following control measures are recommended:

● *Summer months* (wet season)
Spray two gallons of misting oil/acre every 10 days, or as required. This will control the leaf spot diseases most active in wet weather.

● *Winter months* (dry season)
Spray a mixture of 1½ gallon misting oil, 1½ lb maneb, ½ gallon water and 75 cc of emulsifying agent/acre as frequently as required. The maneb will control "Malayan leaf spot".

A miscible oil, instead of a misting oil plus emulsifier, may be used.

## RHIZOME AND PSEUDOSTEM ROTS

### HEART ROT
*(FUSARIUM MONOLIFORME and ERWINIA sp.)*

*Symptoms*: In the early stages the younger leaves are typically yellow or of pale colour, the heart-leaf being almost white and necrotic. The internal tissues of the petiole undergo brown discolouration. The rotting is accompanied by a malodorous decomposition of the innermost pseudostem sheaths.

*Control*: Proper pruning practices usually provide adequate control. Prune out diseased plants and excess suckers.

### BLACK HEAD

This disease is caused by the nematodes or eel worm. The most serious kind is the burrowing one (*Radopholus similis*) whose larvae burrow into roots where they feed and multiply.



**Infectious chlorosis, caused by a strain of cucumber mosaic virus. Dwarfed Cavendish plant shows chlorotic streaks and mottling of the younger leaves.**

## VASCULAR AND SYSTEMIC DISEASES

### FUSARIUM WILT OR PANAMA DISEASE
*(FUSARIUM OXYSPORUM f. CUBENSE)*

*Symptoms*: Yellowing, wilting and drying of leaves in old plants. Eventual death of individual plants, In younger plants the first symptoms of yellowing and necrosis are visible in the unfurling leaf. A diseased hill is characteristic by proliferation of suckers and absence of bearing plants. The disease is spread with infected rhizomes.

*Control*: "Panama disease" is not a problem in the Pacific territories and quarantine regulations properly enforced will keep the disease out of the area. Planting material should be obtained only from areas in which "Panama disease" has never occurred.

Eradication of infected plants is recommended in countries where the disease is present, followed by replanting with resistant or immune varieties.

The Cavendish group of bananas and many cooking varieties are resistant or immune to the disease.

### MOSAIC OR INFECTIOUS CHLOROSIS
*(STRAIN OF CUCUMBER VIRUS)*

This virus disease is transmitted by several aphids.

*Symptoms*: Chlorotic streaks parallel with the leaf veins of different intensities of yellow and green cause mottling of the leaf. Internal brown pocket-necrosis in the leaf sheath is common, see above.

Frequently infected plants show apparent recovery and can be symptomless carriers of the virus. The younger leaf of infected plants may be severely yellowed and mottled. This is usually followed by a rotting of the heart-leaf.

Do not plant rhizomes from mosaic infected plants.

*Control*: Eradication of diseased plants is recommended to eliminate virus sources. Apparently this is a minor problem in most locations because the vectors are not very efficient in the transmission of the virus to banana.

### BUNCHY TOP
*(MUSA VIRUS)*

*Symptoms*: Bunchy top is a virus disease transmitted by the aphid *Pentalonia nigronervosa*, an insect which is distributed widely throughout the South Pacific area. The virus does not infect the soil, and it cannot be spread mechanically by tools and knives.

The aphid itself causes the infection, when it has fed on bunchy top infected plants. Once the virus enters any part of a banana stool, the whole stool must be regarded as potentially affected and destroyed.

The first visible symptoms in non bearing plants consist of dark green interrupted streaks along the petioles, lower part of the midrib and secondary veins of the lower surface of the leaf. The petiole and midrib symptoms are visible when the powdery fuzz covering the surface of these parts of the leaf is removed.

See pic. D on p. 137.

