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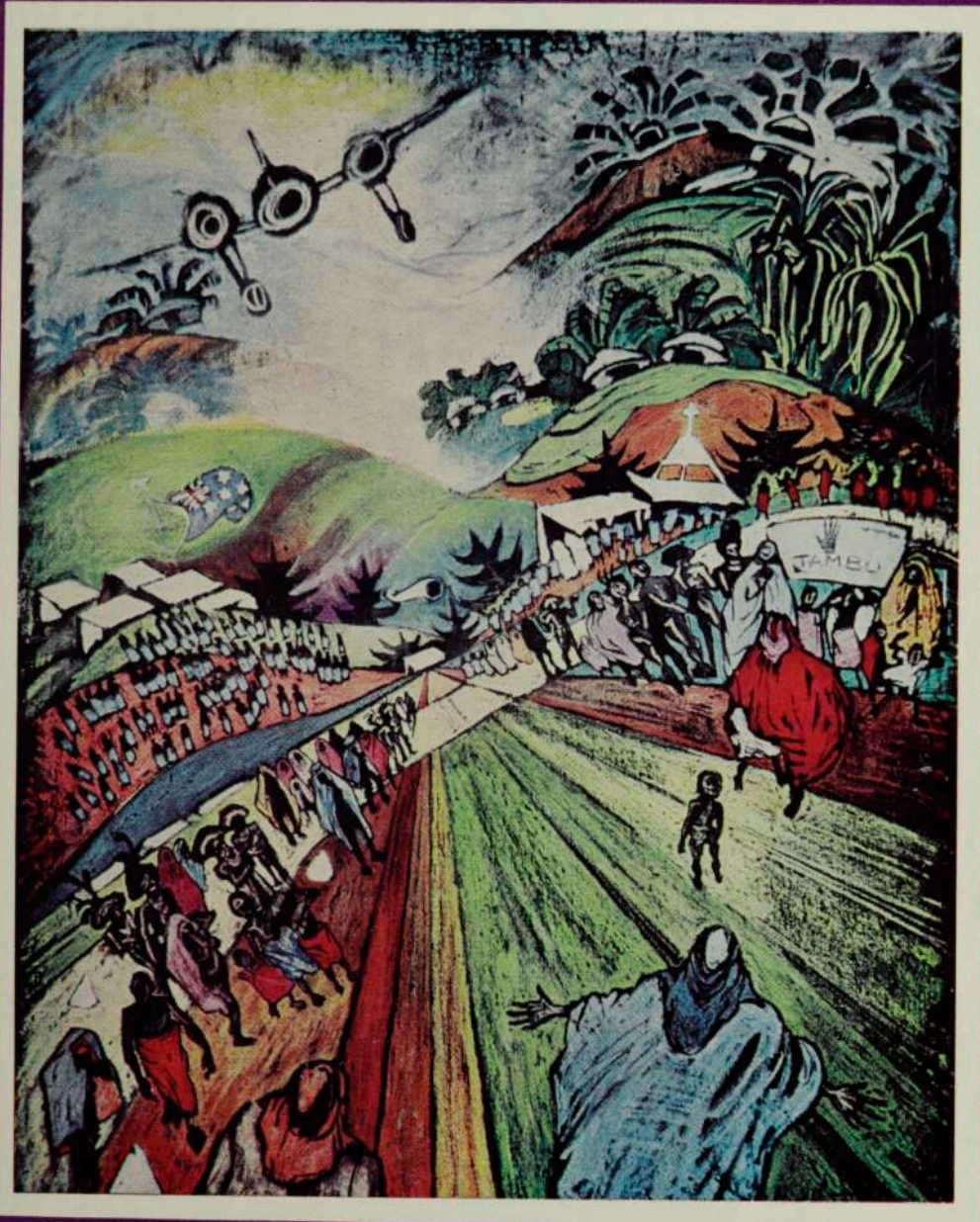
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Pacific Islands Monthly



DECEMBER, 1970

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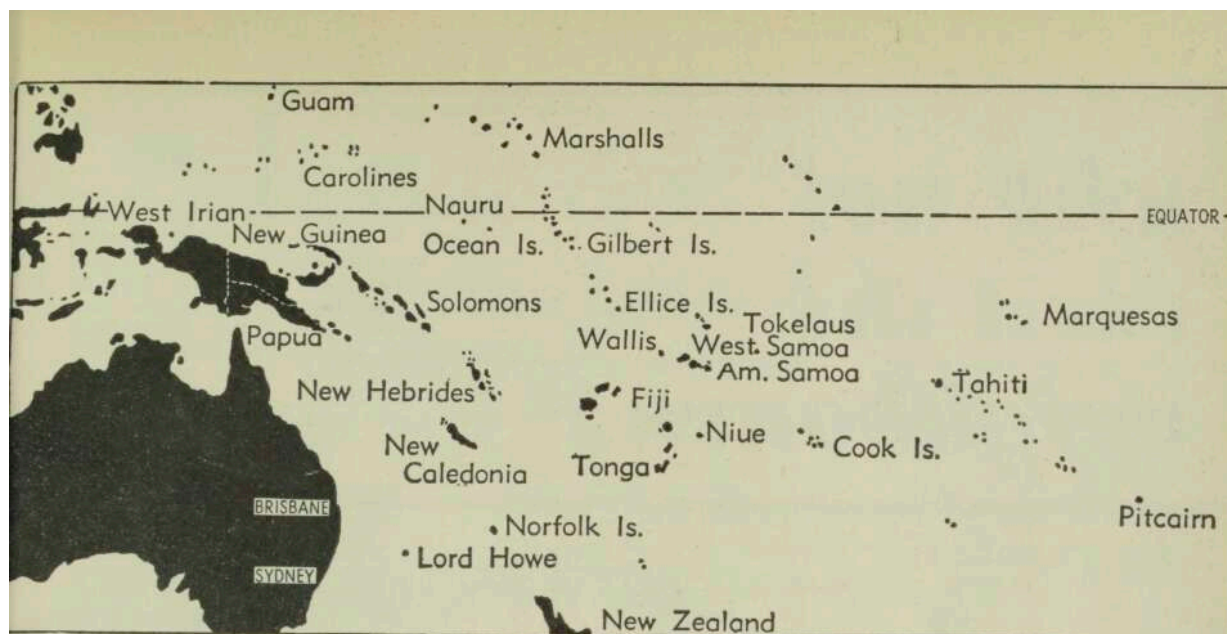
AIRLINES OF NEW GUINEA

No.1~the friendly one

The big link~up.



DECEMBER, 1970 — PACIFIC ISLANDS MONTHLY



Vol. 41. No. 12. December, 1970.

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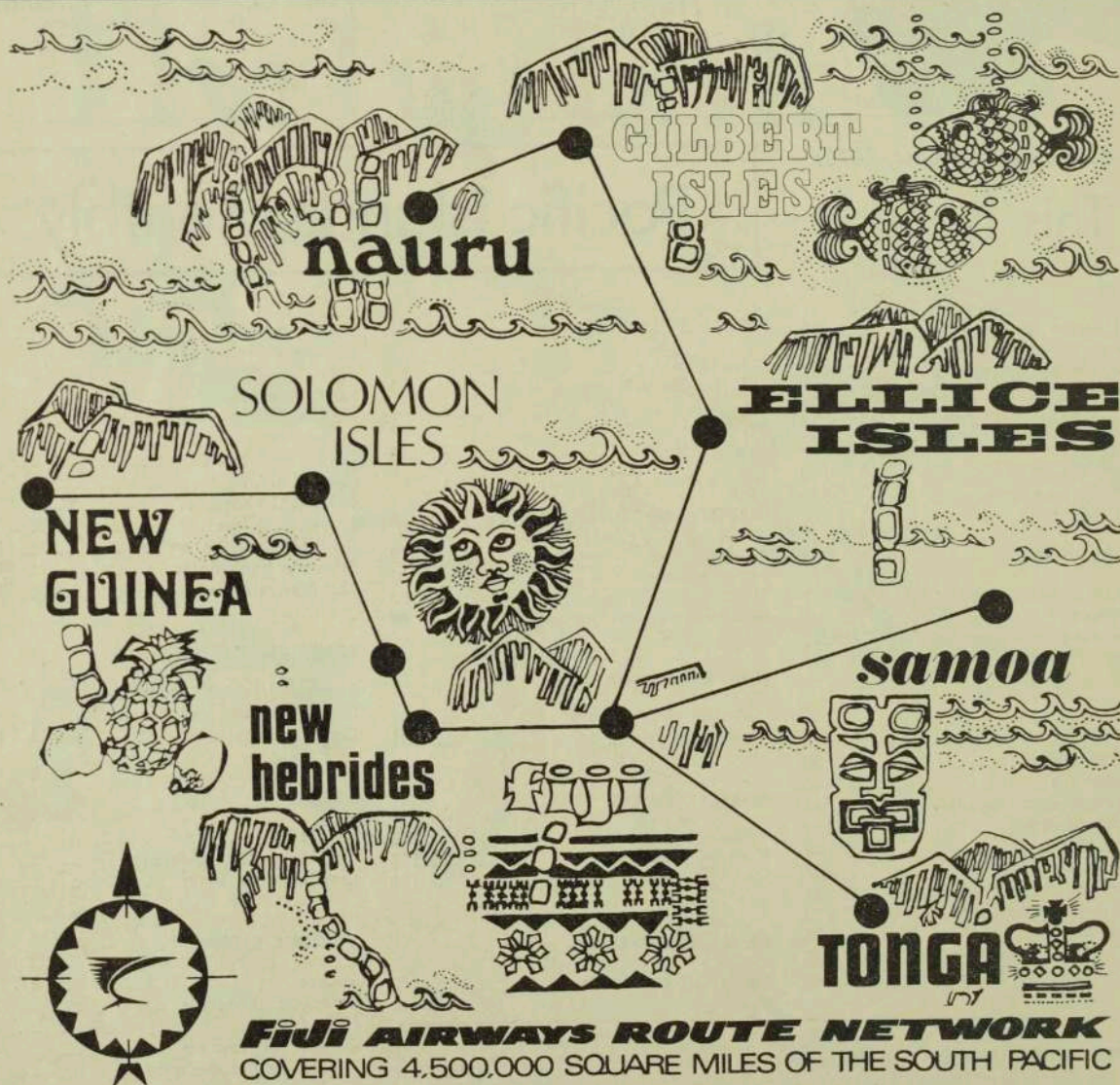
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Up Front with the Editor

Fred Hargesheimer is back on New Britain, this time with his wife Dorothy, and for a decent stretch of time. He and Dorothy are living for the next 12 months at the school that Fred built, returning to the United States in 1972.

They'll build a house at Ewasse, and Fred hopes also to develop a plantation, and teach maths at the Airmen's Memorial School, and Dorothy will assist the teachers with a library and other things.

Fred's story has been told in *PIM*, in parts, as it has happened, over the years. A lot of people have no doubt seen at the same time stories in the newspapers about what Fred is doing in New Guinea—most of them highly coloured reports, placing all the stress on his wartime experiences. They certainly make a good story.

Fred Hargesheimer, in June, 1943, was a major with the US Air Force, piloting a plane which was shot down over eastern New Britain. He parachuted into dense rain forest, survived for more than a month on three chocolate bars, roots, bamboo shoots and snails until he was found by natives, who took him to their village of Nantambu, nursed him back to health, and hid him when Japanese patrols were out.

In November they guided him to a secret camp set up by Australian Coastwatchers, from where, in February, 1944, a US submarine took him off.

Back in the States, where today Fred Hargesheimer is a sales engineer with Univac, Fred didn't forget. He paid his own expenses in 1960 to go back to Nantambu and say thank you to the villagers who had saved his life. It occurred to him while there that the villagers needed more practical thanks than that and he decided to build them a school. Back in the States he founded the Airmen's Nantambu Memorial Foundation, and set out to raise money. Among those whose help he enlisted in this part of the world was Air Vice-Marshal Bill Townsend, whom he had first met in that New Britain jungle camp.

It took Fred three years to raise

\$3,000, and that was enough for him to start building the school—much of it with his own hands—in 1963. It opened in 1964 at Ewasse, next door to Nantambu, with 85 children.

It has kept enlarging. Thanks to the help of Townsend the RAF Escaping Society built dormitories in 1966. A hospital was built in 1969. School enrolment is now more than 200. It has a staff, a sawmill and other machinery to help it become self-sufficient in its building programme. And it has two long government leases on nearby land—one of 280 acres for cocoa, and one for 625 acres of virgin timberland.

The cocoa land is being cleared—it is one of the many jobs that Fred

OUR COVER

"Christmas cargo" is the title that Australian artist Elizabeth Durack gives this crayon, inspired by a visit she made to an airstrip in the Highlands of New Guinea. It seems to capture the colour and bustle of Highlands activity, with a Christmas message added. The original is 29 in. by 32 in., and it was commissioned by the Department of External Territories, which has it framed and hanging in one of its offices.

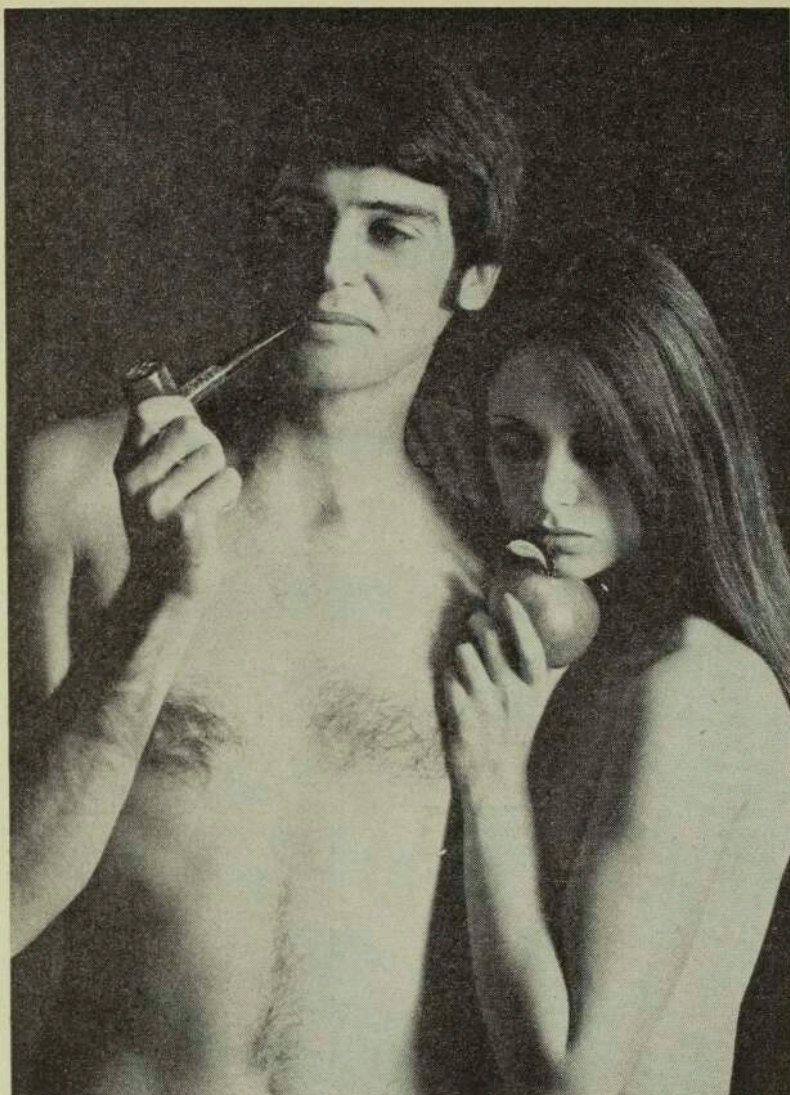
is involved in—and the plan is that proceeds from cocoa sales should be made to cover the running expenses of the school and the hospital in about five years.

Thanks to the existence of the school, the area now has an airstrip and a regular air service from Rabaul. Such a trip used to take 16 hours by small ship or four days if you were going by dug-out canoe.

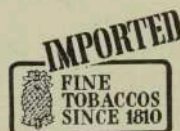
Until the plantations and the timber lease get going, the school still needs money, and Americans are



This photograph of Fred Hargesheimer was taken in Rabaul in November, soon after his arrival, by an old friend of his and of *PIM*'s, Chin H. Meen. Fred is inspecting a Japanese Zero, recently recovered from Rabaul Harbour, and now being prepared for shipment to California.



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still being encouraged to send their dollars to the foundation (which, in the States is a recognised, non-profit charity) to the First State Bank, White Bear Lake, Minnesota.

I've known Fred since his first visit to New Guinea in 1960. And later I met Dorothy. Like all of us, I was impressed with a man who decided to go back and say thanks.

After having met him, I felt in no doubt that he would get his school started. But having got it off the ground, would he continue his personal interest, or would he slowly be submerged under the pressure of his own substantial career?

Fred Hargesheimer did not allow himself to be submerged. He has the same enthusiasm for the task today as 10 years ago when he first went back to say thanks. He has in fact got two careers—his business career and his career with Airmen's Memorial School. His enthusiasm has long since fully involved Dorothy and their three children. Dick, one of the two boys, has with his own hands helped his father build that school (they laid the first foundation).

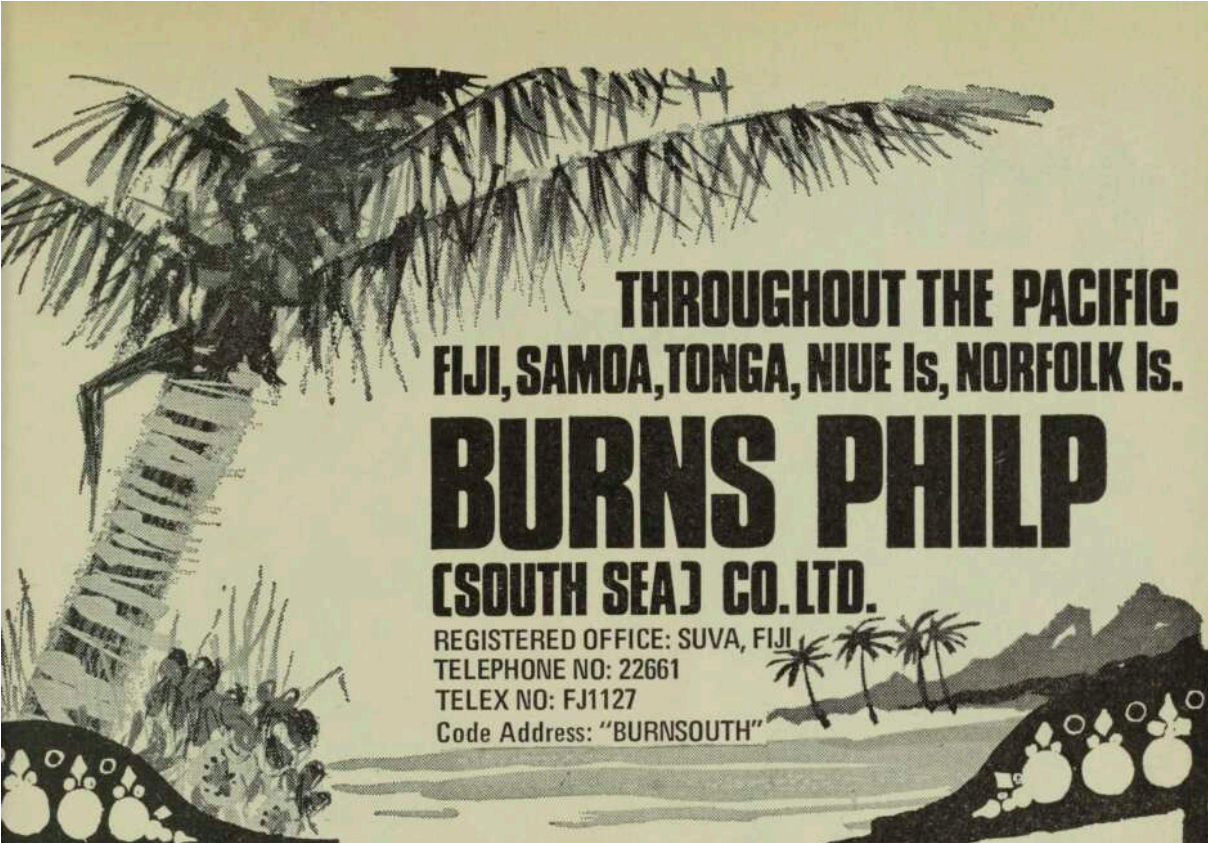
Dorothy has been with him all the way, running a home on the one hand and being involved with the development at Ewasse on the other.

Here are two well-balanced people who are doing a job on the other side of the world simply because they decided it needed doing. And to do it they have had to overcome an extraordinary number of difficulties, many of them created by the distance between Minnesota and New Britain. But they have kept the foundation running and expanding because they were prepared to spend their own time, and what little of their own money they had, on visits to the heart of it all.

I know of no greater story of dedication in the Pacific, and dedication which is performed cheerfully, than the story of Fred and Dorothy Hargesheimer. Thus I confess to being a little irritated at the superficial newspaper stories about Fred's original wartime experience, because that isn't the point of the Hargesheimer story any more. When Fred was younger there was a war on, and everybody did what had to be done. Fred did more than many at that time, but it is the 25 years since, and especially the last 10 years developing the foundation, that have really shown what manner of man he is.

It's in the long haul that Fred Hargesheimer triumphs, and he and Dorothy are Americans with a faith, humanity and perseverance that puts most of us in the shade.

—Stuart Inder



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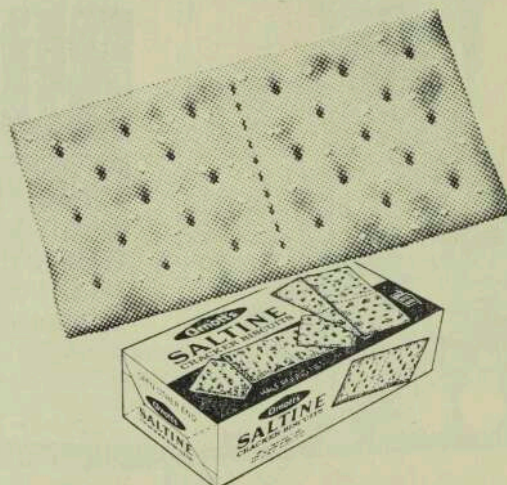


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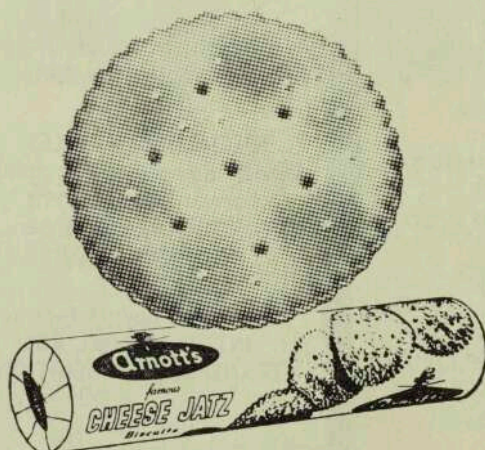
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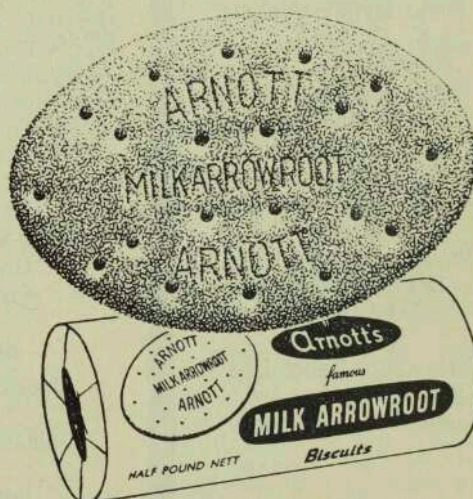
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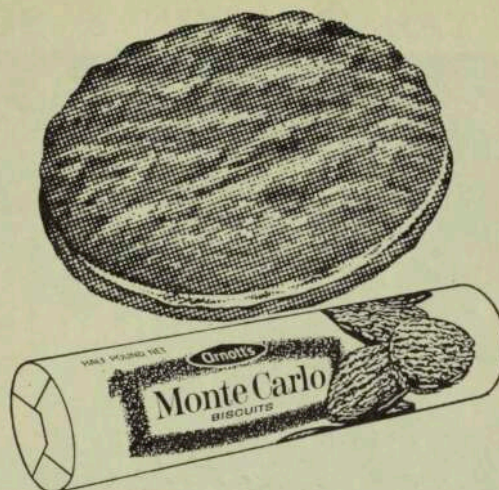
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Crisp cracker biscuit with a fine cheese
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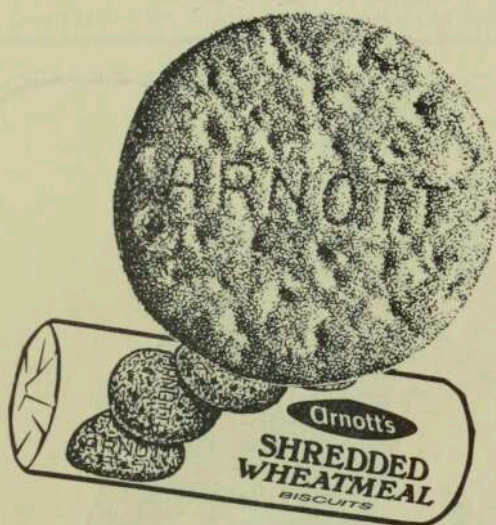
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A wholesome, nourishing biscuit especially
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but a favourite with all the family.



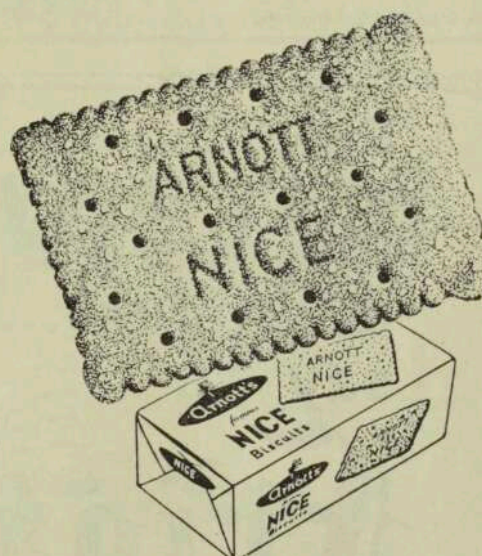
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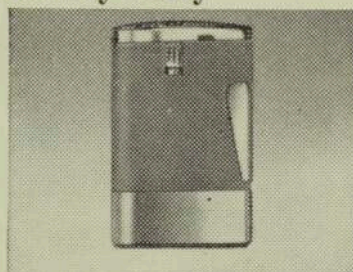
My boy friend gave me
the dinkiest lighter you ever saw.
So dinky, I can't get flints
small enough to fit it.
Another boy friend gave me a lighter
he got on the Continent.
When it's empty, you throw it away.
I can't remember which I finished
with first. Him or it.
I've got eighty-three books of matches.
But I like to keep them as souvenirs.

Somebody please give me a Ronson

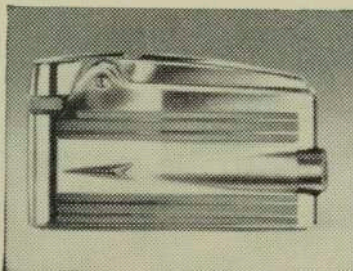
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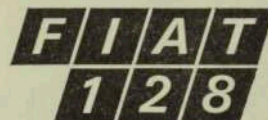
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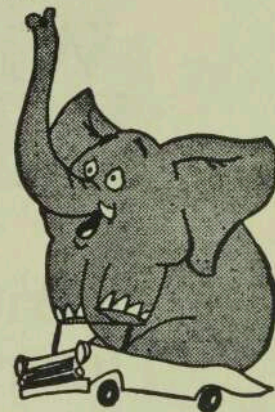
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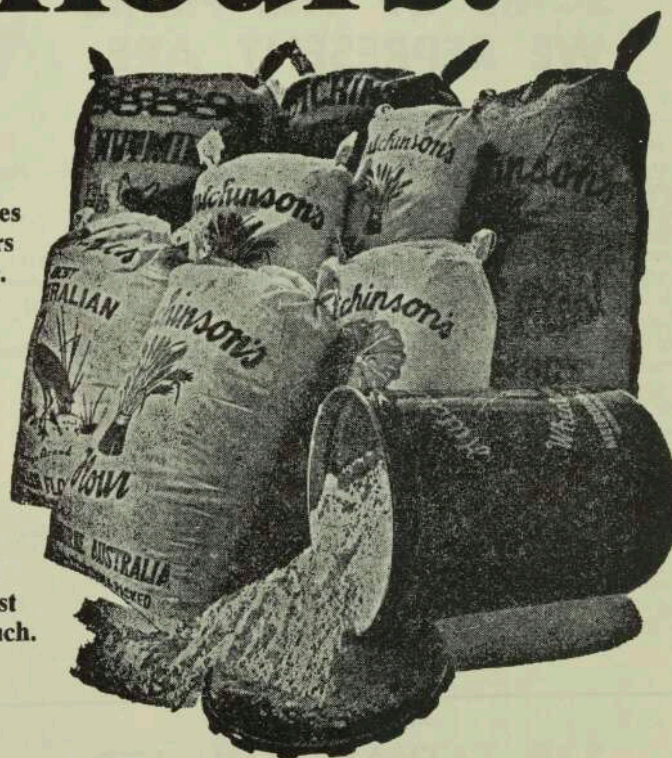
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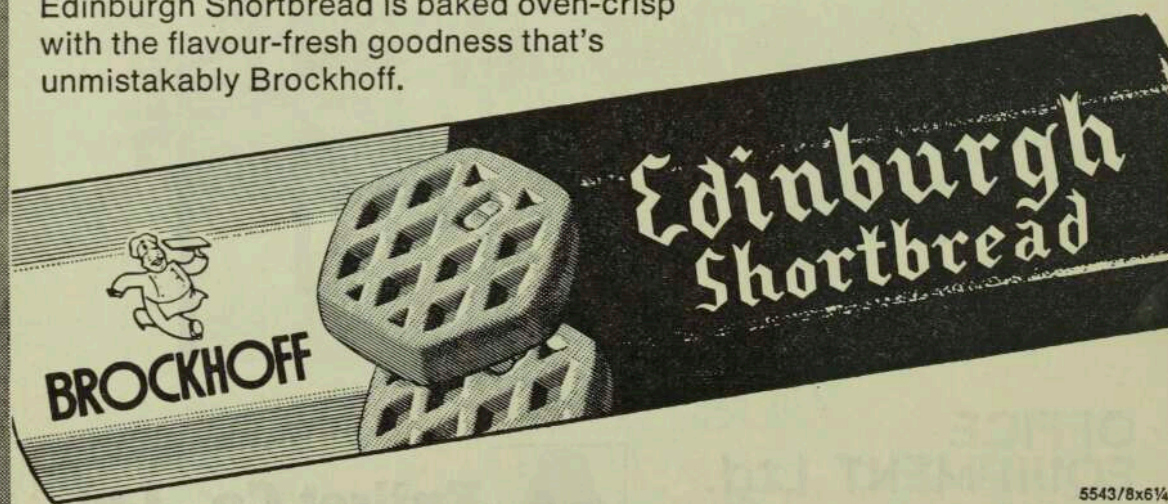
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From the Islands Press

EASTERN HIGHLANDS Member of the Papua-New Guinea House of Assembly will bring a motion before the House calling for restrictions on the use of bows, arrows, shotguns and other weapons.

This was said recently by the Regional Member for the Eastern Highlands, Mr. R. D. Buchanan, at a meeting of the Goroka District Advisory Council. Mr. Buchanan said he was putting this idea forward after hearing of strong complaints about a number of fights with bows and arrows.

Councillor Akepa of Goroka, who was badly wounded in a recent fight, told the District Advisory Council that there were now more bow and arrow fights than when the government first came to the Eastern Highlands because the fines and the gaol sentences are not as severe as they used to be. He added that modern knives and axes allowed many more people to have weapons than before.

Cr. Lobuna, also of Goroka, proposed that the carrying of bows and arrows on public roads or at gatherings be banned. Councillor Lobuna said Highland labourers travelling to the coastal areas for employment should also be banned from taking bows and arrows with them.—*Official Papua-New Guinea Press release.*

AN incident of interest occurred as His Royal Highness, Prince Charles, was escorted into the maneaba at Butaritari. As the crowd were converging on the maneaba, staff nurse Foini Kiantonga was called to the hospital to deliver a 7 lb female infant. The proud parents, Tenawea and Nei Taonateaba, named the girl Nei Tiareti (Gilbertese for Charles) to commemorate the occasion of the royal visit. Although the child became third in the family, a big feast was held to commemorate her coming—an honour which according to Gilbertese custom is given to first-born babies only.—*Note on the October visit to the GEIC of the Prince of Wales, in "Colony Information Notes", Tarawa.*

MR. WESANI IWOKSIM, the Ministerial Member for Social Development and Home Affairs, wants to water the beer. Furthermore he wants to raise the excise duty so that it would be too expensive for the ordinary wage-earner. Mr. Iwoksim

may be right in suggesting that drunkenness has become a serious problem. But his proposals for curing it are unlikely to receive wide support.—*Editorial comment in "Papua-New Guinea Post-Courier".*

I BELIEVE we demean ourselves in indulging in expressions of anti-colonialism and attacks on district officers, etc. It indicates an unnecessary inferiority complex when we have made so much progress in Fiji to be proud of.—*Letter from L. N. Smith in "The Fiji Times".*

A NEW post office and radio and meteorological agency was opened at Longana, on Aoba, yesterday. Some 300 residents were present at the ceremony and local schoolchildren had a holiday for the occasion.

Archdeacon Rawcliff introduced Mr. Richards, the postmaster at Vila, Mr. Bennett, chief condominium radio engineer, Mr. Mitchell, senior meteorological officer, and Mr. Terry of the condominium Works Department, all of whom had flown to Aoba for the official opening of the agency. Father Walter Lini blessed the new building. Mr. Bennett and Mr. Mitchell explained the services to be provided by the new agency, and to a tremendous ovation from all present Mr. Mitchell cut the ribbon and Mr. Paul Kaltabau, who is to be in charge of the new agency, entered his office. Crowds of people waited to post letters and buy stamps.—*Official news announcement from the New Hebrides Condominium.*

A READER from Moveave village in the Gulf District suggests Wuzzyland as a new name for the territory, to honour the Fuzzy Wuzzies. And we'd all be known as Wuzzylanders. I can hardly wait.—*Item in The Drum column, "Papua-New Guinea Post-Courier".*

I AM among many just don't dig (agree) with American's ways of handling things here in Micronesia. I believe that some Micronesians don't agree with me, because they are on the side of the Americans and yet I do not blame them. For Micronesia today has divided into two body; those who are somewhat Americanised and those who are Micronesianised. This might mean that unity won't exist in Micronesia

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in the near future because of Americans influence here. This does not mean the blame is on us only but this wrong-done can also refers to all Americans who are here in Micronesia especially those who teach (teachers). If only they could stop showing our children that their ways are much better than ours.

Maybe you haven't notice your kids acting like Americans. Those they admire are all Americans, in another word they think that Americans are better than us. Wouldn't it be nice if things are vice-versa. Have you ever asked your kids who Elvis is? Just think. A Marshallese kid know of some far distance characters but he know nothing of his own people, his custom and his culture. Believe me the custom and the culture of the people is dying. For those who are trying to behave like Americans, let's not blame them. Because they have not seen their skin yet. They know not colour it is.—*Letter from Zackious Alden Jacklick, in the Micronesian "Micronitor", Majuro.*

YESTERDAY morning, Mr. Terii Joseph, of Matavera, died at his home of fish poisoning. On Wednesday evening Terii returned home from net-fishing; his catch included one puffer-fish (*ue*) and parrot-fish. About 5 a.m. yesterday he woke up for breakfast. He ate the *ue* for his breakfast, and then went to bed again. About 6.30 a.m. his wife went to wake him up and found Terii thrashing about in bed in agony. She then rang for the doctor. The rest of the fish was thrown out and was eaten by two cats. Both cats also died. When the doctor arrived, it was too late—Terii had died. The doctor said that he had died of acute fish-poisoning. — *News item in the "Cook Islands News", Rarotonga.*

WANTED: Two taxi drivers—not under 21—call at Tupapa Taxi Stand as soon as possible. Good wages—remember no drinking on the job. Tangaroa Williams, Taxi proprietor. — *Advertisement in the "Cook Islands News", Rarotonga.*

PARENTS of pupils at the French Lycee in Vila, are advised that the annual prize-giving at the end of the school year is to be discontinued. It is considered by the school that preparations for the ceremony take up too much of the pupils' valuable time. People who had intended to donate books as prizes this year are therefore requested to send them to the school library instead. — *Official New Hebrides Condominium news announcement.*



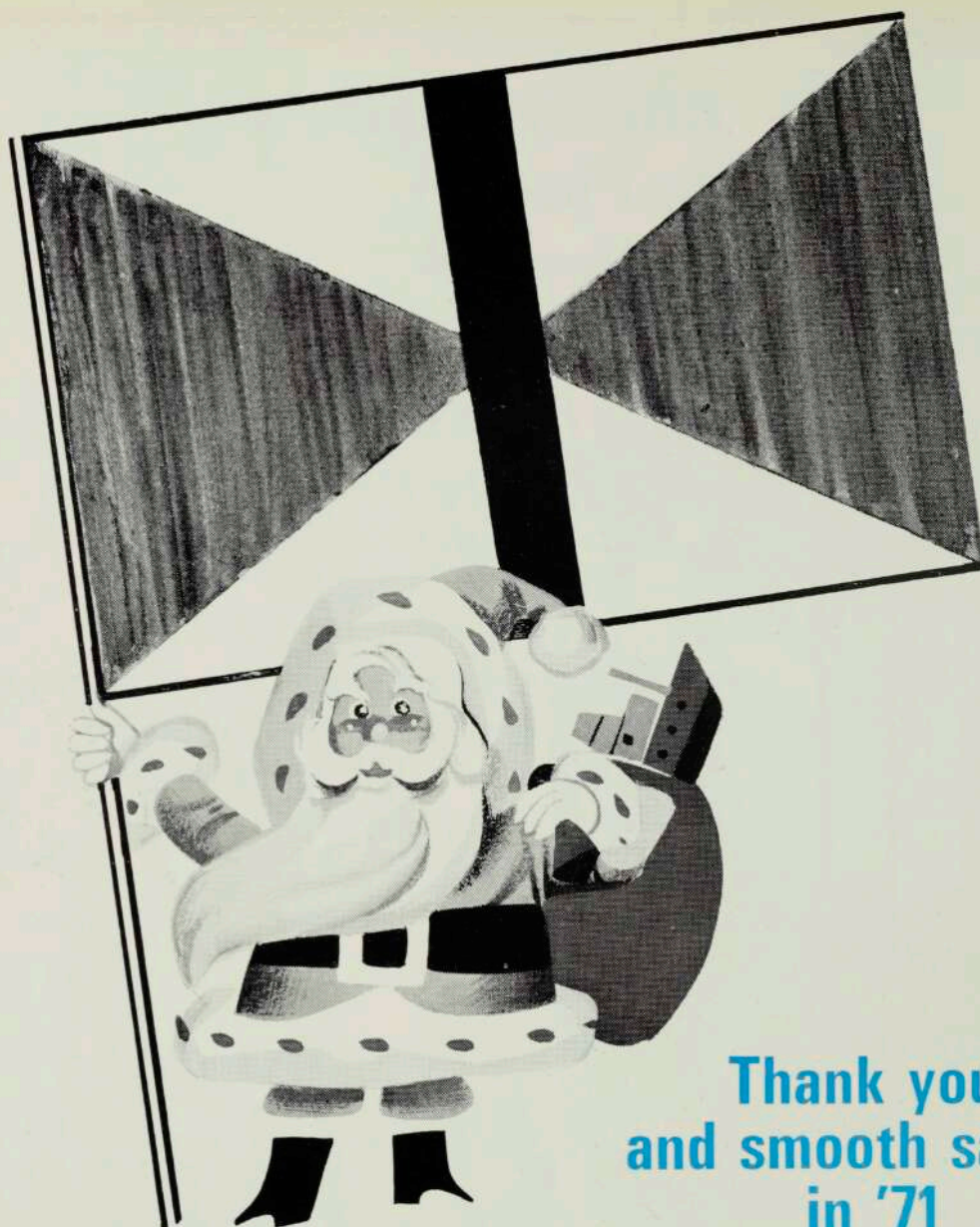
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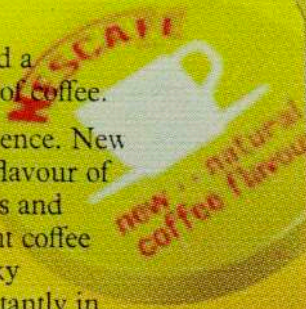
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Pacific Islands Monthly

DESPITE THE POLITICS, LIFE CAN STILL BE FUN IN TAHITI

By JUDY TUDOR

People who went to Tahiti in November expecting red, raw revolution to be breaking out all over the place must have been disappointed. Contrary to what one might have expected from newspaper reports, Mr. Sanford was not storming the local equivalent of the Bastille; nor were the Governor and other French officials being carted off to the guillotine in tumbrils.

Although, presumably, the protagonists were still seething away somewhere behind their barricades, on the surface all was as usual, apart from the red-white-and-blue *Polynésie Française* and *vive la France* stickers of the opposition, which wants the *status quo* maintained; and the flag display of the autonomists just outside Papeete town centre.

The *vive la France* lot had industriously festooned every lamp post while Mr. Sanford's autonomists were having a bit every way, with the flags of France, the United Nations and the red-and-white, so-called flag of Tahiti fluttering away above the big "Autonomie Interne" banner.

Meantime, back in the town, things looked much as usual: Just as many *amures* being danced; just as many expectant *vahines* outside Quinns; more bars, and just as much laughter coming from them; more milk-white tourists buying \$28, fine-woven hats, *pareu* shirts and carvings from the Marquesas.

Air Tahiti was still flying merrily from Tahiti to Moorea at about 20 minute intervals, with Britten-Norman aircraft (although its main shareholder, Mr. Lejeune, was no longer with us, having been deported at a few hours' notice two months before) and although the company threatened to go into liquidation (*PIM*, Sept., p. 23; Nov., p. 33).

Traffic jams at noon and in late afternoon were more frantic than ever and, new since I had last been in Papeete three years ago, were a plethora of traffic lights at most busy intersections.

New too was the elegant, air-conditioned *Assemblée Territoriale*

building and its adjacent convention centre built on the site of the old Queen's Palace—there's nothing else in its class in the whole Pacific outside of the State of Hawaii.

Along the waterfront, the raw earth of the harbour dredging of three years before had been turned into landscaped gardens, a fountain, a terminal for ships' passengers and the *Fare Manihini* ("House of Visitors"), the new home of the Tourist Develop-

ment Board and information centre.

Of the old buildings that once faced the harbour along the Quais, *Bir Hakeim*, *du Commerce* and *Gallieni*, only the garish orange and red basket-work of Quinns and the peeling blue paint of *Fare Tony* remain. The rest have been rebuilt or face-lifted.

On the eastern outskirts is the magnificent new hospital, built with money from the fund operated by the Common Market countries and the huge education complex near the *Hôtel Taaone*; and on the western fringe, the olympic pool, ready and waiting for next year's Pacific Games.

As outriders to all this new development are the wedding-cake *Maeva Hotel* on the near west coast; and the flowered terraces of the *Tahara'a Intercontinental*, eastwards on *One Tree Hill* which have, since they opened a couple of years ago, stolen much of the thunder of the older tourist hotels.

Although there are many who bemoan the passing of the decrepit and the grubby in Papeete town, which they believed was "authentic atmosphere", to phillistines like me, what has happened in Tahiti in recent years, at least in the material sense, appears to be good and beneficial.

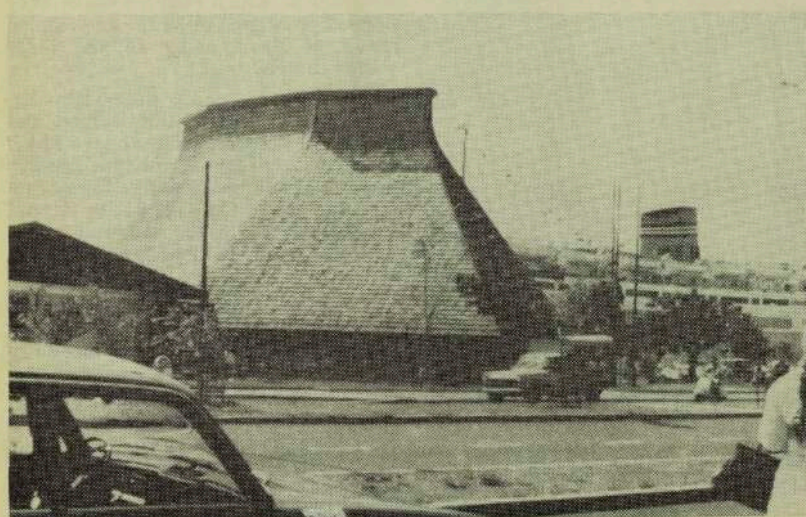
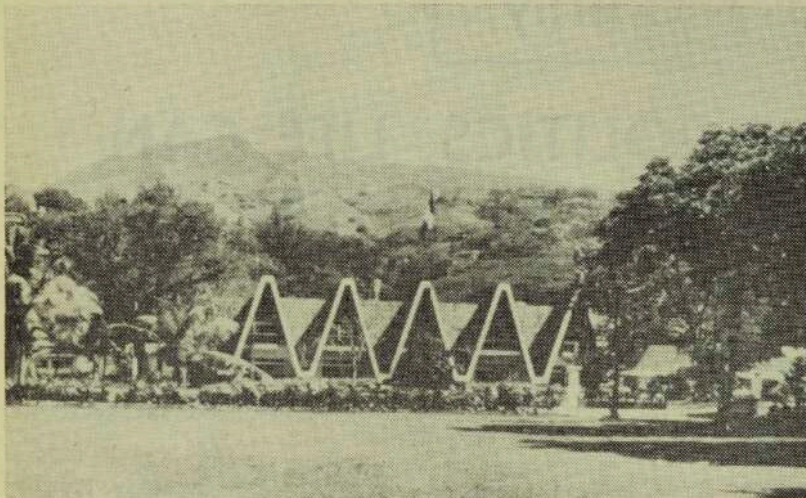
With sunshine and beauty all around, it is hard to take politics too seriously and harder still to get down to cases about what the autonomists really do want.