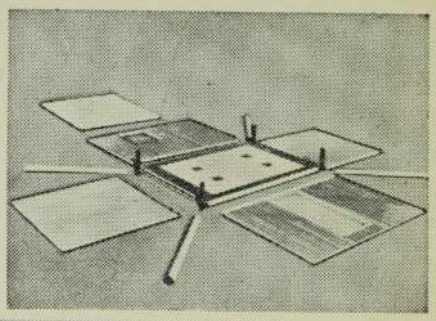
The leaves of an infected plant are short and narrow; they remain



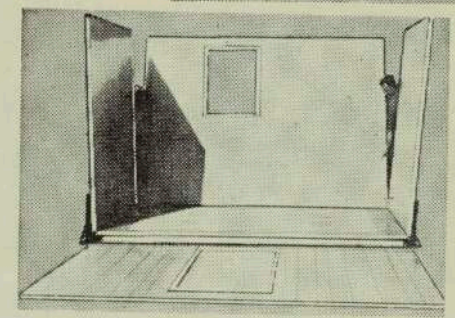

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# C & I KNOCKDOWNS

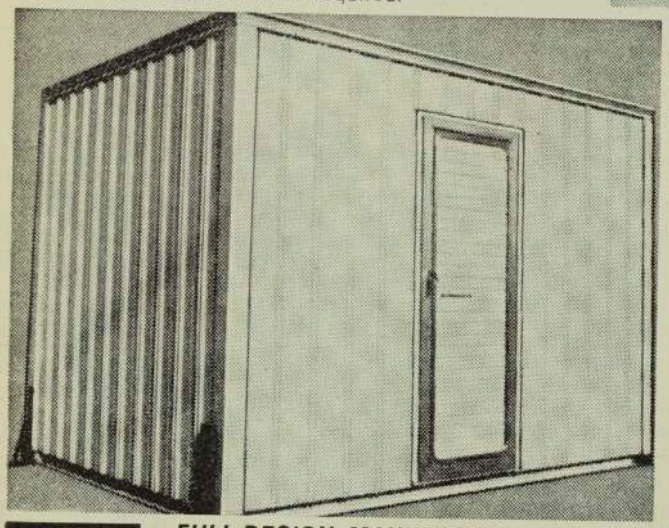
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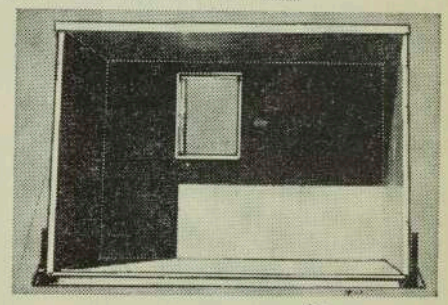


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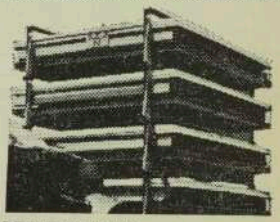


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tiff and erect. They are considerably educed in length.

Infection of older bearing plants auses flower malformations. Small bnormal bunches are produced show- ng distorted fingers and necrosis of he lower hands and male inflores- ence.

Old infected hills will show pro- ileration of suckers with no bearing lants. They are stunted showing rectness and narrowing of blades nd yellowing along the leaf margins ausing typical rosetting.

Bunchy top is a very serious disease which can cause heavy losses in the plantation.

*Control*: First of all, disease-free planting material should be used. From then on, constant surveying and inspection of the plantation is neces- sary to detect infected plants.

Infected plants should be sprayed with insecticide and killed with kerosene or 2-4D To ensure that all rhizomes will be eradicated the hill can be dug out and the rhizomes cut in small sections before spraying weedicide.

In conclusion, in a banana planta- tion infected with "Bunchy top", two actions are required: the first is to destroy the infected plants, each of which is a centre of infection, and the second, to eradicate the aphid which is the disease carrying agent.

It should be noted, however, that several varieties which are at present grown in the Pacific territories are fairly tolerant or resistant to "Bunchy top", the main one among the com- mercial varieties being "Veimama".



Fusarium tip rot, caused by fusarium monoliforme.