Certainly, in place of the Governor, someone whose power does not extend to deporting residents of long standing at a few hours' notice—something that the most ardent Francophile finds hard to swallow these days—



There's politics on every lamp post: from left, the French flag, the UN flag and Tahiti's "flag"; below them, the Tahitian "autonomie" banner.

THE CHANGING FACE OF PAPEETE



Top: the distinctive gables of the Governor's house. It replaces the old Queen's Palace, which was riddled with termites and on whose site the new Assembly building and conference centre have been erected. They are out of the picture, at left. Centre: Part of the face-lifted Quai du Commerce, a four-lane, harbour-front boulevard with Donald's department store at extreme right, Quinns second from left. Bottom: The distinctive roof of the Fare Manihini, the home of the Tahiti Tourist Development Board and information centre. A cruise ship is in the background.

plus a continuation of all the aids and benefits now coming into French Polynesia from France and Europe.

These two requirements are definite enough but, for the rest, the autonomists, like a lot of other reformers, are more vocal about the things that they don't like than they are about what they propose to put in their place.

There has been much criticism of the tourist industry although, apart from catering to the military establishment, it is the largest going concern. Even at that, tourism has not developed as much as it might. Visitor targets have never quite been met yet and the income from it is offset to a large extent by the fact that large amounts have to be imported to feed and cater for tourist needs.

Concurrent with condemnation of this industry, is also a demand for more jobs for the rapidly expanding population although the stories are legion about Polynesian workers who become bored and take off for unknown parts without bothering to collect their pay.

As an example of the labour difficulties that the autonomists don't talk about, the tourist board quotes the fact that when the two big new tourist hotels were about to open a couple of years back, the TTB hotel centre and the hotels themselves trained about 300 staff. Of those, less than 50 now remain on the job; the others have quit the industry and simply disappeared from the work force as only French Polynesians seem to know how. Wages seem unlikely to be at the bottom of it—a maid in a Tahiti hotel can earn up to \$120 per month, in comparison with about \$36 per month for a girl in a similar job in Fiji.

The idea, occasionally canvassed, that these islands could or should revert to a taro economy and subsistence farming can be dismissed as a piece of political rhetoric. Tahitians and their neighbouring islanders like the good life when they can get it without too much effort, and already most of the vegetables that find their

They insist their bombs are 'clean'

way into Papeete and other markets are grown by Chinese who also have a dominant role in the territory's second agricultural industry, the growing of vanilla. Copra production, now almost entirely from small-holders, has been declining in recent years.

Pet political hate, of course, is the activity of the Centre d'Experimentations du Pacifique (CEP) and its nuclear tests, although boom times came to French Polynesia with them. The real boom was in the building-up period from 1963 to 1966/1967 when the first firings were made. Since then it has been a waxing and waning affair, building up to a climax usually each mid-year when the tests took place.

The last test was in August this year and no one knows when, or if, there will be another but the military establishment that has been built in Papeete and its environs because of nuclear tests is considerable and in the last half-dozen years has been a predominant factor in the local economy.

In the climate of world bomb-hysteria that has prevailed for the last 25 years, protests over France's tests were inevitable. Whenever they look like detonating anything, screams of anguish go up all over the Pacific from Japan to New Zealand and, naturally, local protestors have been quick to make political and emotional capital out of it. To such an extent that, in the public relations sense, they largely nullify the efforts of the French to prove through the laboratory about 10 miles outside Papeete, that their experiments are relatively harmless.

The establishment of the *Département de la Protection Sanitaire* cost the equivalent of \$US2 million, employs 11 European scientists and technicians and 13 Polynesian assistants, plus a lot of sophisticated, automatic equipment that feeds data into computers 24 hours a day. Its findings over the last five years have convinced other scientists, United Nations authorities and the French themselves. But it hasn't convinced some local politicians who profess to believe that the findings are faked.

I spent two hours in the laboratory one Saturday in November, part of the time being lectured by the director, an ebullient Frenchman named Roger, rather like a jolly version of Yul Brunner, as to why French bombs are now clean. (They are detonated in the atmosphere while suspended from a balloon and the

fallout is swooshed up to god-knows-where and dissipated.)

Being already convinced that all ban-the-bombers are nuts, I was easily persuaded by Mr. Roger that I've more to fear from an X-ray, or even the luminous dial of my watch, than from nuclear fallout in the Pacific. And, if my French and the interpreter's English were equal to it, I think I was told that, if you feed a mouse in front of a TV screen it's likely to die within a week from the effects of radiation. (The moral of that seems to be that, if you are very small, don't go in for TV dinners.)

The laboratory maintains 24 collecting stations throughout French Polynesia and from these, samples of every kind of food eaten in those areas are taken regularly for testing. At the laboratory great piles of taro, fish, coconut, fruits, shrimps, meat, milk and even dog (which some Polynesians fancy) are chopped up, dehydrated in huge ovens, desiccated to ash in others, ground to a powder and reduced to fit into a container no larger than a small biscuit, fed into lead-lined contraptions and their elements broken down, tested, plotted, graphed and recorded in the memory-bank of a computer. The small boxes are then stored in an air-conditioned room—thousands and thousands of them collected and dating from away

back before nuclear testing began in 1966.

Outside in a huge caravan, brought from the Sahara in 1966, entombed in a lead coffin for half an hour (but with music laid on), man also can be tested for his radio-active level and has shown that people from Europe normally have a level five times greater than that of anyone in the Pacific.

French hospitality didn't, thank God, extend to an invitation to try it out. Instead we returned to the director's office for some pleasant conversation and ice-cold champagne. Good PR? Brain-washing? Possibly. But after the minced dog, chopped fish and that musical lead coffin, very easy to take . . .

Although this and the military and para-military establishments that have developed since the tests began look permanent, the future is in some doubt. If testing ends and the military withdraw wholly or even in part, they will leave behind in French Polynesia a vacuum that not even the tourist industry has a hope of filling.

So far, although the autonomists are fond of the "why don't they" gambit, neither they nor anyone else has come up with any sure-fire, permanent solution to the territory's economic problems and *that*, in the final analysis, is far more important to the individual inhabitant of these beautiful islands than what sort of relationship French Polynesia ultimately has with metropolitan France.

ANOTHER SELF-GOVERNMENT MOVE

From a Papeete correspondent

A French political party, which supports the ruling Gaullist government, submitted a proposal to the office of the French Parliament in November for internal self-government in French Polynesia.

The text of the proposal is essentially the same as one approved by French Polynesia's Territorial Assembly some time ago, according to the Papeete newspaper, *Le Journal de Tahiti*.

It would give French Polynesia autonomy within the French Republic. One important change it would bring would be the replacement of the French Governor by a High Commissioner.

The proposal will be subject to study by a laws commission before it can be discussed in the French Parliament. This is likely to take some time.

The proposal was signed by Mr. Francis Sanford, French Polynesia's deputy in the French Parliament, and a number of colleagues in the party for *Progres et Democratie Moderne* (PDM), to which he belongs. The PDM is headed by Mr. Jacques Duhamel, France's Minister for Agriculture.

The signatories stated that their proposal was largely inspired by new constitutions (statuts) granted to other French overseas territories, particularly the Comoro Islands, between Madagascar and Africa.

The Comoro Islands were granted internal self-government last year. The first French High Commissioner is Mr. Jacques Mouradian, formerly French Resident Commissioner in the New Hebrides, who left Vila suddenly in November, 1969, to take up his new post (*PIM*, Dec., 1969, p. 31).

PRESSURE TO RESUME FREEHOLD LAND?

From a Honiara correspondent

When the second session of the Governing Council of the British Solomons opened on November 16, some interesting points were raised.

Main item was the presentation of the budget by the Financial Secretary, Mr. J. Smith, which increased the price of petrol by 5c a gallon duty. Solomon Islanders use petrol in outboard motors, but the expatriate population will bear the brunt of this increase.

Archdeacon Thompson criticised the budget as being just another "holding budget", and likened the council members to the children of Israel who sat down and waited whilst Moses went up the mountain to get the tablets of law (except in this case they were waiting for the tablets of law to come from the Secretariat). He complained that there was nothing new, and meanwhile time was being wasted. He also criticised the agricultural extension services, which, he said, had no impact on the lives of ordinary village people.

Referring to the slum dwellings in Honiara, he said something should be done quickly to improve conditions, including payment of a decent living wage for labourers. Peter Salaka also commented on this situation, ending with the remark, "If we don't help them, God help you!"

Gordon Siamia accused European plantation owners of not being interested in developing plantations or replanting; of coming here to fill their pockets and return home. He urged legislation to re-acquire freehold plantations and return them to the original owners; also to enforce replanting.

Several people have anticipated that a move might be made to expropriate land from expatriates at some time in the future, but this may now come sooner than they expected. In fact, unlike other territories such as New Guinea and the New Hebrides, there are comparatively few expatriate plantations, and of these, even fewer are freehold, the majority being leasehold. The largest plantation owners are Levers, though as the Chief Secretary, Mr. T. Russell, pointed out, they have done

Don't expect Solomons girls to go in for that bikini look in their beauty contests: These two belles in the recent Honiara Agricultural Show Queen contest, wore everything except the ubiquitous bra—and the result is a style worth a second glance. Winner, left, is Mary Joseph Noli, with runner-up Gretel Kuper.

Photo:
Ted Marriott.



a good deal of replanting and carried out extensive coconut research.

Newcomer to Govco was Mr. Joseph Bryan, who got in by a handsome majority with over half the votes cast in a three-cornered fight in an election held after Mr. Leone Laku's earlier election was declared void. He emphasised the need for experimental farms and an increase in agricultural development. He also advocated the introduction of prawn fishing.

Mr. George Pugeva complained that development of South Guadalcanal was being neglected. He said that Honiara was rising higher and higher as the south coast was sinking into the sea.

Many elected members stressed need for training courses in business for Solomon Islanders. There are scarcely any Solomon Islanders running businesses on their own account; most private businesses are operated by Chinese.

But despite all the talk, the session in the first week had produced just a mental health bill and some minor bills. The private members' day was yet to come and the session had another week to go, but it didn't appear likely that much of any importance would actually materialise.

It's up the workers

From a Port Moresby correspondent

Despite the dire predictions of economic chaos, Papua-New Guinea's 70,000 plantation and other rural workers are to get more pay.

From January 1, their weekly wage—in cash, accommodation, food and clothing—goes up from \$4.83 to \$5.33 . . . a minimum rate rise of 50 cents a week, and the first since 1965.

The extra 50 cents was authorised by the P-NG Administration and the Administrator's Executive Council to "placate" the rural workforce while the Administration tries to find out if the wage should go any higher.

An independent Board of Inquiry into Rural Wages had recommended a much steeper rise—a 32 per cent. hike, lifting the minimum rate weekly wage from \$4.83 in cash, clothing, food and housing to \$6.40 all in cash.

The board, headed by Professor

Donald Cochrane, Dean of the Faculty of Economics and Politics at Monash University, Victoria, included two New Guineans to give the recommendations local "flavour".

The board was not at all kind about P-NG's plantation management and workers' productivity. It urged training at all levels to make the Territory's crucially important primary export industries "get with the times".

For months, planters and some parliamentarians have been warning that it would not be a good thing for the board to recommend any increase in rural wages. Production costs, they said, were (especially with rubber) almost equal to sale prices, and plantation affluence was very much a thing of the past.

At the height of the public debate on the question there were heated threats of plantation riots and street marches if the minimum rural wage was not increased. One politician wanted \$10 weekly for plantation workers, many of whom are primitive, unskilled men straight out of their bush villages. A big rise in rural wages would have spiralled right up through the rest of the private and public service economy, adding hundreds of thousands of dollars to the public payroll.

It is against this climate that Professor Cochrane's Board of Inquiry has recommended the 32 per cent. pay rise.

A feature of the recommendations is the proposed phasing out over three years of what many regard as the paternalistic cash-and-kind payments of cash, food, housing and clothing—originally a Government-enforced system designed to make sure (despite card-playing and trade stores) that labourers not used to handling cash would at least be housed and fed.

Cash-and-kind payments in the Public Service were largely removed in 1965 and soon, P-NG's entire labour force of nearly 200,000 will be on a full cash wage.

Ministerial Member of Parliament for Labour, Mr. Toua Kapena, told the House of Assembly in November that the Administration and the Executive Council needed more time to study the board's recommendations, especially the impact on the very marginal tea and rubber industries, but meanwhile the interim increase would be granted.

Professor Cochrane's inquiry went well beyond wages alone—housing and leisure conditions on the plantations came in for special attention, with recommendations for more careful planning of accommodation, with sports facilities, social clubs, adult education, hobbies.

Gilberts take another step forward

By a Tarawa correspondent

On November 11 the Queen signed the Order in Council which will give the Gilbert and Ellice Islands a "Member" system of government. The present House of Representatives will be dissolved after its November-December meeting, elections will be held in January or February, and the meeting of the new Legislative Council should take place in March, 1971.

At present the GEIC has a House of Representatives with 23 elected Members and seven officials. The Resident Commissioner sits as president. The House has no legislative function but considers draft legislation, policy papers and other business placed before it by government. Members have the right to ask questions of the government and to initiate debate by use of motions.

A Governing Council, composed of the Resident Commissioner, five officials and five elected members (including a Chief Elected Member) has legislative power and must be consulted by the Resident Commissioner on all matters of policy.

The new constitution is the outcome of more than a year of discussion and negotiation. For some time members of the House of Representatives have sought a greater say in policy decisions. Now, with the granting of legislative responsibility to the Legislative Council, the way is open for a transition to internal self-government within a few years.

Official representation in the Legislative Council will be reduced to five, and the number of elected members will be increased to 28. Of the five new constituencies, one will go to the Gilberts and four to the Ellice.

The effect of the increased elected membership will be to give all islands of the Gilbert and Ellice group (with the exception of Niulakita, the tiny southernmost Ellice Island) at last one representative—a recognition of strong local feeling towards individual island identities and, for the Ellice Islanders, a greater concession to their minority status.

One of the most significant changes will be the election of a Leader of Government Business by the elected members from among themselves. He will become the major government spokesman in the Legislative Council and will assume a large part of the role formerly played by the Assistant Resident Commissioner.

The Resident Commissioner, in consultation with the Leader of Government Business, will choose four elected members of the Legislative Council to serve, with the official members, as an Executive Council. He will be president of both councils.

Those appointed to the Executive Council will be assigned responsibility for various aspects of government activity and will be expected to answer questions and introduce legislation on their subjects in the Legislative Council. Heads of Departments, few of whom will sit in the Legislative Council, will be expected to work closely with the appropriate "Member" as part of a training programme for future ministerial government.

Local reaction to the constitution has, generally, been favourable. The desire of politicians for another step towards full responsibility has now been met. The fears of many Ellice Islanders that constitutional progress could result in their domination by the Gilbertese, have been allayed, at least for the present, by assurances that the constitution provides adequate safeguards for their interests.

With further progress in the future, though, the issue of separation of the two groups could well rise once again and will certainly be a major point of discussion as internal self-government looms closer.

It's also possible that the colony will be separated from the Western Pacific High Commission in the not too distant future. Local members have been advocating such a split for some time. Major reasons put forward are the delays in decision-making, the lack of detailed know-

(Continued next page)

GEIC's future

(From p. 29)

ledge of the colony's peculiar problems in the High Commissioner's office and a feeling that such a link is no longer appropriate for the colony as it progresses towards self-government.

Looking further into the future, it seems unlikely that there will be a strong demand from the people of the colony for full independence from Britain. There is a growing awareness of the economic problems that will follow the exhaustion of the Ocean Island phosphates and the consequent need for the GEIC to be closely associated with some larger and wealthier country. The link with Britain is a traditional one and, at the same time, there is no indication that any country closer than Britain is prepared to assume responsibility for a handful of scattered coral islands in mid-Pacific.

Inquiry on P-NG smallships

Papua-New Guinea wants to streamline its coastal shipping so it can get a better deal from modern unitised cargo carriers. It will set up a commission of inquiry to look at the whole matter.

Main problem is that P-NG's domestic ports haven't kept pace with the modernising of the ships now working the coasts. Unitised cargo carriers have replaced most of the old freighters, and territory domestic shipping has now reached the point where firm licensing policies are needed to prevent freight wars.

Now, the P-NG Administration is trying to reconcile a policy of encouraging more domestic shipping while preventing cut-throat competition which would work against the outstations and the territory community generally.

The inquiry is expected to produce as quickly as possible a report on which the new Department of Transport can base licensing and operating policies.

In the meantime there will be restriction on vessels attempting to enter the coastal trade.

- For reports on P-NG's present shipping difficulties, see pp. 91, 95.

Mayoral elections provide political fun and games

From a Suva correspondent

Less than a month after independence, Fiji's political cauldron was again simmering merrily, with mayoral elections at Suva and Lautoka stoking the fires of controversy.

The smooth course of the elections was upset by the intervention of big party politics, when the National Federation Party bosses directed NFP councillors not to offer themselves as candidates.

Opposition leader Mr. S. M. Koya said the boycott was in protest at the "undue delay in implementing the recommendations of the London Constitutional Conference for the introduction of common roll elections to Suva and Lautoka councils."

Ironically, so far as the Lautoka elections were concerned, Alliance councillors had been planning to support an NFP councillor for the mayoralty! He was Cr. H. Punja, whom Alliance members considered the best, most experienced man for the job, but he couldn't accept nomination because of party pressure.

But the new Lautoka mayor—the first woman in Fiji to hold the position—is Mrs. Maureen Wright, who was born in Suva and later educated in Australia and New Zealand.

After the elections Mrs. Wright explained that she and her colleagues had been intending to support "a certain NFP member" in the interests of Lautoka as a whole, and was perturbed that the NFP had "submerged the interests and welfare of the people of Lautoka beneath the wild waves of internal party politics".

Mrs. Wright, the mother of five children, was nominated by the retiring mayor, Cr. P. F. Bioletti.

Suva's new mayor is the Assistant Director of Medical Services (Health), Dr. Macu Salato, who was elected unopposed after the retiring mayor, Mr. L. G. Usher, announced that he did not wish to be nominated for re-election, because of the growing burden of work. Mr. Usher is editor and publisher of *The Fiji Times*.

Mr. Usher has been on the council for nine years, and has a further year to go as a councillor.

Cr. David Whippy, a European member for Suva, was elected unopposed as Deputy Mayor. The retiring deputy mayor was Cr. Ratu Livali Volavola.

Cr. Volavola nominated Cr. Whippy for the position after announcing that he had intended to nominate a National Federation Party councillor, Cr. C. P. Bidesi. However, added Cr. Volavola, he had been told outside the council chamber that the NFP had instructed Cr. Bidesi not to stand and instructed the other NFP members not to vote or take part in the elections.

In an editorial, *The Fiji Times* described the National Federation Party directive as not only "childish and politically inept"—but as evidence of "party puppetry".

The editorial questioned why the NFP should be prepared to take full advantage of the communal system of voting to get their candidates returned at the Suva and Lautoka elections—and yet boycott the mayoral elections in protest at the delay in introducing common roll.

"There is neither logic nor consistency in the dictatorial instructions issued to municipal councillors," it said.

The Alliance-backed *Fiji Nation* newsmagazine mentioned rumours of a National Federation Party split, suggesting that Mrs. Lila Patel (widow



Suva's first Fijian mayor, Dr. Macu Salato.

Photo: Bindar Pal.

of former Opposition leader A. D. Patel) might be about to form a new opposition party.

However, this suggestion seemed to be blown out in late November when Mrs. Patel announced she would contest the Nadi Township Board elections in December as official NFP candidate.

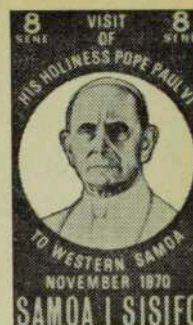
Election for the Rewa-Suva Fijian seat in the House of Representatives—an event with great political implications—was due to be held on December 12, with the “angry Fijian” (as he’s becoming known) Ratu Mosese Vareskete seeming to have a strong chance of success.



Fiji's Prime Minister, Ratu Sir Kamisese Mara, a keen golfer himself, watches Samoan Frank Malloy in action during the 54-hole Air New Zealand Open at the Fiji Golf Club in Suva in November. The winner was 22-year-old New Zealander Bruce Rafferty, who won by four strokes from professional, Malloy, on 219.

—Photo: Mike Hohensee.

- Although notice was short, Western Samoa wasted no time in having two postage stamps—8c and 20c—ready for the Pope's brief visit to the territory on November 30, en route to Sydney. He was to say Mass at a parish church in Samoa, and also be briefly welcomed at Pago.



BISHOPS SPEAK OUT FOR THE ISLANDS

Roman Catholic bishops from Australia and Oceania who got together in a series of meetings in Sydney in November during the Pope's visit, concentrated most of their discussions on the problems of the South Pacific. And particularly on the relationship of Australia and New Zealand with the developing Pacific territories.

It was hardly surprising, because majority of about 70 bishops present were from the Islands. The conference was such a success that the bishops decided that within a year or so they would hold another one in one of the Pacific territories.

The Sydney conference, although not open to the Press, rated a lot of publicity. Some of the bishops each day made themselves available for questioning at a news conference attended by many members of the big team of visiting journalists in Sydney for the Pope's visit.

Lion's share of the newspaper space was won by Bishop John Rodgers, Bishop of Tonga, who described as grave the overcrowded situation in Tonga, where few jobs were available and where, he said, the solution was emigration. Australia could assist the human development of the Tongan landless by accepting a quota of 200 families a year to begin with. Australia had to change its attitude of accepting migrants only if they benefited Australia, the bishop said.

Bishop Albert Thomas, of the NSW area of Bathurst, at the same news conference did not agree that the time was ripe for Tongans, or Pacific Islanders generally, to come to Australia under such a quota. Australians had to be educated to accept Islanders completely, otherwise ghettos would be developed.

Bishop Reginald Delargey, Bishop of Auckland, said many of the bishops were attempting to draw attention to Australia's immigration policy at the conference because the matter of Islands immigration was “a scandal on our doorstep”.

Bishop John Cohill, Bishop of Goroka, New Guinea, said half the population of New Guinea was under the age of 19, so developments in

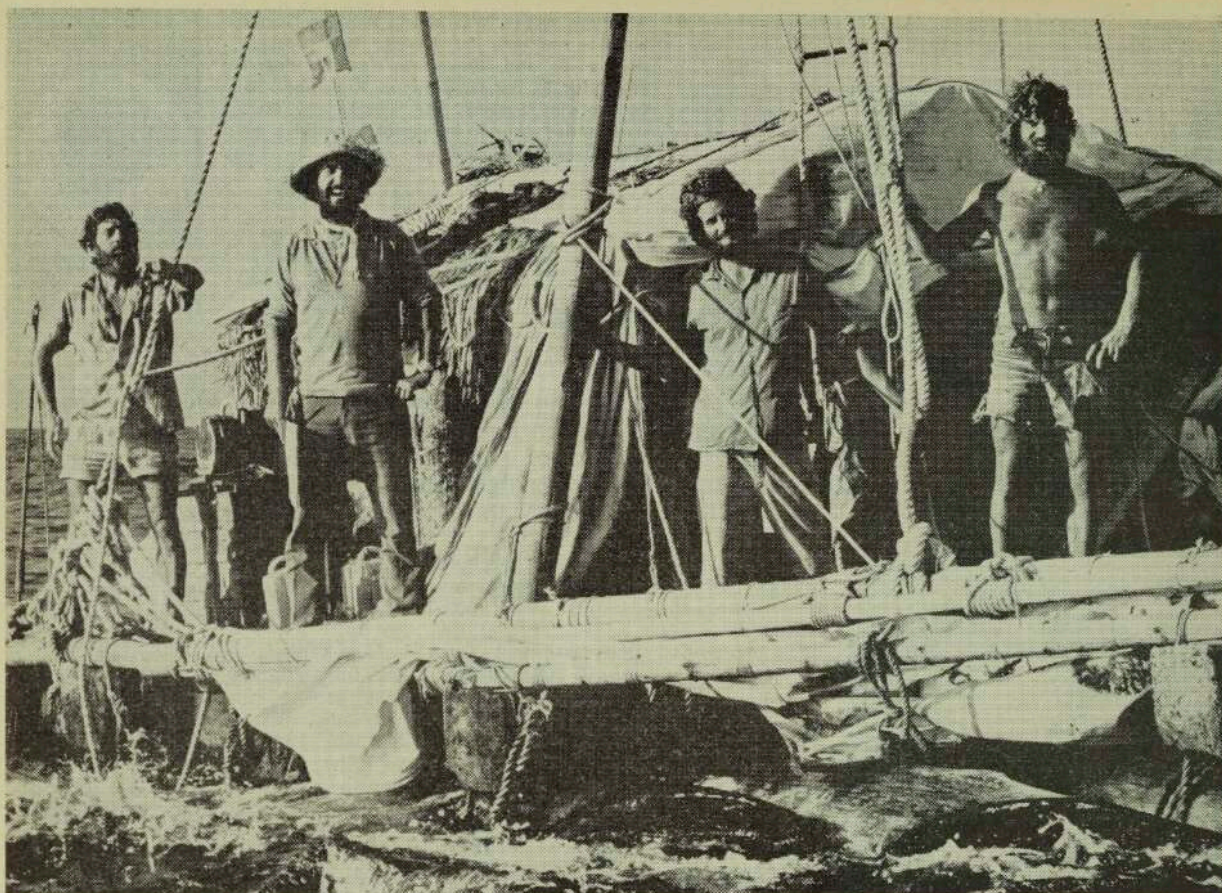
the next few years would be crucial. His area was having a problem with school drop-outs, who had nothing to do.

The Gilbert and Ellice Islands was the only country in the world which was getting poorer and poorer all the time, Bishop Pierre Guichet, of Tarawa, said. More than one-third of the islands' resources would vanish when the phosphate deposits were worked out in five or six years, and then the situation would grow worse. Experts from all over the world had made recommendations for the islands' economic future, but nothing had eventuated.

Bishop Guichet said the Gilbertese needed help and he would like to see them emigrate to Australia. He believed that some sort of organisation should be set up, perhaps in association with the SPC, to study emigration within the Pacific. As an example, Espiritu Santo, in the New Hebrides, had twice the land area of the GEIC but a population of only 5,000. The island might be able to take 20,000 Gilbertese.

Emigration—or a grim future—were the alternatives for the GEIC.

● Dr. W. D. Symes, 42, in November was appointed head of the Papua-New Guinea Department of Public Health, in succession to Dr. R. F. Scragg. Dr. Scragg, who had held the post since 1958, has become Professor of Social and Preventive Medicine in the new Faculty of Medicine at the University of Papua and New Guinea. Dr. Symes, from Adelaide, South Australia, has been with the P-NG Health Department since 1954, after having spent six months as a medical officer on Norfolk Island.



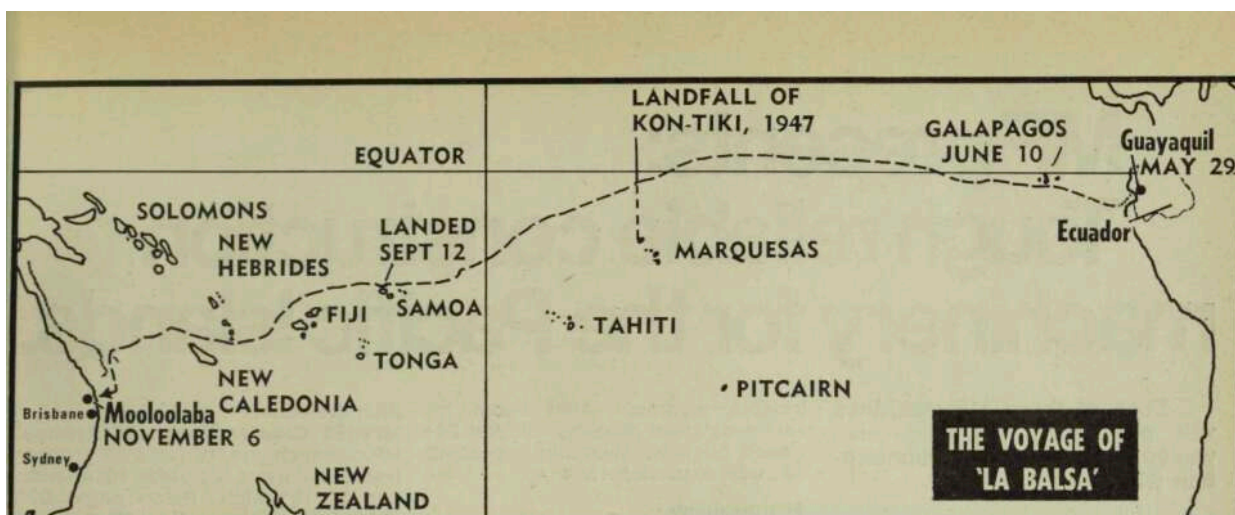
SWEET SMILES OF SUCCESS: From left, Marc Modena, Vital Alsar, Gabriel Salas and Norman Tetreault, on board "La Balsa", just approaching their Australian landfall. — Photo: "Sydney Morning Herald".

By raft across the Pacific

Early one morning in November a searching aircraft from the Queensland coast circled a raft with four men aboard, and dropped an empty bottle with a slip of paper saying, "Welcome to Australia!" The trans-Pacific raft, *La Balsa*, had now been sighted. A day or two later, on November 6, it reached Australia—160 days and 8,564 miles out of Ecuador.

It was a feat of endurance and courage, undertaken by the four men to satisfy themselves that a raft built as the early South American Indians built rafts (without metal) could cross the Pacific. The feat was acclaimed worldwide. And the men—a likeable bunch of good-tempered fellows who survived the five months' journey without a squabble—stand to make some money out of the venture. Newspaper rights to their story were promptly sold for \$60,000 to Sydney newspaper publishers John Fairfax and Sons, and Captain Vital Alsar, 37, who organised and led the drift, will produce his own book.

For the first detailed report, *Sydney Morning Herald* writer and author, Gavin Souter (among his books is *New Guinea: The Last Unknown*), spent several days interviewing the four. His main informant was Captain Alsar. Alsar, who once served as a lieutenant with the Spanish Legion, was born in a Spanish fishing town and was inspired to make his journey by the voyage of the *Kon-Tiki*. He was navigator and radio operator of *La Balsa*. The raft had no auxiliary motor. Alsar had been with Marc Modena on the *Pacifica*, a balsa raft which in 1966 drifted from Guayaquil, Ecuador, to the Galapagos before sinking. They had been aiming at Australia on that occasion. Modena, 44, the eldest of the four on *La Balsa*, is a Frenchman, a former signaller in the French Navy, who manages a restaurant in Montreal. In 1956 he was one of the crew of a red cedar raft which crossed the Atlantic from Nova Scotia to England. The other two on *La Balsa* were Gabriel Salas, 27, a Chilean geologist, and Norman Tetreault, 26, the youngest, a French-Canadian industrial designer, who is also an amateur parachutist.



The story began in the town of Guayaquil in Ecuador, where the men assembled the raft. The right kind of balsa was found in the Andean foothills and four miles of local manila rope went into binding the seven 24 ft logs together, without any metal support.

Following traditional South American Indian design, a frond-covered hut was built on deck to house the crew and supplies. The 28 ft mast was of bamboo and the 20 ft square sail made from local woven cotton. At weekends, the four also hoisted a small piece of plastic-covered canvas on which surrealist artist Salvador Dali had painted an insignia for the voyage. The main sail design was painted by Vital himself.

The raft left South America on May 29. The first emergency came a month out when the raft began to drift towards the rocks of Isabela, largest island of the Galapagos. Only a change of wind saved the four from disaster—and they still had 8,000 miles to go.

June 24 the raft met the south-east trade winds and soon a steady speed of three knots could be maintained. (Record speed of the journey was 6.5 knots and record daily run was 132 miles, 15 miles being the worst day.)

The next day a ship was sighted, but it failed to see them. Four days later another ship appeared, the French freighter *Marie Louise Schiaffino*, and *La Balsa* exchanged a freshly caught dorado for food and water.

Radio contact was kept with "hams" in South America, and two months out Gabriel was able to talk to his mother in Chile through one of the hams. She offered to send her son anything he needed, "right away".

As the voyage progressed the four were able to make contact with hams in Australia and New Zealand, as well as occasional contact with Papua-

New Guinea and Lord Howe Island. Later the radio microphone broke down and the four could only make contact with hams through a question-and-answer code they all worked out.

On July 30 the raft, behaving excellently, passed the longitude of Thor Heyerdal's *Kon-Tiki* landfall on Raroia Reef (after a 4,300 mile drift from Peru). *La Balsa* had taken 62 days to *Kon-Tiki*'s 101.

Sharks were everywhere and the crew speared over 100, killing 30, so that smaller fish could come within fishing range of the raft.

August 11 the four made contact with the American navy ship *Granville S. Hall*, and were royally entertained on board and given supplies.

Passing the halfway mark the four found they had plenty to occupy their time. And leisure was given to singing, talking in the common language of French, and reading.

September 12 *La Balsa* neared Savai'i, Western Samoa, the first land sighted since the Galapagos. A launch came out of Sataua Bay, near Asau, and one Samoan suggested the crew take a tow ashore to get some fruit and supplies. They had intended to keep sailing, but decided to take advantage of the opportunity. The four went ashore the next day and were impressed by the beauty of the women and the cleanliness of the place. On September 14 they were towed out to sea again.

La Balsa was soon in the grip of a three-day storm and one 30 ft wave broke into the cabin with such force that Marc was knocked unconscious.

On September 17 the storm was still raging and the crew were feeling the effects. Coupled with the worry and exhaustion of battling the storm, their hands were raw from handling the cordage in this weather.

Then the bad weather subsided. But an incident nearly brought

disaster. On October 13, in the Coral Sea, south of Huon Island, they sighted a Liberian-flag bulk carrier en route from NZ. They fired flares and then Marc and Vital rowed their dinghy over. The Chinese captain gave them food, water and kerosene, but wouldn't take them the two miles back to the drifting *La Balsa*. The dinghy by that time had broken away from the ship and Vital had to swim to retrieve it; and then the two rowed the two miles back to the raft, almost getting lost.

But nothing was stopping them now. And from October 30 they were in Australian currents, having precariously crossed the dangerous Saumarez Reef with a badly scraped bottom and three broken keelboards.

Past Fraser Island in Australian territory and the four were ready to drift to Sydney. In the end, however, on November 5, having been spotted by air, they decided to accept a tow to Mooloolaba, 65 miles north of Brisbane.

The four were given a fantastic reception in Mooloolaba; thousands turned out to see them and fishermen did a roaring trade ferrying sight-seers to the raft.

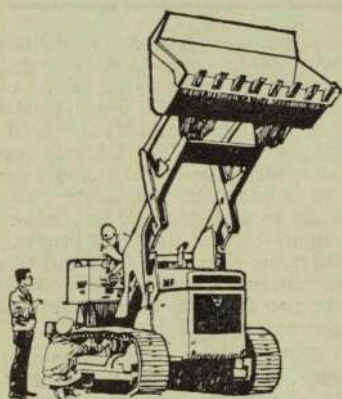
Only Minet the cat was not present to take a bow; he had to take the next boat to Los Angeles or he would have been destroyed under Australia's rigid quarantine laws.

The public's reception was a spontaneous one, for their arrival was unexpected. In fact Captain E. Whish, Queensland's air-sea rescue co-ordinator, went so far as to say at one time that he personally thought the whole voyage was a hoax, and that there was no raft off the coast. But when the news came through of their discovery, Queensland and Australia really laid it on.

See "They'll return", p. 34.

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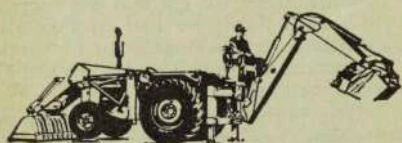
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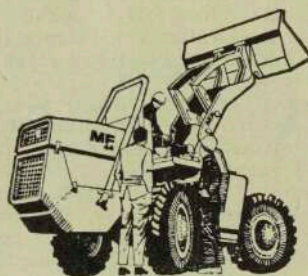


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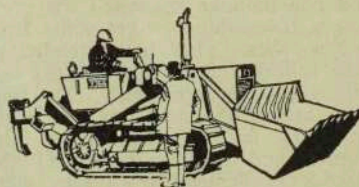
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"I shall return"

Vital Alsar plans next year to return to the Pacific either on *La Balsa*, or another raft. He wants to drift from Ecuador to French Polynesia and then back by returning currents. He believes the Huancavilca Indians of Ecuador in pre-Hispanic times migrated to the Pacific this way, and to support this theory he told *PIM* in Sydney he wants to re-equip a voyage to Raroia in the Tuamotus (where Heyerdahl ended his *Kon-Tiki* drift in 1947), and back.

La Balsa, he says, is in excellent shape (see right), only the roping needs changing, and, although the balsa logs absorbed some 10 tons of water during the crossing, the raft was only an inch deeper in the sea at the end.

The stores, supplemented by fish and supplies from the three ships stopped, had almost run out on arrival.

The crew got extra exercise with gymnastics and yoga and are hard and tanned after their voyage. Vital had bronchitis early on, but constipation was the only other discomfort. Not so with the animals; of two cats and three birds, only Minet the cat, survived, and he was washed overboard five times and once almost carried away by an albatross.

All the raft men fell off at least once.

Vital learnt during his stay in Sydney that he had been awarded one of Spain's highest naval honours, El Merito Naval.



WEST SAMOA'S ECONOMIC PROSPECTS 'EXCELLENT'

From FELISE VA'A in Apia

There was a mixed Press reaction in Apia to Western Samoa's record budget of 7 million tala (about \$NZ5,600,000) presented to parliament by Minister of Finance, Tofa Siasoi, on November 11.

The *Pacific Star* praised the new government for what it termed "an imaginative budget", at the same time urging that priority should be given to needs of the urban population and employment. The *Samoa Times* criticised the exports situation and financial matters generally.

Mr. Tofa Siasoi told parliament that despite a considerable trade gap there had been a surplus of \$472,353 in the first nine months of the year. Tourism, sales of postage stamps and coins and remittances from abroad, were largely responsible for the surplus.

Overseas reserves of the government and the Bank of Western Samoa had risen by over \$450,000 since January 1, and at September 30, totalled just over \$4.9 million. This figure excluded Copra Board and Government Superannuation Fund Reserves invested in New Zealand, totalling \$2.2 million; the country's

gross overseas reserves, therefore, totalled over \$7.1 million, or the equivalent of almost one year's imports.

He said provision was being made for total expenditure of \$7,036,611 for maintenance, capital, statutory and development requirements during 1971. Receipts for the same period were expected to come to \$6,698,156, inclusive of grants. There would, therefore, be a planned deficit of \$338,455.

The deficit had been "unavoidable", explained the minister, because of urgent requests from all departments for more funds. Of the total increase of \$218,192 in the estimates, \$179,400 was attributable to the departments of health and education, which provided essential social services. "Any drastic curtailment of expenditure required by them may cause serious consequences in a possible deterioration of services required by our

rapidly growing population," he said.

He said that the \$6,698,156 with which the 1971 budget was to be financed was derived mainly from Customs duties on imports and exports. Customs receipts were expected in 1971 to drop by more than \$148,000 due to an expected decline in earnings from cocoa, but as against this there would be increases in timber royalties from the new operations of Potlatch Forestries.

He said as well as the drop in cocoa exports, copra exports had dropped during the first nine months of 1970 and banana exports showed only a slight increase.

Grants for 1971, he said, would include \$120,000 from the New Zealand Aid Programme, \$60,000 from the Western Samoa Trust Estates Corporation and \$40,000 from the Copra Board.

But he said that future prospects for economic development were "excellent" and he was confident of Samoa's strength and he believed the Samoan living standard would improve.

NEW GUINEA DIARY

WITH JOHN RYAN



At last! Two party government is just around the corner in New Guinea. "Party" is no longer a thoroughly dirty, misunderstood word. The key Highlanders who thought it had something to do with birth, marriage, death or fighting feasts have been "educated".

For population and size, New Guinea has probably reared more political parties than anywhere else in the world, since Pangu ("immediate home rule") got off the ground in March, 1967. In the 3½ intervening years, 22 parties and political groupings have been formed—and 18 aborted—without counting the unofficial Administration Party which has been running the New Guinea Parliament since the first House of Assembly in 1964.

At the beginning of November, Pangu with nine Parliamentary Members and as many as 1,500 claimed financial supporters, was the only survivor from among the first 19 parties since 1967.

Now, there are three more parties with a good chance of long life:

- Compass (Combined Political Association) headed by the Ministerial Member of Parliament for Agriculture, Stock and Fisheries, Tei Abal (from Wabag, Western Highlands) and claiming nearly 40 Parliamentary members—and a "go-slow" policy on constitutional development.

- People's Progress Party led by MHA Julius Chan-Sungmen from New Ireland, making no grandiose claims at all.

- Niugini National Party led by that very bright young man from the Jimi Valley in the Western Highlands, Thomas Kavali.

A political party in the Highlands! A lot of people thought it would never happen. It has, and it's gathering strength, especially among Highlands students at the University of Papua-New Guinea and the Institute of Technology.

Why the sudden burst of political activity, the new parties and the unmistakable signs of political determination?

There seems no doubt that it can all be sheeted home to Australia's Labour Opposition leader Gough Whitlam who toured here January, 1970, followed in July by Prime Minister John Gorton.

The million new Highlanders have been developing fast since the first real developmental contacts began in 1946. The Highlanders control the New Guinea food-bowl. They are going to be crucially influential in an independent New Guinea, by sheer weight of numbers, seats in Parliament and because of their growing dollar-affluence.

But, like peasant farmers the world over, they are conservative. They honour the *status quo*, and have been showing signs of increasing nervousness about coastal development, coastal education, and the pre-eminence of coastal men in government jobs.

Despite the very clear economic and political divisions between Highlands and coastal communities, Australia's Labour leader Whitlam showed in January that he didn't give a damn. New Guinea, he said, had to take self-government in 1972 and independence in 1976. The Highlanders, and the European planters living among them, were appalled.

In July, when Prime Minister Gorton ordered significant changes, giving local people more governmental power, it clearly reinforced the Highlands fear that self-government had become an unstoppable political snowball.

Faced with an inescapable set of political ground-plans from outside, the latent, unorganised political groups in the 94-seat House of Assembly had to organise quickly: Pangu began its own monthly newspaper and, much more importantly, began lobbying the Highlanders to start their own party and to ally it eventually with Pangu—hence Thomas Kavali's new Niugini National Party. When Kavali's platform is published there will be clear links with Pangu's.

Also in the Highlands, MHA, J. R. Watts was handed the job of trying to weld together a loose group of parliamentary political thinkers into a party

that would be moderate, careful, acceptable: a party based on Highlands economics. The result: Compass. The very title of the party is designed as something that will appeal to Highlanders—appeal to their sense of *status quo*, for almost every white man they saw in the initial-contact stages carried a compass.

In the New Guinea Islands, MHA, Julius Chan-Sungmen wanted a party to link those island Members of Parliament who want progress without pain—something sensibly radical and progressive without reaching the lawlessness of Mataungan. Chan-Sungmen invented the People's Progress Party.

With just one year of the 1968 House of Assembly left to run, the new party alliances are expected to shape up for the 1972 (February-March) general election like this:

Pangu-Niugini National parties, Compass-Administration-People's Progress Parties, with People's Progress possibly swinging from one alliance to the other depending on its membership, and the issue in debate.

Whitlam and Gorton laid the ground plan for two party government, and the New Guinea Administration has been kicking the idea into being for the past nine months, simply by withdrawing its own influence from debates.

Now, the new House is no longer an amorphous hodge-podge of parochial MHA's. They're now in the front-line of government whether they like it or not.



For anti-government, anti-parliamentary Mataungan at Rabaul, the rot has set in. In many ways, a sad thing.

Mataungan rank and filers are demanding to know what their Tolai tribal executive has been doing with large chunks of the \$A43,000 reportedly collected this year from supporters. In another attack, the rank and file got rid of Mataungan vice-president, Daniel Rumet, for "loafing".

Top man, John Kaputin, has been under pressure about his trips to Australia, his refusal to accept any advice whatsoever from Port Moresby government men, his close friendship with another white girl following his Black Power pronouncements, and the sluggishness, so far, of the much-vaunted New Guinea Development Corporation which, the Tolai Mataungans had hoped, would solve their economic problems.

At month's end, Administrator Les Johnson had apparently talked Mataungan patron, Oscar Tammur, MHA, and Kaputin, into allowing the government to help Mataungan register the proposed corporation as a legal company, so that everything (including the money collected) will be accountable in businesslike fashion.

And then Tammur ended up in gaol—for not having paid his council tax. The tax was \$16, and Tammur was fined \$30 in a Rabaul court. He elected to go to gaol for 30 days rather than pay the \$30.



Two years ago Indonesia's former Military Commander in West Irian had unexpectedly toured Australian New Guinea and it seemed only right, in October, that the head of government in Australian New Guinea—Administrator Les Johnson—should have been invited to look around West Irian.

Everybody was happy . . . except the remnants of the Free Papua Movement which has been fighting a political and guerilla war since 1963 to kick the Indonesians out of the former Dutch territory.

The native guerillas on Biak, around Manokwari and near Provincial capital Djajapura, became so active that Djakarta abruptly called off Johnson's visit, while Indonesian troops went to work 2,300 miles away in Djakarta's New Guinea colony. Johnson and Canberra probably didn't need to be given an official reason for the cancellation, but they got one anyway: "Sorry," said Djakarta. "We'd forgotten an important Moslem celebration coinciding with the Johnson visit, and Johnson will have to wait."

And on October 24 the real story began filtering out: Free Papua men raised the banned Free Papua flag at Sentani airport near Djajapura, raided the airport buildings, and raced off ahead of Indonesian bullets. Later reports suggested that four "rebels" had been captured, taken into an airport building and shot dead.

Chasing fleeing rebels, the Indonesians crossed into Australian New Guinea near Sekotiau Village (12 miles from Pagei Patrol Post) and burned refugee bush houses; and, according to missionaries, belly-shot a native lay missionary at Waris (in Indonesian territory) so badly that he died in hospital. It was the third major incursion by Indonesian troops into Australian territory in 18 months, but Canberra played it cool.

A government patrol found no evidence of killings on the Australian side of the border. Canberra and Djakarta settled the problem privately.



Mick and Danny Leahy were among the first white men to walk into the populous Western Highlands in 1933, keeping an eye open for gold. Now, in 1970, the Leahy family has gone back into the Western Highlands in a bigger way . . . heading a new business empire built on coffee.

The mushrooming Collins and Leahy complex in the Eastern Highlands crossed the border into the Chimbu District not long ago, by spending a reported \$380,000 to get hold of a string of Brian Heagney's Chimbu trade-stores and to set up a coffee processing factory at Kerowagi.

Now, Collins and Leahy have crossed another border—into the tremendously rich Western Highlands District to take over (reportedly for about \$150,000) the 10-year-old Hagen Coffee buying-processing company. Hagen Coffee was the first in the Western Highlands with native shareholders, but it's been suffering of late from bitter price-wars in roadside coffee buying. The sell-out to Collins and Leahy was negotiated privately by its major European shareholders, then announced (with Government Business Advisory Officer help) to native shareholders.

Collins and Leahy are keeping the native shareholders, but a few native leaders were highly uncomplimentary about the "sell-out" and said some rather defamatory things in public. But that's the way things go in New Guinea. Business nowadays is very much a black and white issue.

Meantime, the Collins and Leahy business empire has become the most influential single non-government force in the entire Highlands. It has all the earmarks of a winning combination, especially with nephew T. J. Leahy able to bring such first-hand knowledge of New Guinea private enterprise problems with him to meetings of the Administrator's Executive Council, and to hammer them home in parliament as spokesman there for the executive council.



It's unbelievable!

In a "black" country learning English as a foreign language and trying hard to develop a Public Service and working rules that can be understood, we still have gibberish like this—

From the Extension Manual of the Department of Agriculture, Stock and Fisheries (October, 1966, and still in force), these instructions showing native and European agricultural officers how to interview illiterate farmers: "Interviewing technique: preamble—Interviewing is the verbalisation of communication interaction within a social situation wherein the interviewer elicits responses or replies from the respondent." And another one: "Orientated socio-metric interviews are easier to implement than socio-emotional orientated ones." I can think of 15,000 native public servants who wouldn't have a clue . . . and 15,000 Europeans who'd be in the same boat!



Just in case you're wondering about the illustration at the top of the previous page. . . . It's the new national flag recommended by New Guinea's Parliamentary Select Committee on Constitutional Development. The flag has three vertical bands: royal blue, with the Southern Cross superimposed to show where New Guinea is in the world; a yellow band in the centre, and the third band is in green with a bird of paradise superimposed. Chairman of the Select Committee, Paulus Arek MHA, says the royal blue represents the islands of New Guinea and Papua and the surrounding sea; yellow represents the coastal areas of Papua and New Guinea, and is supposed to be symbolic of mineral wealth; and green represents the Highlands.

Other flags: from 1884 to 1906 the Union Jack flew over Papua when it was British New Guinea, and the Australian flag has flown ever since. In the New Guinea territory, the German flag flew from 1884 to 1914 when the Australians captured it, and Australia's flag was introduced. It's now up to Papua-New Guinea's 2,400,000 village people to say what they think of the recommended flag, and whether they have a better design.

The committee also suggested a name for Papua-New Guinea, and is asking people what they think. It's "Pagini".

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Tropicalities

The isolated Marquesas Islands—dubbed “the Forgotten Islands of the South Seas” by the Swedish author Bengt Danielsson—can now be reached by air. On November 4, a Piper Aztec of Air Tahiti and a Twin Otter of RAI inaugurated what will become a commercial service between Tahiti's Faaa Airport and the island of Ua Huka, the third largest of the 10 islands in the Marquesas.

The Piper Aztec, with four passengers, plus the pilot and co-pilot, made the trip non-stop in a little over five hours. The Twin Otter, with eight passengers and a crew of three, touched down en route at Rangiroa Atoll in the Tuamotus, and took about eight hours.

The inaugural passengers included the Governor of French Polynesia, Mr. Pierre Angeli, the President of the Territorial Assembly, Mr. Jean Millaud, and the Bishop of Tahiti, Monsignor Coppenrath. However, a regular commercial service won't start until early 1971.

The people of Ua Huka travelled on horseback to the airstrip to witness the arrival of the two planes, which stayed overnight and returned to Tahiti next day.

Ua Huka's airstrip is about 2,600 ft long and cannot be enlarged. A steep cliff prevents its extension at one end; at the other are some low hills.

The inauguration of the service to the Marquesas means that all major island groups in the Pacific are now linked with the rest of the world by air.

In time, the new service could lead to the revitalisation of the Marquesas, which now have a population of only about 4,000 compared with perhaps 60,000 a century and a half ago. The islands are about 470 miles north-east of Tahiti and have a total area of 492 square miles.

Many of the islands in the group are extremely fertile and could be developed agriculturally. Their rugged and sometimes forbidding scenery should make them of interest to tourists.

The French Government first announced plans to open up the Marquesas to aviation in July, 1965, when the then Governor of French Polynesia, Mr. Jean Sicurani, visited the group and inspected proposed sites for airstrips on Nukuhiva and Hiva Oa, the two largest islands (PIM, Aug., 1965, p. 11).

The site on Nukuhiva, near

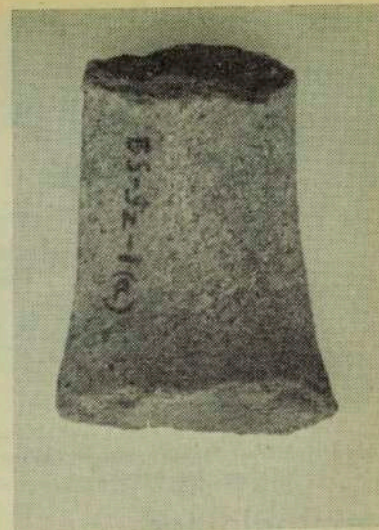
AIR LINK OPENS TO “FORGOTTEN” MARQUESAS

Taiohae, the main port in the group, was reported to be suitable for a strip nearly 10,000 ft long. A jet strip will eventually be built at Hiva Oa, near where Paul Gauguin is buried.

On the trail of Mendana

Was the piece of glazed pottery shown here left behind at Santa Cruz, British Solomons, by Alvaro de Mendana in 1595? We asked this question in October (p. 37) when we reported that American archaeologist Dr. Roger Green had discovered this and other pieces recently at Graciosa Bay, at what might have been the site of Mendana's camp on his second, fatal expedition.

We've now got a friendly note from Dr. Green giving additional comment on the find, and pointing out that our photo in October did not show what apparently is part of the handle of a glazed pot, above; it showed sherds of Lapita ware, a pottery type found on Watom Island, off New Britain, in the New Hebrides,



New Caledonia, Fiji and Tonga. The pieces in our picture were found in the Solomon Islands of Santa Cruz and the Reef Group and fill in a gap in the pottery's distribution throughout island Melanesia. Dr. Green says it is generally dated in time between 500 and 1,000 BC, but earlier and later dates are known.

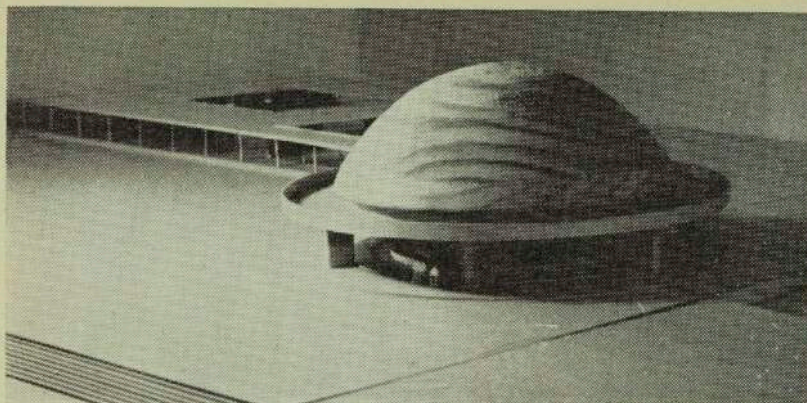
Other finds of Lapita ware, says Dr. Green, could be very important in tracing the distribution of one of the earliest people to settle the eastern part of Melanesia.

On the interesting matter of “Mendana's pottery”, Dr. Green says the “problem is a very difficult one, and currently under close examination, but with encouraging results. Indeed, it may produce another and rather unusual story when all the pieces are unravelled.”

Another report to PIM from Honiara indicates there is now little doubt that the picture above is of 16th century Spanish pottery. What's more, more pottery, human bones and teeth have now been found on the same site.

Fiji wedding in Sydney: Married at St. Bede's Church, Drummoyne, were Miss Marilyn Cubis, 23, and Mr. David Simpson, 24 (formerly of Savusavu, Fiji). The bride also has Fiji connections. David is a Sydney boatbuilder but the couple plan to live in Fiji next year. David's sister, Anne (left) came from Fiji for the wedding.





A model of West Samoa's new legislative building. See below.

New halo for Samoa's politicians

The rather outer-space affair above is a model of the new Maota Fono (Legislative Assembly building) now under construction on Mulinu'u Point, Apia, by the Western Samoa Public Works Department.

The domed portion, the Legislative Assembly chamber, is being completed first and in mid-November the work was up to the "halo" rim. The unusual domed roof, which is made of a continuous spiral of timber for three-quarters of its area and finished with a central plug, had yet to come.

A New Zealand Government loan of \$150,000, made in 1968-69, is financing this first stage. The second stage, the flat-topped building behind the Fono, which will be the legislative offices, will be financed by an NZ loan made for the current 1970-71 financial year. Our photo is from Western Samoa Public Works Dept.

Another plan—but who cares?

The South Pacific territories some time in the next few months will be asked whether they want to take part in a joint South Pacific tourist promotion campaign in North America. But whether they will actually give their views is an interesting question.

A proposal for the joint promotion was put to the recent South Pacific Conference in Suva by a Fiji delegate, Minister for Social Services Jonate Mavoa, who said that by co-operating on costs, smaller territories could afford to be involved. Brochures, films and seminars for all the participating territories would be arranged. The conference agreed

that the SPC should find out the views of the territories and get a date for possible commencement.

However, earlier at the same conference, South Pacific territories took a verbal thick ear for having in the past displayed enthusiasm for projects at the conference table, and ignoring them when they got home.

SPC secretary-general, Afioa Afoafouvale Misimoa, pointed out that high level participants had been expected to attend one important meeting on regional trade, after the 1969 Noumea conference had displayed great enthusiasm for it. But there were only replies from two territories to invitations—both received after the deadline date.

Dr. Guy Loison, programme director (health), rubbed salt in the wound when he announced the territories' response to the work programme before the Suva conference. Only four territories out of 19, in spite of reminders and cables, had forwarded their comments on the programme.

"Why do we have no answer to urgent last-minute cables asking for the names of participants? When, for a certain conference, we specially invite high responsible personalities, why do you send us unknown delegates? Why do we have to cancel meetings which you considered essential during your conference?" he asked. The replies were not forthcoming.

The proposed tourism campaign which the territories (one hopes) are

currently discussing will cost an initial \$47,000; participating territories would pay proportionately to the number of American tourists received in the previous year. The campaign would aim at selling a package promotion to travel agents handling well-off tourists wanting in-depth Pacific tours to a number of territories.

They're racing at Lautoka

Fiji is to have regular monthly race meetings, following the formation recently of the Drasa Racing Club, near Lautoka.

Races will be held on an abandoned airstrip, about four miles from Lautoka. The area of 34 acres is being developed into a straight track.

President of the new club, Mr. U. M. Ramzan, said he had been planning the club and looking for a suitable site for some time, because of local interest in horse racing. First race was to be held on November 28 and races would be held monthly after that.

The club has applied for a licence to introduce betting under the club's supervision.

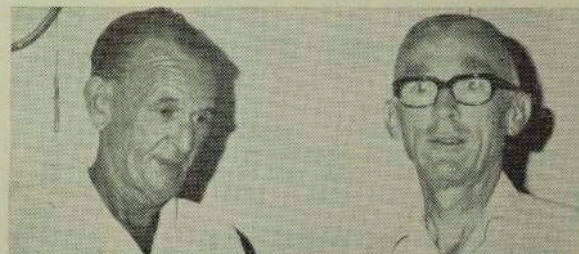
Away from strife on the Conflicts

The lonely Conflict Islands, 80 miles east of Samarai in Eastern Papua, may become a mecca for big-spending Americans wanting to get off the normal tourist track.

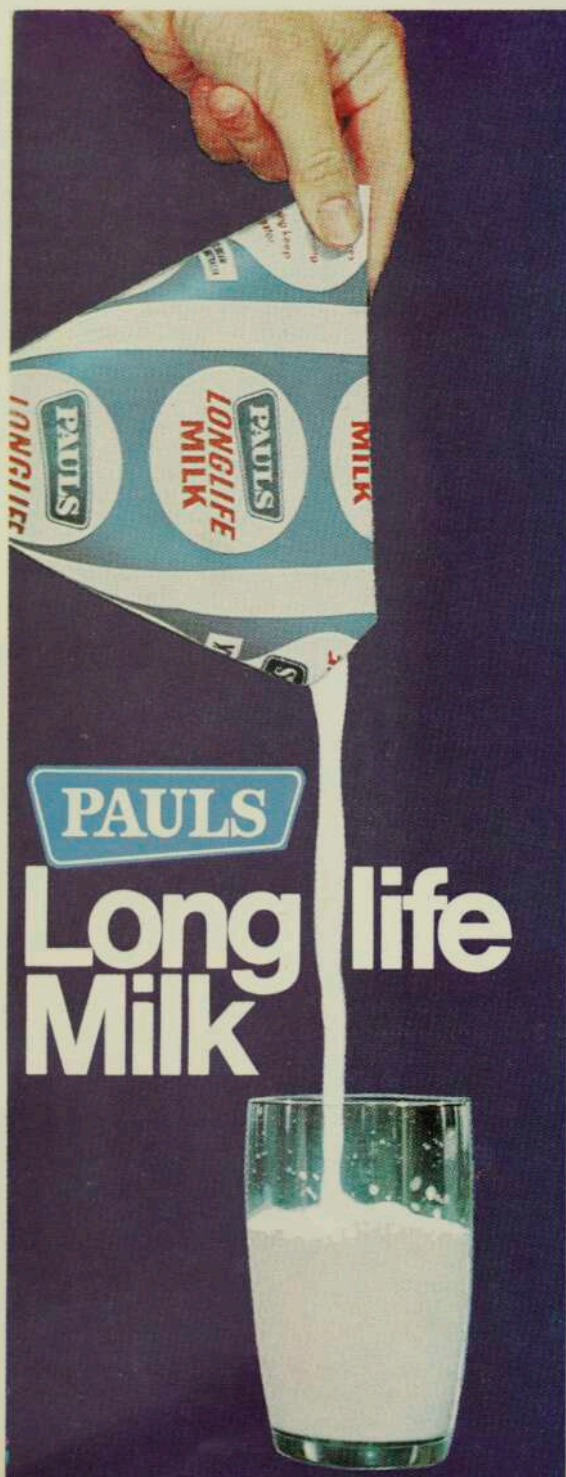
American, Mr. M. P. Lazara, president of Greenacres of Seattle, has bought planter Mr. George Wills' property on Conflict and Greenacres reportedly has big plans. They could include a ranch-style luxury hotel, expensive powerboats for fishing and a larger cruising ship so tired Americans can explore the small islands in the Conflict Group, and the Papuan mainland to the north-west.

A Port Moresby correspondent says Mr. Lazara is also looking for other freehold plantations and general property in New Guinea and the Solomons.

Left to right, Mr. George Wills and Mr. M. P. Lazara.
Photo: Chin H. Meen.



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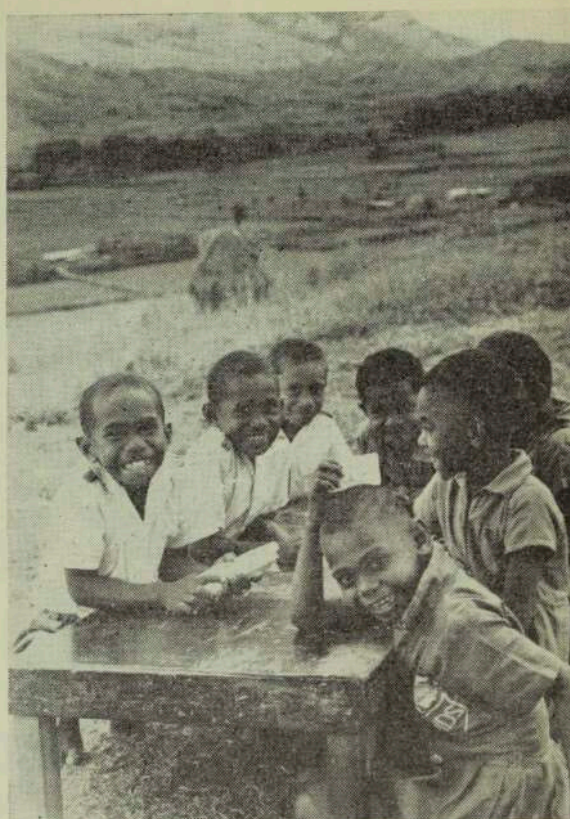
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est skies in the South Pacific.

These young Fijians at outdoor school in Namataku, near Keiyasi, are automatically Fiji citizens, and as such will be able, when they are old enough, to vote in Fiji's elections. For Europeans and some Chinese, as JUDY TUDOR, just back from Fiji, describes in this report, it gets more complicated.

Photo: Sheree Lipton.

Can those who make the money and those who make the politics, get along?

From JUDY TUDOR, in Suva



Right on schedule on October 10, 96 years after his great-great-grandmother Victoria had accepted it from the first Cakobau and the chiefs, Prince Charles, on behalf of Queen Elizabeth II, gave Fiji back to the people who now inhabit it.

What Victoria had accepted was a savage country, bedevilled by its first contact with western civilisation and Cakobau's own entanglements. What has been returned is a fair land, a generation ahead of any of its Pacific neighbours in most respects, reasonably prosperous, with plenty of problems but plenty of promise for the future, too. In short, a going concern.

It's fashionable to quibble about an ex-colonial administration's deficiencies but Britain has nothing to be ashamed of in the sort of Fiji it now leaves.

Although there were one or two Indian utterances about "breaking the chains of colonialism", there has been little feeling here of sudden liberation; nothing equivalent to the *uhuru* of East Africa. Independence has come painlessly; no one ever went to gaol for their anti-British activities.

Politically, for the moment and on the surface, it is very much the mixture-as-before. The present elected members of the old Legislative

Council (that is, minus the 11 government members) will continue as the House of Representatives until a new election is held in about a year's time.

Names of Senate members have already been announced.

After next year's election, Indian and Fijian members of the House of Representatives will be greatly increased (Fijian from 11 to 22 and Indian from nine to 22) but the number of so-called General members, now mainly European, will remain the same, at eight. A Constituency Boundaries Commission has been set up to delineate the new constituencies.

Voting will be on the communal roll principle for 27 communal constituencies and the remaining 25 members will be elected from national constituencies.

Ten of the national constituencies will each return one Indian and one Fijian; and each of these 10 constituencies will then be grouped in pairs, each pair returning one General member.

Everyone now on the electoral rolls, whether he has taken Fiji citizenship or not, will be entitled to vote at next year's election. At subsequent elections, only citizens will vote.

The business of taking new citizenship affects the European population mainly, but also those Chinese who have retained their original citizenship. Predominantly, the Indian population of Fiji is now locally born which automatically makes them citizens.

Europeans who were born here are, of course, citizens, and so are those who were registered as citizens of the United Kingdom and colonies before May 5, 1970. On October 10 they automatically became citizens of the new Dominion of Fiji.

All other non-citizens, who fulfil other residential qualifications, may apply for citizenship within two years of independence and, if this is granted, they will be expected to renounce other citizenship.

In this matter of citizenship and voting rights, Fiji has departed from other British countries that have taken dominion status. For example, a New Zealander going to live in Australia does not need to take out nationality papers; as he is a British subject he has the same citizen rights



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as an Australian, including that of voting at elections.

As Fiji citizens will continue to be British subjects, presumably they will be able, if they fulfil other Australian immigration requirements, to take up residence in Australia and to vote with other British subjects; but the converse will not hold good—that is, an Australian citizen will not be able to come to Fiji and to take part in elections.

As things are at the moment, Australians, New Zealanders and other Britishers who have lived here the required seven years will probably not have too many qualms about taking out local citizenship in two years, everything else being equal. Non-Britishers have more to consider.

But whether those who are eligible to take citizenship or not, the European from this time on loses much of his political influence although upon European enterprise and continued investment much of the economic health of the country must continue to rely. The two things should cancel each other out—those who invest having due regard for those who make the politics; and those in parliament having an ear for those who provide the money and the industry. *Should*—but not necessarily *will*.

Therein lies the million dollar question for some of the solidest residents of Fiji who, with the lessons of other promising ex-colonial countries fresh in mind, can only adopt a policy of wait and see—possibly until any trends that develop during next year's elections; probably for a year or so after that.

Economically Fiji still depends on its sugar industry, and how this is to function after the Colonial Sugar Refining Co. subsidiary pulls out in 1972 is still unresolved.

Second string to the bow is tourism, which is booming and appears to be developing into a never-ending bonanza. Tourism, nonetheless, is a delicate plant which could wither and die if politicians and those in high places leave off being wise and sensible men and become arrogant, self-seekers who turn a deaf ear to all but their own opinions.

Fiji at independence has a lot going for it but it still buys a great deal more than it sells, and depends on continuing overseas investment to take up the slack. It needs also a stable political and social background if Fiji is to remain the holiday mecca of the South Pacific. In addition, it needs basic industries that require large pools of manpower to cure the continuing unemployment problem.

None of these troubles are insoluble and exercise the minds and

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- Visitors to Tonga may find themselves buying back their own currency: A Tongan craftsman, Latuhoi, fashions beautiful bracelets and rings from tortoise shell, inlaid with silver taken from old Australian currency in use in Tonga before the war. In this photo, by Sheree Lipton, "Latu" sits at his Nukualofa workbench, while his wife, Tupou, is more interested in the family kitten.

doubts of only a minority of the population.

Among this section of the community it is often felt that if Fiji gets itself into trouble anywhere, it is likely to be financial trouble. Already independence has produced a huge bill of additional costs—the celebrations themselves; the setting up of diplomatic missions overseas where sums of \$250,000 are tossed about as though they were peanuts; and a very much enlarged legislature, with largely increased salaries all around.

Apart from tourism there is nothing much to indicate where the extra revenue to pay for these luxuries is to come from.

In a situation of overspending, most new nations have almost invariably looked greedily to the bigger, established corporations, especially if they are foreign owned; or have sought to restrict the outflow of funds and the repatriation of capital. If Fiji ever follows suit, overseas investment which at present is a large factor in balancing its trade deficit, will dry up, and the seemingly mild measures introduced in the legislature in early November, under which it is proposed to limit overseas investment to specific industries, seemed to some to be the first cool breeze of other controls that might be expected to follow.

At grass-roots level, independence has brought simpler and more definite expectations.

For the Indians it is the expectation of getting a bigger slice of the cake. For a very large proportion of Fijians it's a belief that now they will have a bigger share in running their own country and that they can still dispose of the Indians by sending them back to India should the need arise.

Expostulations that this sort of nonsense is out—interred at the last London conference—and that multi-racialism and partnership, as expounded by Prime Minister Mara, is in, gets the reply that: "Ratu Mara speaks from his mouth—not from his heart".

Fundamental conceptions die hard, and racial bias, apparently decently buried by the elite, is still a big problem that new, independent Fiji has to lick.

TONGA TAKES IT IN HER STRIDE



From BETTY SANFT in Nukualofa

Tonga — independent four months when Fiji followed suit on October 10 — sent a large contingent to the Suva celebrations. Perhaps she felt especially involved in Fiji's great moment, since it was partly because of constant invasion from Tonga that Fiji sought outside protection and became a British colony in 1874.

It had been the practice of sea-loving Tongan warriors to set sail for Fiji or Samoa, ravage the villages and steal the local princesses to wed. This is evident in the history of the powerful noble lines in Tonga, where one, Ha'a Fale Fisi, which roughly translated means tribe or clan of the House of Fiji, comprises six powerful noble titles from Tonga's 33.

There appeared to be no radical changes after Independence Day in Tonga on June 4 for the simple reason that previous British protection embraced only her external affairs.

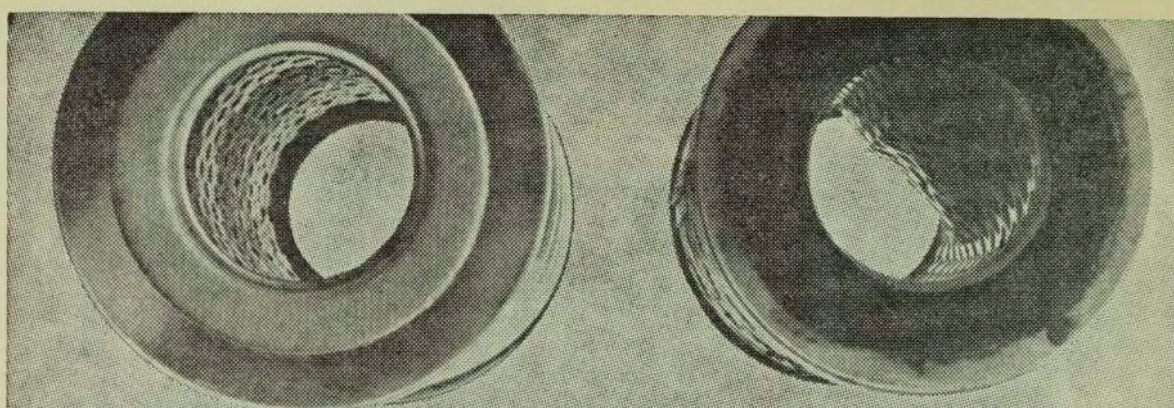
Tonga has always administered her internal affairs, so the change has been so gradual that the average Tongan, and many visitors, have found it difficult, and sometimes confusing, to realise where one stopped and the other started.

As a monarchy, the last in the Pacific, Tonga has had her own flag and national anthem for well over a century. In preparation for the change, both the Police Force and Tongan Defence Force were modernised and extended under expatriate leadership. Though not large they should be able to maintain law and order. And as Commonwealth members we can still look forward to Britain's help in times of war.

The most significant change has been the setting up of a Foreign Affairs Department, which is at present being formulated by a senior member of the New Zealand Diplomatic Corps. Tonga has appointed a High Commissioner in London and expects to have commissioners or representatives in other countries as finance becomes available. By such appointments she plans to extend her trade and cultural relations with other countries.

This year's record budget is \$T4.1 million, to cover both the administration and the first section of a new five-year plan.

Tonga knows she is fortunate that she can get various sources of aid, grants and expertise from Britain, Australia, New Zealand and the United Nations. But the government expects a gradual tapering off of such aid, with dependence more and more on increased production and an extension of the markets.



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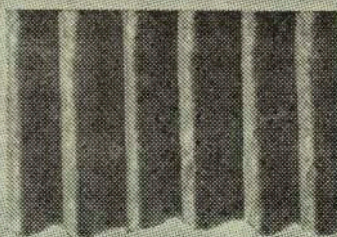
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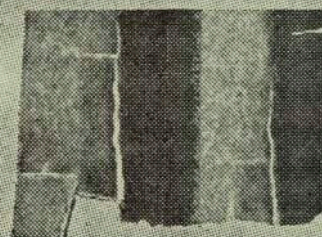
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* Footnotes

THE tipsters are now giving us PAGINI as hot favourite in Papua-New Guinea's Find-A-National-Game Stakes. My own favoured horse, "Niugini", seems to have no chance of doing better than third place, even if placed at all. So let us give "Pagini" a trial run in this column this month and see what it looks and sounds like.

In Pagini the great debate on Bride Price waxes and wanes, like a bushfire which dies down and then suddenly bursts out again in furious flame. Lately it was the subject of a lively "forum" organised by the Papua and New Guinea Society.

Bride price is, of course, an age-old custom in Pagini, and only began to be questioned in the 1920s when, in Hanuabada, the pound note started to assume greater importance than the traditional arm-shell as a bride price component. Looking back from the present era of bride prices running into thousands of dollars, it seems odd to recall that anxiety first began to be expressed when the cash component of bride price reached three figures.

The pre-war Papua Administration tried banning civil actions for the recovery of bride price from the jurisdiction of Courts for Native Matters, in the hope that this would induce caution. It didn't; and cash bride prices continued to rise.

Courts for Native Matters and the Native Regulations which they administered are now things of the past, and it is probably only a question of time before one or other of our courts gets stuck with a civil claim for the return of a bride price. If and when this happens, the controversy will no doubt break out again with redoubled intensity.

Several local government councils have toyed with the idea of imposing an upper limit on cash bride prices by council rule, and it has even been suggested that the House of Assembly should be asked to legislate such a limit. Even if this were done, it is doubtful whether more would be achieved than the encouragement of ingenuity in law evasion.

In the interminable debate on the subject, it is rare for speakers or writers to get down to the rationale of bride price, and even when they do they don't follow the argument through to its logical conclusion.

The basis of the custom of bride price is the fact that certain assets, namely the labour and skills of the bride, are being lost to one family group and gained by another.

After marriage, her labour in carrying water, chopping firewood and other household chores, and the skills she has acquired in growing food, will be lost to her family and gained by the bridegroom's. So it is reasonable that the latter should compensate the former for the loss of these valuable assets.

This argument is sound enough as long as we are considering people living in a subsistence economy. But

today, all over Pagini, people are moving out of a subsistence into a cash economy, and in the towns and urbanized villages the transition has been complete.

Is the argument for bride price valid in a cash economy? Obviously not. In fact, the whole argument goes into reverse.

Unless the bride is an actual or a potential wage earner, she is not an asset but a liability. The bride's father knows this only too well, and the bridegroom will soon find it out. That hard-headed body, the Public Service Board, has recognised it by giving its lower paid local officers a "family needs allowance", calculated to provide not only for their children but for their wives too.

In Victorian and Edwardian England it was customary for a father to ask the suppliant for his daughter's hand in marriage, "Can you support my daughter in the manner of life to which she has been accustomed?" I understand that in capitalism's bastion, the USA, the custom persists to this day, though the question now takes the form, "Can you afford two cars?"

I do not need to labour the point. It is clear that in a cash economy, unless she has some marketable skills, the bride is, economically, a liability, not an asset, and I find it ironical that some of the highest bride prices currently being paid are expended on sophisticated misses who scorn the humbler household chores and don't know how to grow yams. "No thank you," said one recently, "you don't catch me spending the best years of my life carrying my mother-in-law's water and firewood".

If, then, bride price is the logical system for a subsistence economy, the logical system for a cash economy is bridegroom price, or, as it is more commonly called, dowry. The dowry system recognises that the bridegroom is taking over not an asset but a liability from the bride's father, and should be compensated for doing so.

My contention is, therefore, that while bride price may be allowed to continue where the bridegroom is a subsistence farmer, and perhaps even where he is a cash crop farmer, in cases where he is a wage earner it should be replaced by bridegroom price. However, bridegroom price should be remitted in cases where the bride has a diploma or certificate indicating that she possesses some form of ability or skill which has a marketable value.

Some kind of Board of Reference would probably be needed to adjudicate in borderline cases. For instance, should a B.A. in archaeology and pre-history count for remission of bridegroom price? I doubt it.

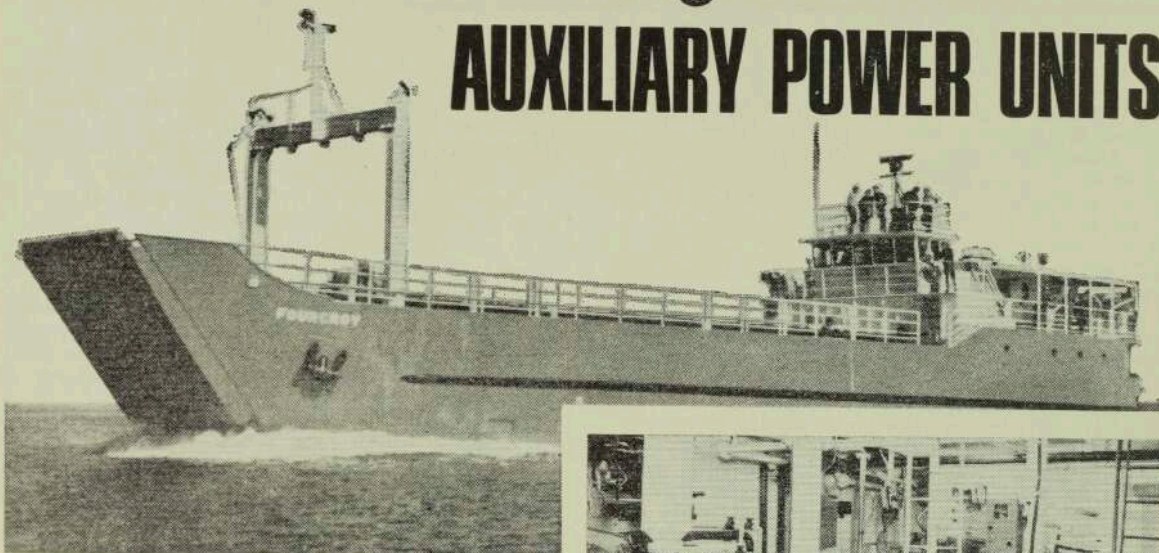
This modest proposal of mine, if adopted, is going to do more for the advancement of the women of Pagini than all the consultations, seminars and workshops which have ever been held on the subject.

Up to now, Paginian parents have too often been reluctant to allow their daughters to continue their

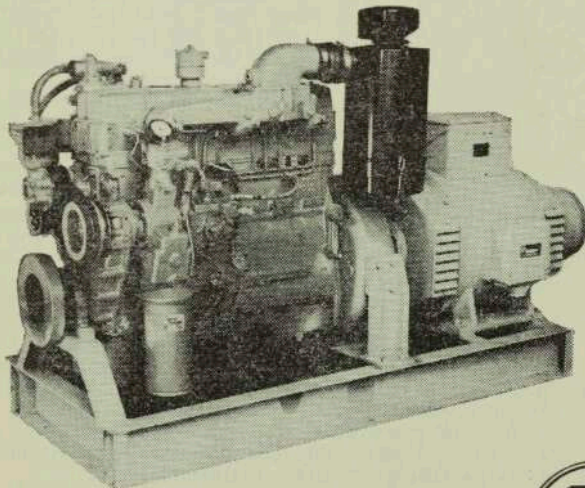


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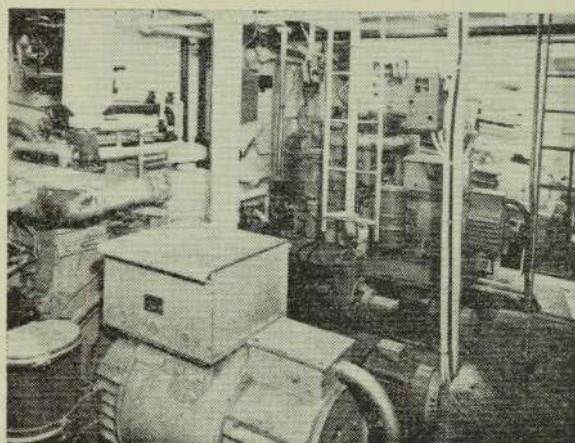


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THERE WILL BE 1,500 SPORTSMEN AT THE PAPEETE GAMES

From HELEN ROUSSEAU, in Noumea

Tahiti will have spent over \$US 3 million in facilities for the 1,500 sportsmen and women who will take part in the Fourth South Pacific Games in Papeete next September 8 to 19. Half the money will come from metropolitan France, the other half from the territory; and the Games programme will be operated on a 55 million CFP (\$A490,000) budget.

Mr. Lysis Lavigne, secretary-general of the Games Organising Committee, visited Noumea in November to discuss plans for the 1,000 men and 500 women from 14 territories, who will take part.

He said he was sorry to say that hopes for the participation of the US Trust Territory had now been abandoned, although he was still hopeful that Niue might be represented.

Following a decision reached in Port Moresby last year, the athletes will be lodged in two separate villages; the girls to the annexe of the Anne Marie Javouhey College, in the so-called "mission" district, and the men to the west of Papeete, at the Paul Gauguin High School.

Territories will be charged 350 francs CFP (\$A3.10) per day for each athlete accommodated, with Tahiti bearing the additional cost of 150 CFP per day per athlete.

Following a visit to the olympic village in Mexico, Mr. Lavigne feels that meals would best be self-service.

Equipment is thus to be imported from either France or the US.

There will be three main sporting areas. At Fataua will be held Rugby, soccer, cycling and tennis, with an indoor stadium for boxing and the finals of basketball and volleyball.

About 500 yards away, the territorial olympic stadium, on what used to be the Pater family ground, will be used for the opening and closing ceremonies as well as the soccer final and athletics.

Nearby, the Maison des Jeunes (Young People's Club) of Pirae will accommodate weight-lifting events.

About one mile away on the west side of town and near the men's village, is the third main complex, Tipaerui, with olympic swimming pool, and a hall for the elimination matches of volleyball. A sportsfield used for athletics training will take the softball events.

Several downtown church buildings will also be used: the Mormons' mission will serve for judo contests

and their school for table tennis. St. Paul's Roman Catholic hall will serve for the qualifying rounds of basketball.

Sailing events will be held near the yacht club, while, for the underwater fishing, two areas are under consideration, the ultimate choice depending on the wind.

For soccer, it's proposed to use various fields. One plan is to fly players to Uturoa, the second largest town in French Polynesia, on the isle of Raiatea, in the group known as Sous le Vent. Uturoa may be reached by a one-hour DC4 flight from Papeete.

Describing further details of sporting facilities, Mr. Lavigne said the athletics track will be of grass. For basketball and volleyball, there will be a concrete floor, except in the case of the Tipaerui hall for qualifying volleyball, which will have a plastic surface. The same finish, an American process, will be used on the tennis courts.

Competitions will be spread over six days, with no Sunday sport. Boxing will be held regularly at night, together with some other events. Some qualifying and elimination heats will be held in the mornings, with the rest of the programme divided among the afternoons.

Mr. Lavigne said average daytime temperatures in Tahiti during September are 77 deg. to 80 deg. Fahr. Humidity is generally around 80 per cent. while prevailing winds are from the east.

The Tahiti Games secretary-general also mentioned that various qualified judges and referees were expected from metropolitan France.

Mr. Lavigne appeared most optimistic over the success of the Games, in which the Tahitians will obviously be making a big effort to also show the touristic charms of their islands.

● See next page for more stories on the Papeete Games.

MERCY CHATTERTON (from p. 49)

education to tertiary or vocational level. Some have even objected to their going to high school. They want them back home to be groomed for the bride market.

Once my proposal is adopted this reluctance will disappear overnight, and parents will urge their daughters to go to high school and college.

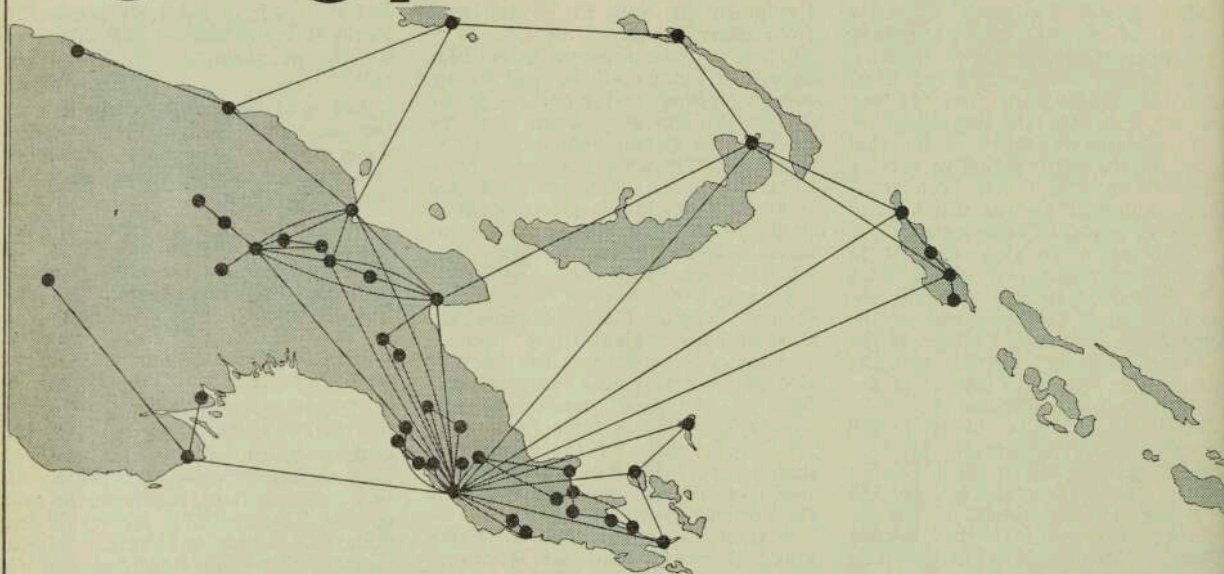
Picture a typical scene at the airport. A neat, mini-kirted damsel in her late teens is about to take off for Lae, where she has enrolled for a course in civil engineering at the Institute of Technology.

"The Board of Reference won't be able to fault that one," chuckles dad. "Work hard, darling", whispers mum, "remember what it will mean to your poor father". Then, as the trim figure pauses briefly at the top of the gangway to wave goodbye, "Success in your studies", they cry, "go with God, and come back with a diploma".

By and by, when independence comes and the National League of Paginian Women has been formed, shall look for some small recognition of the blow I am now striking for them—say, a golden heart with a star.

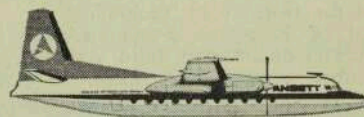
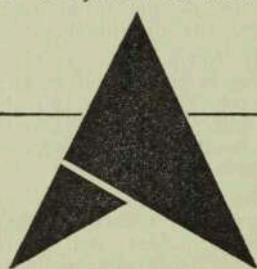
In the meantime, a merry Christmas and a happy New Year to all readers of this column.

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The teams

Fourteen countries have entered teams for the Fourth Games, compared with the 12 which competed in the Third Games at Port Moresby in August last year.

They are: The Cook Islands, Fiji, Gilbert and Ellice Islands, Guam, Nauru, New Caledonia, New Hebrides, French Polynesia, Papua-New Guinea, the British Solomon Islands, American Samoa, Western Samoa, Tonga, and Wallis and Futuna Islands. In Port Moresby the Cooks and the Gilbert and Ellice did not compete.

A spokesman for the organising committee said no sport would be retained without at least four participating countries.

The organising committee has decided that in spite of the "disturbing withdrawal" of Rugby Union gold medallists, Fiji and Tonga from the sport, Rugby Union would be scheduled. The committee is counting on the goodwill of other territories to send a Rugby Union team to justify this decision.

The committee also has decided to substitute softball for netball in the Games calendar as the result of numerous demands.

The participating countries have nominated in the following sports:—

COOK ISLANDS: Athletics (men and women), basketball (women), boxing, skin diving, Rugby Union, tennis (men and women), yachting.

Fiji: Athletics (men and women), basketball (men and women), boxing, skin diving, soccer, golf (men and women), weightlifting, judo, swimming (men and women), softball, tennis (men and women), table tennis (men and women), archery, volleyball (men and women), yachting.

GILBERT AND ELLICE ISLANDS: Athletics (men and women), basketball (men), tennis (men and women), table tennis (men and women), volleyball (men).