## FRUIT DISEASES

### CIGAR END
### *(VERTICILLIUM THEOBROMAE)*

*Symptoms*: The fungus develops during the period from the inception of flowering to harvesting time. When the flowers fall after wilting, the apex of the young banana is very vulner- able to infection and the fungus establishes itself very rapidly.

The type of rot which settles at the extremity of the fruit is often called "cigar end" and may resemble dry rot. In some bunches only a few fingers may be affected but when climatic conditions are favourable all fingers may become diseased.

This is the most common fruit disease in the South Pacific territories and is of particular concern to buyers. It is more prevalent during the summer months.

### ANTHRAONOSE
### *(GLOEOSPORIUM MUSARUM)*

*Symptoms*: Initial infections occur at flowering time. Circular specks show on the fruit skin. This infection remains dormant and will resume development when the fruit matures and ripens. When the fruit colours the specks become dark brown to black in colour and expand in diameter as the fruit becomes coloured.

### FUSARIUM TIP ROT
### *(FUSARIUM MONOLIFORME, FUSARIUM LATERITIUM)*

*Symptoms*: This disease is charac- terised by tip rotting of very young fruit while they are still small and angular and without starchy flesh. These fungi can be a serious problem of bananas in transit. Affected fruit become soft, black, and covered with fungal growth cream to pink in colour, see above.

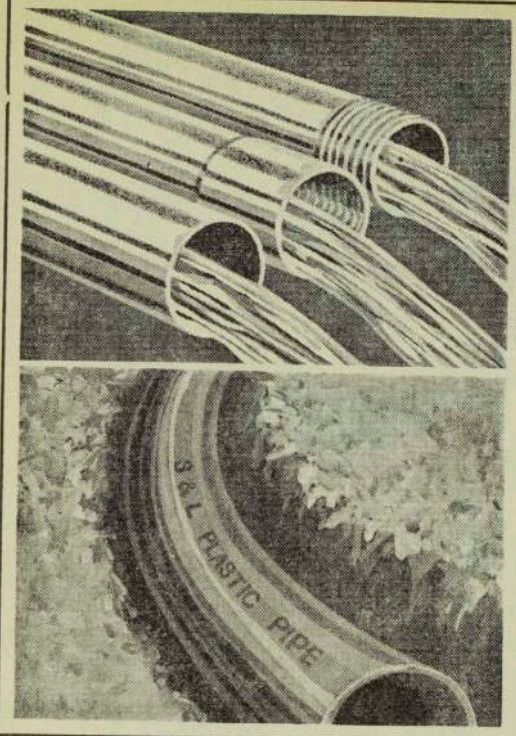
## CONTROL OF FRUIT DISEASES

The growers themselves should ensure the protection of the flowers in the plantation. Fortunately, effect- ive control of leaf diseases through fungicides also provides adequate control of fruit diseases in the field. For instance, maneb used to control leaf diseases protects the fruit while in the developing stage.

However, if bagging with blue plastic is practised, it is recommended that the bunch be sprayed, before bagging, with mancozeb at the rate of ¼ lb to 2½ gal. of water.

The utmost care should be taken when harvesting the bunches as well as in transport from the plantation to the packing sheds where the fruit should be dipped into vats containing a specific treating agent, or washed in plenty of running water.

Finally, the fruit should be handled with great care and packed in well- designed boxes so as to protect them from bumping and bruising. This will ensure that high quality fruit is pro- vided for export.




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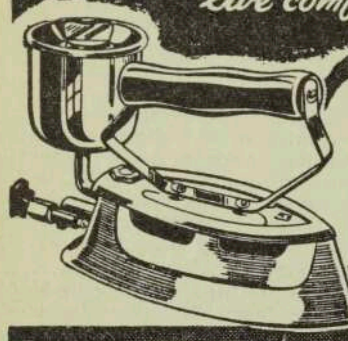
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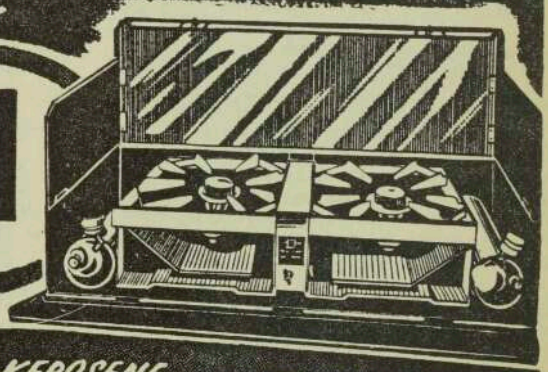
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# South Seas in a nutshell