GUAM: Athletics (men and women), basketball (men and women), boxing, skin diving, cycling, golf (men and women), judo, swimming (men and women), softball, tennis (men and women), table tennis (men), archery, volleyball (men and women), yachting.

NAURU: Athletics (men and women), basketball (men), skin diving, golf (men), judo, softball, tennis (men and women), volleyball (men and women).

NEW CALEDONIA: Athletics (men and women), basketball (men and women), boxing, skin diving, cycling, soccer, weightlifting, judo, swimming (men and women), Rugby Union, tennis (men and women), table tennis (men and women), archery, volleyball (men and women), yachting.

NEW HEBRIDES: Athletics (men and women), basketball (men and women), boxing, cycling, soccer, golf (men), judo, swimming (men and women), tennis (men and women).

PAPUA-NEW GUINEA: Athletics (men and women), basketball (men and women), boxing, cycling, soccer, golf (men and women), weightlifting, judo, swimming (men and women), Rugby Union, softball, tennis (men and women), table tennis (men and women), archery, volleyball (men and women), yachting.

FRENCH POLYNESIA: Athletics (men and women), basketball (men and women), boxing, skin diving, cycling, soccer, golf (men and women), weightlifting, judo, swimming (men and women), Rugby Union, softball, tennis (men and women), table tennis (men and



women), archery, volleyball (men and women), yachting.

BRITISH SOLOMON ISLANDS: Athletics (men and women), basketball (men), boxing, skin diving, soccer, golf (men and women), judo, swimming (men and women), Rugby Union, table tennis (men and women), volleyball (men), yachting.

AMERICAN SAMOA: Athletics (men and women), basketball (men and women), boxing, weightlifting, Rugby Union, softball, tennis (men and women), volleyball (men and women).

WESTERN SAMOA: Athletics (men and women), boxing, weightlifting, Rugby Union, tennis (men and women), yachting.

TONGA: Athletics (men and women), basketball (women), boxing, skin diving, soccer, tennis (men and women), volleyball (men and women), yachting.

WALLIS AND FUTUNA ISLANDS: Athletics (men and women), basketball (men), boxing, skin diving, cycling, soccer, weightlifting, volleyball (men and women).

Tahiti gets new yachts

Yachtsmen in French Polynesia have launched an all out effort to ensure that they capture at least the yachting gold medal at the Fourth Games.

French Polynesian skipper Alan Burgaud in his Fireball, *Aureole*, had a hard tussle with Papua-New Guinea's Geoffrey Dabb, in *Circe*, during the Third Games in Port Moresby last year. With the home ground advantage and brilliant sailing, Dabb took the gold medal by 8.4 points from Burgaud who had to be content with the silver medal.

The yacht club of Tahiti has now taken delivery of two French-built Fireballs which will be used to train prospective Games crews. A spokesman for the Tahiti Games Organising Committee says the boats are the equal in every way of those provided by the Papua Yacht Club for the last Games. Their yachtsmen expected to eventually have a fleet of 15 boats for training purposes. Fireball class yachting has become very popular among Tahitians.

A rigorous programme of training and competition has begun. Every three months the Fireballs and their individual crews are rated, as are the crews of 420 class boats, which also are in solid parallel training.

The Fireball crew which receives the lowest rating has its boat taken away and given to the leading 420 crew. This system is keeping every Games aspirant on his toes. Two crews will probably be fielded in the Games.

GEIC "goes international"

October was a sporting as well as royal month for the Gilbert and Ellice Islands. Prince Charles' visit overshadowed the sports scene, but the first ever "international" meeting between the colony and Nauru drew plenty of interest, when it was held in Tarawa.

The nine-strong Nauruan team did well, winning five athletics titles and the men's tennis doubles; the contest was such a success that the GEIC has been invited to make a similar visit to Nauru next year, possibly in May.

For both countries it was a vital chance to test the ability of young athletes against unknown quantities. It also provided an inter-territory sports fixture other than the South Pacific Games.

The GEIC is at present concentrating on inter-atoll sport within the colony as well as preparation for the Tahiti Games. Already some 10 inter-islands sports ventures have been held.

At present South Tarawa and Ocean Island have good sporting facilities and sport is being encouraged, through the colony's ASA, on North Tabiteuea, Abemama, Buaritari and Maiana.

Local bloods were outclassed by Nauru in the athletics events at the "international" meeting. Ricardo Solomon won the 100 metres in 11.6 s.; Robbie Morgan-Morris won the 400 metres in 56.6 s.; A. Bowditch won the 800 metres in 2 m. 7.4 s.; and Morgan-Morris also won the 1,500 metres in 4 m. 23.4 s. All except the 100 metres were GEIC records.

The GEIC, competing in its first international meeting outside the Games, won only one event—Marewenikiata in the 200 metres. In tennis the GEIC fared better, taking the men's and women's singles and the women's doubles and mixed doubles. Nauruans, Kun Menke and Ande Dabuae, won the men's doubles, 8-6, 6-4.

The meeting was a small but important one. It may well be the beginning of a close sporting relationship between the two territories, and it certainly provided a measuring stick.

The GEIC did not compete at the Port Moresby Games, but will be at Tahiti.



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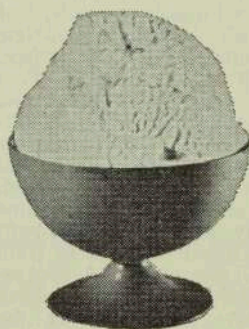


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- An earthquake with epicentre near Karkar Island, New Guinea, killed at least 10 New Guineans on October 31 in the Madang District, and caused damage worth hundreds of thousands of dollars. The 'quake reached 8.5 on the Richter Scale—the highest reading since 8.1 at Rabaul in 1906.

Sudden silence and then a roar . . .

Madang's earthquake was a sobering reminder that New Guinea can still be a dangerous place to live.

The 'quake cut the multi-million dollar Seacom cable linking South-East Asia and Australia, and "lifted" parts of the ocean floor off Madang by up to a hundred feet. More than 500 water tanks were wrecked, and at the end of November, water supplies were only just coming back to normal.

Here's an account of what it was like from Madang's John Graham:

3.45 A.M.—Slowly I came out of my deep sleep to the steady chop-chop of an axe. The native boy next door must be going fishing and is preparing his early morning cuppa.

3.48.—Snatches from a pop-tune from the party just round the corner. Must still be some beer in the keg and the regulars will not go home until it's finished.

3.50.—It's just like a regular barn-yard outside. The dog up the road is baying. There's the flop-flop of the flying fox as it raids the papaw tree. The twitter of the night birds. The distant roar as some party-owl races along Modilon Road well over the speed limit.

3.53.—The sudden silence is uncanny. There is no movement. The birds have stopped twittering. The flying fox has stopped flapping. Even the dogs are silent.

3.55.—A deep rumble, not unlike thunder. Becoming louder.

3.56.—It's like riding a wild bronco! The bed is bouncing round the alcove! There's a roar like an express train entering a tunnel. A crash as the electric stove comes hurtling across the room. The place is full of noise.

3.57.—Power off, lights out. The rumble fades in the distance.

3.59.— Silence . . . all I can hear is the sloshing of water in the tanks.

4.01.—There's a roar as the first car starts up and the town comes to life. The cry of a baby frightened in its sleep. The call of a neighbour to see if all is right.

4.03.—I grope for the torch. Damn. I should have left it by the bed. Blast! I stub my toe—the table must have moved.

4.04.—Glass all over the floor from the broken oven door. A few bottles have fallen over.

4.06.—A coconut from a tree 50 feet away has left a big dent in the shed roof. Tools are all over the floor.

4.08.—A very stiff whisky and to bed.

4.09.—The native boy starts chopping wood again.

4.15.—I drift back to sleep to the strains of *The Yellow Submarine* from the party up the road.

John Graham adds: In those first hours I doubt if many Madang people knew that they had just been through a record 'quake. Many actually slept through the lot. Dozens, like myself after a quick look round, were back to slumberland within minutes. Some were terrified and raced for open ground not to return until daylight.

Two lads from a building firm were fishing from the shoreline rocks: They said the 'quake seemed to be upon them in no time and they just had to sit there bouncing round in the coral. Thinking of tidal waves, it was



- Earthquake damage to the commercial section of Madang was extensive. Many new and partly completed buildings were wrecked. Rebuilding is being hampered by the acute shortage of cement. All stores have been short of supplies for many months. — Photo: J. G. Graham.

not long before they were scrambling to higher ground—in time to see a four-foot wave racing out of the calm sea to crash on the spot they had just vacated. They were left a stunned 13½ lb cod—their only catch for the night!

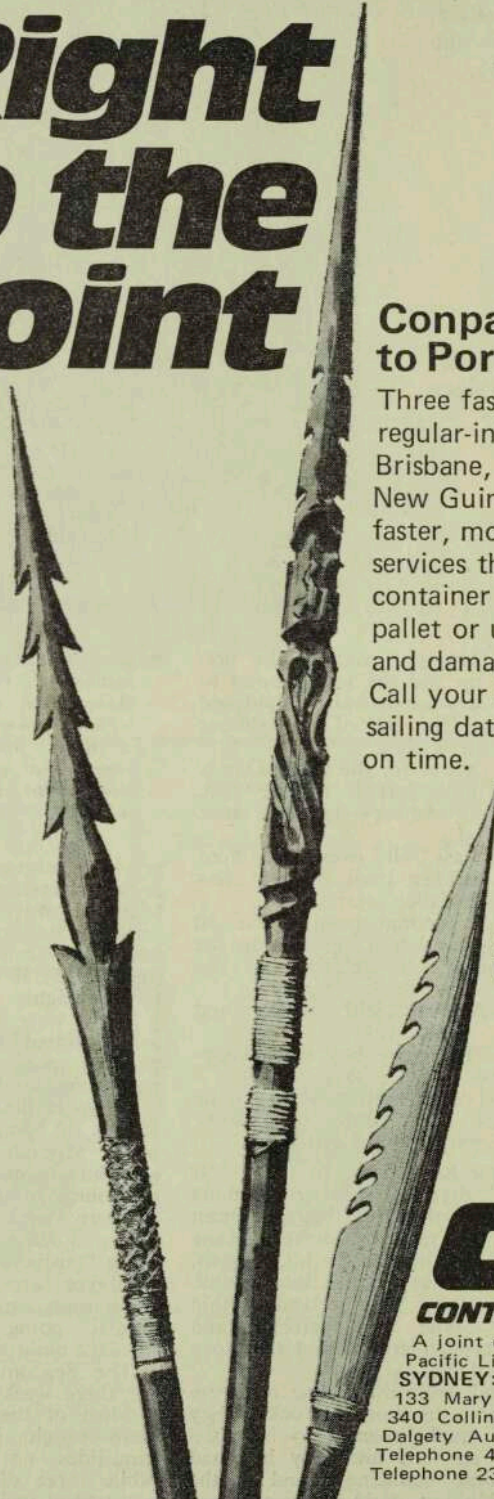
Many were the stories that were passed round of personal losses. Of wedding presents nursed half way round the world only to be dashed to pieces in that 90 seconds of terror. Stories of Mrs. A. losing everything while Mrs. B. next door did not even have a magazine displaced from the lounge room table.

Many were the quick business deals, to lease new premises. It was to be "business as usual". One airline employee announced he still had some seats on the 9.30 "earthquake special" going south, as he sat at his desk amid a pile of broken bricks.

The Seacom Cable remained out for three weeks.

Most of the dead New Guineans were caught in falling houses or landslides not far from Madang, while three died when a big wave overturned their canoe at sea.

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The Editor's Mailbag

ON HATING YOUR NEIGHBOURS

Sir,—Last year I had occasion to comment on the ideas of Mr. Percy Chatterton, MHA, and I wish to repeat that I still sincerely esteem the former missionary, but less and less the politician. Mr. Chatterton in the House of Assembly as well as in his *PIM* "Footnotes", shows a growing tendency to demagoguery, mainly inspired by the special conditions of his coastal voters. In *PIM* October Mr. Chatterton is again insisting emotionally on the economic differences between "local" people (he means Papuans) and the Europeans. Apparently his Port Moresby friends "hate" white men for their expensive parties, houses, cars, etc. . . .

But during weekends it can be observed in all the main towns that local drinkers, also, spend the equivalent of many months of salaries, getting drunk in the pubs, or in wild parties in native compounds. Sometimes, they form a "pool" to get one man "high" in turn every Saturday.

Claims for higher wages and better accommodation are justified for local public servants and many native workers, but Mr. Chatterton should recognise, like myself, in the territory how often these wages are wasted in unnecessary purchases, and on playing "matches" (since cards are prohibited).

How did those poor starving Papuans manage, by the way, to afford up to \$4,000 for some bride prices, an amount that would have paid for a nice car for the young couple, thus saving them from hating their white neighbours?

Like Mr. Chatterton I have only a small car, but I know at least two local men, one young enough to be my son, driving expensive Holdens. Are they hated too by their Papuan brothers? For most of my life I have not owned a car, and probably like Mr. Chatterton, I never hated the drivers who passed my old bike in Europe, or passed me in territory towns, when I had to walk to work.

I had a personal friend in a senior local position, getting only \$40 less than myself a month, in cash clear, considering that I have to pay superannuation, taxes, insurance, etc., but he was always broke, and complaining of constant in-law bludgers in his home. He had also bought expensive furniture and hi-fi equipment (which personally I cannot afford), probably for social prestige but com-

pletely unnecessary in furnished Administration houses.

I know a local driver, earning \$25 a fortnight, who spent \$34 on a Polaroid camera, rapidly discarded, as films were found too expensive. I also heard about a student who lost a \$60 watch. Did Mr. Chatterton ever possess a \$60 watch? I know another student with an allowance of \$15 a fortnight who paid \$16 for a pair of shoes. In all my life, I never spent that sum on shoes!

Mr. Chatterton may claim to be fully integrated into the local population. I am married to a New Guinean girl which couldn't classify me among colonialists or racists. But because I like my "tambus", I don't like to lie to them and to maintain them in the illusion of a certain Paradise as soon as they will have taken over from the white man. My native wife, in travelling around the world with me, observed much more social injustices, slums, miseries, starvations, etc., than in Papua-New Guinea.

A last interesting note. Does Mr. Chatterton know how much a full doctor is paid by the Administration in Indonesia? The equivalent of \$10 a month. He is supposed to work for the government hospital until 2 p.m. and then work for his income in private practice. And on the other hand the generals have taken the place of former wealthy Dutchmen, owning cars that are bigger than that of Mr. Chatterton's or mine. Is this a future Pagini Republic?

JOHN HUON.

Goroka, New Guinea.

OIL DRILLING

Sir,—To the east of New Guinea, in the southern regions of the Solomon Sea, lie a vast assemblage of coral reefs and atolls, which, biologically speaking, are part of one of the richest marine regions in the world. These may soon be threatened by exploitation and the dangers of oil exploration.

Because of possible contamination and pollution, oil drilling may have drastic effects in coral reef areas. Unfortunately, there appears to be too little scientific information to either support or invalidate this claim. However, there is at present a Royal Commission investigating the problems of drilling on Australia's own Great Barrier Reef, where all oil exploration has been suspended.

Meanwhile, Mr. Barnes, Australia's

Minister for Territories, is calling for applications for permits to explore for oil in the reefs of the Trobriand Islands, the D'Entrecasteaux, the Lousiade Archipelago and Bougainville. What's the hurry?

Surely this is the utmost in irresponsibility when Mr. Barnes can permit oil exploration in an Australian Territory *before* a report is made by the Royal Commission on our own reef areas.

B. GOLDMAN.

School of Biological Sciences,
Macquarie University, Sydney.

FASHION, SEX, MISSIONARIES

Sir,—So the missionaries are getting kicked again, this time by the Australian Broadcasting Commission. A recent news item from Australia, relayed over the Fiji broadcasting system, commented on the dislike of the mini-skirt by some of the Fijian chiefs. Then it added: "They want a return to the ankle-length skirts introduced by the missionaries a hundred years ago."

A hundred years ago all European "ladies" wore ankle-length skirts. Fijians had only to look at illustrated magazines to see what Sydney "society" thought was the last word.

A young man off a tourist ship recently burst into my office, his face pale with wrath. "You b— missionaries", he shouted, without any introduction "I have been all morning in Suva and haven't seen one woman with bare breasts".

If Europeans could only get past their obsession with sex they would realise that it was not "the missionaries" who told Island women how to dress, in minis or out of them; it was Dame Fashion.

GEORGE A. F. KNIGHT,
Principal.

The Pacific Theological
College, Suva.

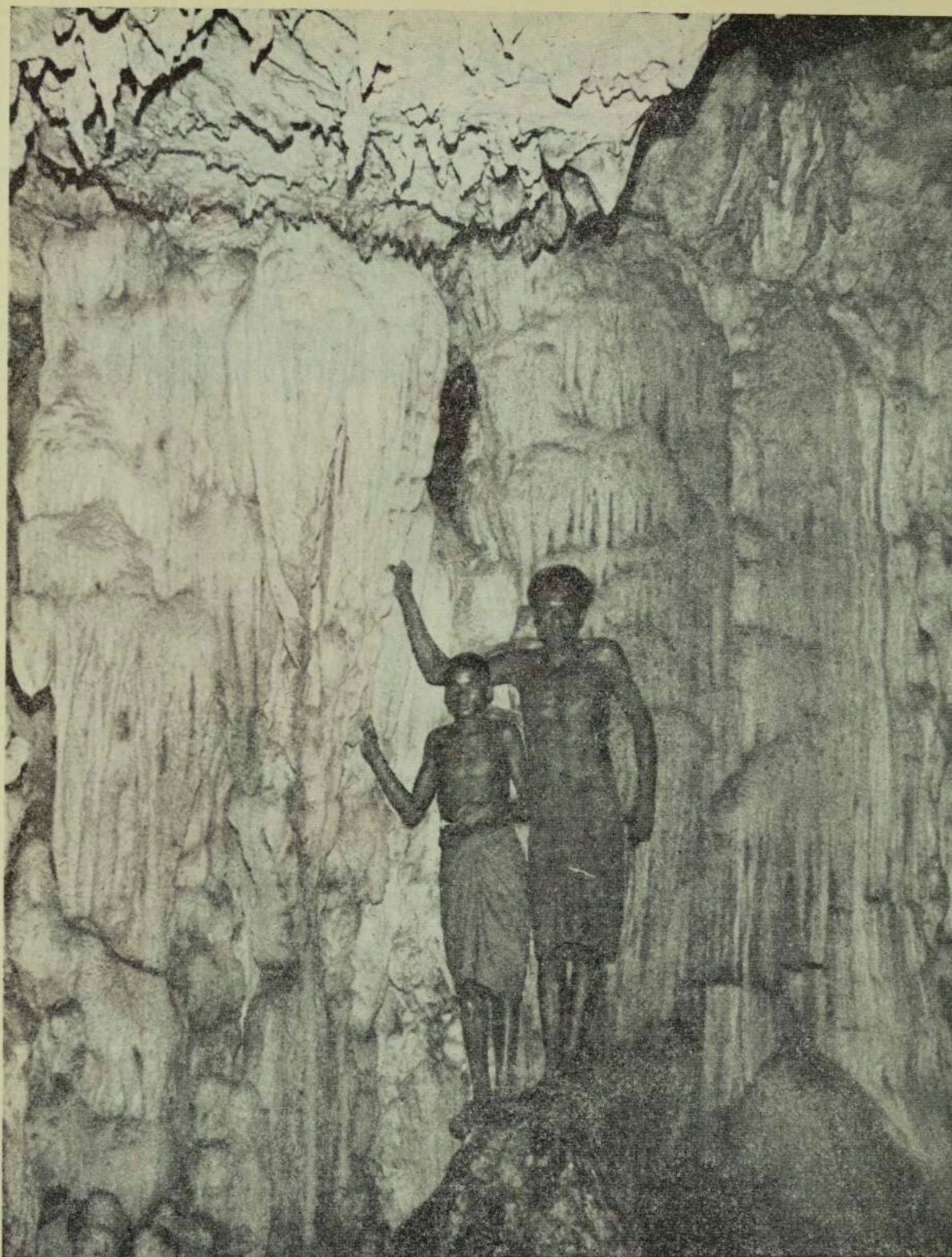
WHEREABOUTS OF WARD WILLIAMS

Sir,—In September *PIM* (p. 127) Mr. William C. Huston, Chairman, Papua Philatelic Society (GB) is inquiring as to the whereabouts of Ward Williams and Stuart Campbell.

I was Assistant Resident Magistrate at Daru during the Archbold and Ward Williams' expeditions and I knew all those concerned very well.

Ken Garden, of course, was killed during World War II whilst ferrying aircraft over England. I do not know what happened to Ward Williams but Stuart Campbell, now happily married, is in business in Thailand and can be got at P.O. Box 847 Bangkok, Thailand.

CLAUDE CHAMPION.
Dee Why, NSW 2099.



- Dr. D. K. Holdsworth, Senior Lecturer in Chemistry at the University of Papua and New Guinea, here describes a visit he made to five limestone caves on Kiriwina, in the Trobriand Islands of Papua. In April (p. 81) we published his description of megaliths also to be found on Kiriwina. Sites of the caves and megaliths are shown on the map. The photographs are by the author.

CAVES, BONES AND CUSTOMS IN THE TROBRIANDS

By D. K. HOLDSWORTH

The main island of the Trobriand group, Kiriwina, was once a coral atoll. It was raised above sea level and the atoll formed the present island; the old lagoon is now a central swamp and the old reef is now a ring of hills which rise to about 150 feet. Caves were formed by a solution of the coral calcium carbonate at the water table and many still contain pools of fresh, clear water. All the caves of the Trobriand Islands, in fact, are soon to be declared a national park to protect them for future generations.

Stalactites and stalagmites have long since decorated the interiors and to all intents and purposes the caves are identical to limestone caves. Bats frequent many of the larger ones and their excrement, guano, can be profuse.

Only one cave is decorative enough to be considered a potential tourist cave; it is far from the hotel and the long walk through the bush and the hazardous path over irregular sharp edged coral boulders would deter all but the bravest tourist.

Many caves are associated with myths and legends, and many, with fresh water near the entrances, are used as emergency water sources for the Trobriand villagers. The women and girls often walk three to five miles carrying a large assortment of claypots, bottles and pans to collect the water.

However in many villages the Administration is now drilling to reach the water table—usually 30-50 ft below the surface—and connecting permanent hand pumps. So the long trek to the caves may soon subside.

In many caves we discovered human bones. It was not clear whether the bones were from the victims of inter-village wars or represented sacred burial.

Skulls, pelvises and limb bones predominate, the rib and smaller bones were conspicuously rare. Large

clam shells and occasional pieces of pottery were noted.

Austen (1939) reports of a Trobriand tradition to bury the dead and to later exhume them to transfer the bones, in pots or on a clam shell, into the caves. One clam shell we discovered in a cave contained the bones of a small child.

Some skulls had smooth, round holes in the crown and a few had two holes about two inches apart. Our first impression was that they were formed by a blow from a nailed club or star club but the absence of radiating fractures did not support this theory.

Surgical trepanning seemed unlikely since there were no signs of healing in any. The most likely explanation seems to indicate drilling after death.

A probable explanation is that in the old days the custom was to bury the dead until the flesh decomposed and then dig up the bones and inter them (sometimes in a pot) in a cave. If the deceased was important many men would gather to mourn him. The task was considered to be both an honour and a duty.

As long as the ceremony lasted, close relatives of the dead person had to feed the mourners and reward them with *pemkwala*—presents of pigs and other valuables. The giving of *pemkwala* was an honour but it could prove embarrassing if the ceremony lasted too long.

Instead of removing flesh by slow decomposition following burial the mourners rapidly stripped an important person with knives or axes, the bones then boiled and smoked. Boiling pots were stored in the caves and there is the possibility that the



pots found in caves were not funeral urns but undertaker's tools. The biggest obstacle to the rapid reduction of the body to bones is presented by the brain and it is probable that circular holes were drilled in the skull to enable the brains to be removed.

Our guides stated that the bones were of men "long before". It was not apparent whether they meant long before their grandparents were born or whether they were of a race of people overthrown by an invasion of the present Trobriand people.

They maintained the bones were those of giants, but they appeared to be of a similar size to those of the present Kiriwinians. The teeth appeared well preserved and still white and did not appear to be more than 100 years old.

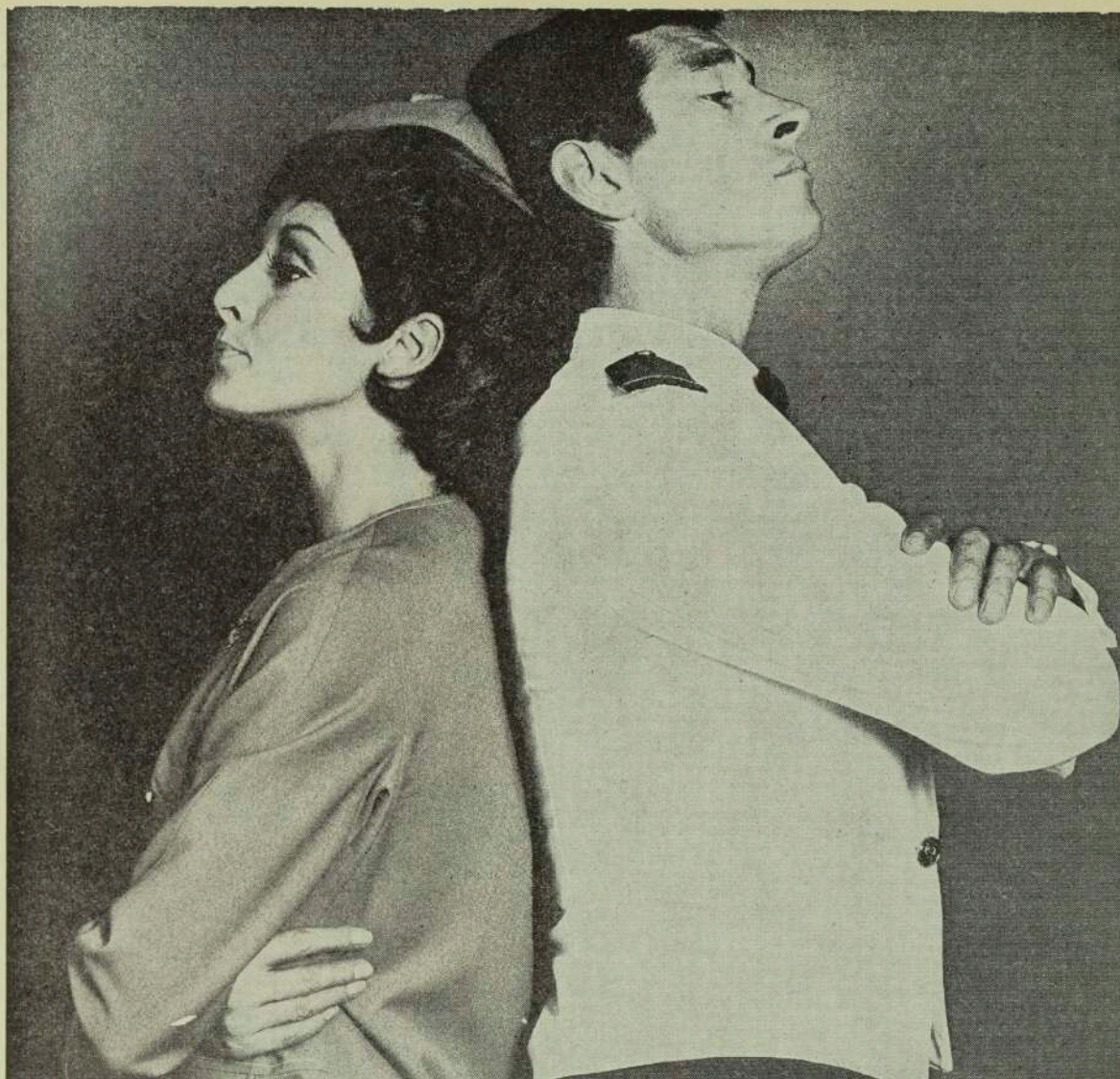
Here are the caves in detail:

Selai cave, near Labai, is sacred to the Trobriand people and we believe that only about half-a-dozen Europeans had visited the cave before we did. A previous ADC told the people of Labai to charge Europeans £5 or £10 each to be shown the cave. This had quite a discouraging effect on tourism.

The myth surrounding the cave concerns Tudava, a culture-hero who taught the Trobrianders the techniques and magic of gardening. He distributed his knowledge according to the reception he received in each place, and this is why some lands only grow coconuts while others are rich in yams and other food crops.

His mother, Bulutukua, was aban-

- Opposite page, the sacred cave of Selai, near Labai. According to legend, the mother of all the Trobriand Islanders lived here.



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The myths of the caves . . .

done by her brother who fled with the other villagers of Labai from the ogre, Dokonikan. Dokonikan eventually ate the whole population of Kiriwina except Bulutukua who hid in Selai cave.

One day, while asleep in the grotto, water dripping from the stalactites made her pregnant and she gave birth to a fish, a pig, a shrub having aromatic leaves (used by the Trobrianders today as ornaments in sing-sings), another fish, birds, a dog and finally to Tudava. Tudava slew the giant and people returned to Kiriwina.

As Kiriwina was then the only island in existence, Tudava created the neighbouring islands by hurling large rocks into the sea.

A stalactite was shown us which was said to depict the child Tudava. It certainly showed no human features but perhaps continued growth of formation has spoilt the appearance.

The cave is roughly spiral, the entrance leading into a large chamber, one passage leads to a lake and another was found to contain bones. Much of the cave has collapsed.

The cave contains many small bats, living above the lake. In the water was a black crayfish (known in Kiriwina as *kiu*) and a foot-long eel (known as *toubuadi*).

Some skulls contained holes, single and double. The teeth were fresh and some bones were stuck together by stalactite formation. A large clam shell was found with the bones.

Our guide told us a legend which tells of 13 men being lost in the cave

and never returning. A similar legend was attributed to Origiveka cave.

The largest cave we explored was Origiveka cave, near Kwabwaga, but we lacked the rope and other equipment necessary to negotiate it completely. It was about 600 ft long and 100 ft wide with a high ceiling. Collapsed blocks were often as large as houses and tremendously slippery with bat guano. Our guide thought that a further passage led high on the left of the fallen debris.

There were rumours that the American troops left stores in the caves and blasted the passage. Trobrianders dug unsuccessfully for "cargo" and, after one man dreamed of finding treasure after digging with a magic hoe, the ADC had to stop the digging in the cave.

After a walk along the beach south of Okaiboma where our guide Kuna-gesi lived, a large rock shelter was found high on the cliff face. This was Kuvwau cave.

The entrance was blocked by a grill of stalactite-stalagmite columns; other stones had been added to fill in the gaps. Inside were found many bones, including skulls with neat, round holes in the cranium.

Mwagai cave, near Kwabula, proved to be the most decorative in terms of formations. One complex column about 60 ft high was most spectacular. In one corner a pool appeared to sump. A few human bones were discovered and a hole in the roof, caused by collapse, admitted enough light to see by without torches in that section.

This was the only cave we dis-



Old-style pottery found in one of the caves. This piece was probably used by the "undertaker" in funeral ceremonies, not to store bones in, but to boil them down prior to burial.

covered with tourist potential, but the access was hazardous and the route over sharp, jagged coral limestone was difficult and dangerous.

Obatum cave, near Wawela, on the eastern end of the island was reached by a long walk through swamp and over coral ridges. At the village we witnessed the ritual cooking of sweet taro dumplings by the menfolk. The ceremony has remained virtually unchanged since described by Bronislaw Malinowski 50 years ago.

The cooking pot was a large earthenware vessel, probably imported by canoe from the Amphlettts in the *Kula* trade.

The cave was a long walk over a steep hill from the coastal village. The entrance was treacherous, a slippery, steep descent into a cave divided into three sections by stalagmite formations. One section contained a pool. A small amount of human debris was discovered and two old pieces of pottery were the only evidence of former funerary urns that we discovered on the island.

We hope to return soon to the Trobrianders to continue the search for new caves further south, where roads are non-existent and one has to patrol with porters.

In conclusion it must be stressed that in all our surveys no bones were disturbed—these were left as we found them for future anthropological investigations.

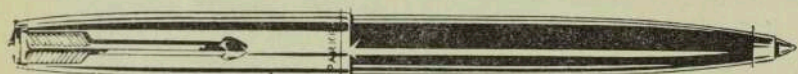


Some skulls found, such as this one, were probably holed to enable the brains to be removed during "stripping down" before burial.

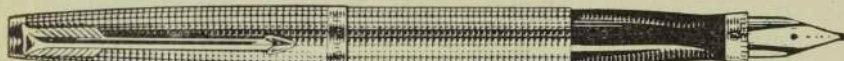
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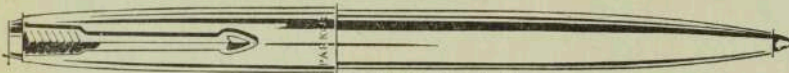
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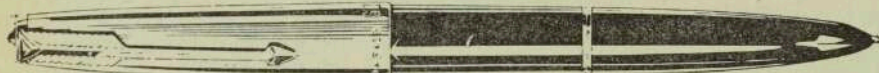
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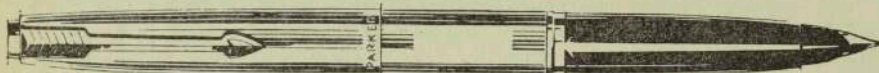
Parker 51 Gold Cap Pen



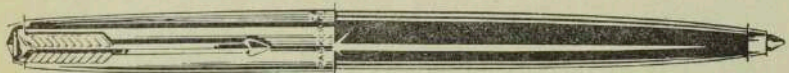
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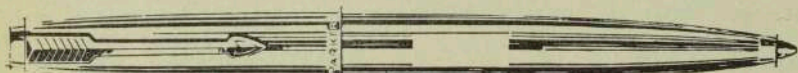
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Parker 45 Insignia Pen



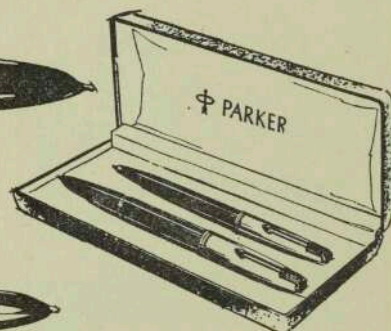
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CHANGING PATTERN OF COOK ISLANDS AIR SERVICES

From *KELVIN R. KING,*
in Auckland.

Air New Zealand's new fortnightly flight to the Cook Islands, which began on October 1, is its first service to the Cook Islands since the flying-boat run ended in September, 1960. The aircraft is a Hawker-Siddeley 748, owned by Fiji Airways (in April to be renamed Pacific Islands Airways) but chartered to the company.

Air NZ's jet services to Rarotonga will not begin until the new airport is opened sometime in 1972.

Since the flying-boat withdrawal, there has been only one regular commercial air service linking the Cooks with the rest of the Pacific. This was between 1963 and 1966 when Polynesian Airlines flew DC3s from Faleolo, Western Samoa. This service was terminated by the international restriction on DC3 aircraft limiting them to remaining within 90 minutes of an airstrip.

Over the last four years the Royal New Zealand Air Force has operated Hercules flights to Rarotonga, for some of the time on a regular basis. But with the commencement of work on Rarotonga International Airport the airstrip could no longer accommodate the Hercules.

And yet there was even more potential traffic than previously, because of the airport project and other construction and development programmes. An interim regular link therefore became essential and Air NZ, with its enormous commitment to tourist development in the Cook Islands, was the obvious carrier.

But neither Air NZ's DC8s nor its Electras could land at Rarotonga; and the Aitutaki strip, although able to handle Electras, was impracticable because its coral particles can cause serious damage to Electra and Hercules turbine engines. Furthermore, it has certain weight restrictions.

It was thus necessary to charter a HS748 from Fiji Airways which is partly owned by Air NZ. On the first flight the aircraft had no special identification but in future it will carry Air NZ markings as well as its usual colours.

The HS748 can land and take off in a very short distance, and under an agreement with the contractor, a

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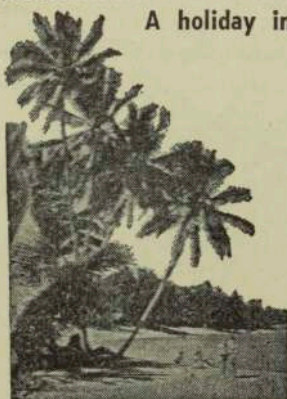
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How to catch a 747

NORTHBOUND 747 FLIGHTS

SUNDAY, THURSDAY

Depart NADI	11.05 p.m.
Arrive HONOLULU	7.05 a.m.
Arrive LOS ANGELES	4.55 p.m.

Pan Am 747s are also flying between Hawaii and the Orient and California and Europe.

SOUTHBOUND 747 FLIGHTS

SUNDAY, THURSDAY

Depart NADI	6.45 a.m.
Arrive SYDNEY	8.55 a.m.

Nadi: Nadi Airport, 72-100
Suva: 38 Thomson Street, 25-657

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065.P.172B

stretch of runway at Rarotonga will be kept open throughout the construction period. This will be achieved by changing the site of the runway as construction proceeds.

The new service is open to Cook Islands residents, tourists and other general traffic. But under arrangement with the major airport project contractor, Air NZ allows a certain number of seats on each flight for construction and development personnel.

Because of this "guaranteed" traffic, and the knowledge that this single link will be well utilised by other government and private travellers, Air NZ has been able to keep the cost of a one-way flight as low as \$160. But the service must operate at near-capacity loadings to be profitable.

The fortnightly run commences at Nadi Airport, where it connects with a regular flight from NZ. First stop, for technical reasons, is at Tafuna Airport, Pago Pago, and then the aircraft flies direct to Rarotonga. On the Fiji-bound flight an extra stop is made at Aitutaki.

When DC8 flights commence, one service will duplicate the temporary "island-hopping" route. Another will be operated direct from Auckland and then on to Honolulu. It's not yet known whether attempts will be made to arrange flights through Rarotonga to Tahiti.

MEANWHILE, early next year two aircraft that are famous in the South Pacific will be withdrawn from service in favour of custom-built Fokker Friendships. They are DC3s of the NZ Ministry of Transport's Civil Aviation Division calibration flights, which are being replaced to maintain efficiency and cut down transit time.

The two Dakotas have been responsible for the calibration (checking of electronic navigation and communication equipment) of all major airports in NZ and the South Pacific.

Several flights are made yearly with two basic routes: The shorter, covers New Caledonia's Tontouta Airport and Nadi in Fiji with transit stops at Norfolk Island. The longer is primarily intended to calibrate Nadi, Tafuna Airport at Pago Pago, Aitutaki and Rarotonga in the Cook Islands and Fa'a'a on Tahiti. Stops are also made at Norfolk, Tontouta and Faleolo, Western Samoa.

This latter flight is the world's longest scheduled DC3 service, while the former is second-longest.

The calibration flight also carries out irregular checks at other South Pacific airports such as those in the

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The four bold designs of these Christmas postage stamps are the work of three residents of Western Samoa. Released on October 26, they are the result of a competition in Apia to find the best local designs, of religious significance, for this Christmas. Sister Meleane Fe'ao, who designed the 30 sene stamp, is a Carmelite nun, born in Nukualofa in 1941. She studied at the Missionary Sisters of the Society of Mary in Tonga and entered the Carmelite Monastery of St. Joseph at Vailima, Western Samoa, in 1963. Painting is her hobby. Frances B. Eccles (2 sene and 20 sene stamps) came to Samoa with her husband, a member of the first Peace Corps to work there. A schoolteacher with six children, her paintings are in great demand. W. E. Jahnke (3 sene), born in Western Samoa in 1918, went to school in Germany where he studied painting. Married with eight children, he lives at A'ana.

Gilbert and Ellice group and Tonga.

The teams usually include a pilot, first officer, navigator, radio engineer and flight engineer. All are chosen for their expert knowledge and experience and their ability to work as a team.

After several years' service the crews have become familiar figures on most of the islands they visit and have taken on an almost legendary aura in some areas.

One of the main stories associated with the calibration flight refers to the habit many Fijians at Nadi have of addressing crew members as "Pres". This apparently started when John F. Kennedy was President of the United States. A calibration crew arrived at Nadi's Mocambo Hotel and Flight Engineer Jim Young (Jim is the most colourful of a colourful team) passed the silver, white and orange DC3 off as the presidential aircraft and the crew as a presidential group.

Since then all calibration crews have been affectionately called "Pres", a habit which is enthusiastically reciprocated.

The two DC3s have both had long and interesting careers. One—ZK-AXS—was Lord Mountbatten's personal aircraft during World War II.

When the planes are gone the crews will remain the same.

'THE CONFLICT OF TOURISM'

From FELISE VA'A, in Apia

Western Samoa's Prime Minister, Tupua Tamasese Lealofi IV, makes no bones about the fact that he is in two minds about the merits of tourism in his territory. Asked at a recent Press conference why some of his public statements on tourism appeared contradictory, he answered that they probably reflected this indecision.

He felt this indecision was shared by people throughout the South Pacific on the attitude to be taken to tourism. Two conflicting factors had to be balanced.

"On the one hand," he said, "we have the need for economic development, and tourism certainly has a contribution to make to this development. On the other hand there is the native people's pride in their society and in their way of living, which is bound to be affected adversely by tourism."

"I think there is no doubt that wherever tourism has affected a country's society or way of living, the result has always been adverse."

"When you, therefore, consider that the social rules, traditions and customs of Samoa are something which we use every day and are something which affect our attitude towards most aspects of our life, then you can understand the diffidence which has prompted Samoan leaders in the past, as well as now, to be in two minds about tourism."

"To Samoa it is not just a question of choosing between traditions and customs, and money. It is choosing between money and a way of life, and that decision is not an easy one to make," said Tamasese.

The government had already shown its support of a limited form of tourism by its huge investment in the new airport and road, and by its negotiations with foreign investors on hotel construction.

He added, "Western Samoa cannot afford to do without tourism, but at the same time it must ask itself whether it can afford the more rapid erosion of its society, customs and way of life, which in themselves contain the many checks and balances which have allowed Samoans to have the dignity and peace which they have now."

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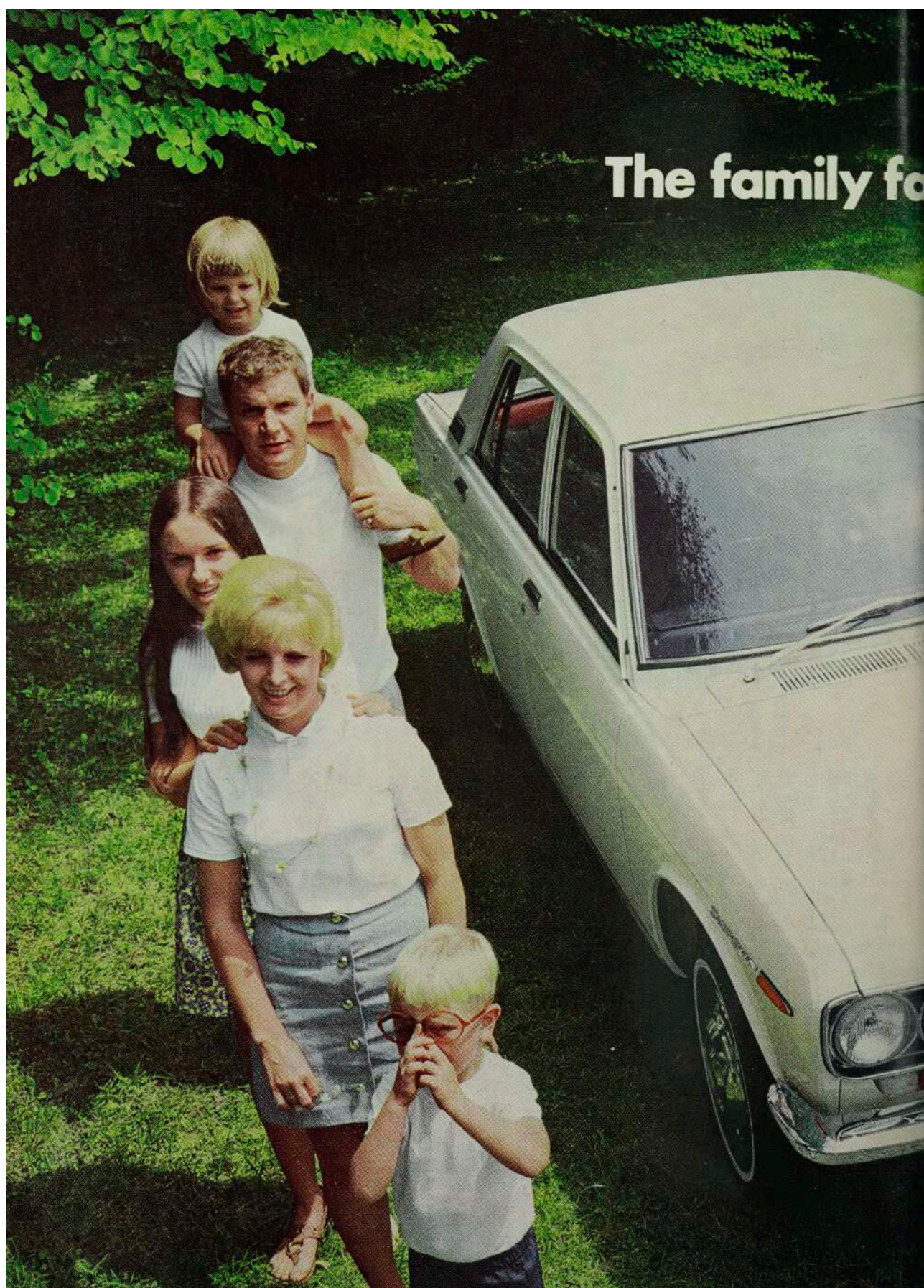
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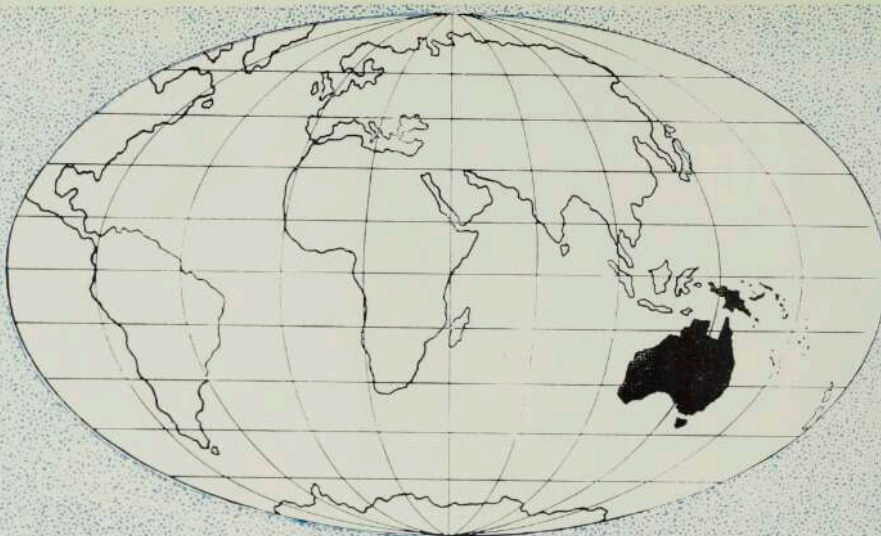
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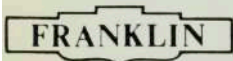
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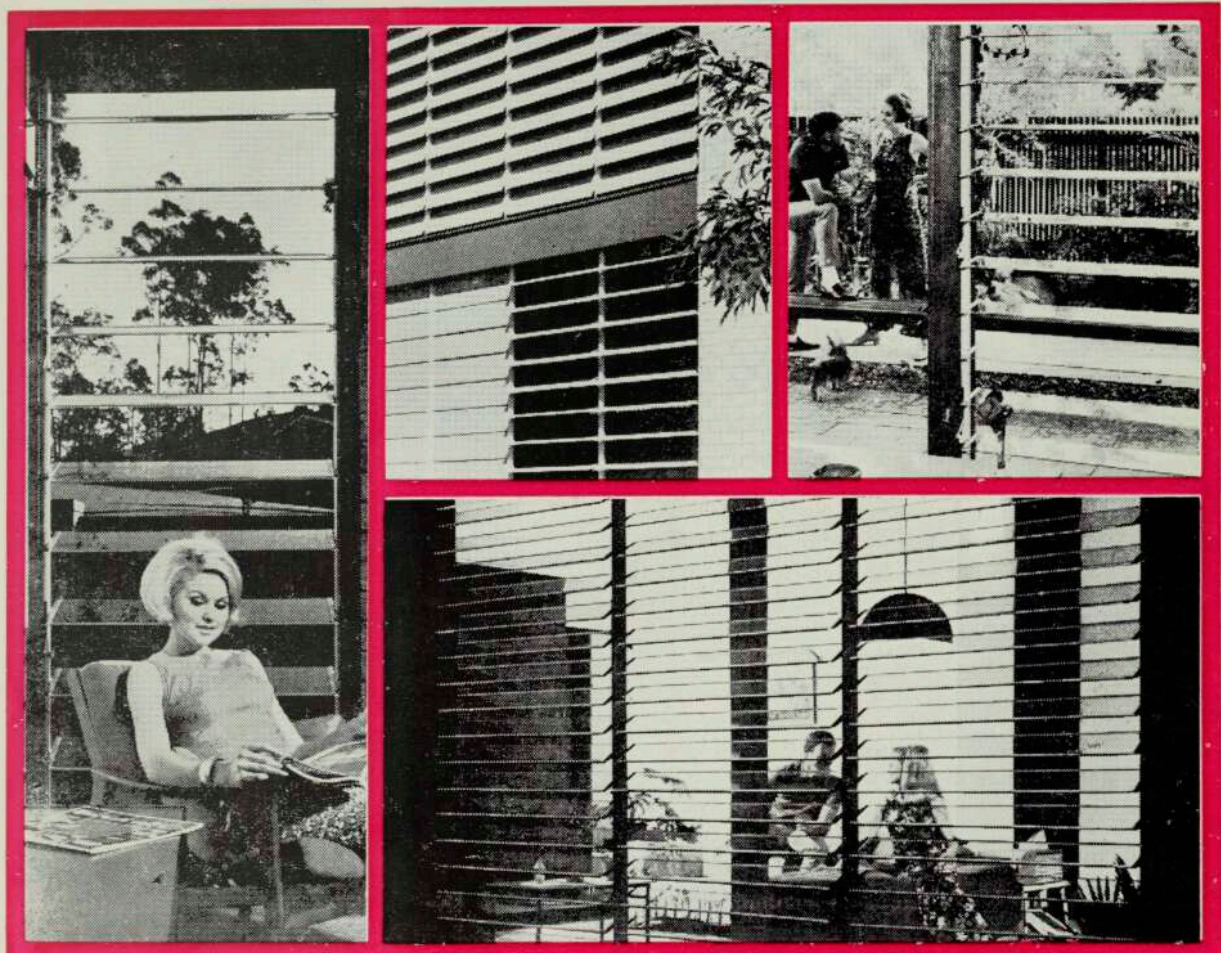
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Magazine Section

FIRST VISITORS TO MANGAIA

WHY CAPTAINS COOK AND REIBEY TURNED AND SAILED AWAY

By DR. W. G. COPPELL, a former Deputy Director of Education in the Cook Islands.

The first two recorded encounters with the inhabitants of Mangaia in the Cook Islands were hardly likely to make European explorers feel at home. Captain Cook, who arrived during his third Pacific voyage, decided discretion was the better part of valour when faced with armed natives and a dangerous reef. Thomas Reibey of the *Mercury* departed hastily in 1808 taking a crew member with a Mangaian spear through his groin.

The island, about six miles across and the most southerly of the Cook group, was first sighted on February 29, 1777, when Cook, on board the *Resolution*, received a signal from the *Discovery* that land had been seen. This was the first discovery of new land on this voyage.

People were seen on the shore, most of them armed with long spears or clubs and making threatening gestures or, as some on board the ships preferred to think, inviting the ships' people to go ashore.

Cook gives us a clear description of the Mangaians. "Most of them appeared naked except having a girdle which, being brought up between the thighs, covered that part of the body. Some of them had pieces of cloth of different colours, white, striped, or checkered, which they wore thrown about their shoulders. Almost all of them had a white wrapper about their heads, not much unlike a turban or high conical hat. The people were a tawny colour, of middling stature, but robust and inclined to corpulence."

Through his interpreter, Omai, Cook was able to communicate with two of the islanders, who came out from the shore in small, one-man canoes, and from them he learnt the island was called "Mangeea". Cook launched two of the ship's boats but was persuaded to abandon the attempt at landing by the sight of the extremely dangerous reef, in which there seemed to be no opening, and by the fact that several of the Mangaians had swum out to the

boats, climbed on board and it was "difficult to prevent them carrying off everything they could lay their hands on".

When the Englishmen returned to their ships, Cook was accompanied aboard by Mourooa, one of the two men who had first paddled out to the ships, and it was from him that Cook and his men were able to learn much of the language and customs of the place.

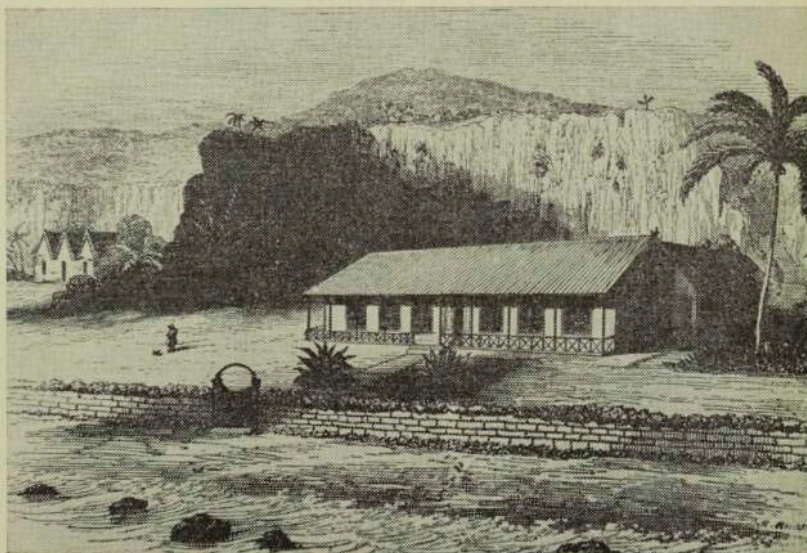
The second recorded visitor to Mangaia had very direct links with Australia as it was brought about by the trade in salt pork, which had

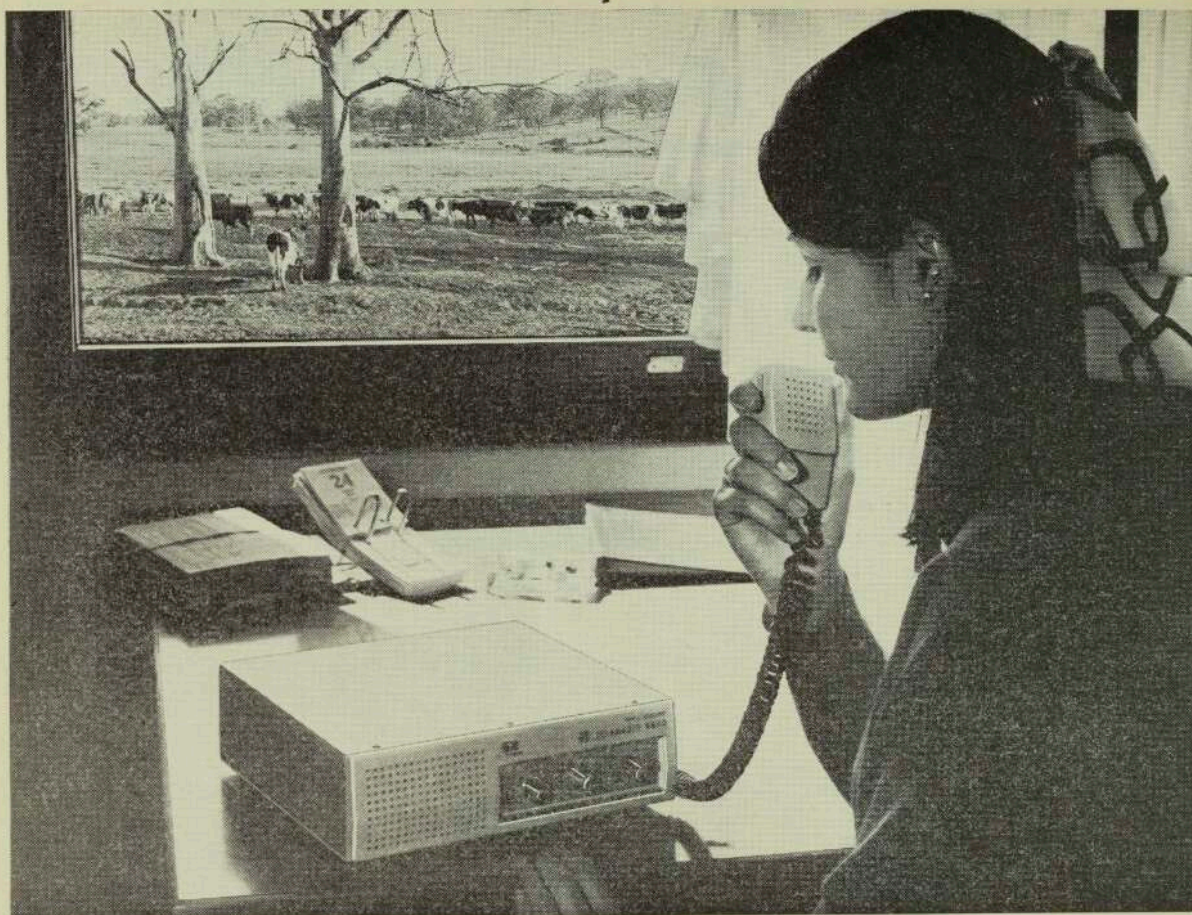
been built up between the infant colony at Sydney Town and Tahiti and other islands in the neighbourhood.

On Sunday, July 10, 1808, the colonial schooner, *Mercury*, Thomas Reibey, master, arrived at Sydney from Tahiti, with an account of an extended voyage which affords an insight into conditions on a number of Pacific Islands.

The ship had left her home port

The old mission house at Oneroa, main settlement of Mangaia—when Europeans finally met the people on friendly terms.





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on December 10 the previous year in the company of the *King George*, both ships seeking food supplies for Sydney town, principally salt pork.

On January 3 the ships parted company and while the *King George* set her course for Fiji, the *Mercury* continued on to Matavai Bay, arriving there on February 24.

Until April 25 the crew were busy trading for pigs and salting them down. The *Mercury* then stood to the south-west until she reached Mangaia and there the crew found that the people "seemed perfect strangers to every race but their own".

They were described as being similar to the Friendly Islanders in dress and colour, but above average in size, robust and very muscular.

As the ship neared the island, 50 to 60 canoes came out to meet her, each occupied by a single man armed with one long spear and several short ones. When the ship hove to about two miles from the shore the canoes surrounded her and their occupants entreated the sailors to go ashore and invited them to get into the canoes.

However, the *Mercury's* people became suspicious of the Mangaian's intentions, particularly as their numbers increased rapidly. Accordingly measures were taken for the defence of the ship.

The islanders, as they seemed to have no prior knowledge of firearms, were little affected by the weapons held by the Europeans, and they began to demand everything that was to be seen on the ship's deck, the sailors having little difficulty in understanding these demands as the dialect differed only slightly from that of Tahiti.

The crew understood the frequent demands for the pigs penned on the ship and that the Mangaians were impressed with the size of the ship and were puzzled as to to whom this "canoe" belonged.

Eventually the patience of the islanders was exhausted and several grappled with the bowsprit and attempted to tow the ship towards the island while others tried to pull the bolts from the ship's hull, for "the sake of the iron, with the value of which metal they were doubtless made acquainted by Captain Cook".

Captain Reibey tried to capitalise on the situation, as, still having some of his trade goods left, and observing that the Mangaians seemed to have few articles suitable for barter, he offered to trade for the intricately-carved Mangaian spears, but none of the islanders could be induced to part with their weapons.

Then, while the attention of most of the crew was diverted, one of the

Mangaian who had been pretending to barter with David Clarke, one of the seamen, made a "sudden plunge at the belly of Clarke; who received the spear through his right hand and into the left groin about an inch. The unfortunate man fell upon receiving the wound and was with great difficulty got in".

It was now obvious that a general attack was about to be mounted and self defence became the main interest of the Europeans. Two musketoons were fired at the nearest canoes and "we were not sorry to observe that the whole contents of one were lodged in the body of Clarke's unprovoked assailant".

The men in the canoes did not wait to find out the cause of the explosions but "taking to their paddles, in a few minutes reached the shore, where an immense number were assembled". The *Mercury* then left.

According to Mangaian tradition, only three ships had called at the island before the arrival of the missionary John Williams in 1823. H. E. Maude, in his *Of Islands and Men*, produces a substantial amount of evidence that one of the three, in fact the second visitor, after Cook, was the *Bounty*, under Fletcher Christian, as the mutineers searched for a sanctuary where they would be safe from inevitable pursuit and vengeance from the British Navy.



An early engraving of a man of Mangaia. It was done by an artist on Cook's expedition.

Why whaling men came to the Cooks

Several of the Southern Cook islands were recognised ports of call for the fleet of whaling ships, principally American, which operated in the Pacific Ocean for almost a century up until the decline of the trade after 1860.

The interest of the whalers in Rarotonga, Aitutaki and Mangaia were threefold: rest, refreshment and recruitment.

The buffeting the ships took at sea meant that they often sought shelter and relaxation for their crews; but in this respect, the Cook Islands were not hospitable. The islands were always dangerous places to visit. There were no sheltered, safe anchorages and the rigid control exerted by the missionaries did not allow the whalers' crews to set up the rollicking and licentious havens which existed elsewhere in the Pacific.

But up to 100 whalers called at Rarotonga in a single year, this at a time when few other vessels paid any attention to the island, and the influence of the whalers, their captains and crew, was extensive and sustained.

Contacts with the smaller islands in the Southern Group were rather infrequent and the atolls of the Northern Group offered few attractions. However, whaling ships do provide some of the first records of European contact with Manihiki, Rakahanga, Penrhyn and Nassau.

The Alexander Turnbull Library in NZ holds a copy of the *Market House*, regulations and prices for Avarua published in 1849, and this shows the firmness of the control over the ships' crews: "It is requested that on the desertion of a man from a vessel, the Captain give immediate information to the chiefs of the station and that the vessel not leave the island until the deserter be apprehended. That for every deserter delivered by the natives to the Captain, two pieces of cloth be paid, one to the chief of the station and the other to the parties who secured his apprehension.

"That in the case a deserter not be found until after the vessel has left the island, when apprehended he shall become a prisoner and be

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The advertisement is a black and white print featuring several boxes of Webster's Christmas products. The products are arranged around the central text. At the top left is a box of '3lb. Uniced Christmas Cake'. To its right is a round tin of '14oz. 1lb. 12oz. 3lb. 8oz. Christmas Pudding'. Below the pudding tin is a box of '3lb. Vintage Christmas Cake'. To the right of the pudding tin is a box of '2lb. Uniced Christmas Cake'. Below that is a box of '3lb. Iced Christmas Cake'. At the bottom is a box of '2lb. Iced Christmas Cake'. The central text reads 'Top Taste Christmas Specials from Webster's'. Below this is the order information: 'ORDER EARLY! ORDER NOW! DAVID WEBSTER & SONS PTY. LTD. 468 Gympie Road, Kedron. Phone: 59 6566.'

Whalers had to obey local rules

employed in public work until he leave the island."

Indigenous products and the food crops introduced by the missionaries were of great value to the whalers and trading was carried on briskly, but again under the supervision of the missionaries. All trading was carried out at market places. Normally the sailors were not permitted to leave it and as the Avarua instance shows, prices were stabilised in Chilean specie.

The range of articles included potatoes at a Chilean dollar a barrel, taro \$1 a barrel, bananas three bunches \$1, dried bananas 10 bundles for \$1, fowls four for \$1, turkeys \$1 each, hats 25c to \$1 each.

These control measures were often negated by the wrecks which occurred on the island reefs. In 1847, two whalers, one French and one American, came to grief on Aitutaki and the Rev. Henry Royle complained to the London Missionary Society about the debauchery and violence taking place on the island and of the economic burden placed upon its resources for almost a year by 70 destitute sailors.

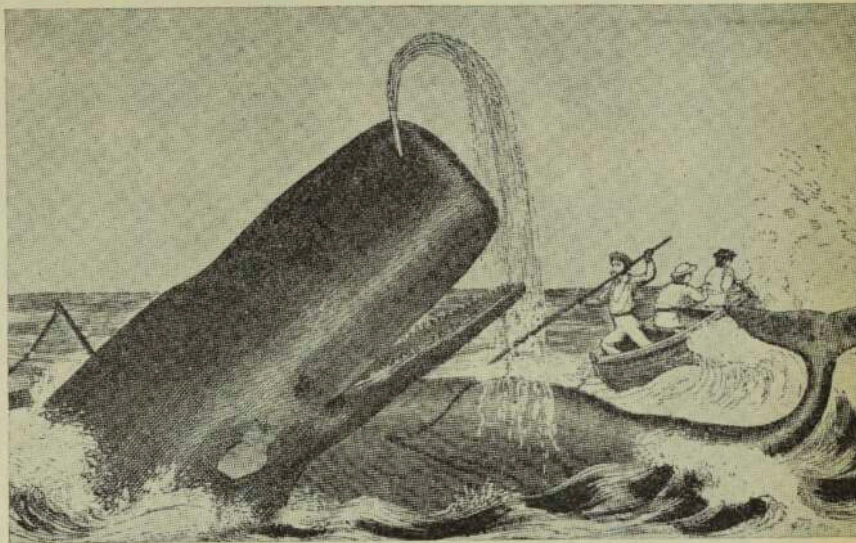
It appears, however, that to the captains, above all else, these islands offered the opportunity to recruit crew members to take the place of those who died or were killed at other hazardous islands.

The New England newspapers of Boston, Salem, New Bedford, Nantucket and Essex report the wrecks of a substantial number of American whale-ships at Rarotonga, Aitutaki and Mangaia and, in most instances, it is reported that the disasters happened while recruiting was under way.

The *Tacitus* went ashore at Rarotonga in March, 1845, while recruiting, before going on to the north-west coast of the US. The Rev. Buzacott reported that the sailors set a bad example ashore with their immoral conduct and that the captain, who was sailing under temperance principles and pledges, had given a 36 gallon barrel of rum to a chief.

The *Sarah Francis* in 1850 joined the *Tacitus* in the long list of Rarotongan wrecks, when, after completing her recruiting, she set sail, but was found to be leaking badly and was driven onto the reef to stop her sinking.

It seems that some captains called regularly to seek Maori sailors. The *Frances* was wrecked on Mangaia on Christmas Day, 1852. The captain reported to the New England papers on the hospitable and Christian recep-



he heeds not that storm that chants a requiem o'er the trouble ocean." tion his castaways had received and commented favourably on the character of the Manganians. He knew them well, as he had recruited crew members there in March, 1851.

Young men went in large numbers from the relatively small island populations. Sometimes they were attracted by the pay, but it seems that greater attractions were the desire for adventure and novelty and the chance to escape from the authority of the chiefs and the repressions of the missions.

In 1849, 100 young men were absent from Ngantangiia on Rarotonga and in 1853 between 60 and 70 men were serving as whaling crew members. Many were encouraged to leave by the return of the few who were enriched to the extent of \$30 to \$50. But this was soon dissipated among friends and relations and, often, the men went off to sea again.

Some chiefs tried to stop the practice of joining whalers by forbidding their young men to go to sea, while other chiefs sought to control the recruiting as they did trading. The Avarua market rules say that "Captains are not to engage natives for crew in secret".

In his book, *Na Motu: Reef roving in the South Seas*, Perkins, who served in the crews of whalers, gives a graphic picture of what must have been the fate of many of these Polynesian sailors. He tells us of Little Henry, a Rarotongan who is returning to his home island, a sufferer from tuberculosis:

● Harpooned whales before breaching: a dramatic print taken from an early book, "Life and Adventure in the South Pacific".

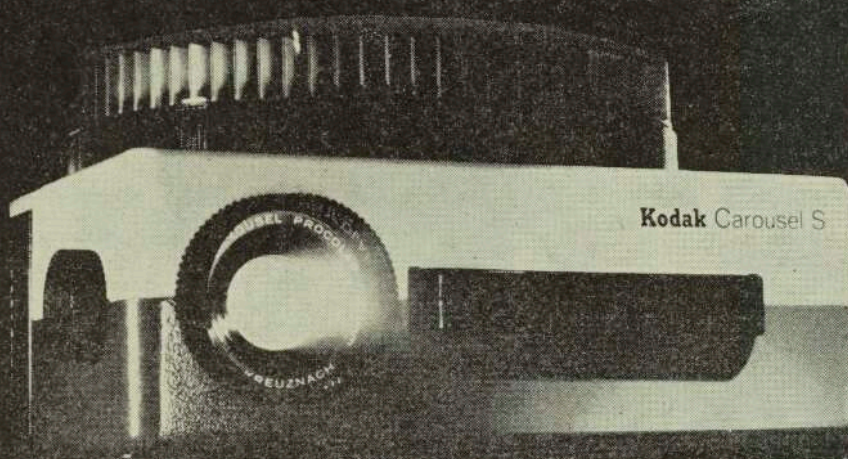
"About 8 o'clock the steward informed me that Henry was dying. I was at his bedside in a moment and beheld at a glance that the destroying angel was there. Though speechless, he was sensible of my approach, his Bible was at his side, but he no longer needed its consolations, for he was already at the threshold of that house his faith had built.

"Death came not to him amid the groves of his native isle where the drooping plumes of the palms rustle in the breeze like the whispered converse of the spirits, and where, amid the harmonies of nature he might breathe a last farewell to weeping friends, but in his narrow room where the rays of light through the cabin window shone faintly upon the bulkhead, and surrounded by hardy seamen in whose feeling hearts his suffering touched a chord of sympathising response."

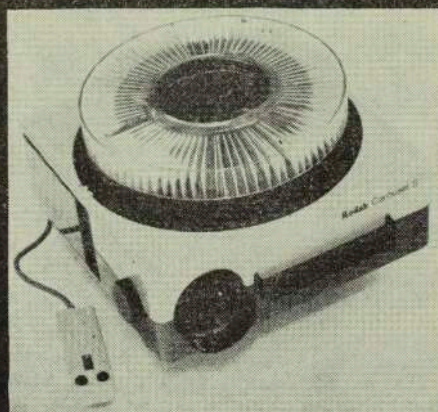
Four years later Perkins sailed past Rarotonga in the night and says his thoughts encompassed visions of Henry's family:

"How often has she (Henry's mother) counted the breadfruit harvests and scanned the distant horizon for the faint glimmering of a sail! In vain has the sister woven garlands of flowers plucked from her native hills for her truant brother. But grieve not for him. Holier fingers have twined for him chaplets of amaranth where, in brighter realms,

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Although *PIM*, editorially speaking, didn't like what was happening in the rest of the world, life in the Pacific at least was full of interest 20 years ago this month. One big event was the arrival in Brisbane of the 37 ft cutter, *Fetu Moana*, skippered by Jack Morris, of Lautoka, Fiji, crewed by five Fijians, and carrying one unfortunate passenger. Unlike the raft *La Balsa*, which in November arrived in Queensland after a 161 day drift from Ecuador, the *Fetu Moana* wasn't aiming for Australia. The cutter was sailing between islands in Fiji's Koro Sea, was blown away and took four weeks to drift the 1,500 miles to Queensland.

PIM for the first time took to the air. Copies of the magazine were to be flown by Qantas to points in Papua-New Guinea. And arrangements were being made to extend this service to Fiji and the New Hebrides. Cost per copy in Port Moresby was 2/9d, and a little more away from the capital.

Western Samoa had its worst ever air crash when a New Zealand Air Force Catalina plunged into the lagoon immediately after taking off from Faleolo Airport. Seven of the crew of eight were killed. The other crew member and five passengers (Samoan Administration officials on a routine visit to the Tokelau Islands) were injured.

The notice of the Secretary of Fijian Affairs had been drawn to the plight of a group of 280 Fijians who had been landless since their descendants took part in a rebellion against King Cakobau about 1870. The descendants, living in a village on Ovalau, were dependent on another small land-owning group. The government now made land available to them nearby.

PIM reported that the last steamship on a regular trans-Pacific service was to be sold. The *Aorangi*, owned by the Union SS Co. Ltd. had connected North America with Australia and New Zealand. *PIM* said the introduction of plane services and the "imposition of intolerably expensive conditions for shipping services by the socialist authorities" were responsible for the demise. Before World War II there were three other liners crossing the South Pacific—the *Niagara*, the *Monterey* and the *Mariposa*—and these had all gone. (The gap remained for some years).

Tonga, with a population of about 50,000, was about to embark on a birth control programme. Birth control was discussed at the Legislative Assembly, and it was decided there should be public debate as the best means of bringing word to the people.

Yesterday

The first debate took place before a packed house in the Government College hall; main speakers were the Premier, Prince Tungi (the present King *Taufa'ahau*) and his brother, Prince *Tu'ipelehake*. Today Tonga is still concerned about birth control, and the population is up to 84,000.

The paper-thin walls of some of New Guinea's hotels had caused some bother. *PIM* reported a wife deserted her planter husband after he had been heard talking to a blonde from "up the coast" late into the night. The wife refused to believe that he had been talking through the thin walls to the blonde, and last report was that she was living with her mother in Sydney.

Drought in the Gilbert and Ellice Islands was worsened by lack of

transport to carry emergency water. The "*Nimanoa*" was lying in Tarawa with a broken tail shaft, the "*Margaret*" was stuck on the Nanumea reef, and only the little "*Kia Kia*" was serviceable.

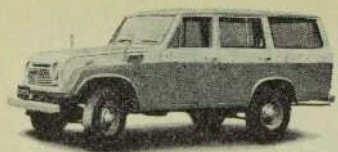
Sir Alan Burns, member of a UN Trusteeship Council delegation to Micronesia, Western Samoa and New Guinea, spoke in London of his impressions. He said he was surprised by the number of American officials working in the US Trust Territory, and felt the people themselves should be encouraged to do more towards their own development. Of New Guinea, he said priority should be given to building roads (or rail) and bettering the living conditions of New Guinea public servants. Of Western Samoa he said the leaders were too devoted to long-drawn-out ceremonies and oratory, but the people were happy.

An appeal was published by the History Department of the University of Melbourne for unpublished manuscripts, letters or diaries about life in New Guinea's early days. Printed works there were a-plenty; what was needed were the personal notes of people who had lived in the territory when history was being made.

Annual reports of the New Zealand Department of Island Territories on territories under NZ control revealed that many Islanders were being drawn to the bright lights of Auckland. There were already 2,000 living in NZ, and once more sea and air transport was available (added *PIM*), the drift would become a flood.

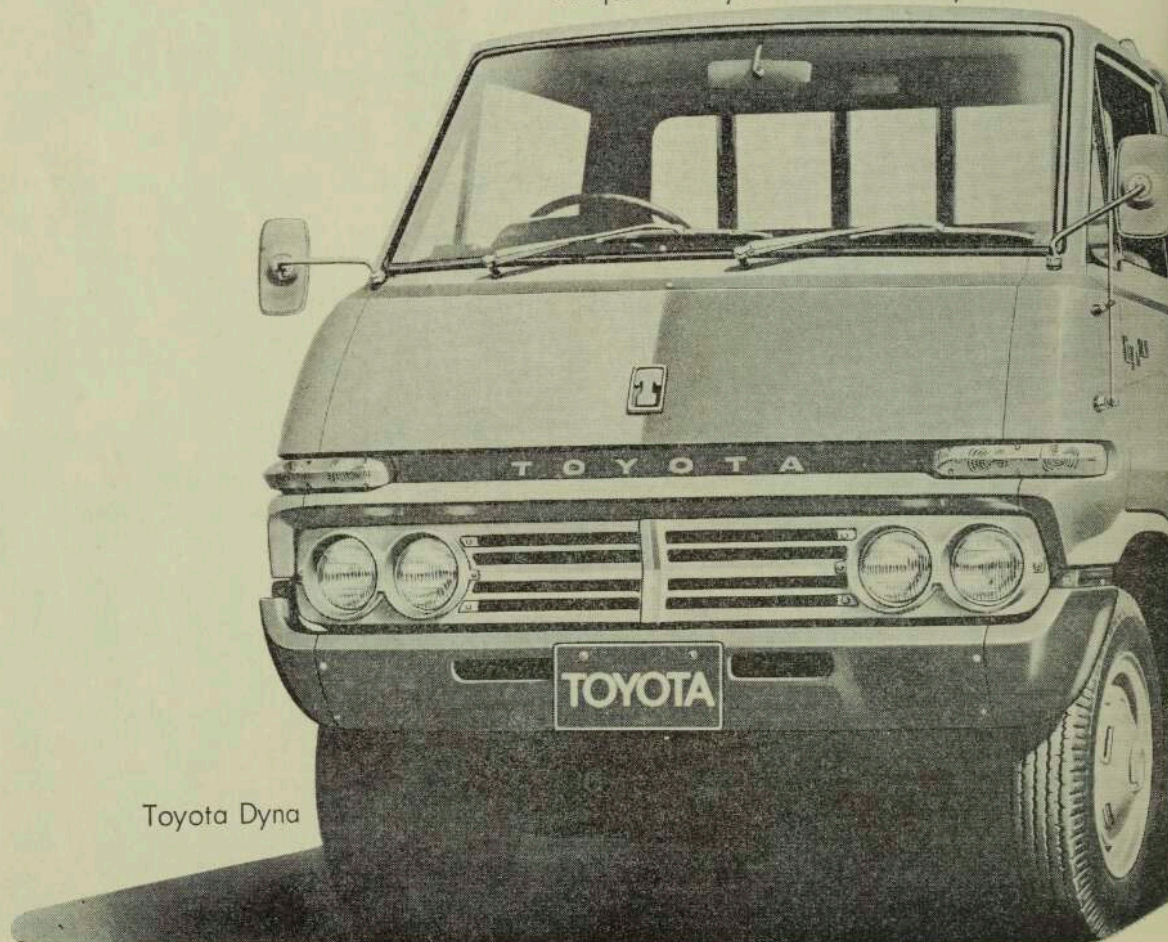
West Samoans were offering Sub-Inspector *Fitisemanu* as the world's largest policeman, 20 years ago. He was 6 ft 3 in., weighed in at 520 lb and had been in the police force for over 20 years.





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ment its strong construction. A big cargo deck of heavy-gauge steel, and a strong all-welded box frame give you top utility. And its quiet 1500cc engine gives good performance and gas mileage.

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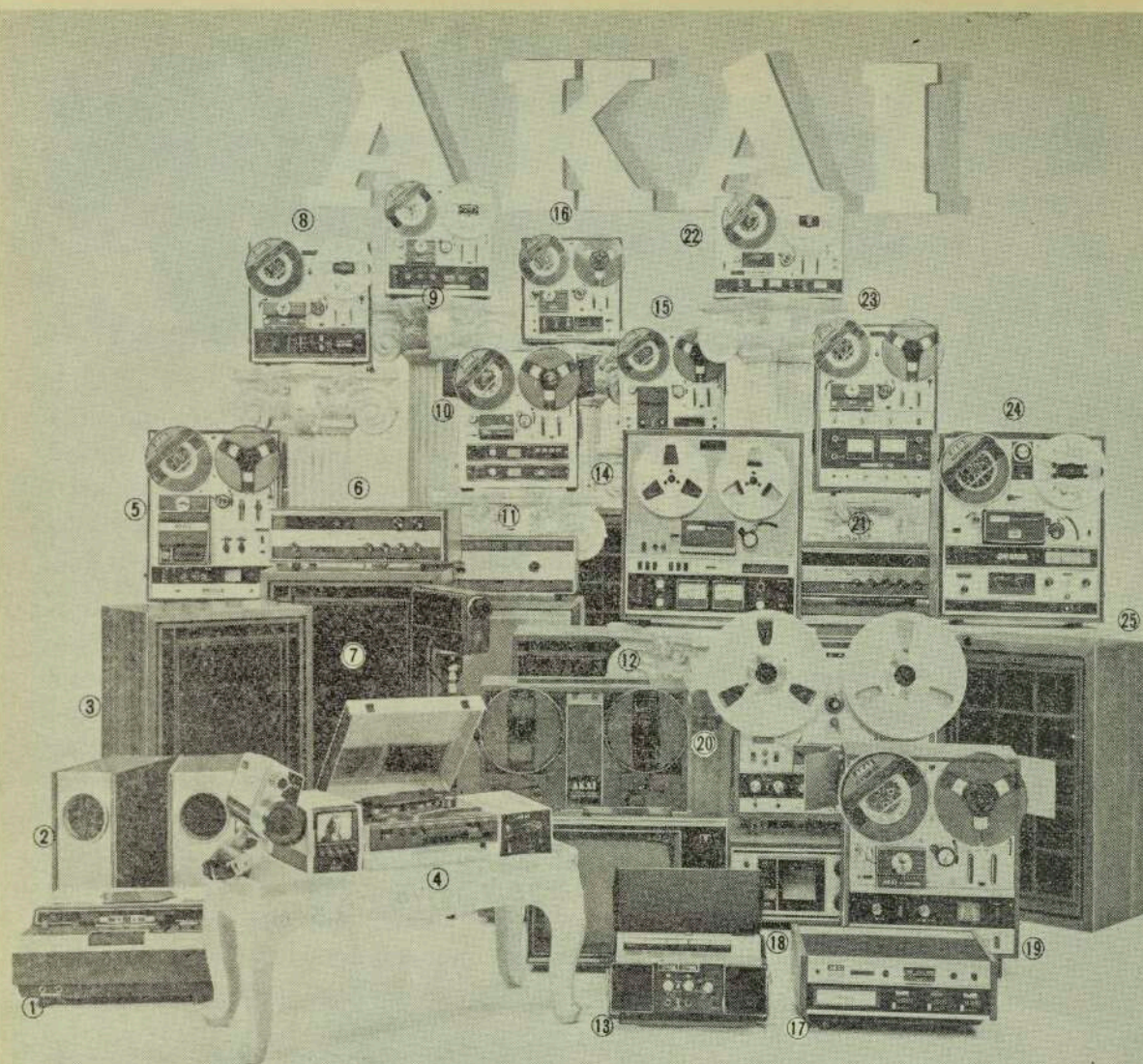
Toyota, proud maker of all these vehicles, is among the world's six largest automakers. You can rely on these trucks from the word go. See them at your Toyota dealer.

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Book Reviews

BE BLACK AND BE THANKFUL

The experiences of Ian Downs as a public figure in New Guinea for more than 30 years—as patrol officer, District Commissioner, coffee planter and member of the Legislative Council and House of Assembly—would fill many books. It may surprise many therefore that his first book, *The Stolen Land*, published this month, is a novel, although it will surprise none who have known him that it is done with his usual competence.

More than competence. It is a good novel, which can stand up in the same company as Monsarrat's *Richer than all his Tribe*, with which it has certain fundamentals in common.

Writing and characterisation are excellent, it has its modern sprinkling of four-letter words and passages of explicit sex. If you had never heard of New Guinea you could still read it as a straight-out story, its momentum carrying you forward to the last pages of climax. But those of us who know New Guinea and have not yet learned to read straight stories about it, but look for messages, portents and predictions, will get from it much food for thought.

Although the author makes no predictions, the messages and portents are obvious, and it is certain that he chose this method of writing about the country to which he is still psychologically committed because it gave the widest scope for portraying his own feelings and beliefs about the place and the people.

How one interprets the message is up to the individual reader. Basically it is the story of Joseph Makati, a New Guinea Highlands orphan boy, educated in Australia, who returns to walk the tight-rope between the black man's life and the white man's. Driven by ambition into politics, he is finally engulfed by them, unable to control the people he has aroused and who have elevated him to the position of a messiah.

In between times there is the

whole panorama of New Guinea life-at-the-top — the Administrator's cocktail parties, the dumb officials, the anguish of Canberra top-brass, the Mr. Fixits who accompany delegations to the UN—none of whom are supposed to be especially funny but who will give Territorians a lot of laughs.

Meantime, Joseph pursues his schizophrenic path right to the end—inspiring confidence in high white places, plotting against them at the same time and yet, somehow, manag-

ing to remain quite honest with himself.

He falls in love with an Australian girl and is rejected; is courted by university radicals, goes to New York, is not brain-washed by communists but is seduced by sundry white females anxious to prove they have no colour prejudice.

The story does not show where Joseph went wrong but rather that what he does is inevitable. Perhaps the real "message" of the novel comes from the mystery character in the story, Michael Hardie, who both started and ended Joseph's political career.

"The first thing," Hardie had told Joseph early in the piece, "is to remember you are black and then be thankful. You are born in an age when the twilight of the white man in this country is clear and the day of the coloured man very close . . . You should be thankful that you are coloured because this gives you a whole wide range of opportunity and excitement. Think how dull it would be if you were white. All you would have to hope for would be some kind of rearguard obstructive action . . ."

I've read many novels about New Guinea, published and unpublished, and this is the best one yet. Although political, it's never dull but maintains something of who-dunnit pace. And although it makes good reading just as a novel, for Territorian readers it has the added spice that it could be, sometime, and maybe, just too terrifyingly true.—JT.

(THE STOLEN LAND. Jacaranda Press.)

anyone who cares should read THE STOLEN LAND by Ian Downs

Will New Guinea achieve its independence quietly or with the alarming violence that Ian Downs foresees? Read this remarkable novel about emergent nationalism in Papua-New Guinea and form your own conclusions. Ian Downs, who has lived in New Guinea for 35 years, speaks with the voice of experience. He traces the rise to political power of Joseph Makati, a Melanesian nationalist leader who becomes enslaved by the followers whose emotions he has aroused.

Controversial and penetrating, *The Stolen Land* will not fail to arouse much comment and speculation. \$4.95.

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For bird watchers . . .

The bird watchers of the Port Moresby district — we are talking about the feathered species of birds — now have a handbook to help them with their identification. Surprisingly, Port Moresby has quite a large, and certainly growing, band of bird watchers, and—more surprisingly—there is an extraordinarily large number of species to watch. Up to the end of November, 1968, 364 species of New Guinea birds had been recorded in the Port Moresby area, and this represents more than half the species recorded in New Guinea, including West Irian.

You will find them all described in *The Birds of Port Moresby and District* (Nelson, \$4.95). The compiler is Roy D. Mackay, preparator of the Papua and New Guinea Museum, in Port Moresby. He formed the New Guinea Bird Society soon after his arrival in Port Moresby from Sydney in 1964.

Mackay says that it is possible to observe a third of the species found in the Port Moresby area in one weekend. In listing species he follows the order of E. Mayr's *List of New Guinea birds, 1941*, but he uses names which are to be published soon in a list of standardised names for New Guinea birds drawn up by Dr. R. Schodde and W. B. Hitchcock.

No doubt other birds have been identified since this list was completed. The book is 74 pages and has some illustrations, in black and white.

Two other equally useful handbooks for bird watchers now available are, *Common Australian Birds*, by Alan Bell (Oxford, \$6.50) and *The Life of the Kookaburra and other Kingfishers*, by William Eastman (Angus and Robertson, \$3.75). Eastman, head of the University of Wyoming graphic services department, gathered the information for this well-illustrated book of 64 pages during a photographic tour of Australia. Painted colour plates easily identify each species, and black and white photographs show birds in their natural living places.

Common Australian Birds, is a revised edition of a book first published in 1956, and its special value is in the first-rate colour drawings, by Shirley Bell, of every bird listed. The layout of the book (218 pages) simplifies rapid identification. The book lists more than 100 of more than 650 native birds.

... and one for the birds

American photo-journalist James L. Anderson and his latest New Guinea book "Cannibal" remind me of an enthusiastic young war correspondent arriving at the front to find the war in stalemate. To justify the expense of his visit and to get his name to the public, he cables his editor a piece which escalates the story beyond the facts.

Cannibal is an interesting by-product of the very successful picture book *New Guinea* produced last year by Anderson and Don Hogg (Reed). Photo-patrolling the Biami cannibal country of Western Papua for *New Guinea*, Anderson collected enough shots for his separate book, *Cannibal*.

In fairness to Anderson, the great majority of the word-story in *Cannibal* is a faithful account of Biami cannibal life as I saw it in March-April, 1968. Anderson's pictures are good, as always. But it's a pity a journalist was not asked to write the text.

Somehow, he got Patrol Officer Alan Johnson (my companion when I visited the area in 1968) posing while cleaning his revolver, and Acting Assistant District Commissioner Yarnis Darris Wells going through the motions with a .303 rifle. Unrealistically, these photos make them appear even more warlike than the cannibals they're trying to civilise.

Authorities in Port Moresby and Canberra will be less than happy with the Johnson and Darris Wells' pictures . . . revolvers, rifles and the like faded from the New Guinea patrolling scene some considerable time ago. Certainly, weapons are carried in Biami country, but the prominent display of weapons in *Cannibal* conjures up a high-impact story of life or death battle against the primitives.

Biami patrolling (350 miles north-west of Port Moresby) is not nearly so dangerous as *Cannibal* suggests. It's true that unabashed cannibalism is still the natural way of life among the uncounted Biamis between the Strickland River and Mount Boasvi. There have been numerous butcher-raids by the tribes. In retaliation, the government sorties out regularly with military-type patrols to catch unwary Biamis, and to try to tell them that cannibalism must end.

Anderson's generally laconic account of his patrol in *Cannibal* appears accurate enough. But his

camera has run riot, creating an imbalance between words and pictures.

Sadly, he can't spell the names of some of his heroes. And if one tries to find Biami country on the Anderson map, then one will be irretrievably lost: the Biamis are not 700 miles from the Gulf of Papua, only 150.

In a nutshell: the Wild West transported (perhaps somewhat unwittingly) into an interesting Papuan jungle community that needs far more sympathetic treatment than a .45 bullet and a Nikon camera.—John Ryan.

(CANNIBAL. A. H. and A. W. Reed. \$7.95.)

"FIJI SKETCHBOOK" IS FIRST RATE FIJIANA

FIJI SKETCHBOOK is another of the excellent little Rigby series, this one (64 pages) written and illustrated by Victor Dove, a Sydney Press artist. His narrative is as good as his sketches, which is saying something. But a bigger format for the book (\$1.95) would have allowed the drawings the space they really deserve. Highly recommended piece of Fijiana.—SI.