## Record flight to Rabaul

A crowd of over 1,000 chanting children greeted woman pilot Mrs. Jerrie Mock when she landed in Rabaul on October 31, having flown from San Francisco to Rabaul in a single engined Cessna 206. On the way she broke a speed record for her plane by flying the 535 miles from Honiara to Rabaul in 265 minutes.

The single-engined $18,000 plane will be used by the Catholic Mission in the Siar and Manga areas. Major amount of the cost of the plane was raised by American entertainer Bob Hope who ran a benefit show for this cause.

Mrs. Mock was to rest in Rabaul for a couple of days before returning to America and the aircraft was to be flown to Goroka for refitting before taking up its duties in Southern New Ireland.

## Penal settlement memorial

Norfolk Island is to celebrate the 1970 bi-centenary of Captain Cook's discovery of the east coast of Australia. Their historical society proposes to erect a cairn at Kingston in honour of Lieutenant Philip Gidley King and his party who landed there on March 6, 1788, to establish the first penal settlement, in similar style to the Captain Cook memorial erected in 1953 at Duncombe Bay, where Cook is believed to have landed when he discovered Norfolk in 1774.

The official opening of the museum at Kingston will take place next year, and a large number of documents, photographs and other historical items have been assembled. Classification of the material is now under way.

The Norfolk Island Flora and Fauna Society has proposed that the national park at Mt. Pitt be named the James Cook National Park, and other activities proposed are the raising of the large anchor believed to belong to the *Sirius* which was discovered by skindivers in 1965 and participation by Norfolk Island in a special exhibition at the Sydney Royal Easter Show.

## Five Gilbertese drown

Five Gilbertese from Titiana a Gilbertese migrants' village on Gizo Island in the Solomons, were drowned in early October after the canoe they were paddling capsized. They were 60-year-old Beneta, her daughter, two grand-children and a one-year-old baby. The two canoes with two families on board, had reached the reef after paddling from Babanga, two miles from Gizo, when one of the canoes struck the reef and capsized.

## Cycling round the Pacific

New Caledonia's recent 12-day bicycle race around the island has been the springboard for a number of cyclist exchanges in the Pacific.

Three Tahitians came over for the Caledonian trial, as well as two men each from Australia and NZ, and the 750 miles of gruelling stony roads and dust (less than one-quarter of the route was sealed), made it, said some, one of the toughest bicycle races in the world.

Twenty-two men finished the race, out of 26 starters, while thousands lined the route to Noumea over the last 29 mile lap, to give a tremendous welcome as the men finished one by one with a round of the speed track.

The first two Caledonians home—Jean-Louis Clemen and Joseph de Maria—were subsequently sponsored to compete in the Sydney-Goulburn 112 mile race on October 11. With rather heavy handicaps, the two Caledonians finished 27th and 34th in a field of some 60 cyclists.

Eight Caledonians were expected to participate in the six-day Auckland-Wellington race in November.

## "Bisnis" in New Guinea

A newsletter called *Bisnis* began recently to give news of the functions and services of the Business Advisory Service in P-NG. Purpose of the newsletter is to encourage more people in the territory to go into business. Although the first issue contains an article by a Papua-New Guinea University professor, the level of expression will usually be kept simple and direct; *Bisnis* will also sometimes appear in Pidgin.

## New Zealand waves visas

American citizens excluding American Samoans can now enter New Zealand without visas or permits for 30 days stay for pleasure, business or entertainment purposes. But they must hold confirmed return or onward tickets.