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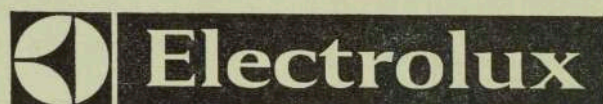
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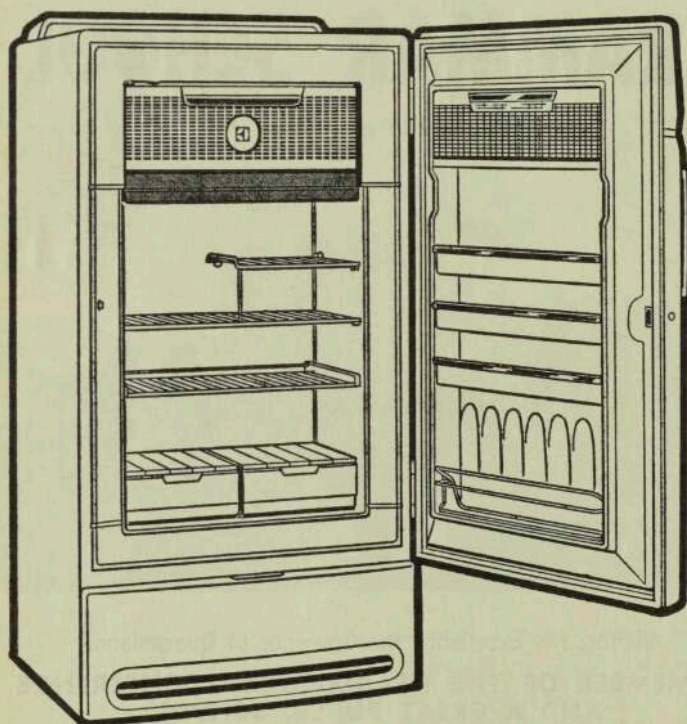
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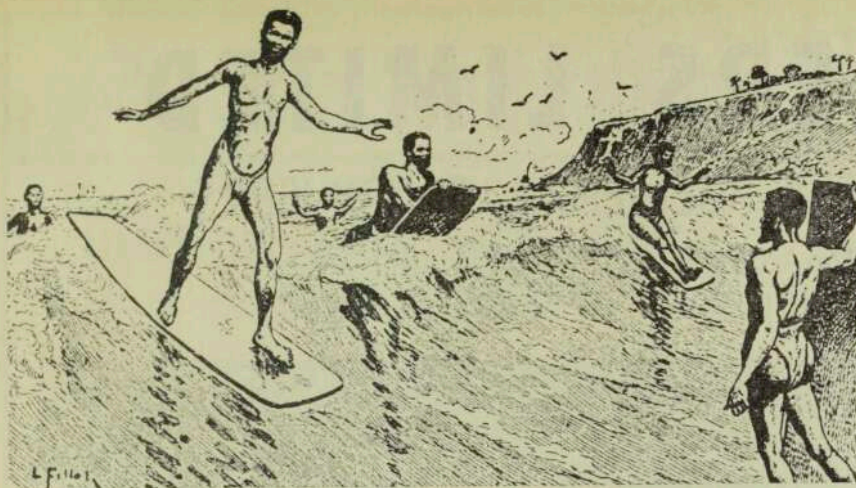
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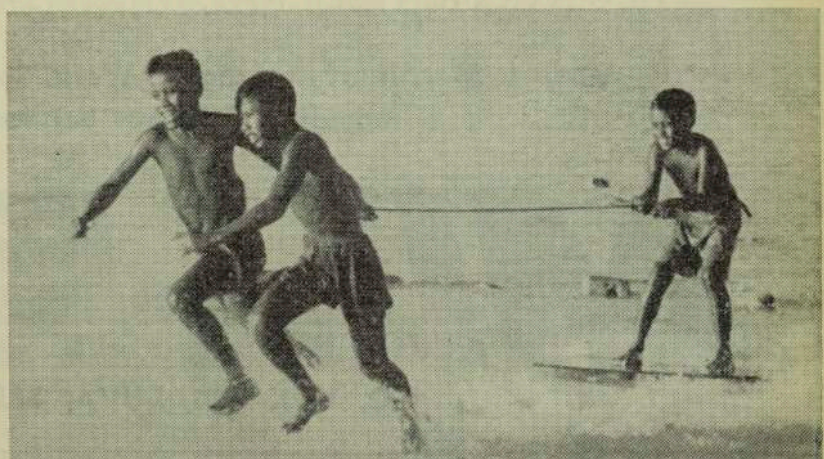


History of playing in the sea

Man has always loved playing in the sea. And of the water sports he has developed, none probably requires more skill than surf board riding. The art was first developed by the Hawaiians, according to a new book, **A Pictorial History of Surfing**, by Frank Margan and Ben Finney (Hamlyn, \$4.95). Dr. Finney is an academic well known in the Pacific, and an expert on early surfing. The illustration at the top of the page, from the book, is an early engraving showing Hawaiians riding the waves. But the other two pictures do not come from the Margan/Finney history but from PIM's private history. Centre photo was taken off Samarai, Papua, about 1922 and the daring gentleman in question is being pulled at speed by a motor boat, but we don't know his identity. Below is a more recent photograph, by Captain A. G. Shearer, who captures the fun of these Islands youngsters of Bikenebeu, Gilbert and Ellice Islands, as they engage in some man-powered skiing. The board rides on a few inches of ocean along the beachfront.

But that's just merely by the way.

A Pictorial History of Surfing follows the art from Hawaii (the golden age), through the dark days when the missionaries discouraged it, to the discovery of surfing and board riding by Americans, Australians and South Africans. This is a book for surfers of all ages, everywhere.

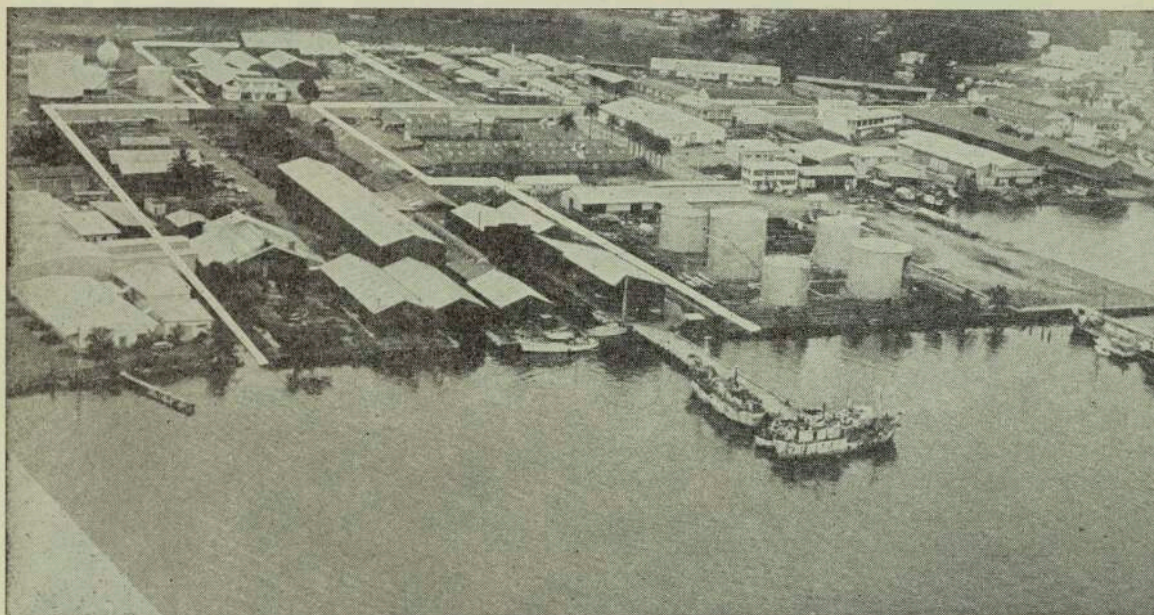


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Fishing self-sufficiency "in three years"

From PETER T. LOVE, in Apia

Western Samoans are reviving the old sailing and fishing skills that once earned their home the title of the "Navigator Islands". Under the encouragement of the head of the fisheries department, Bill Travis, whose headquarters is in Apia, they are embarking on a fisheries programme which, Travis hopes, will make them self-sufficient in fish in three years.

Back in the 18th century, Samoa was virtually the hub of an extensive navigational network. Twin-hulled catamarans could carry over a hundred seamen, and were able to travel for hundreds of miles out to sea in every direction. These early Samoan boats were "pre-fabricated" and could be disassembled in sections, stored away, and put back together in a very short time.

The Samoans were also adept at fishing. In the early days they had no difficulty in providing fish in abundance for their respective communities.

The arrival of the missionaries in the mid-19th century changed this. Boat-building and fishing went pretty much by the wayside while church related activities took precedence. By 1900 there was virtually a halt in all boat-building in Western Samoa.

After over a hundred years of decline in the fishing abilities of a great sea-going culture, the Western Samoans are once again returning to the sea for livelihood. Why?

The main reason is the new impetus provided by the government fisheries in Western Samoa. Bill Travis, who heads the fisheries department and initiated the programme six months ago, explains that about 10 per cent. of Western Samoan expenditure is on imported canned fish—which is generally of poor quality.

Currency is badly needed in Western Samoa for medicines, school equipment, and other necessities which are currently being ignored. There are plenty of edible fish available off the coasts, and if local villagers are given the correct incentives, they can again make a living

from the sea. In that way, in due time expenditure for imported canned fish can be done away with entirely.

In 1926 when the population of Western Samoa was approximately 23,000, limited fishing inside the reef and net casting were sufficient for providing a livelihood. However, in 1970, the population has increased to 160,000, and is one of the fastest growing in the Pacific. Tests have shown that more protein energy is being expended searching for food on the reef than is being gained from the reef's available edible food supply.

Travis, an expert in native-subistence fisheries, as well as an author, a pearl diver and turtle specialist, wanted the project maintained on village level, with local people providing the incentive.

Because of the variety of fish to

IN THE NEWS THIS MONTH

Bluebird of Thorne	Mistral
Coral Chief	Moana Roa
Delos	Odyssey
El Hari	Pacific Star
Escapee	Papuan Chief
Ganja	Resolution
Greybeard	Restless
Hong Kong Beauty	Samos
Hong Kong Surety	Seeker
Hong Kong Truth	Shearwater II
Houhere	Taiyuan
Humming Bird Two	Tango
Island Chief	Thallo
Joshua S	Thor I
Kahuna Magic	Thorsgaard
Kalewa	Thorsle
Lazy	Uwhilna
Lualan	West Star
Malaysia	West Wind
Marsina	

be caught, a boat which could provide a variety of fishing techniques was needed. The vessel which seemed the most feasible and economical was a 20-25 ft, twin-hulled catamaran.

The local villagers already seemed to know how to build the crafts from their ancestors, and since they enthusiastically received the idea (especially on Savai'i) Travis suggested they form themselves into guilds. Each guild then built boats to the specifications, then elected two members to be trained as mechanics at the Technical Training Institute in Apia; they were instructed in running outboard motors, maintenance of equipment, etc.

Outboard motors and fishing equipment were then distributed to the guilds. Demonstration units were sent to each village for two-week periods to teach the villagers how to tie knots, make splices and nets, and generally how to make up the gear. Local items rather than imported ones were used wherever possible.

ACUTE SHIPPING SHORTAGE IN P-NG

A new company, New Guinea-Australia Line Pty. Ltd., has been formed in Papua-New Guinea to direct the operations of several ships on the Australia-New Guinea run. The company is part of the China Navigation complex and is owned by John Swire and Sons Ltd. and Ocean Steamships Co. Ltd., both of London.

The ships the NGAL will control immediately are the side-loading *Island Chief*, the *Coral Chief* and the *Marsina*, ex-*Papuan Chief*, which will again become the *Papuan Chief*. A fourth ship is to be chartered from China Navigation, which will be converted to side-loading like the others.

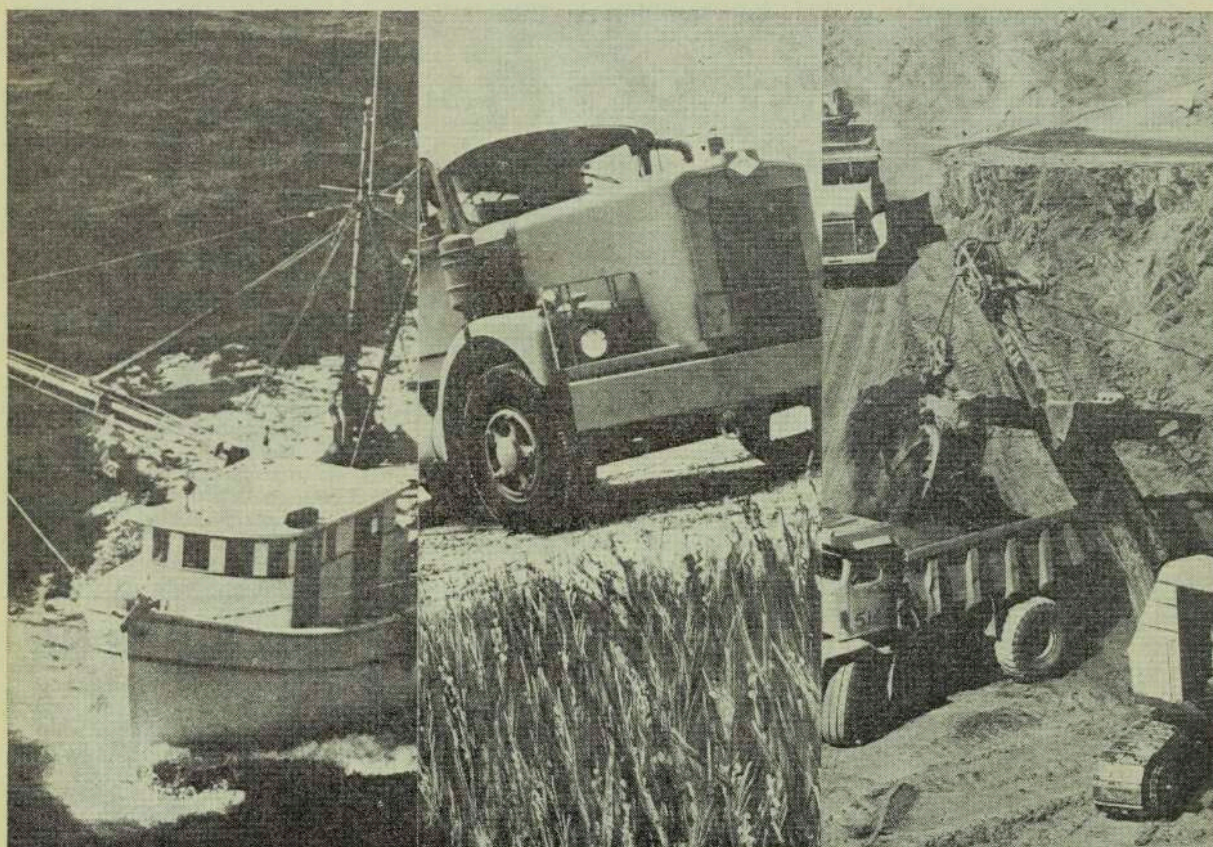
Coral Chief calls at Port Moresby and Samarai, ex-Sydney and Brisbane; *Island Chief* calls at Lae, Madang and Rabaul; and the *Papuan Chief* at Rabaul, alternating each voyage to Kavieng and Honiara. These schedules will be revised when the fourth ship is chartered; probably Kieta and Wewak being added.

The Burns Philp fleet withdrawal and the change of schedules for Karlander have caused an acute shipping shortage in the territory. And lack of wharf space adds to the problems (see p. 95).

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The villagers were taught several types of fishing, including deep line, traps and trolling. Many alternatives were provided in case one method of fishing failed.

"People are only keen if they contribute," states Travis. This is probably the overriding philosophy behind the fishing project. The villagers have to pay back the equipment loaned to them by the government; for instance, repayment for fishing gear begins after two months at 10 per cent. of the villagers' catch value.

The goal, says Travis, is "to build up complete import-substitution fisheries within the next three years". This may be a big goal to shoot for, but with men like Travis combining with the villagers' enthusiasm, it's not too much to expect.

People who wish to help in this project (it's terribly underfinanced) should preferably send fishing equipment. Bill Travis says the Samoans are in need of 9½ or 20 hp Johnson outboards (long shaft), any sea lines or jigs, trace wire, swivels, and monofilament line.

LATEST FISHING DEVELOPMENTS DISCUSSED

Ten South Pacific territories were represented at a fisheries meeting, held recently at the South Pacific Commission in Noumea, to discuss developments in fishing boats and gear being used in the area.

Fisheries officers from the region explained progress being made on various craft, especially concrete boat construction.

New Zealand specialist, Mr. Morley Sutherland, of Certified Concrete Ltd., Auckland, told of his company's project to supply concrete boat moulds to Micronesia. Plans had been developed from the popular wooden fishing cutter used in New Caledonia.

Mr. A. Sannergren, of the United Nations Industrial Development Organisation, spoke of work he had done in Suva on a 30-foot ferro-cement fishing vessel.

Other craft discussed included the 28-foot St. Pierre type of dory, used with 16 or 40 hp diesel motors in American Samoa. [The Wallis Islands have just built their first 23-foot Texas dory and have it under trial for use outside the reef]. Cheap methods of dory construction were also described by Englishman, Mr. John Fyson from FAO, who had just arrived in Noumea as consultant for SPIFDA (South Pacific Islands Fisheries Development Agency).

Mr. Fyson has worked in Africa and the Caribbean and will be

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20 lb. " "	650 "	140 lb. " "	320 "
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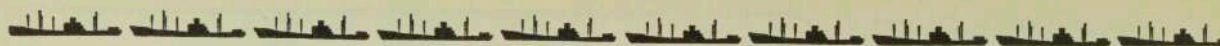
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available from Noumea to visit territories interested in receiving advice for fishing vessel construction.

Another boat discussed—one which is being revived to popularity—is the Western Samoan *alia*, described by the islands' fisheries officer, Mr. Bill Travis (mentioned on p. 91). The twin-hulled *alia*, of traditional materials, was recommended for its multi-purpose usage, stability and low cost. A 30-foot twin-hulled vessel of this type, carrying a two-ton payload and having a cruising speed of 9½ knots, was quoted as costing village craftsmen \$380, including \$300 for the engine.

Mr. Travis claimed that such a craft, carrying a crew of seven, had proved particularly capable for many offshore fishing operations in all but the most severe weather.

The Tahitian *bonitier* tuna fishing boat also aroused considerable interest, and delegates recommended that SPIFDA consultant, Mr. Fyson, should study the possibility of having this boat improved and/or adopted for use in other territories. The use of live bait and pearl shell lures in tuna fishing was also discussed.

The operation of island fishermen's associations was also considered, with US Peace Corps worker, Mr. A. Banner, describing the activities of the Kia Island Fishermen's Association in Fiji.

Finally, an extensive report on this meeting is being sent to South Pacific governments.

"THALLO" IN BUT "SLIDRE TIMUR" MAYBE OUT

The Cook Islands were having shipping troubles in November. The Seamen's Union in New Zealand was alleged by Premier Albert Henry, of the Cooks, to have placed a ban on a ship he had chartered for three months, at \$500 a day, to carry building materials from NZ ports to Rarotonga.

On the bright side of the picture, however, was the earlier arrival of the *Thallo* (October 21) on charter for 12 months, to assist the *Moana Roa* (PIM, Nov., p. 91).

Mr. Henry was in Auckland when his agent reported to him that a ban had been placed on the chartered *Slidre Timur*. He understood the union wanted another ship, the *Lusan*, to pick up the building materials.

Unless the *Slidre Timur* had something to do, the charter was going to cost \$40,000. Delay in delivery of the materials could mean that hotels to service passengers arriving at Rarotonga's airport, due to open in 1972, would not be ready in time.

The *Thallo* will be operated by a new company, the Cook Islands Shipping Co., which is a partnership of Silk and Boyd Ltd., and Julian Holdings Ltd., of New Zealand. She received a big and warm welcome when she tied up at Rarotonga.

SERIOUS SHIPPING DELAYS IN MORESBY

Delays in getting their ships alongside the wharf at Port Moresby is costing shipowners a fortune, according to Captain Harry Mansson, a director of the Australia-West Pacific Line. Two AWP ships were held up in a queue early in November for

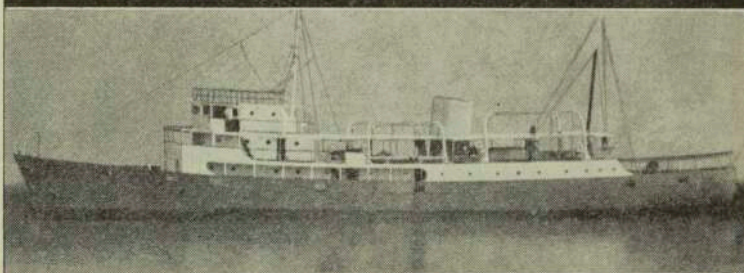
about 10 days, at a cost of \$2,000 a day.

About 100 ft of the wharf at Port Moresby is under repair following an accident on August 14 when the Austasia Line's *Malaysia* ran into it. Normally the 700 ft wharf caters for two overseas ships at the same time, with one overhanging.

The two AWP ships affected were the *Delos* and *Samos*. The *Delos* arrived at Port Moresby early in November, to find a Bank Line ship and a Japanese ship ahead of it. The *Delos* was able to berth after four or five days, but then had to leave the wharf for a passenger liner.

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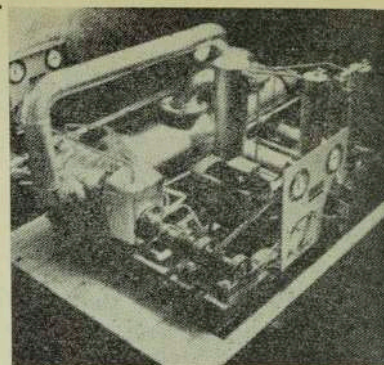
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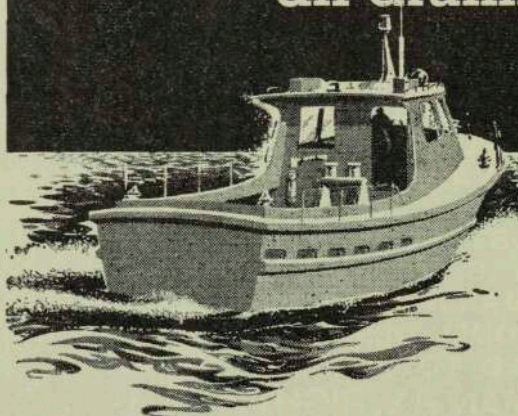
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back alongside to complete discharge, the *Samos* arrived, and while she was waiting for the *Delos* to leave, three more ships joined the queue. The *Delos* finally sailed on November 12, and the *Samos* on November 15.

Burns Philp were affected in two ways by the November delays to AWP. As AWP agents they were naturally concerned that their principals had to wait so long to start discharging, and a lot of their cargo, which included food and building materials for their own enterprises, was held up.

Captain Mansson considers that the P-NG Administration has its priorities wrong in relation to wharf building. The Administration spent a lot of money on a new wharf at Rabaul, which was "very good", but the need was greater in Port Moresby. Money spent on the Madang wharf could have been better applied to Port Moresby, he said.

Apart from the delays caused by the damaged wharf, shipowners also suffer delays at Port Moresby because of the narrow "T"-link from the wharf to the shore, and shortage of shed space.

Captain Mansson said that Captain G. Hawley, chairman of the P-NG Harbours Board, three years ago had suggested a scheme which would have overcome a lot of problems. This was to extend the wharf by 300 ft, reclaim land between the wharf and the shore, and build further storage sheds.

The extended wharf would cater for more ships, the reclaimed land would provide much easier access to sheds than the present T-link, and more sheds would allow cargo to be stored under cover. The work would be done in stages.

Captain Mansson said he was told the wharf extension would cost about \$500,000, which was not a great deal in today's context.

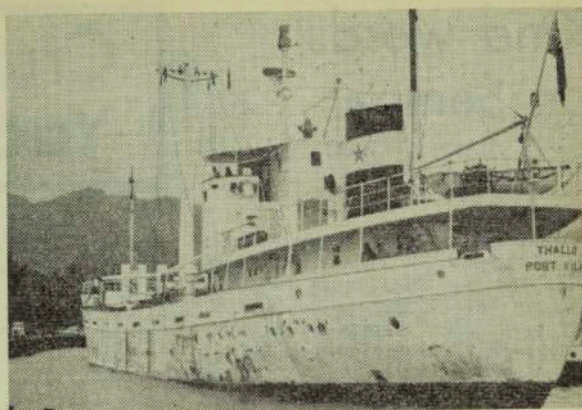
However, the Administration had spent money on expensive surveys, money which should have been diverted to improving current facilities.

Captain Mansson said that a reservation scheme at Port Moresby would probably help to overcome future delays as far as the *Samos* was concerned. If it was proved a ship had a certain delivery capacity a berth reservation could be made 15 days in advance, and on arrival the berth would be assured.

Unfortunately, the scheme could not be applied to the *Samos* on its November trip, as it was her first voyage, and she had to show her capacity. In future, with delivery capacity proved, a berth might be reserved for her.

The *Delos* does not have the re-

MV "Thallo", on her inaugural visit to Rarotonga. See story p. 95.—Photo: Johnson's Studios.



quired delivery capacity. Thus, she will always have to take her place in the queue till better facilities are available.

NEW PACIFIC SHIPPING SERVICES APLENTY

● The Orient Overseas Line, of Hong Kong, in mid-November introduced a combined container and general cargo service from Australian east coast ports to the US west coast. The first service, with *Hong Kong Truth*, was out of Brisbane, Port Kembla and Melbourne for Los Angeles, San Francisco and Vancouver.

Future services from Australia will include Sydney. Port Kembla will not be on the regular schedule.

The other ships on the service will be the *Hong Kong Beauty*, scheduled to leave Australia mid-December, and *Hong Kong Surety*, scheduled to leave Australia mid-January.

The ships are equipped to carry about 250 containers.

● The Swire group has launched a new Fiji-New Caledonia-Australia service with the China Navigation's *Taiyuan* under charter, operating out of Suva every 21 days. The new service is in line with group policy of encouraging Australian export trade to the area.

The *Taiyuan*, a cargo-passenger ship, caters for 86 passengers. The Suva to Suva voyage includes five days in port—Suva, Lautoka, Noumea and Sydney.

On a proving cargo-passenger service to the Pacific from Sydney, the *Taiyuan* carried a full load of passengers, and on the second trip was 80 per cent. full.

If the success of the proving voyage continues, China Navigation will seriously consider putting a second ship on the run.

The service is under the control

of a newly registered Fiji company, Fiji-Australia Line Ltd., which is based in Suva.

● The Pacific Islands Transport Line has increased its cargo carrying capacity in its US Pacific Coast-Pacific Islands service with the addition of the *Thorsisle*, 9,350 tons. The *Thorsisle* will supplement existing services operated with the *Thor I* and the *Thorsgaard*.

The *Thorsisle* (ex-Bonanza) has a speed of 17 knots, and in addition to cargo capacity (including large refrigeration chambers) has accommodation for 12 passengers.

She is not the first ship to bear the name *Thorsisle* to operate in the Pacific trade. Pacific Islands Transport were agents for another *Thorsisle*, which was withdrawn from the service in August, 1966.

● The Oregon Pacific Line in mid-November inaugurated a three-monthly general cargo service between Auckland and Chile direct, with the *Ganja*, 8,742 tons.

"WEST STAR" BEGINS SOUTH PACIFIC CRUISES

Suva, Nukualofa, Apia, Pago Pago, Papeete, Moorea and Bora Bora are among the ports of call for a series of tourist cruises now being operated by a Seattle-based company, Westours Inc., through a subsidiary, West Line.

The tourists travel in a Liberia-registered liner, the *West Star*, 5,500 tons, which has accommodation for 240 passengers, and has 90 crew members. The programme, which began in November, and which will continue till March 24, will offer 42 different types of cruises. Captain is Adolfo Castillo Duenas.

A sister ship, the *Pacific Star* (ex-Polar Star) will operate a series of cruises to some of the lesser known islands of French Polynesia.

Kind words on Samoa

From DERRY and LYNNE
SYME, in Melbourne yacht
"Shearwater II"

From Bora Bora we apprehensively set a course for Western Samoa. Over the past two years we have read, in "PIM", and we have heard, not very good reports from other yachtsmen regarding this island. I am sure that the attitudes of a lot of people visiting Western Samoa need examining more than the Samoan attitudes.

We arrived on a Sunday afternoon and were cleared that day. Monday morning we walked into the Immigration Department and were given visas for the two weeks we asked for. When our two weeks were nearly up we returned and were given another week. Apart from the pleasant and efficient officials we dealt with, the people have been the friendliest we have met in the Pacific so far.

The main complaint we had heard from other yachtsmen was the theft problem in Samoa. We took normal precautions with oars, and we locked the boat when ashore, but the amount of things left on deck and not touched disproves that theft is a problem, as far as we are concerned.

These are just the impressions gained from one yacht, but they are very different from what we had heard.

Incidentally we stopped over at Suvorov for a week early September and Tom Neale is still there, fit and well.

Since leaving New Zealand in April this year we have stopped at Raivavae (in the Austral Islands), Tahiti, nearly all of the Society Islands, Suvorov, Western Samoa and are posting this from Wallis Islands. Next stop Fiji.

● Leaving Sydney for South Africa at the end of November to take part in the Capetown to Rio yacht race was 21-year-old Englishman, Mike Hart, former crew with *BLUEBIRD OF THORNE*, *ESCAPEE*, *HUMMING BIRD TWO* and *TANGO*.

Mike hopes to join one of the 30 to 40 yachts taking part, as crew. From Rio he plans to crew his way to the West Indies and finally back home. His future plans include buying a boat and going back to sea as a skipper.

Mike left Gibraltar in 1968 with

Cruising Yachts

Bluebird of Thorne, 50 ft ketch skippered by Lord Robin Riverdale, of Sheffield. By early 1969 he was in the South Pacific and after stopping at the Tuamotus, Tahiti, Moorea, Tonga and Fiji, left the ketch at Auckland. Crewing with the Canadian cutter, *Escapee*, and Trinidad ketch, *Humming Bird Two*, he arrived in the New Hebrides. He then flew to New Caledonia where he crewed on 20 ft ketch *Tango* to Brisbane. His favourite spot? The Tuamotus.

Mike understands that the 73 ft yawl *GREYBEARD* is one of the boats taking part in the Capetown to Rio race.

● *TANGO*, 20 ft NZ ketch, arrived in Brisbane recently from Fiji and New Caledonia. Skipped by New Zealander, Steve Bonnett, she leaves end of November for Auckland.

● *MISTRAL*, 23 ft fibreglass yacht, arrived in Suva mid-October in the course of a world tour. Crewed by owner Julio Villar, 27, *Mistral* left Barcelona two and a half years ago. Calls were made in the Pacific at the Galapagos, Marquesas, Tahiti, the Cooks, the New Hebrides and Fiji. Mr. Villar planned to leave Fiji for NZ early in November.

● *HOUHERE*, 39 ft yacht, which arrived at Rarotonga from Suva and Tonga on August 7, was scheduled to leave Rarotonga late in October for Hawaii.

● *RESTLESS*, 39 ft sloop, reached Rarotonga on October 25 from Auckland, via Sydney, New Caledonia, Fiji, Tonga and Niue, carrying skipper, Tim Beattie, Roger Lawton and Mike Harris. Next on the schedule are Tahiti, the Marquesas and Hawaii.

● *KAHUNA MAGIC*, 45 ft US sloop, arrived in Fiji in early October from Tonga with Jack Fletcher, his wife and children. Was due to leave late October for NZ.

● *LUALAN*, 40 ft gaff-rigged ketch departed from Fiji on October 15 after several months in Fiji waters. On board were Jack and Frances Hardy and their two sons. The ketch was bound for NZ.

● *RESOLUTION*, 40 ft gaff-rigged Canadian ketch left Lautoka for NZ in late October after several months in Fiji. On board were Sue and Horst Delijen and Bill Ingersoll.

● *UWHILNA*, 47 ft Canadian yawl departed mid-October for NZ after two weeks in Fiji. On board were John and Maxine Hohmann and two sons.

● *KALEWA*, 36 ft Vancouver-registered ketch, with Joan and Glenn Read, left Fiji in early October for NZ.

● *JOSHUA S*, left for Vila in early October after several months in Fiji. On board were Gavin and Diane Marks and Gavin Junior, who was born in Fiji, with Bill Kittle as crew.

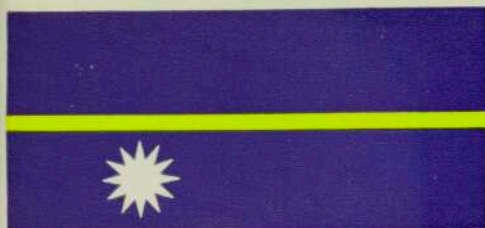
● *WEST WIND V*, 47 ft motor sailer, left Fiji on October 12 with the Lowe family, bound for NZ.

● *LAZY L*, 52 ft Californian ketch, arrived in Fiji in early September. Ed and June Lindley were planning to leave in late October for Pago Pago and Honolulu.

● *ODYSSEY*, 40 ft yawl, shipped from Hong Kong to Fiji in July, departed Fiji for the New Hebrides on October 16. On board were Oakley Isaacs, Jerry Hughes and Jean Pick.

● *SEEKER*, 40 ft trimaran, which was on Nasilai Reef, about 15 miles from Suva, for a few days in October, is undergoing repairs in Suva. The incident is unlikely to upset the cruising plans of the owner, Mr. Ralph Martin, of San Francisco, and his wife, as they planned to stay in Fiji for the hurricane season.

● *EL HARI*, NZ yacht, left two crew members in the Cook Islands in November, who ended up in gaol for two days and were then sent back to NZ as illegal immigrants. *El Hari* arrived in Rarotonga on July 8 and left for Hawaii on August 25 with skipper Graham Hallen and crew members Ditlev Monrad, Barrie Jennions, and Lorraine Gallon. The yacht called at Suvorov and put in at Penrhyn on September 19 for repairs. Monrad and Jennions asked for permission to remain longer in the Cooks, which was refused. But the men returned to Rarotonga on an inter-island vessel. A cabinet meeting decided that they should be treated as prohibited immigrants, but with leniency, and they were allowed to stay three days at the hotel while they raised money for their outward fares and expenses. When they were unable to do this they were gaoled for two days and put aboard the *Moana Roa*.



NAURU PACIFIC SHIPPING LINES

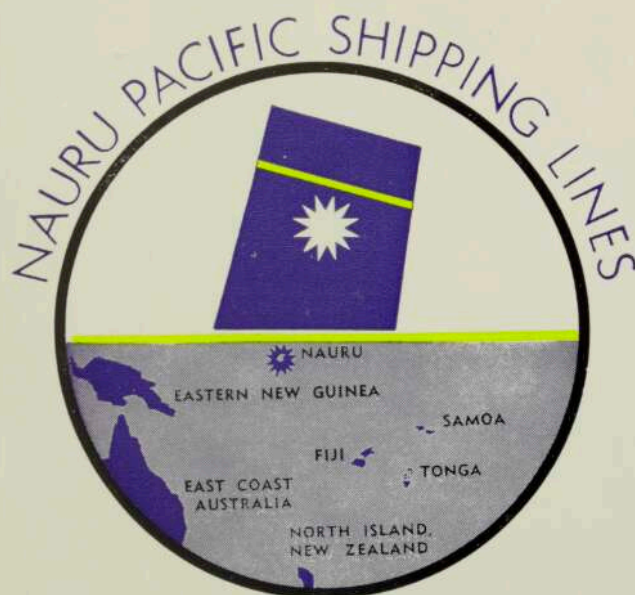
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Papua's panorama is changing...

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Business and Development

New Caledonia enters "a phase of intense development"

From GERALD ROUSSEAU in Noumea

New Caledonia's trade for the first three-quarters of this year has already nearly reached the value of trade for all last year. Recent figures show that rising business has induced imports worth \$A119 million, to the end of September, 1970—just above the value of imports for the whole of 1969.

French goods account for 49 per cent. of the territory's needs. Next Australian products, valued at \$17 million, supply 14 per cent. of local requirements. The US is third major supplier (7 per cent.) followed by West Germany (6 per cent.), Japan in fifth place (3 per cent.), and Great Britain (2.4 per cent.) supplying \$3 million worth of goods.

Exports for the same period have reached \$104 million, approximately 25 per cent. higher than for the same period last year. Nickel ore and processed metal account for 99 per cent. of the island's exports.

The insignificant part played by agriculture is registered in the value of coffee exports at \$628,000, their volume having risen from 358 to 1,261 tons. Copra exports continue to fall, earning less than \$20,000 for 163 tons.

The balance of trade finally produced a \$15 million deficit over the nine months, largely because of the rapid rise in equipment imports, required for the expansion of mining activity and associated needs.

Governor Louis Verger says figures for the first part of this year confirm that "the territory has entered a phase of intense development".

The Governor recently pointed out that Customs revenue (main source of income for the territorial budget) had increased over 50 per cent. this year. To the end of September, the Customs Department collected \$28 million as tax on imports and exports (mainly nickel).

The Governor also stated that 5,000 new settlers had arrived, representing a 5 per cent. increase in population in less than a year. The Labour Office, in turn, had recorded

3,000 new work contracts in the first half of this year.

The Governor also referred to four missions which have come from Paris over the past few months to study the territory's development. They include an inter-ministerial mission led by Mr. Gerbaux, a mines mission headed by Mr. Bourrelrier, Mr. Mandray making a port study and Mr. Courtoux to contact education authorities.

More recently, a mission of 14 French industrialists has toured the territory, working in liaison with the French bureau promoting overseas trade. This important group came from the French Federation of Machine and Metal-Processing Industries, representing manufacturers of all manner of heavy equipment, and were especially keen to contact mining interests in the territory and visit inland nickel centres.

At the same time, leading independent Caledonian mine operator Edouard Pentecost received several representatives of the Caterpillar organisation, whom he represents in the territory. The visitors included the American executive vice-president of the Caterpillar group, as well as its director in Melbourne.

The rapid expansion these industrialists were able to observe nevertheless continues to fan the inflationary spiral. Over the first nine months of this year the cost of living has risen 4.4 per cent. Health products and services have risen 7 per cent., while prices of foodstuffs have increased 6.8 per cent.

There's serious congestion in the port of Noumea, where the increase in merchandise has not been met by an increase in berthing facilities.

And needless to say, visitors are not spared the inconvenience (or excitement) of the boom, any more than the Caledonians themselves.

The tourist office reports that over 50 per cent. of Noumea hotel rooms are now occupied on a semi-permanent basis by businessmen and their families, unable to find more suitable lodgings. This now leaves only 179 tourist hotel rooms available for visitors to Noumea.

It's hoped that the new hotel of Mr. Georges Lavoix will be able to receive its first clients next January. Situated behind the South Pacific Commission, at Anse Vata, the 63-room hotel is to be called Ile de France.

Meanwhile, visitors to Noumea are being directed more and more inland and onto off-shore islands. At Ile Ouen, bungalows offer 10 rooms and on the Isle of Pines a new 40-room block is now available to take summer guests.

Badly hit over nickel quotas

Despite efforts of the French Administration in Noumea to calm uneasiness on the nickel ore export issue, the independent Caledonian mine operators in November voiced further concern as they now prepare to dismiss more men and abandon their expensive mining equipment to idleness.

Paris had recently announced that it would increase the export quota imposed on Caledonian nickel ore shipped to Japan, from 3.8 million to 4.3 million tons (see *PIM*, Nov., p. 103). But miners still are very unhappy at the quota, imposed suddenly well into the financial year.

As the year's 4.3 million ton export quota begins to be exhausted, mine operators are finding they are without work, with no more nickel ore able to be exported before the new Japanese financial year beginning next April.

Leading Caledonian miner, Edouard Pentecost, who has invested \$US8.5 million, only to see his projected 1.5 million ton exports reduced to a quota of 853,000 tons, flew off for talks with his creditors in Tokyo, in November.

In Noumea, another "petit mineur", Jean-Claude Berton, held a Press

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conference on November 9 at the Chamber of Commerce to air his predicament. In a written statement, he pointed out that his enterprise, built up to produce 400,000 tons of nickel ore annually, was now subjected to a quota of 50,000 tons. This quota had been exhausted in October, leaving him with 100 employees and 25 contractors, but not allowed to export another gram of nickel before April, 1971.

This, he charged, meant "strangulation", with Paris bureaux "wanting to favour the companies from outside and eliminate the Caledonians . . . This is the instauration by Paris technocrats of a new colonial era".

Mr. Berton urged the creation of smelting companies with a majority share holding by Caledonians, borrowing from Japan and including the participation of the territory.

"The Japanese have confidence in the Caledonians and are ready to give all their technical and financial aid for the installation of processing factories," he declared.

Mr. Berton's statement closed with, "It is high time that the government stopped playing around and allowed the Caledonians to work the heritage of their own land, instead of directing it to be exploited by interests foreign to the territory".

As other miners began to voice similar complaints, a closed meeting was held on November 12 between Territorial Assembly members and 14 nickel ore exporters, including the Societe Le Nickel.

After this meeting, Mr. Michel Pentecost gave the Press a statement he had just presented to the French Administration, outlining the situation of his father's enterprise.

Pointing out that the Administration had been advised of the Pentecost expansion programme by September, 1969, the statement declared that the present situation would oblige the dismissal of 350 employees (about 70 per cent. of the total enterprise) as well as trucking contractors.

The restriction on exports also meant a loss of over \$A5 million in export income and of over \$500,000 potential tax to the territory.

Among other repercussions of these restrictions, the Pentecost statement warned of the effect on Japanese buyers: "The largest Japanese smelter is taking steps to no longer have recourse to supplies from New Caledonia, of either mineral or metal, and other companies will follow."

The miners then claimed that the Paris action would provoke the building of factories in other Pacific countries, which would make the sale

of Caledonian nickel even more difficult.

They urged that there should be no limitation on nickel ore exports until the proposed new factories are built and begin production on the island. This is not possible until after 1973.

Mr. Rene de Rouvray, President of the Caledonian Ore Producers' and Exporters' Union, stated quick action was needed to reassure Japanese buyers.

Finally, following this year's 4.3 million ton quota, it is now believed that Paris will not allow the territory to export more than 4.5 million tons to Japan next year.

Noumea land prices soar

Overseas visitors to Noumea will be sorry to hear that plans for a golf-course to be built outside town at Dumbea seem to have been driven into another bunker.

A preliminary study of the course had been received from world-famed American designer, Robert Trent Jones, but certain obstacles have now become apparent. The terrain available does not seem to quite coincide with the plans, and, under the present acute housing shortage, certain public persons have been thinking that the property concerned, having been bought by the territory, would be ideal for housing development.

With the financial scare following French franc devaluation in August, 1969, coupled with the sudden speeding up of business activity in Noumea and the lack of a local stock exchange, there has been a crazy rush to invest in land.

Noumea is actually built on a narrow peninsula, part of it already gained from the sea. The shortage of suitable land has prompted extensive reclamation of marshland in recent times. And now, as home dwellers move inland around Mt. Dore and Dumbea, the planning authorities are speaking of Noumea II and Noumea III.

Unbelievable as it may have seemed even two years ago, the city's population is expected by 1984 to have doubled to 100,000—the current population of the whole territory.

The hasty buying-up of land has brought some absurd inflation in land prices. Even simple quarter-acre blocks three miles from the city centre and facing dirt roads, are fetching around 1,800,000 CFP (\$A16,000), which is nine times the price they were sold for 10 years ago.

Faced with such high prices, young

people and those on lower incomes are looking more and more to the State to help finance suitable low-cost housing. Hence the interested eyes being cast upon the site for the Dumbea golf-course-cum-country-club.

Laurics continue to firm

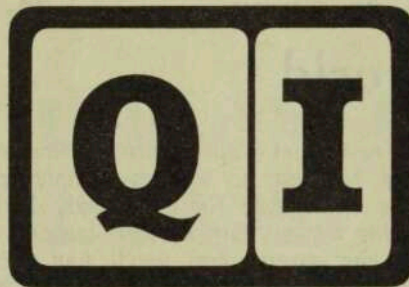
The recent firming trend in the laurics market has continued, with prices for shipment during November quoted at \$US236 cif UK/Continent on November 13, Mr. K. G. Oliver, general manager of the P-NG Copra

Marketing Board, said in Port Moresby on November 20.

He said this was an increase of \$US14 since the end of October, no doubt due in part to the recent spate of typhoons which had caused considerable damage to copra palms in the Philippines. The latest of the typhoons, reported only on November 19, would doubtless encourage the continuation of firm prices on world markets.

Active conditions had been reported from all sections of the oilseeds and oils markets with prices advancing sharply on good demand for sunflower seed and oils and spreading to soybean oils.

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PAPUA & NEW GUINEA—Branch Office, Port Moresby: Manager for Papua & New Guinea: D. J. Granter.

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MT. HAGEN—Burns Philp (New Guinea) Limited. District Manager at Rabaul: J. S. Bell. District Manager at Lae: J. D. MacLean. District Manager at Mt. Hagen: G. F. Donnelly.

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Assets exceed \$A60,000,000

A305A

Talks on Fiji's sugar future

In late November, Fiji was awaiting the outcome of a Fiji delegation's visit to Sydney to discuss the dominion's sugar future.

The delegation, headed by the Minister for Natural Resources, Mr. Doug Brown, was due to meet with the Colonial Sugar Refining Co. Ltd. during the last week in November.