(Continued on p. 145)

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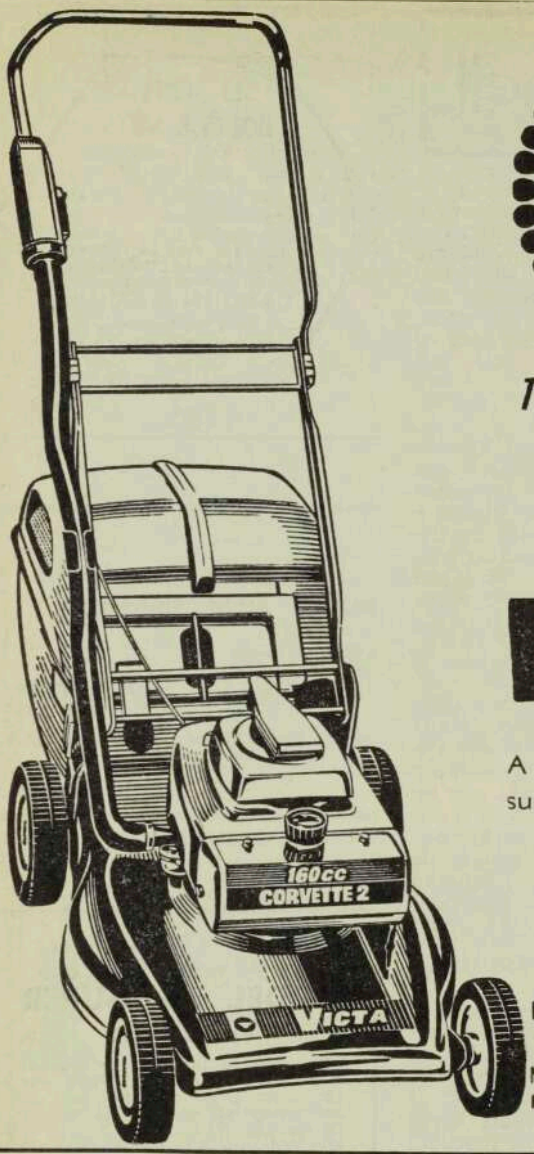
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### Spear fishing tragedy

A French diver was drowned during an underwater fishing contest outside the Noumea reef on Sunday, October 19.

He was Jean-Marc Moret, 33, construction engineer, who was competing with the Noumea Underwater Diving Club.

The contest was abandoned when Moret failed to respond to artificial respiration, after his team-mate Claude Bariller had found him floating face down in the water. He left a widow and small child.

### Pressure for Lord Howe strip

Captain S. C. Middlemiss, of Airlines of NSW, told the Lord Howe Island Committee in October he was concerned at the apparent lack of efforts on the part of Islanders and the government to have the planned airstrip constructed on the island. The operation of the flying-boat service was becoming increasingly difficult, and he felt Islanders should agitate in every possible way to have construction started.

### Rarotonga airstrip too short?

A member of the New Zealand Parliament complained in October that the proposed jet strip to be built at Rarotonga, in the Cooks, would be too short at 7,500 ft to take some of the big aircraft required.

But he was told by Minister of Transport, Mr. Gordon, that the Cooks Government had stipulated that this was to be the maximum length of the airstrip. The airstrip, however, was expected to be able to take DC8's and Boeing 707's, and was only 1,000 ft shorter than the one at Mangere, NZ.

### Shallow graves mystery

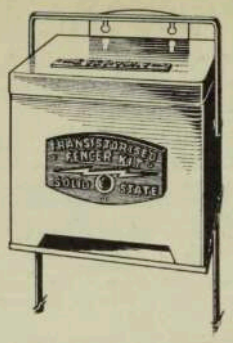
The graves of more than 10 people were uncovered in a 50 yards space in Mendana Avenue, Honiara, British Solomons, recently. A foreman in charge of a road works gang made the discovery. They were in a shallow grave, four to six feet apart; there was nothing in the graves to identify them but possibly they could have died in the war. The graves were filled in again by the road gang.

### IAL looks to the Pacific

New Zealand is included in plans for Japan Air Lines to extend its routes to the South Pacific, a senior vice-president of the company, Mr. Shigaru Inamasu, said in October. JAL plans to fly from Australia and NZ to the Pacific Islands and on to Japan, but Mr. Inamasu gave no route details.

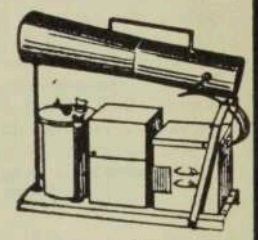

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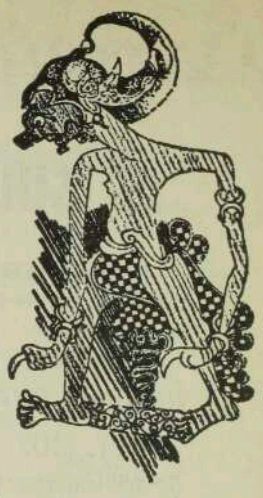
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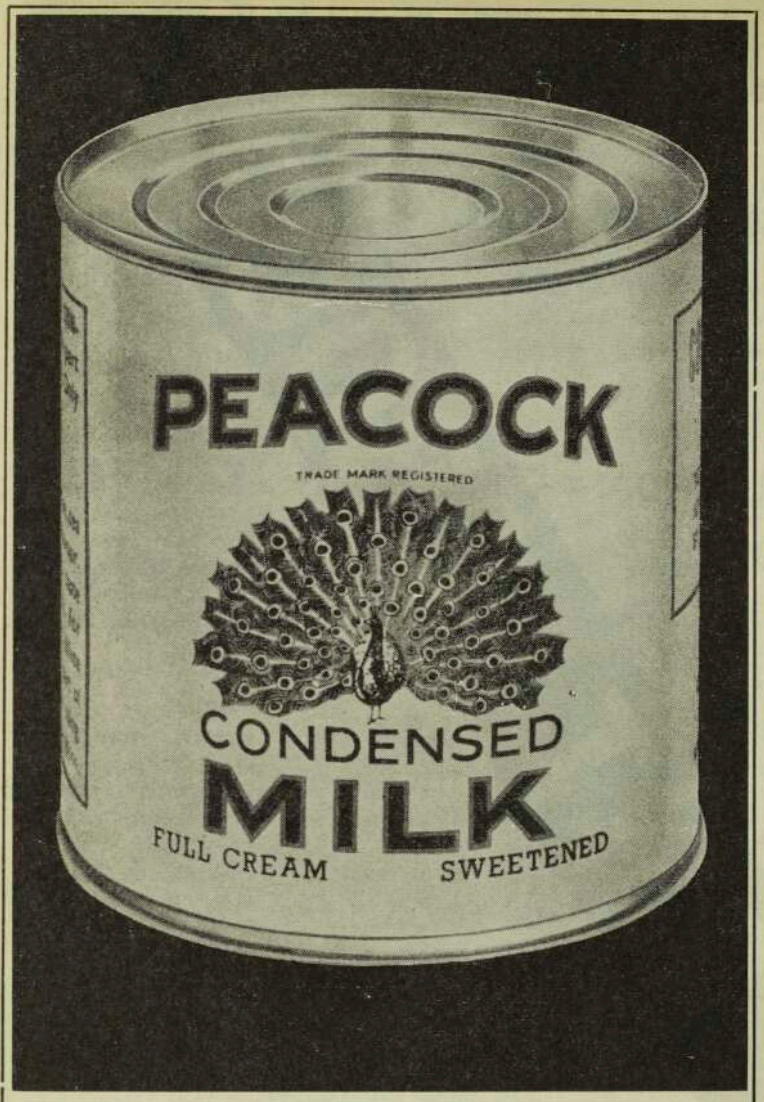
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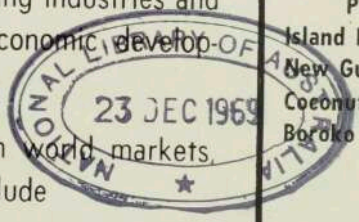
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