The decision to seek the talks was made by the parliamentary select committee which is examining the

sugar-milling industry in Fiji. Mr. Brown is chairman of the committee.

Other members of the Sydney delegation were Fiji's Minister for Commerce, Industry, and Co-operatives, Mr. Vijay R. Singh, Mr. R. D. Patel, Mr. K. C. Ramrakha and Ratu William Toganivalu, all members of the House of Representatives.

Also making the trip was to be the Secretary for Natural Resources, Mr. Robert Strick.

In earlier statements, Mr. Brown has said the CSR has made a proposal for the financial terms of the

takeover and the Fiji Government would make a counter-proposal.

The assets of South Pacific Sugar Mills Ltd., CSR's Fiji subsidiary, are valued by the company at about \$35 million.

Fiji importers critical of NZ

Fiji importers are continuing to get pretty hot under the collar about lack of delivery and rising freight costs from New Zealand.

In recent weeks, Fiji's Minister for Commerce and Industry, Mr. Vijay Singh, has pointed out that there is so much dissatisfaction over delivery arrangements from NZ that there are moves by some Fiji merchants to look elsewhere for commodities.

He was concerned, too, about proposed higher freight rates. Rates had gone up by one-third in the past 18 months, and it was now proposed they should be increased from \$20.20 a ton to \$23.70. Freight rate for general cargo from Britain to Fiji, he said, was only \$30.30 a ton.

The NZ increases are proposed for general cargo and will inevitably cause spiralling food costs in Fiji.

Mr. Singh said he was aware that in recent months, importers had great difficulty in getting their cargo delivered in Fiji on time because of shortage of shipping space from NZ.

"From this I assume the ships were carrying the maximum cargo possible and therefore could not attribute the rise in freight rates to lack of cargo," he said.

NZ's waterfront disputes had further aggravated the situation, with cargo being stockpiled on the wharves.

The Minister said that Fiji still looked to NZ as the natural source for many supplies needed—but there had to be a stable system of delivery, and an end to constant increases in freight charges.

Replying, the NZ Trade Commissioner in the Pacific, Mr. G. McLaren, said the rates were the same as freight charges between Australia and Fiji.

"If a New Zealand food product is the same price as a similar product from Australia, both should land in Fiji at the same cost," he declared.

He added that the backlog of cargoes had been largely overcome. Two "rather bulky items" would be cleared during December and the situation would be up to date.

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British Petroleum in P-NG

The giant fuel supplier British Petroleum is setting up shop in Papua-New Guinea in December—right in the middle of a market shared since 1946 by competitors Shell and Mobil.

BP is flat out to grab a huge slice of the Shell-Mobil market by concentrating on smiling super-service. P-NG has been short of this sort of approach ever since petrol came to the territory.

"The New One—The Friendly One"—that's how BP is advertising its huge bulk and retail selling . . . and motorists forced to submit for years to the common P-NG attitude "take it or leave it" are warming to the big BP signs.

BP is investing \$1 million in Port Moresby alone to meet the burgeoning market. The facts: in 1968-69 P-NG imported 13,500,000 gallons of motor fuel, representing at least \$5 million retail; more than 30,000 vehicles are registered in P-NG, and new car sales in 1968-69 rose 28 per cent., and this year it will be 25-30 per cent.

Burns Philp (New Guinea) Limited is not altogether happy about BP . . . because Burns Philp for years has been the only "BP" in P-NG. They think there could be confusion over the name.

New Hebrides v Norfolk as a haven

There is an attitude growing on Norfolk Island that the island will lose its popularity as a tax-free business haven to the New Hebrides. Vila-based investors, encouraged by the British Administration in the New Hebrides (which is a British-French condominium) are selling the condominium as a more secure place for company registration than Norfolk Island. They point out that the Commonwealth Government is already making signs of moving against tax-free company concessions on Norfolk, which is an Australian territory. And now even the Norfolk Island Council wants to put up the costs to businessmen—by increasing company registration fees to \$100 annually. There are more than 1,000 foreign companies registered on Norfolk.

The matter of increasing the fees was discussed on November 10, but put over because nobody was sure

what the position was if councillors declared their pecuniary interest in companies registered on the island, and by so doing left the council without a quorum to decide the issue. Expert advice is to be obtained.

At the same council meeting the chairman's casting vote was given against the establishment of Solar International on Norfolk Island. The company wants to build a plant to produce optical lenses, but members felt it was not in Norfolk's best interests, and would give employment to only a few.

In November it was announced that the ANZ Banking Group has acquired a substantial interest in the

Melanesia Trust Company Ltd., a company registered in Vila, and has offered shareholdings to a number of major international banks and investment companies.

Mr. H. McE. Scambler, managing director of ANZ Banking Group, said the service of a trust company in the New Hebrides would "facilitate the introduction of overseas funds for the development of Australia and should assist in attracting funds for the general development of the Pacific Islands and Asian areas".

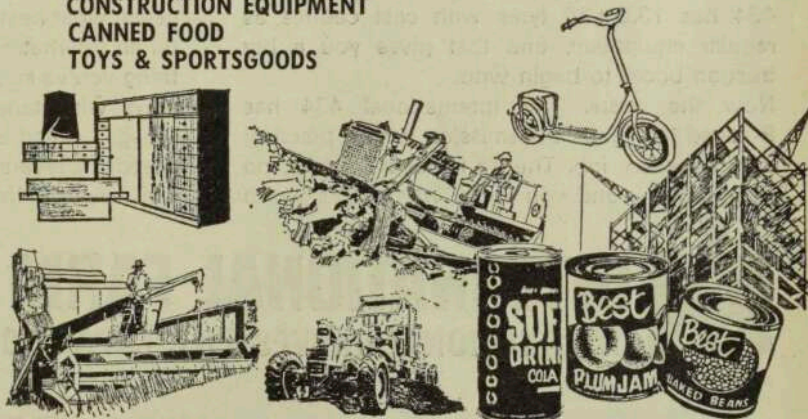
Meanwhile, no doubt, the New Hebrides will continue to make up the leeway in its own drive for investment.



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Govt. Council, Mt. Hagen.

NEW CALEDONIA: Marine Agricole Electrique, Noumea.
TAHITI: Produits Shelltex, Papeete.
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SOLOMON ISLANDS: Solomon Motors Ltd., Honiara.
NEW HEBRIDES: Kerr Bros. Pty. Ltd., Sydney.

3599/E/32

Emperor board forced out

The Emperor Gold Mining Co. Ltd. has rarely had it easy in Fiji, and there are further difficulties ahead—for the parent company, Emperor Mines Ltd., which is incorporated in Melbourne. Several times Emperor has had to receive a subsidy from the Fiji Government to help it pay its way.

The last assistance period was from April 1, 1967, to June 30, 1970, and in the latest financial year, to June 30, there was a group loss of \$47,988.

Now a group of dissatisfied shareholders, from Australia and New Zealand, have forced the resignation of the present board and replaced it with men of their own choosing.

They say they made their move because of Emperor's unsatisfactory performance over recent years and because of the alleged failure of the directors to implement any measures that may have offered some hope of a better return for shareholders.

The dissidents at the annual meeting won their point when the old board resigned because it did not have the numbers.

The new board left for Fiji on November 30 to look over the company's major asset, the Emperor gold mine at Vatukoula. The board comprises Messrs. G. E. R. Myers, chairman, company director of Auckland; D. R. Hoult, of Sydney, former finance journalist and chairman of two mining companies (Tasman Minerals NL and Ausminco Securities Ltd.); P. D. O'Sullivan, Perth (managing director of Tasman Minerals and Ausminco); J. B. Spencer, of Auckland, company director; P. A. Browne, of Sydney, lawyer and director of Ausminco; and J. L. Reid, of Auckland, a stockbroker.

Those who resigned were Messrs. J. F. Wren (chairman), N. B. Theodore, N. Nilsen, C. W. Cayzer, C. Wallace Smith, D. M. N. McFarlane and Dr. R. G. McElroy.

Ironically, Mr. Nilsen, who is also chief executive officer of Emperor, on November 26 was awarded Australia's highest mining honour, the Australasian Institute of Mining and Metallurgy medal for 1970.

• The Indonesian Government-owned Pertamina Oil Corporation on October 24 signed a production-sharing contract with the American Whitestone-Indonesia Inc. for an oil search in a wide area of the Bomberai district of West Irian. Whitestone is obliged to invest \$US10,150,000 within eight years of operation.

'Case for separate P-NG note issue'

Despite the fears of many expatriate businessmen, there was a strong case for the introduction of a separate note issue to Papua-New Guinea, Professor Heinz Arndt, Professor of Economics at the Australian National University, said in Sydney in November.

He told a meeting of the NSW Branch of the Economic Society of Australia and New Zealand that separate notes should be issued before home rule, if only to prove to

businessmen that establishment of a separate currency was no cause for alarm. Those businessmen who believed that they wouldn't be able to repatriate their money, and pulled it out of the territory prematurely, "would have to crawl back again, and that would be a good lesson", Professor Arndt said.

He added that although no changes in territory financial institutions were at present necessary, there was urgent need to plan ahead. Private banks which now served almost entirely expatriate business, had to consider their future role, and the Reserve Bank should be planned as an embryo central bank.

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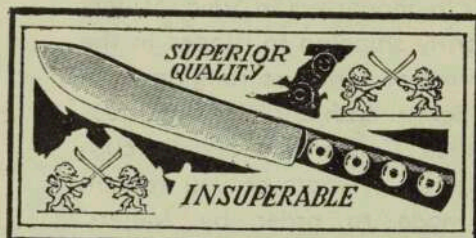
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COPRA

Copra industries are controlled through copra boards in NG, the Solomons, the GEIC, both Samoas, Fiji, Tonga and the US Trust Territory. New Hebrides, the Cooks, French Polynesia and New Caledonia don't have boards and copra is either sold individually by growers to overseas buyers or used for local making of soap, etc.

The boards were born after World War II and their functions, which vary among territories, include orderly selling overseas, maintaining stabilisation funds, raising government revenue and developing copra on long-term bases.

NEW GUINEA:—The board, with planters' reps, directs distribution and sales and pays planters. Buyers include: Unilever, of the UK, Australia and Japan, and coconut oil and desiccated coconut mills (controlled by Carpenters) on New Britain.

October prices, delivered main ports, were: hot-air dried, \$131 per ton; FMS, \$128 per ton; smoke-dried, \$126 per ton.

FIJI:—The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. Prices recently were: 1st grade, \$F137.25; 2nd grade, \$F127.25; CAS, \$F108.25.

WESTERN SAMOA:—The board makes payments to producers through its agents—local firms—and sells the copra on the open market with a portion to Abels Ltd., NZ. Recent prices were \$WS118 for 1st grade, \$WS118 for 1st grade sun dried, and \$WS105 for 2nd grade.

TONGA:—All copra is sold to the board which sends it to Europe and the open market. November prices to growers were \$T101.80 1st grade and \$T80.80 2nd grade, per ton. Per coconut, 1.7 sen.

SOLOMON IS.—All production through board at prices based on Philippines rates. Output goes to the UK, Japan, Australia and the rest

EXCHANGE RATES

FIJI.—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda. Sterling dollar on Fiji dollar, buying £1 = \$F2.11; selling \$2.085. Aust. dollar on Fiji dollar, buying \$A1.0117 = \$F1; selling \$A1.0288 = \$F1.

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. 24, quoted: Selling, Noumea and Papeete, 109 Pac. francs to \$ Aust.; approx. 100 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 13.19 francs to £. Also, £ equals 240.04 Pac. francs.

to the open market. Recent prices were: 1st grade, \$130; 2nd grade, \$126; 3rd grade, \$116 per ton, BSIP ports (Honiara, Yandina and Gizo).

GILBERT AND ELLICE:—Board pays growers \$78.40 per ton and receives \$143.05 per ton overseas; 2nd grade price 3½c per lb.

NEW HEBRIDES:—Copra sold direct by planters to France and Japan. Official market price on Oct. 27 was \$80 (8,000 Pac. francs). Marseilles, 1,150½ francs, Oct. 16.

COOK IS.—Copra goes to Abels, Ltd., of Auckland, who operates NZ's copra crushing mill. Prices for October 1 to December 31 were fixed, subject to freight adjustment, at \$NZ173.38 1st grade, hot air dried; \$NZ171.30 1st grade, sun dried, and \$NZ169.73 standard grade.

US TRUST TERRITORY:—Board pays \$US112.50 per ton, grade 1; \$100 per ton, outer islands.

OTHER PRODUCE

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote F35c (4 in. to 7 in.) to F40c (9 in. to 11 in.) lb depending on quality.

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; long red, grade one, dried, 12c per lb.

COCOA.—Islands rates are based on Ghana prices. Ghana price on Nov. 24 (Nov./Jan. shipment) was £288/15/- per 50 kilos, c.i.f., UK Continent Spot.

Nov. 24, Quote No. 1: In store Rabaul, export quality \$520 per ton, delivered ex-wharf Sydney \$580. Quote No. 2: Best quality ex-wharf Sydney \$575, in store NG ports \$520 (Jan./Mar.) (for immediate UK, Continent and USA shipments).

Forward prices: Apr./June, \$525 (in store, NG ports).

W. Samoa.—Nominal quotation for Nov. 12 was 1st grade, \$Stg.270; 2nd grade, \$Stg.250, f.o.b. per ton.

New Hebrides.—beach, Vila, Santo, \$300 per ton.

Solomons.—4 cents a lb delivered to a fermentary, 3 cents a lb at buying points.

COFFEE.—P-NG: Nov. 24, Quote No. 1, good quality A grade 48½c per lb; B grade 46c; C grade 44c; X grade 46c and native X grade 44½c (ex-store Sydney).

W. Samoa.—Mid-Sept. W. STEC ground and dried beans, 49 sene per lb (wholesale).

CROCODILE SKINS.—Recent 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.—\$350-\$400 a ton, f.o.b.

PAPUAN GUM. Graded gum \$195 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 recently 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,

STOCK MARKET

SYDNEY SELLERS

	Oct. 23	Nov. 24
ANG Hold. 1.00	1.02	1.02
Bali Plantations .50	.59	.53
Burns Philp 1.00	3.15	3.10
Burns Philp (SS) 2.05	3.09	2.90
Carpenter .50	1.95	1.81
Choiseul Plntn. 1.00	3.18	3.10
C.S.R. 1.00	6.80	6.20
Dylup Plntn. .50	.66	.70
Fiji Industries 1.02	2.40	2.30
Kerema Rubber .50	.21	.20
Koitaki Rubber .50	.65	.70
Lolorua Rubber .50	.29	.30
Makurapu Plntn. .50	.62	.64
Mariboi Rubber .50	.26	.28
P-NG Motors .50	.58	.57
Plantation Hldgs. .50	.76	.75
Queensland Ins. 1.00	3.70	3.70
Rubberlands .50	.21	.21
Soger Rubber .50	.56	.60
Stn. Pac. Ins. .50	1.05	1.08
Steamships Tdg. .50	.62	.65
Territory Brewery .50	.40	.40

OIL AND MINING SHARES

Buka Min. .10	.08	.051
C.R.A. .50	13.90	13.20
Cultus Pacific .25	.62	.41
Emperor .10	1.80	1.08
Highland Gold .20	.34	.25
NG Gold Ltd. .35	.68	.50
Oil Search .50	.33	.29
Pacific I. Mines .25	.31	.24
Papuan Apin. .50	.50	.45
Placer Dev.*	32.00	31.50
Southland .25	2.80	2.45

* No par value

Sydney stock exchange share price index for ordinaries on Oct. 23 was 560.54. On Nov. 24 it was 522.10.

40c-46s per lb: delivered Rarotonga, 50c-56c per lb. **French Polynesia.**—Tuamotu, Gambier shells, to \$1,000 per ton, Papeete.

PYRETHRUM.—NG growers 17c lb, flowers.

RICE (Aust.): Prices, until Mar. 31, 1971, are—P-NG: Dried brown rice, \$132 per ton, f.o.w. Sydney. Vitamin-enriched white rice, \$146.50 per ton. **Other Pacific Islands:** Polished white (56 lb bags) or dried brown rice (112 lb bags), \$156 per ton, f.o.w.

RUBBER.—P-NG price is based on Singapore rates which on Nov. 19 were: No. 1 RSS prompt nominal shipment (Malayan cents per lb) b 52½c, s 53c; Dec. b 53½c, s 53½c; Jan. b 54½c, s 54½c.

SANDALWOOD.—New Hebrides, landed on the beach, Vila and Santo, \$250 a ton.

SHARK FINS: Chang Sing Loong Co., Suva, offers 55c per lb for well-dried fins of commercial quality.

TROCHUS.—Nov. 23—Papua—\$180-\$190 per ton—Honiara—A \$180 to \$200 per ton, f.o.b. direct shipment—NG—\$150-\$160 per ton.

TURTLE SHELL.—BSI: First grade unmarked 60c to \$1.50 a lb at Gizo.

VANILLA BEANS.—Prices recently were: White and yellow label processed standard packs, \$7.50; green label \$7.40, c.i.f., Sydney. **Tonga.**—\$T4.20, f.o.b., Nukualofa; \$T4.50, Melbourne.

UK, US QUOTES

COPRA: LONDON, Nov. 20, Philippines, in bulk, \$US235 per long ton, c.i.f., UK/Nth. European ports; US Pacific coast \$US195, buyer, \$US197, seller.

COCONUT OIL: LONDON, Nov., £Stg.166.

RUBBER: LONDON, Nov. 19, No. 1 RSS, Spot (per lb) b 18½d, s 18½d; Dec., b 19½d, s 19½d; Feb., b 20d, s 20-3/16d.

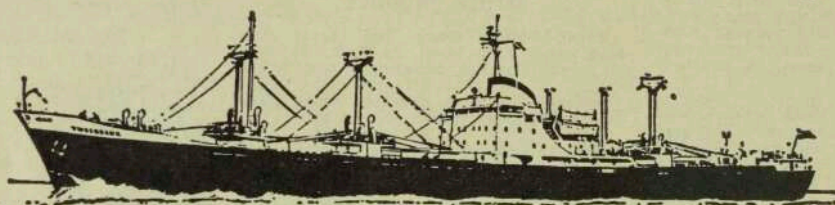
THE BANK LINE

MONTHLY SERVICES

U.K., CONTINENT to PAPUA-NEW GUINEA & SOLOMON ISLANDS
PAPUA, NEW GUINEA to NORTH AMERICA & U.K., CONTINENT
SOLOMON ISLANDS, FIJI, TONGA, SAMOA AND TARAWA to U.K.,
CONTINENT



U.S. GULF/AUSTRALASIA VESSELS CALL AT FIJI WHEN REQUIRED



FOR PARTICULARS APPLY:

THE BANK LINE (AUSTRALASIA) PTY. LTD., SYDNEY, N.S.W.

FIJI DIRECT SERVICE

The cargo link with the U.K.
Sailings every four weeks



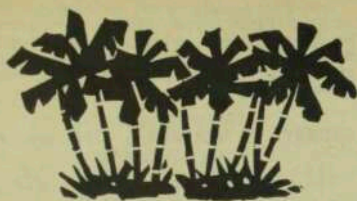
LONDON

To APIA (W. SAMOA) SUVA & LAUTOKA

Also cargo at through rates with transhipment in Suva for Levuka,
Labasa, Nukualofa, Vavau, Niue and Pago Pago.

BETHELL, GWYN & CO. LTD.,
Beaufort House, St. Botolph Street, London, E.C.3., England.

**BURNS PHILP
(SOUTH SEA) CO. LTD.,**
Suva, Fiji.



Shipping & Airways Information

SHIPPING

AUSTRALIA - FIJI - NORTH AMERICA

Pacific-Australia Direct Line operates once every three weeks, leaving east coast Australian ports for Nth. America, via Lautoka and Suva and Honolulu.

Details from Trans-Austral Shipping Pty. Ltd., 19 Pitt Street, Sydney (27-2441).

SYDNEY - WEST IRIAN - INDONESIA

P.N. Djakarta Lloyd Shipping Company operates a six to seven weeks' cargo service from Indonesia to Sydney, Melbourne and Fremantle; there are inducement calls at Djayapura and Brisbane.

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, Australis and Ellinis maintain a two-monthly passenger service from Sydney via NZ, Suva (Australis), Papeete (Ellinis) to Britain.

Details from Chandris Line, 135 King Street, Sydney (28-2451).

Sitmar Line, with two liners, operates a six-weekly 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

A Karlander vessel calls every month at Lord Howe from Sydney.

Details from Karlander Aust. Ltd., 37-49 Pitt Street, Sydney (27-6301).

SYDNEY - NORFOLK ISLAND - NEW CALEDONIA

Jacques del Mar (owned by Societe Maritime Caledonienne, Noumea) operates a three-weekly passenger-cargo voyage from Sydney to Norfolk and Noumea.

Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

Chargeurs Caledoniens, with the Ville de Noumea operates three-weekly Sydney-Noumea.

Details: Hetherington Kingsbury Pty. Ltd., 4 Bridge Street, Sydney (27-1671).

SYDNEY - GEIC - HONOLULU

Columbus Lines operate monthly passenger-cargo sailings from West Coast, US to Australasia, returning via Tarawa, GEIC 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 France Australia, 261 George Street, Sydney (27-2654).

SYDNEY - NOUMEA - LAUTOKA - SUVA

China Navigation Line's MV Taiyuan offers a regular three-weekly service from Sydney and Brisbane to Noumea, Lautoka and Suva.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (27-4701), Morris Hedstrom Ltd., Suva and Lautoka.

SYDNEY - NZ - FIJI - HAWAII

CANADA - UK

P. and O. liners call regularly at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and the US; 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 - AM. SAMOA - HAWAII - COOKS - TAHITI

Shaw Savill's Northern Star, Southern Cross and Ocean Monarch make seven round-the-world voyages each year, and also cruise in Pacific. They sail from Southampton, alternatively via South Africa and Panama, calling at Sydney, Wellington, Auckland, Suva, Pago Pago, Honolulu, Rarotonga and Papeete.

MELBOURNE - FIJI - NAURU

Nauru Pacific Shipping Line operates regularly from Melbourne to Suva, Lautoka and Nauru.

Details from Nauru Pacific Shipping Lines, Wales Corner, 227 Collins Street, Melbourne.

AUSTRALIA - P-NG

The Compac Service formed by Burns Philp and Co. Ltd. and the Australia-West Pacific Line operates a three-weekly cargo passenger service from Sydney and Brisbane to Port Moresby, Lae and Madang with MV Delos and MV Nimos and MV Samos calls at Port Moresby only. MV Marsina sails every three weeks from Sydney to Rabaul and Kavieng and return. On alternate trips she calls at Honiara instead of Kavieng.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

New Guinea Australia Line's vessel Coral Chief operates every 15-17 days from Sydney to Brisbane, Port Moresby and Samarai (alt. voyages); Island Chief operates every 21 days from Sydney to Brisbane, Lae, Madang and Rabaul; Papuan Chief operates every 21 days from Sydney and Brisbane to Rabaul, and alt. voyages to Honiara and Kavieng.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (27-4701).

Karlander New Guinea Line's six cargo vessels call at Brisbane, Lord Howe, Port

Moresby, Samarai, Rabaul, Lae, Madang, Wewak, Kieta, Honiara, Manus, Vila, Santo, Norfolk Island. Three carry passengers.

Details from Karlander Aust. Ltd., 37-49 Pitt Street, Sydney (27-6301).

Amplex NG, with Jette Bue, operates monthly Sydney-Rabaul-Lae, Fulleborn, Wileo and Bakada.

Details: Hetherington Kingsbury, 4 Bridge Street, Sydney (27-1671).

Nauru Pacific Shipping Line operates regularly from Melbourne to Rabaul, Lae and Moresby.

Details from Nauru Pacific Shipping Lines, Wales Cnr., 227 Collins Street, Melbourne.

AUSTRALIA - P-NG - FAR EAST

Austasia, with Malaysia, runs two-monthly Aust. ports — Moresby - Djakarta - Singapore.

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, Kaohsiung, 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 from Europe three-weekly via Panama to Tahiti, Apia, Fiji and New Caledonia; every alternate month from the Continent to Tahiti, New Caledonia and NZ.

Details from Royal Intercean Lines, 261 George Street, Sydney (2-0573).

GERMANY - LONDON - PANAMA - NEW CALEDONIA

Columbus Line operates monthly from Europe through Panama to Noumea.

Details from Breckwoldt & Co. Pty. Ltd., 276 Pitt Street, Sydney (26-6893).

FAR EAST - NEW GUINEA - SOUTH PACIFIC

China Navigation Co. Ltd. operates monthly from Japan to NG and South Pacific ports.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (27-4701).

EUROPE - TAHITI - NEW CALEDONIA

Messageries Maritimes operate monthly services from Europe to Papeete and Noumea. Service from North Europe returns via Japan. Service from Mediterranean ports returns via New Zealand.

Details from Messageries Maritimes, 332 Pitt Street, Sydney (61-6664).

FAR EAST - FIJI - NZ

Royal Intercean Lines operates three weekly with four ships from Manila, Pt. Swettenham, Singapore, Bangkok, Hong Kong to Suva, Lautoka and NZ.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (27-4701).

FAR EAST - P-NG - BSI

China Navigation operates monthly from Japan and Hong Kong to Wewak, Madang, Lae, Rabaul, Kieta, Honiara, Port Moresby.

Details from Royal Intercean Lines, 261 George Street, Sydney (2-0573); Burns Philp (SS) Co. Ltd., Suva and Lautoka.

GEIC - HEBRIDES - SYDNEY

The GEIC Wholesale Society operates a 12-weekly cargo service between Tarawa and Sydney, using Moanaraoi, with occasional southward calls at Santo or Vila.

Details from Kerr Bros., 65 York Street, Sydney (29-5703).

JAPAN - SAMOA - FIJI - N. CALEDONIA - N. HEBRIDES - WEST IRIAN

Daiwa Line runs a monthly passenger/cargo

service from Japan via Guam to Apia, Pago Pago, Suva, Lautoka, Noumea, Vila, Santo, Djayapura, Biak and Sarong.
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 - COOK IS. - TAHITI

Holm Shipping Co. Ltd. operate a 24-day service from NZ to Rarotonga and Papeete.

Details from Holm Shipping Co. Ltd., John Bates Building, 10 Customs St. E., Auckland (33-946).

NZ - FIJI - TONGA - SAMOAS

Union Steam Ship passenger-cargo vessels Tofua, Waimate 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. Waimate leaves Tauranga for Auckland, Lautoka, Suva, Apia, Nukualofa.

Details from USS, Quay and Commerce Streets, Auckland (379450).

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 Klitchener Street, Auckland, or Shiptraco, Sydney (27-4149).

Holm and Co.'s vessel Holmburn operates fortnightly between Auckland and Noumea.

Details from Holm and Co. Ltd., Customs Street East, Auckland (49930).

NZ - NORFOLK IS. - NEW CALEDONIA - NEW HEBRIDES - FIJI

Sofrana, with three ships, operates regularly out of Auckland to Tauranga (NZ), Noumea, Vila, Santo, Suva, Futuna, Lautoka, Wallis, and return.

Details from Holm Shipping Co. Ltd., 10 Customs Street East, Auckland (33-946).

TONGA - FIJI - AUSTRALIA

Tonga Copra Board vessel Niuvakai operates a five-week cargo service from Nukualofa, Apia, Suva and Sydney.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

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, Kiefa, Djayapura and Yandina.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George Street, Sydney (27-2041).

US/JAPAN - MICRONESIA

MILL, with several inter-island passenger-cargo ships, operates regular services out of the US west coast and Japan, via Honolulu and Guam, to all major Micronesian ports, including Saipan, Yap, Koror, Ponape, Truk, Kusaie, Kwajalein, and Majuro.

Details from American Trading, Box 168, GPO, Sydney (25-5421).

US - HAWAII/SAMOA - AUSTRALIA

Matson operates monthly service from Los Angeles with the Sonoma, and Ventura to Sydney, Brisbane, Melbourne, Pago Pago and Los Angeles.

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 liners Mariposa and Monterey operate three-weekly from San Francisco, Los Angeles, Bora Bora, Papeete, 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's Thorsgaard, Thorsisle and Thor I operate three-weekly from West Coast Nth. American ports to Papeete, Pago Pago, Apia, Suva, Noumea, and occasionally Santo, Vila.

Details from Trans-Austral Shipping Pty. Ltd., 19 Pitt Street, Sydney (27-2441).

AIRWAYS

TRANS-PACIFIC SERVICES

US - HAWAII - BRISBANE - SYDNEY

Qantas, with 707's, operates Brisbane and Sydney, departing from San Francisco to Sydney on Tues.

SYDNEY - FIJI - TAHITI - MEXICO

Qantas, with 707's, operates twice weekly out of Sydney on Tues. and Fri. and return out of Mexico City on Tues. and Sat. Stops at Acapulco.

SYDNEY - FIJI - HAWAII - CANADA

CP Air, with DCB's, operates weekly services out of Sydney on Sat. and Vancouver on Thurs.

SYDNEY - NZ - HAWAII or TAHITI - USA

Air-NZ, with DCB'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.

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.

American Airlines, with 707's, operates two daylight flights from Sydney to Nadi and Honolulu and one non-stop daylight flight to Honolulu, returning to Sydney from Honolulu on Thurs., Fri. and Sat., the Thurs. service being direct.

SYDNEY or NOUMEA - USA (via FIJI, NZ or TAHITI)

UTA, with DCB's, operates out of Sydney on Fri. and Noumea on Mon. and Thurs.

SYDNEY - USA (via N. CAL., FIJI OR HAWAII)

PanAm, with 747's, arrive Sydney from Los Angeles, via Honolulu and Nadi, on Sun. and Thurs., and leave on return flight the same day.

PanAm, with 707's, operates five days a week return trans-Pacific service out of Sydney and Los Angeles; Mon., Wed. and Fri. flights to Australia go to Melbourne and return to Sydney the same day. Mon. Sydney-LA flight is via Noumea and Honolulu. Jets connect with services to London, Europe and Far East. Jets fly Sydney-Hawaii non-stop both ways Tues., Fri. and Sat.

NZ - AM. SAMOA - TAHITI OR HAWAII - USA

PanAm, with 707's, operates out of Auckland for American Samoa and Honolulu on Tues. for Tahiti and Los Angeles.

American Airlines, with 707's, operates out of Auckland to Honolulu via Pago Pago on Wed. and via Nadi on Thurs., and out of Honolulu for Pago Pago and Auckland on Mon.

NZ - FIJI - HAWAII - USA

American Airlines, with 707's operates out of Auckland to Fiji and Honolulu on Thurs., and out of Honolulu for Fiji and Auckland on Tues.

FIJI - USA

American Airlines, with 707's, operates out of Honolulu to Fiji on Tues., Wed., Fri., Sat. and Sun., and out of Fiji to Honolulu on Tues., Thurs., Fri., Sat. and Sun.

INDONESIA or MALAYSIA - USA (via DARWIN, NOUMEA, NZ or TAHITI)

UTA, with DCB's, operates a weekly service out of Jakarta to Los Angeles on Mon. and return on Sun. A non-stop Noumea-Singapore flight operates on Tues.

AUSTRALIA-FAR EAST

SYDNEY - P-NG - FAR EAST

Qantas, with 707's, operates services out of Sydney on Mon., and Wed. to Port Moresby and Hong Kong, and return from Hong Kong on Tues. and Sun. Wed. and Sun. flights via Manila.

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.)

BRISBANE - NAURU

Air Nauru, with a Falcon Fan jet, operates weekly Brisbane-Honiara-Nauru and takes no passengers for Honiara (Solomons).

Details: Nauruan Government Office, 227 Collins St., Melbourne.

SYDNEY - FIJI

Air-India, with 707's, operates weekly services to Nadi on Tues., returning to Sydney on Wed.

SYDNEY - LORD HOWE IS.

Airlines of NSW, with flying-boats, operates four times weekly, return services from Rose Bay, Sydney, to Lord Howe. Extras on holidays.

SYDNEY - NEW CALEDONIA

Qantas and UTA operate Sydney to Noumea Mon., Wed., Fri. and Sun.; and Noumea to Sydney on Mon., Wed., Fri. and Sat.

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 three times weekly. More in holiday periods.

AUSTRALIA - P-N-G

TAA and Ansett, with 727's, operate 14 times a week from Sydney or Melbourne to Pt. Moresby.

QUEENSLAND - PAPUA

TAA Fokkers operate Townsville, via Cairns, for Port Moresby on Tues. and Brisbane, Townsville, Cairns, Port Moresby on Mon., Port Moresby, Cairns, Townsville on Mon. and Port Moresby, Cairns, Townsville, Brisbane on Thurs. Ansett, with Fokkers, leaves Cairns on Wed. and Thurs. for Pt. Moresby and returns same day.

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 Thurs. and Sat., and returns on Mon. and Wed.

NZ - COOKS

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 Caravelles, operates weekly from Noumea on Tues. and returns Wed. Air-NZ, with DC8's, operates weekly from Auckland on Fri. and Sun., returning same days.

NZ - NEW CALEDONIA

UTA, with Caravelles, operates weekly from Noumea on Tues. and returns Wed. Air-NZ, with DC8's, operates weekly from Auckland on Fri. and Sun., returning same days.

NZ - NORFOLK IS.

Air-NZ, with chartered Qantas DC4's, operates a weekly service, leaving NI on Sat. and Auckland on Sun.

NZ - FIJI - HAWAII

Air-NZ, with DC8's, operates out of Auckland to Fiji and Honolulu on Thurs., and out of Honolulu to Fiji and Auckland on Thurs.



MICRONESIA INTEROCEAN LINE INC.

Regular freight and passenger service between

U.S. PACIFIC PORTS — HAWAII — JAPAN — MICRONESIA

(OTHER PORTS ON INDUCEMENT)

Home Office:

Micronesia Interocean Line, Inc.,
P.O. Box 471,
Saipan, Mariana Islands, 96950,
Trust Territory of the Pacific
Cables: 'Mili'

U.S. General Agents:

Interocean Steamship Corp.,
680 Beach Street, San Francisco,
California 94109,
'Phone (415)-771-6400
TWX 910-372-7388 RCA 27-337
Cables: 'Interco'

Hawaii Agents:

Hawaii Freight Lines Inc.,
P.O. Box 1601,
Honolulu, Hawaii 96806.
'Phone 567-031
Telex: 723-407
Cables: 'Freight'

Far East General Agents:

Interocean Shipping Corporation,
Room 627, Iino Bldg.,
1-1, Uchisaiwai Cho, 2-Chome,
Chiyoda-ku, Tokyo, Japan.
Telex: 781-2335
Cables: 'Oceaninter'



POLYNESIA LINE LTD.

Regular freight and passenger service between

U.S. PACIFIC PORTS — CANADA — TAHITI — SAMOA

(OTHER PORTS ON INDUCEMENT)

U.S. General Agents:

Interocean Steamship Corp.,
680 Beach Street, San Francisco,
California 94109,
'Phone (415)-771-6400
TWX 910-372-7388 RCA 27-337
Cables: 'Interco'

Tahiti Agents:

Maison Morgan-Vernex,
Papeete,
Cables: 'Morex'

Samoa Agents:

B. F. Kneubuhl,
Pago Pago,
Cables: 'Kneubuhline'

Australian Agents:

American Trading Shipping
Co. (Pty.) Ltd.,
G.P.O. Box 168,
Sydney, N.S.W., 2001, Australia
Telephone No.: 25-5421
Telex: AA20486
Cable: 'Amtraco', Sydney

INTER - TERRITORY SERVICES

CHILE - EASTER IS. - TAHITI

Lan-Chile, with 707's, operates weekly, leaving Santiago on Thurs., leaving Papeete on Fri. (returning to Santiago on Sat.). Stop-over at Easter Island is about six hours. Details from Lan-Chile, 88 Pitt Street, Sydney (28-9629).

GEIC - NAURU

Fiji Airways and Air Nauru each operate fortnightly between Nauru and Tarawa (weekly service).

FIJI - WESTERN SAMOA - TONGA

Fiji Airways, with 748's, operates one service

a week from Suva to Apia and Nukualofa, via Nadi, leaving Monday, and one from Nadi to Apia and Nukualofa, leaving Wed. Return services, one to Suva and one to Nadi on Mon. and Fri.

FIJI - NEW HEBRIDES - BSIP - PORT MORESBY

Fiji Airways, with 748's, operates from Suva on Wed., Fri. and Sun., via Vila and Santo, to Honiara. Planes leave Honiara on Tues., Thurs. and Sat. for Suva. 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.

HAWAII - AM. SAMOA

PanAm, with 707's, operates from Honolulu on Wed., Thurs. and Fri. and operates from Pago Pago on Thurs., Sat. and Sun.

HAWAII - AM. SAMOA - TAHITI

PanAm, with 707's, operates to Tahiti, via Pago Pago on Sat. and to Tahiti direct on Tues. and Sat.

HAWAII - NAURU - MICRONESIA

Air Micronesia, with 727's, operates from Honolulu on Wed. and Sun., via Johnston Is., Majuro, Kwajalein, Ponape, Truk, Guam and Saipan, and returns on Wed. and Sat. Nauru calls fortnightly, alternate Thurs., from Majuro, terminate Guam.

NEW CALEDONIA - NEW HEBRIDES

UTA, with Caravelles and DC4's, operates four return services a week, out of Noumea on Tues. Wed., Fri. and Sat., making calls at Santo and Vila.

NEW CAL. - WALLIS IS. - NEW CAL.

UTA, with Caravelles, operates a monthly service, leaving Noumea on the second Thurs. of the month.

NEW GUINEA - WEST IRIAN

TAA, with DC3's, leaves Madang on alternate Sat. for Djayapura and returns the same day.

P-NG - SOLOMONS

TAA, with Fokkers and DC3's, operates twice weekly. Wed. planes leave Moresby to Honiara, returning Thurs. Sat. leave Rabaul via Buka, Kieta, Munda, Yandina to Honiara, returning Sun.

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 San Francisco, via Los Angeles on Mon. and Fri.; to San Francisco, via Honolulu on Tues. and Sat.; and to San Francisco, via Pago Pago and Honolulu on Sun. and Thurs.; from San Francisco via Honolulu and Pago Pago, to Tahiti on Sat., and from San Francisco, via Los Angeles, to Tahiti on Wed. and Sat.

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 at least twice a day (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 Mon., returning to Nadi on Fri.

FIJI - AM. SAMOA - COOK IS.

Fiji Airways (chartered by Air-NZ) with HS748's, operates fortnightly service from Nadi to Rarotonga, via Pago Pago (technical stop), returning via Aitutaki and Pago Pago. Service leaves Nadi on Thurs. and returns on Fri. (Fiji time).



DAIWA LINE

DIRECT MONTHLY SERVICE JAPAN/GUAM & SOUTH PACIFIC

M.V. "ELLICE MARU" V-18

Guam June 11-12	Lautoka June 24-25
Suva June 21-22	Noumea June 28-30

M.V. "SAMOA MARU" V-17

Guam June 29-30	Suva July 15-16
Tarawa July 6-6	Lautoka July 17-18
Pago Pago July 10-11	Noumea July 20-21
Apia July 11-12	Vila July 31-31
Santo Aug. 1-2	

Subject to alteration with or without notice.
Heavy lift and reefer cargo space available.

Next Sailing—M.V. "TAHITI MARU" Voy. No. 28. Middle of July.

THE DAIWA NAVIGATION CO., LTD.

OSAKA: "DAILINE" TOKYO: "FUNEDAILINE"

AGENTS: GUAM: Atkins, Kroll (Guam) Ltd.
APIA: Burns Philp (South Sea) Company, Ltd.
PAGO PAGO: B.F. Kneubuhl, Inc.
NUKUALOFA: Tonga Shipping Agency.
SUVA: Burns Philp (South Sea) Co., Ltd.
LAUTOKA: Burns Philp (South Sea) Co., Ltd.
NOUMEA: Agence Maritime Pentecost.
SANTO: South Pacific Fishing Co. (N.H.) Pty. Ltd.
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HONIARA: British Solomons Trading Company Ltd.
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Three charterers operate: Air Samoa Ltd. of Apia and South Seas Airways and Air Samoa Inc. of Pago Pago.

Apia's firm, with Islanders, flies Fagali, Faleolo and Asau; South Seas, with a Cherokee seaplane, to Pago, Manua, Rose and Swains and Air Samoa Inc., with Cessnas, to Pago and Faleolo.

FIJI

Fiji Airways, with DC3's and Herons operates regular services to Labasa, Mateti, Nadi, Nausori and Savusavu.

Details: Qantas, BOAC or Air-NZ.

Air Pacific, with Beech Barons, operates to Ovalau Island, Korolevu, Natadola, Ba and Vatu-koula 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

Air Polynesia, 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, operate 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 and DC6's, operates regular services connecting Saipan with Guam, Yap, Koror, Ponape, Truk, Kwajalein, Majuro and Rota.

Details from Air Micronesia, Saipan and Honolulu.

PAPUA - NEW GUINEA

TAA, operates to Baimuru, Baiyer River, Bali, Balimo, Banz, Biella, Buin, Bulolo, Buka, Cape Gloucester, Cape Hoskins, Chimbu, Daru, Esa'ala, Finschhafen, Garaina, Gasmata Is., Goroka, Gurney, Ihu, Jacquinot Bay, Kainantu, Kandrian, Kavieng, Kerema, Kieta, Kikori, Lae, Madang, Malalau, Manus, Mini, Misima, Mt. Hagen, Munda, Namatanai, Nissan Is., Popondetta, Pt. Moresby, Rabaul, Samarai, Talasea, Tol, Vanimo, Wabag, Wakunai, Wau, Wapenamanda, Wewak, Yandina.

Ansett, operates to Banz, Buin, Buka, Bulolo, Goroka, Kainantu, Kavieng, Kieta, Kundiawa, Lae, Madang, Mendi, Mt. Hagen, Momote, Pt. Moresby, Rabaul, Vanimo, Wabag, Wakunai, Wapenamanda, Wau and Wewak.

Papuan Airlines operates to Aroa, Balimo, Bereina, Cape Rodney, Daru, Gurney, Kairuku, Kokoda, Losuia, Mendi, Mt. Hagen, Paili, Popondetta, Pt. Moresby, Rorona, Tapini, Vivigani, Wanigela and Woitape, Girua, Rorona, Tufi, Safia.

Also, Aerial Tours operate in the Sepik area, and Territory Airlines in the Highlands.

NEW CALEDONIA

Air Caledonie, with Twin Otters, Herons and Islanders 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 Norman Islanders, operates to Erromanga, Lamap, Longana, Lonoore, Norsup, Santo, Tanna, Tongoa, Vila and Walaha.

Details from Air Melanesia, Vila.

SOLOMON ISLANDS

Solair, with Beech Barons and Doves, operates to Auki, Avu Avu, Barakoma, Gizo, Honiara, Kira Kira, Marau, Munda, Parasi, Sege, Yandina, Santa Cruz, Mono and Rennell Is.

Details from Solomon Islands Airways Ltd., Box 23, Honiara, BSIP.

● Air Nauru, which operates a weekly eight-passenger Falcon fan-jet between Brisbane and Nauru, planned in late November to begin a fortnightly service from Nauru to Tarawa and return on alternate Sundays.

● Norfolk Island fishermen have recently become alarmed at the presence of foreign fishing vessels off the island in the spawning season. They have been well within the three-mile limit, and approach even closer at night. One Japanese ship was ordered away by the Norfolk Island policeman, who went out to it by launch.

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'NO NEED' FOR EXTRA NZ FLIGHTS TO NORFOLK

From **KELVIN R. KING**
in Auckland

Norfolk Island will now definitely not be served by another international airline in the near future. At present the only link between Norfolk and New Zealand is a weekly service from Auckland operated by Air New Zealand using a chartered Qantas DC4.

But a few months ago an Auckland-based marketing and public relations concern, acting on behalf of interested parties in both countries, approached NZ Minister of Transport Gordon, asking permission to file a formal application to operate an independent air service to Norfolk.

Detailed plans were not formulated but it was expected that the service would be undertaken in co-operation

with NZ private airlines or alternatively with an international charter airline.

The promoting organisation—Roskel Communications—was interested only in presenting a case for the new airline and then turning the matter over to some suitably experienced organisation for implementation.

But the Minister of Transport refused to allow any application to be lodged. After that little was heard from former supporters of the scheme and now Roskel Communications has signified that it is withdrawing completely.

However, it feels that many people would be interested in the following excerpts from a letter sent by Acting Minister of Transport Carter:

"I would have serious doubts about the commercial success of such a venture. The popularity of Norfolk Island as a holiday destination insofar as the New Zealand traveller is concerned has been declining steadily. This can be seen from Air New Zealand's loadings which particularly over the past few years have fallen right away. In fact in 1968 service frequency was double what it is today but insufficient public support forced a cut-back to a once-weekly operation, and even now demand is very unsatisfactory.

"It is estimated that this downward trend is, to a large extent, irreversible, the reason being the large number of rival Pacific Island holiday resorts now readily accessible to New Zealanders. The conversely marked growth in Air New Zealand's carriage to Fiji, for example, highlights the extent to which the public spotlight has turned away from Norfolk. This island's potential as regards New Zealand tourists could be further clouded by the pending introduction of services to the Cook Islands which will give New Zealanders the opportunity of a Pacific Island holiday unhampered by exchange restrictions."

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120

DECEMBER, 1970 — PACIFIC ISLANDS MONTHLY

TOURIST MONSTER GROWS IN FIJI

No.1 INCOME EARNER "IN A YEAR OR TWO"

From SUE WENDT, in Suva

Unless Fiji strikes oil or a bonanza of minerals (survey results are not negative, say the experts cautiously), tourism will be No. 1 revenue-earner in a year or two.

The statistics are impressive: more than \$F30 million from tourism this year . . . 3,000 more hotel rooms during the next five years . . . capital expenditure of \$40 million to \$50 million . . . 25 per cent. growth rate . . . 800,000 visitors annually by 1976.

Not the miracle solution to all economic problems perhaps and certain to bring new problems in its wake; nevertheless, tourism is firmly entrenched as part of the Fiji way of life.

The task for independent Fiji is to help the monster grow, while preventing it from taking over.

Incumbent upon both tourism concerns and government is the task of educating Fijians about the industry's benefits.

They see only the worst effects of tourism—the corruption of tradition and culture, taxi drivers who grossly overcharge, entertainment groups incorporating plastic flowers and even insel into their costumes. The touts too are a menace, and the leering and loud remarks from some curious vendors makes a visit to the markets an experience few female visitors would care to repeat.

On the reverse side, the behaviour and too-revealing garb of some visitors, particularly cruise ship passengers, seriously offends many Fijians. If tourism brings such people, they must sometimes think, why have it at all?

At the 10th annual tourism convention at Korolevu recently, a Fijian schoolteacher, Adi Davila Vunivalu, urged the 300 delegates to do something constructive about teaching Fijians about tourism.

"You talk about the beauty of my country, but what about the Fijian people?" she asked, during a spontaneous, emotional little speech.

"The bulk of the Fijian people are left in the dark about this great tourism that is coming to us".

Adi Davila said she told her schoolchildren that tourism brought

money—but that was all they knew.

"I plead with you to find a way to educate the Fijian people about this thing that is going to mean life or death to them in years to come."

Nothing much was done about Adi Davila's plea at the convention, but the issue was raised at a Fiji Visitors Bureau board meeting later in the month.

One speaker, Mr. R. W. Warner, suggested that a substantial amount of money be put aside by the board, for the provision of material for schools. The children after all, he said, were the citizens of tomorrow. And in many cases, they took education home to their parents.

No doubt this matter of education was noted by other South Pacific delegates attending the convention. The Samoas, Tonga, the New Hebrides and Papua-New Guinea were all represented, and they too may soon be facing both problems and benefits of large-scale tourism.

It's to be hoped that they also took note of a warning from guest speaker Marvin Plake, executive director of the Pacific Area Travel Association.

Tourism, said Mr. Plake (who can always be relied upon to burst bubbles of complacency), was beginning to become Fiji's master. It was terribly late for orderly, proper development of the industry. A master plan, which might cost anywhere from \$5,000 to \$500,000, was long overdue. (At a different point of the conference Mr. Stinson, Fiji Minister for Tourism, said the master plan was two years off. See p. 125).

"A master plan would identify the so-called ideal tourist areas, where high rise hotels and shopping areas might go in Suva for example, suitable places for the development of public beaches and other places, roads from point to point," Mr. Plake said.

"The next step would be the

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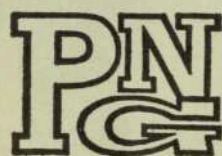
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"New incentive laws must be adopted. In this regard Fiji has done very well. In fact from where I sit, you've got the horse hitched to the back of the wagon. It came before your master plan, your building codes and your land use laws. But at least you know where the beast is and you can reach him!"

One of the most lively debates came on the subject of tipping. The question of whether visitors should or shouldn't tip wasn't resolved—it never is—but it had plenty of delegates on their feet.

General manager of the Fiji Visitors Bureau, Mr. Rory Scott, maintained that since people tipped because they were ashamed not to do so, it should be possible to reverse the situation.

He described a notice he'd seen in a New Hebrides' hotel, saying: "Tipping is contrary to the laws of hospitality." This had the effect of discouraging people from dispensing gratuities.

"Let's not say any more that tipping is voluntary. Tipping is a tyranny," he declared. "There's a duty on both management and hotel staff to ensure in Fiji that we really mean it when we say hands are not really out. I wonder whether it has not gone past that stage already."

Hotel managers were dismayed by a suggestion from Mr. Scott that it would be up to hotels to compensate their staff if tipping was banned or discouraged.

"We can control tipping so that it is soft-sell, but I cannot believe that we have to pad the wages structure," said Mr. Colin Thompson, managing director of Travelodge Fiji Ltd. "We would have to put it on the tariff and we want to avoid this at a time when Fiji is on the bottom rung of a tourist explosion."

Mr. Paddy Doyle, manager of The Fijian hotel, was, naturally enough, one of those in favour of tipping. "But I agree that the largesse should be distributed so that the chef and the fellow who cleans the toilet get their fair share," he added.

Paddy Doyle also waxed eloquent on, not the Suva-Nadi road, his favourite topic, but water. He said the government five-year-plan made no provision for adequate water



Tourism Minister Charles Stinson . . . government will spend \$3½ million over the next five years. He was speaking at the tourism convention.

supply to his and other Coral Coast hotels. Unless something was done about the water shortage, hotels would not be able to go ahead with planned extensions. Last year at one point the shortage was so bad that, except for drinking and cooking supplies, his hotel was running on sea water.

Mr. Freddie Caine, manager of Tubakula Beach Motel, said the water supply along the Coral Coast was not only inadequate but unhealthy. "The only two doctors in the area are called out at all hours of the morning by people with stomach trouble," he said. "The government must take action, or no one will come."

Delegates got REALLY worked up over the question of port facilities—or lack of.

They berated the government for its failure to provide comfort for the many thousands of cruise ship passengers. The ports provided no toilets, shade or refreshments. Disembarking passengers had to stand around for hours in seatless sheds. Thousands of people waiting to go on shore excursions were frequently soaked with rain. The whole situation was pathetic.

In view of the fact that cruise passengers leave so much money in

Fiji, the criticisms seemed fair enough.

Mr. Terry O'Neil, for the Ministry of Communications, Works and Tourism, answered that it looked as though nothing would be done for the next five years about passenger facilities, as the government would give priority to developing cargo space.

Last year ports in Fiji lost \$400,000 and the problem would have to be looked at in this light. But there was a scheme to improve facilities at Savusavu.

And so the Fiji tourist bonanza grows, and with it, the problems.

Independence will help tourism

Does a Fiji independent, attract or deter visitors? This is a question that's been on the minds of tourist promoters for some time. One man who firmly believes Fiji has even more appeal now than in its "colonial" days (that is, before October 10!) is Fiji's Minister for Tourism, Mr. Charles Stinson.

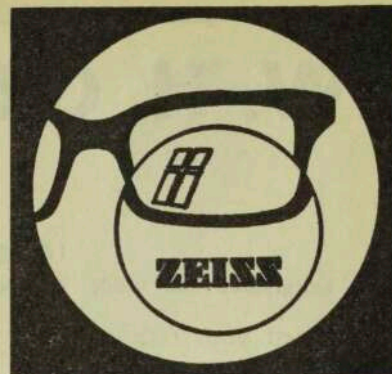
Mr. Stinson says Fiji will now attract interest and development activity on a scale it has never before experienced. He has outlined his government's plans in catering for growth that will come in the next five years, with the building of another 3,000 hotel rooms at a cost of between \$40 and \$50 million.

Speaking at the Korolevu tourism convention he said the government would spend some \$F3½ million on improving tourist facilities and promoting tourism from 1971-75. This sum would be the government's direct contribution during development plan six.

In addition, there would be substantial assistance to the industry in the form of taxation relief under the Hotels Aids Ordinance. For the first time, specific funds would be set aside for projects such as the creation of beauty spots, scenic lookouts, parking areas and access to beaches.

A separate section, with its own secretariat, would be created within his ministry to deal specifically with transport, civil aviation and tourism.

He revealed that \$125,000 has been set aside for the establishment of a building for the School of Hotel and Catering Services, long-awaited by the industry. Building should start in



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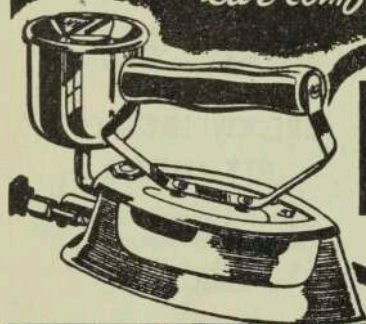
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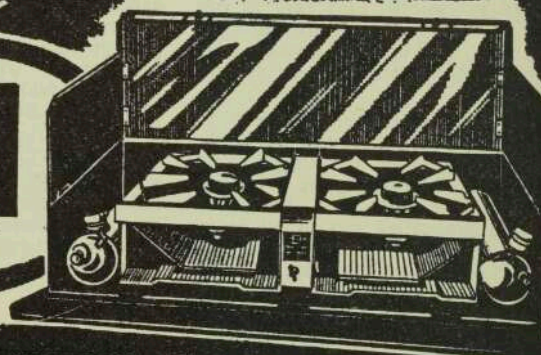
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January and the school should be operating in the second half of next year.

Fiji would also be getting its master plan for tourism, he said—but not for a couple of years at least. The project would begin with a major survey, leading to a master plan setting out priorities for development, including a land use plan.

The draft terms of reference for the survey included recommendations for achieving the government's policy of spreading the benefits of tourism more widely.

The government expected to have about 10 experts—planners, economists and engineers—recruited from various tourist consultant organisations. The United Nations Development Programme was prepared in principle to consider assistance in financing the study. The World Bank was willing to offer assistance in executing agency.

Polynesian craft centre in Suva

Both Polynesian and Fijian craftsmen will benefit from a new business venture launched by the wife of Fiji's Prime Minister, Adi Lady Lala Mara, and the wife of the Tradewinds Hotel managing director, Mrs. Anna Philp.

Adi Lady Lala and Mrs. Philp are shareholders in Polynesia Craft Centre Co. Ltd., a new company which is to lease the workroom and shop currently being built opposite the Tradewinds, in Suva. The centre, designed by Colin Philp, resembles the design of the hotel, with the emphasis on local stone and timbers.

Lau-born Mrs. Philp told *PIM*, "We are doing this in order to help our people. We will sell goods from the small producers, because they are the ones who really need help in building up a business."

"There are outlets here for Fijian-made goods, but few for the very fine products of Polynesia."

Mrs. Philp, who will run the craft centre, has already ordered samples of handcrafts from out of the way places like Niue, the Tokelaus, the Cooks, Gilberts, as well as Samoa and Tonga. She is planning too to plant a Polynesian garden, with mini-plantations of local vegetables and plants.

"I've already collected small plants from Lau and Bau of the flower called *lagakali*, which is used in sweet-smelling oil," she said. "It is very difficult to grow and fairly hard to find these days."

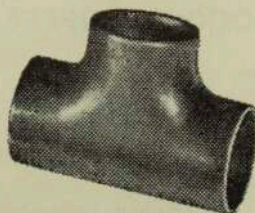
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PACIFIC HARBOUR IS ALREADY A REALITY

By a staff writer

Fiji residents have already committed \$F425,000 to buying residential blocks in the Pacific Harbour development at Deuba.

South Pacific sales manager for Pacific Hotels and Developments Ltd., Mr. Charles Scott, said recently that 31 blocks have been sold to locals. Overseas sales totalled at least 70.

More than 150 men are at work on the 1,100-acre site and 10 sample houses are due to be completed within a year.

Anyone driving past the site of the \$200 million development now might find it hard to envisage the yacht-dotted waterways, supermarkets, gracious homes and expensive swimming pools of the future—but people are paying out from \$7,200 to \$28,000 for the 1,300 residential blocks. They are blessed with foresight as well as money.

Mr. Scott said the sample house had not yet been costed, but buyers could choose their own construction company. He predicts that all the residential blocks will be sold in about two years. He confirmed that there has been interest in commercial ventures at Pacific Harbour, but the company had stopped negotiations on all commercial and high-density sites until policy, and the needs of the area, were clarified.

In recent weeks Project Development Corporation Ltd., the Australian company with the \$6,500,000 contract for the first stage of the Pacific Harbour scheme, has been moving in men and machinery. It will be building about 400 flats at Deuba over the next five years, in addition to roads, sewage plants and waterways.

American Airlines is to manage the first of the five projected hotels for Pacific Harbour on the site of the old Beachcomber Hotel. It will be called the Flagship Beachcomber, costing \$US2.3 million, and first stage, to be completed at the end of 1971, includes 84 rooms.

It's the airline's second venture along its new Pacific routes; it opened the Ala Moana in Honolulu in August.

Land for the entire Pacific Harbour project was bought outright from the original owners for about \$3.4 million and some 1,000 Fijians will

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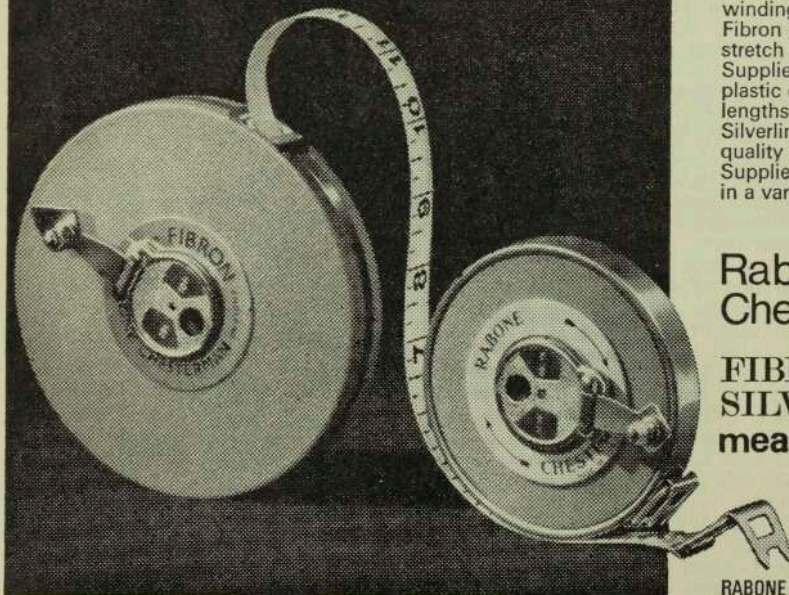
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employed on construction work and maintaining the completed project, which will have facilities to serve a community of 10,000 people.

Company behind the project, Pacific Hotels and Development Ltd., is owned by Canadian businessmen (41½ per cent.), a banking consortium headed by Slater Walker Securities of London (41½ per cent.) and Jardine Matheson of Hong Kong (5½ per cent.) and P & O Steamship Lines (11½ per cent.).

At a recent Sydney Press conference, men representing all these companies explained the project; but Canadian businessman, Peter Munk, did most of the hard talking. He pointed out that this was the biggest development of its kind ever seen in the South Pacific and, between television interviews, made sure the press knew it.

'Fijips' show their faces in Fiji

Fiji has a new thing called a 'Fijip'. Not a new national name or all the races—but a flower-decked Mini-Moke.

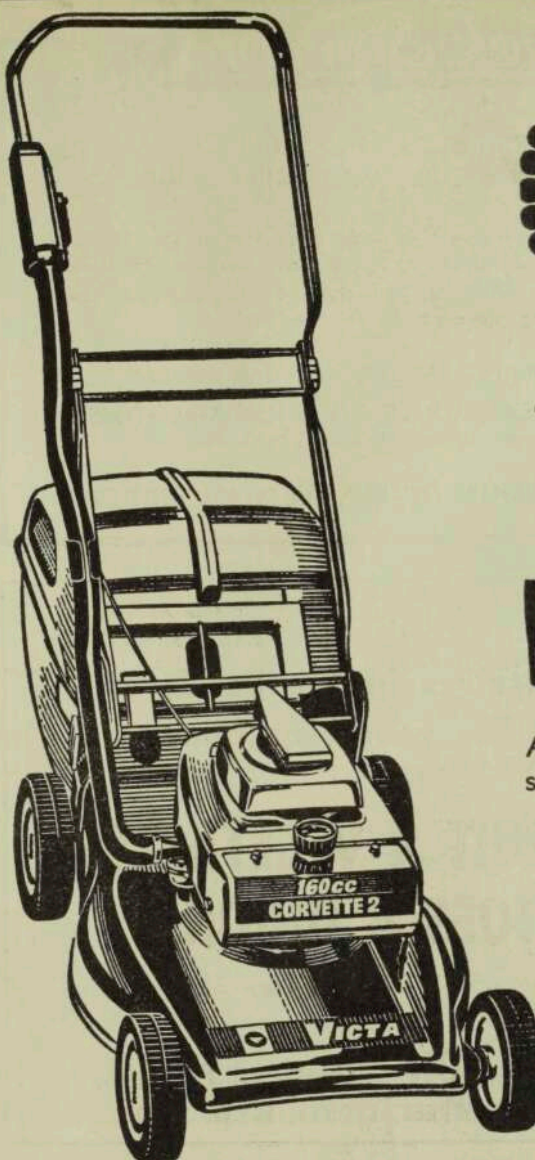
Adorned with gay red-and-white striped canopies and intended as fun cars in the tradition of Hawaiian lūne buggies, the Fijips are being introduced by United Touring Company at Nadi Airport.

Marketing expert from UTC's head office in London, Mr. Andrew Young, says the company is starting with three of the vehicles, but hopes to extend the number if they prove popular.

The rate is cheap enough—\$F2.00 (plus insurance) per day or \$F12.00 per week. Mileage rate is 8 cents.

Mr. Young is spending three months in Fiji, supervising management changeover from Mr. Don Tolley, who has returned to Australia, and Mr. Barry Gardner, who joined the company as manager in late September.

● New Zealand may have an annual Polynesian "song and dance" festival, and performers from Islands groups living in NZ will be invited to perform. Announcing a \$NZ5,000 grant towards the festival, chairman of the Maori Purposes Board, Mr. Duncan MacIntyre, said that NZ had the talent to hold the best Polynesian festival of the Pacific. While it would obviously be of tourist interest, the festival would primarily aim at encouraging Polynesian music and dancing in NZ.



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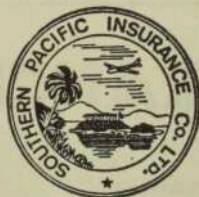
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A study that may lead to green turtle farming

Green turtles, prized for their oil, meat and leather, are to be studied intensively in one of their last natural refuges, the Torres Straits Islands of northern Australia.

If a three year research project at Darnley and Murray Islands is a success it will lead to the setting up of one of the world's first green turtle farms, bringing the possibility of new prosperity to these islands of the South Pacific.

Armed with a Commonwealth grant of \$27,730 to carry out the first year of his ecological investigation of the green turtle, Dr. Robert Bustard, Research Fellow at the Research School of Biological Sciences at the Australian National University, is to set up six farms at Darnley and Murray, employing local people as much as possible.

"I am interested in the ecology and numbers of green turtles," Dr. Bustard, 32, said in Canberra. "In any animal population the numbers remain fairly constant in the long-term. I am interested in how animal populations stabilise their numbers. This research has its application in that when you know how animals stabilise their numbers you can manipulate the process to multiply their numbers."

The green turtle population appears to have remained fairly static because of their high infant mortality rate. In a breeding year a female lays a clutch of about 110 eggs every 14 days—or 600 to 800 eggs during the breeding season. This large number is offset by a high predation rate. Of those turtles which survive the hatchling stage and run down the beach to the sea only about three or four per thousand live to adulthood.

The first year of a turtle's existence is the most critical. Though they are so small as hatchlings, their weight during their lifetime increases about 9,000 times to 400 lb or more (the weight of a human at birth increases only about 18 times during a lifetime). If a green turtle survives the first year it is relatively immune from attack by fish.

One of Dr. Bustard's plans is to keep hatchling turtles protected from predators in pens for a year. He

believes that doing this will increase the survival rate of the turtles by between 50 and 100 times. The increase in turtle numbers could then be exploited commercially.

There is a very good world market for turtle products. Most in demand is turtle oil which is used as a cosmetics base. At present there is also a strong demand for the very soft and durable turtle leather, due to a scarcity of crocodile leather. The carapace of the turtle—the cartilage under the shell—is dried in the sun and used as the basis of turtle soup. Japan has a high demand for high-protein meat-meal and turtle could contribute significantly here.

The commercial demand for turtles is so strong that British and American investors have spent \$1 million in setting up the world's first commercial turtle farm in the British West Indies, which has almost been denuded of its natural turtle population.

On Darnley Island, as well as a study of the ecology of the natural turtle population, three of the six pilot turtle farms will be set up, to explore the possibilities of "battery rearing" techniques with hatchling turtles. Feeding methods similar to those which have revolutionised the poultry industry in the last 10 years will be used in development experiments.

Green sea turtles start life as carnivores but after a year they change and become predominantly vegetarian, eating sea grass and seaweed. At Darnley pilot farms the young turtles will be kept continually as carnivores, being fed almost entirely on fish.

On Murray Island Dr. Bustard's research will be concentrated on reducing the high infant mortality rate of the wild turtles. Hatchlings will be reared in pens for periods varying from three to 12 months, then tagged and liberated. Their subsequent survival will then be compared with that of hatchlings marked and liberated as they emerged from the nest. This type of information is not known about any turtle population in the world.

Local Islanders and Aborigines will be trained to tag and mark the young turtles and to record information about them when they are recaptured in future years. Dr. Bustard believes that if turtle farming can be carried out without threat to the conservation of the turtle population, it could mean the establishment of an industry which the local people can manage for themselves.



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In the fight against world hunger, scientists have learned valuable lessons from the food customs of small communities. Scientists are now investigating some isolated peoples in New Guinea who live below the normal subsistence level, yet appear to be in excellent health. In this article, an account of the early stages of a continuing research project is given by a British physiologist helping the study.

How do some New Guineans survive on what they eat?

by Dr. JOHN V. G. A. DURNIN,
Reader in Physiology, University of
Glasgow, Scotland.

For biologists and anthropologists, the many isolated New Guinean groups of peoples, with their distinct genetic make-up, their very different physiques, their sociological and environmental diversity, have provided an absorbing area of study in recent years. A certain urgency about this research is now apparent, since conditions are altering rapidly and irrevocably through the advance of modern ways of life.

The studies which concern me are part of an investigation involving teams of geneticists, anthropologists, epidemiologists and medical personnel responsible for assessing physical health and the illnesses common among these communities. Physiologists also study nutrition, physique, tolerance to the climatic environment, physical fitness and lung function.

Some of the scientists involved are from Australia and some from Britain. Most of the physiologists are British, from the medical schools in London, Cardiff in Wales and Glasgow in Scotland—although one of my assistants, a woman, who has been living in New Guinea for the past year, is an Italian Professor of Nutrition from Rome.

My own part is to direct the nutritional and anthropometric assessments on two groups, living in moderately remote regions, one on the coast and the other in the highlands. The project has been in operation for more than a year and we have completed the study of the coastal village where we lived for about 10 months in one of the huts. The total population of that village



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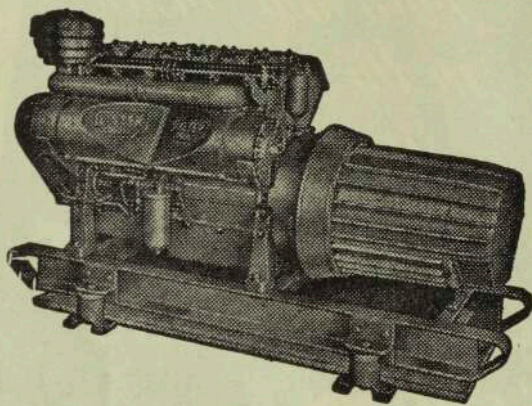
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was around 1,500 individuals. On more than 100 adults and 300 children we have measured, by weighing, all the food eaten by each individual during seven consecutive days.

We have also measured the energy these people use up in their daily life. We have obtained detailed records of their complete pattern of life throughout the whole 24 hours of each day (usually by being with them almost continually) and measuring with a special instrument the energy expended in various activities—sitting, walking, carrying taro from the gardens, planting, repairing houses, and so on.

I realise that this sounds as if it might make life very artificial for the subjects, but when one has lived for a long time in the village, and been treated like a friend by everyone, it is quite apparent when any disruption to the normal routine is being caused by our presence.

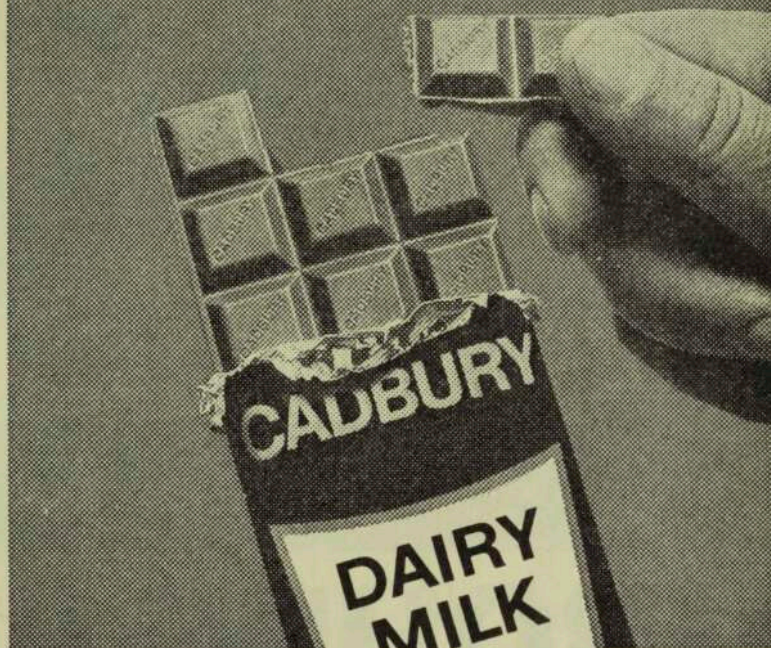
We have also measured on 100 of the adults how much fat each man or woman has in the body, by a special technique which involves finding out the density of the body by Archimedes' principle, weighing the person first in the usual fashion and then under water.

One remarkable preliminary finding of the nutrition of the New Guineans was that the total food intake, supplying calories for energy and protein for building and reconstituting the body tissues, was so low that it seemed, nutritionally, unable to sustain life. Yet the people are often well-built and muscular and seem quite active. Indeed, it has been suggested that the New Guineans may have developed a special mechanism to manufacture protein in the body, which is unknown in any other people.

I think this is improbable. It might be simply that the standards of nutritional adequacy for maintenance of health and well-being are often based on studies on European populations, which do not necessarily produce results pertinent to peoples living on a different nutritional plane. Our preliminary findings seem to suggest that the diet may be low, but probably adequate for their requirements—indeed, in some ways, perhaps superior to a common European-type diet, in that the New Guineans eat a negligible quantity of fat, compared with 40 per cent. or more of the calories from fat taken by most Europeans.

Of its kind, the complete investigation of these two coastal and high-land New Guinean populations is probably the most comprehensive ever carried out and it should produce results of scientific importance.

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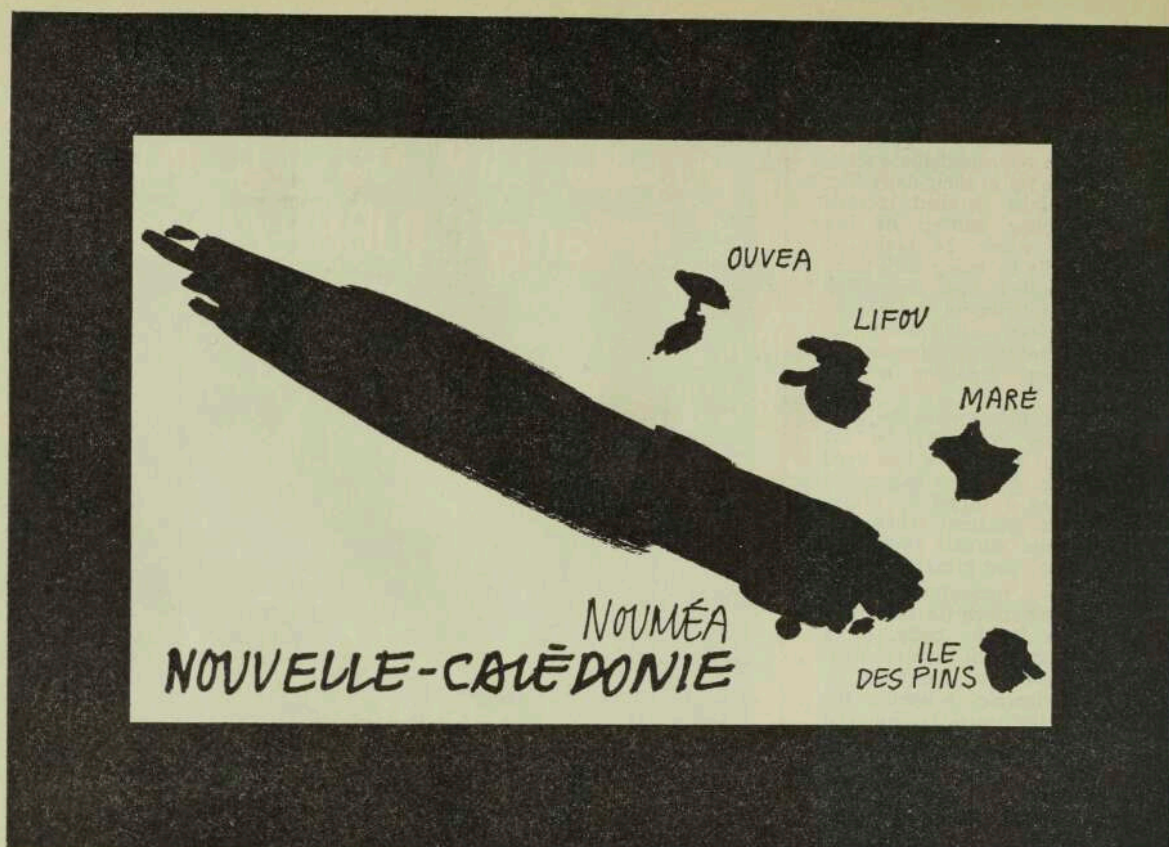


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D DECEMBER, 1970—PACIFIC ISLANDS MONTHLY

Deaths of Islands people

Among the deaths that *PIM* records this month are those of a miner, a planter and a missionary all of whom had colour-careers. They are Mrs. Doris Booth, miner, who died in Brisbane in November; Mr. Carden Seton, planter, who died in Brisbane in November, aged 69; and Major A. J. Campbell, who died in Sydney in October, aged 69. Here are their stories.

First woman on New Guinea goldfields

Born in Brisbane as Doris Regina Booth, Doris Booth married Charles Booth in 1919 and went to New Guinea with him in 1921 to manage a plantation at Kokopo. But the discovery of gold at Bulolo took them to that rugged area in 1924. Doris Booth had first to fight her way through bureaucracy to get there, as Government Secretary at Rabaul refused to issue her a miner's right of permission to go to Bulolo, because the country "was inhospitable, the natives hostile and no man could hope to reach the reality". But if the government was on her side, everybody else was, so she became the first white woman to make the arduous six-day trek to Bulolo from the coast. Two years later she was still there, to take part in the gold rush to Edie Creek, further into the ranges. The government was thankful that she disobeyed orders, for she was the only nurse on the goldfields during a serious outbreak of dysentery, and from the date of her arrival she combined nursing with gold-mining. Although without the equipment that had been used to at Brisbane General Hospital, where she had served, she amputated limbs, sewed wounds and generally performed the duties of surgeon/doctor for the whole area, establishing a hospital at the Bulolo River in 1926. When the dysentery outbreak began Mrs. Booth had three "units" in her hospital; a general ward for natives, a private ward for Europeans and an isolation ward for bad cases. The popular tonic for convalescing patients was a brandy and egg flip. In early 1927 Mrs. Booth went back to Brisbane to recover from bouts of malaria. But she was

soon back again, and in 1928 she was made an officer of the Order of the British Empire for her nursing work on the goldfields.

When, in 1933, she was herself in hospital in Salamaua with another serious malaria attack, she shared the ward with a young patrol officer named J. K. McCarthy, who had been wounded with arrows when ambushed by Kukukuku tribesmen in the same area. McCarthy later became head of the Department of Native Affairs in P.N.G.

Doris and Charles Booth were divorced in 1934 but Doris Booth continued to operate her mining claims, Clifftop and Cliffside, at Bulolo, employing a large staff.

She returned to her mining interests after the Pacific War, but also involved herself in wider interests—sitting as a nominated member of the P.N.G. Legislative Council from 1951 to 1957. Her opinions, based on her long and practical experience of the country, were always sound. She retired to Brisbane, to a house called "Cliffside" a number of years ago.

Her early New Guinea experiences are recorded in her book, *Mountains, Gold and Cannibals* (1929), which was dedicated to "my comrades of the goldfields".

Planter who worked behind enemy lines

Carden Wyndham Seton, who was born and educated in NSW, won fame as a Coastwatcher in the Solomons during the Pacific War. He had gone to the Solomons in 1927, first as an overseer with Shortland Islands Plantations Ltd., and was manager there when war came to the BSIP in 1942.

Returning there in 1946 after the war, he became a planter and trader on his own account at Choiseul, was a member of the BSIP Advisory Council from 1947 to 1949, and returned to farming in Queensland in 1955.

He still kept in close touch with Islands affairs and was a regular contributor to *PIM*'s letter columns to the time of his sudden death. An account of one of his wartime coastwatching exploits was sent to *PIM* only a few weeks before his death.

He had joined the AIF in 1942, but was quickly transferred to the RAN as a coastwatcher because of the BSIP experience. He was on Choiseul from 1942 to 1944 and later

served on Bougainville and New Britain, as a captain. He won the DCM for his Choiseul operations.

Seton's account for *PIM* of his arrival on Choiseul tells how he and three others set off from Brisbane in the US submarine *Grampus* in October, 1942.

The four were to cover The Slot, through which Japanese transports were bringing in reinforcements for Guadalcanal. Seton and Sub-Lieut. Alexander Waddell (now Sir Alexander Waddell) were landed on Choiseul and Sub-Lieuts H. Josselyn and J. Keenan on Vella Lavella. The submarine attacked Japanese shipping en route and was hunted in turn with Japanese depth charges.

The first two men were landed and a week later it was the turn of Seton and Waddell. They cast off from the submarine at midnight with Seton paddling a collapsible canoe and towing two heavily-laden rubber boats, and Waddell steering, but it turned out to be a tough job. Strong currents in The Slot took them off course, and they struggled to close the shore, using muscles that had been softened by inactivity in the submarine. Seton recalled:

"In spite of all our efforts we were still paddling at dawn. By this time we were near exhaustion and decided to cast our fate to the wind and shoot the breakers over the reef in order to get ashore and under cover. If the previous four hours had been an ordeal, worse lay ahead. The easiest part was riding the breakers over the reef; hitting the reef on the other side was another matter. As the breakers dumped us down, the boats with our precious wireless and supplies, were swamped . . . as we struggled to regain our feet, we slipped and fell into deep holes in the reef; each step found another fissure until it seemed we would be defeated by the sea and coral instead of the Japs."

Gradually, Seton and Waddell got the boats and supplies ashore and under cover. The boats were deflated with bayonet stabs, because the two had no time to look for the valves, and then were hidden.

Wrote Seton: "The most important pieces of our equipment were safe—the wireless and battery charge, our lifeline. When daylight came we both collapsed and slept among our equipment, too exhausted to think of much else at the moment. A few hours later we made a reconnaissance and found the area to be uninhabited. We made camp close by. Towards dusk a native who had crossed our reconnaissance trail and recognised European footprints, came cautiously by canoe. He promised help and

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cribed the nearest enemy post. So ended my longest day—18 years I'll always remember." The pair remained on Choiseul for months, constantly reporting my movements, and outwitting Jap ports to locate and destroy them. I received his commission in the 1.

end of the "flying Priest"

Alexander John Campbell, born in Western Australia, pioneered the setting of the Seventh-day Adventist mission in Kainantu, in the Central Highlands of Papua-New Guinea. In 1955 he, and his wife Emily, had commenced mission service at Buin, againville, followed by seven years at Choiseul, in the British Solomons. They went then to the Highlands, where they were at Kainantu, Goroka and Bag in New Guinea.

During the war, Pastor Campbell was visited at Kainantu by the "flying priest", Father Glover, who wanted assistance. After hiding Father Glover's Spartan plane in the Adventist mission compound, the two, a mechanic, made a nine-day trek to the coast, despite Jap activity, the Catholic mission headquarters at Sek Island where they were able to recover and repair a Tiger Moth aircraft.

Both aircraft remained at Kainantu where they were the only Allied civil aircraft left in the area. They gathered 100 Europeans stranded in outposts and flew them to safety at Mt. Hagen, from where they were ferried to the coast. The Spartan later crashed while taking off for Bena.

Towards war's end Pastor Campbell and Father Glover met again at

Mr. Simeon Lord

The death occurred in Sydney in October of Mr. Simeon Lord, an old-time resident of Fiji. He was 90. As a young man Simeon Lord served with the Australian forces in the Boer War and on his return, he went to Fiji. He lived there for 30 years, eventually becoming a magistrate. He had quite a lot to do with managing the influx of Indian labour to the colony in those very early years.

Simeon Lord was a resident of the Veterans' Home at Narrabeen, where he was affectionately known "Tiny" by his friends, on account of his imposing size. His grandfather came out to Australia with the First Fleet and "Tiny" was a member of the Pioneers' Club in Sydney.—D.A.

Lae and Father Glover decided to re-visit Kainantu. However, trying to land at the Catholic mission station of Mengendi, Chimbu, he crashed and died. His grave is alongside what is now the main Highland road.

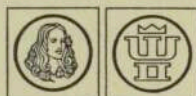
Pastor Campbell was renowned as a trainer of native carpenters in the Central Highlands; his home, the beautiful church, the school and other European-style buildings at Kainantu testify to his success. In spreading the gospel he was a pioneer of the gramophone. He handed out small plastic gramophones to his native ministers and teachers, with records

containing Bible and gospel messages translated into the local dialect.

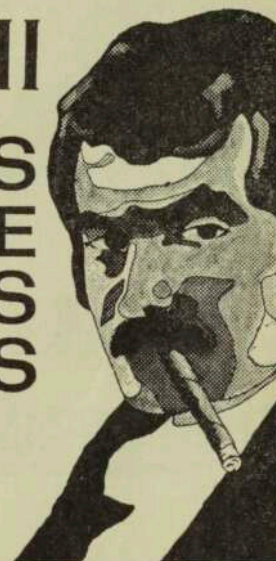
The Campbell family were also renowned for their open hospitality and many a territorian dined at their table. Pastor Campbell was compelled by ill health to return to Australia in 1960. He was appointed curator of the Adventist Island Pacific Museum in Cooranbong, NSW, and put together an unrivalled collection of South Seas artifacts.

His funeral service was conducted by New Guinea missionary, Pastor F. T. Maberly. He leaves a wife, three children and nine grandchildren.

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FIRE DESTROYS PAGO FONO (AND BURNS PHILP SUFFER TOO)

The historic Legislative Building of American Samoa at Pago Pago was destroyed by fire on November 12, together with most of the legislature records. Also destroyed in the same fire was more than \$US200,000 in merchandise belonging to Burns Philp's store—the second big fire affecting Burns Philp in the Pacific in recent months.

The fire broke out at 9 p.m. and spread so rapidly that fire-fighters were unable to contain it.

The building had been erected early in the century and was the scene of the inauguration of all the territory's governors and the regular sessions of legislature. Burns Philp's store had been temporarily housed in the south wing of the Legislative Building while the firm builds a new supermarket. In September, Burns Philp's general store in Nukualofa, Tonga, was gutted in the biggest fire in Tongan memory.

A government committee will investigate the cause of the Pago fire, and also consider a new site for the legislature.

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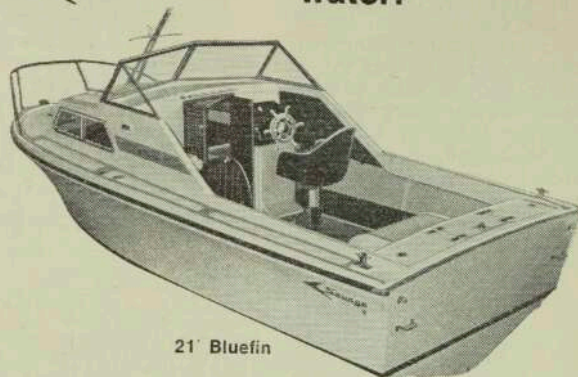
Fiji's first High Commissioner to Australia, Mr. Raman Nair, took up his post in Canberra in November—although he was without an office or accommodation. He is staying at the Wellington Hotel with his Second Secretary, Ratu Ipeli Nailatikau, until the High Commission can rent an office and a house, or perhaps one building to serve for both. Only other member of the staff meanwhile is Mr. Robert Major, formerly Fiji Repre-

sentative in Australia, who is acting as Counsellor with the High Commission until the end of January, when he retires from government service. The Fiji office in Sydney will close down at the same time. The High Commission does have a post address: Private Box E159, Canberra ACT 2600.

Fuimaono Asuemu, American Samoa's Director of Agriculture, in November was elected at Samoa general elections as delegate-at-large to Washington. He takes up his appointment in January.



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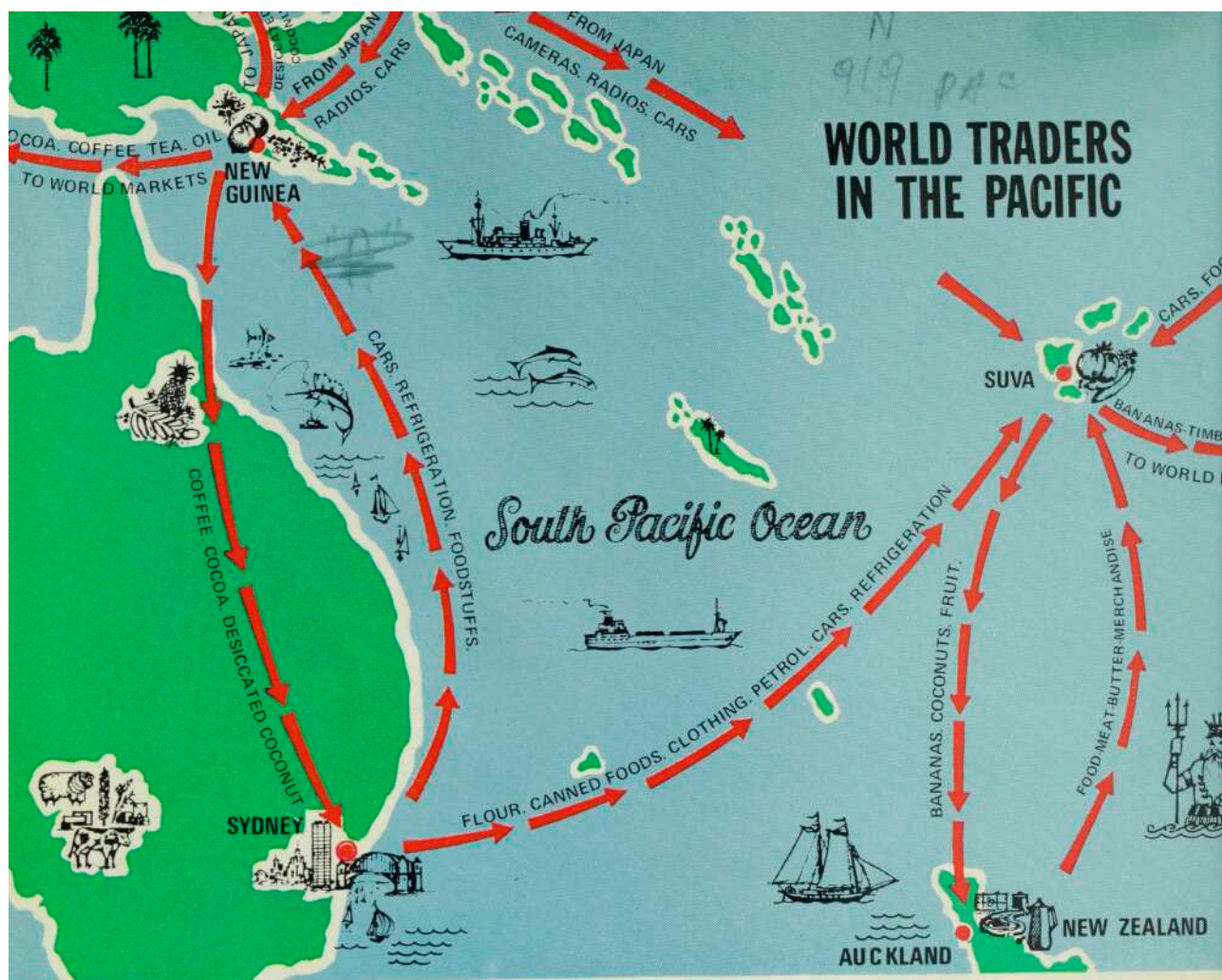
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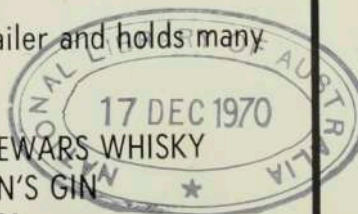
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Coconut Products Limited
New Guinea Company Limited
Boroko Motors Limited

FIJI
W. R. Carpenter (South Pacific) Limited
Carpenters (Fiji) Limited
Morris Hedstrom Limited
Millers Limited
Island Industries Limited
Suva Motors Limited

W. R. CARPENTER & COMPANY LIMITED

68 PITT STREET
SYDNEY

CABLES:
"CAMOHE"

U.K. OFFICE:
22 PARK ST., CROYDON, CR9