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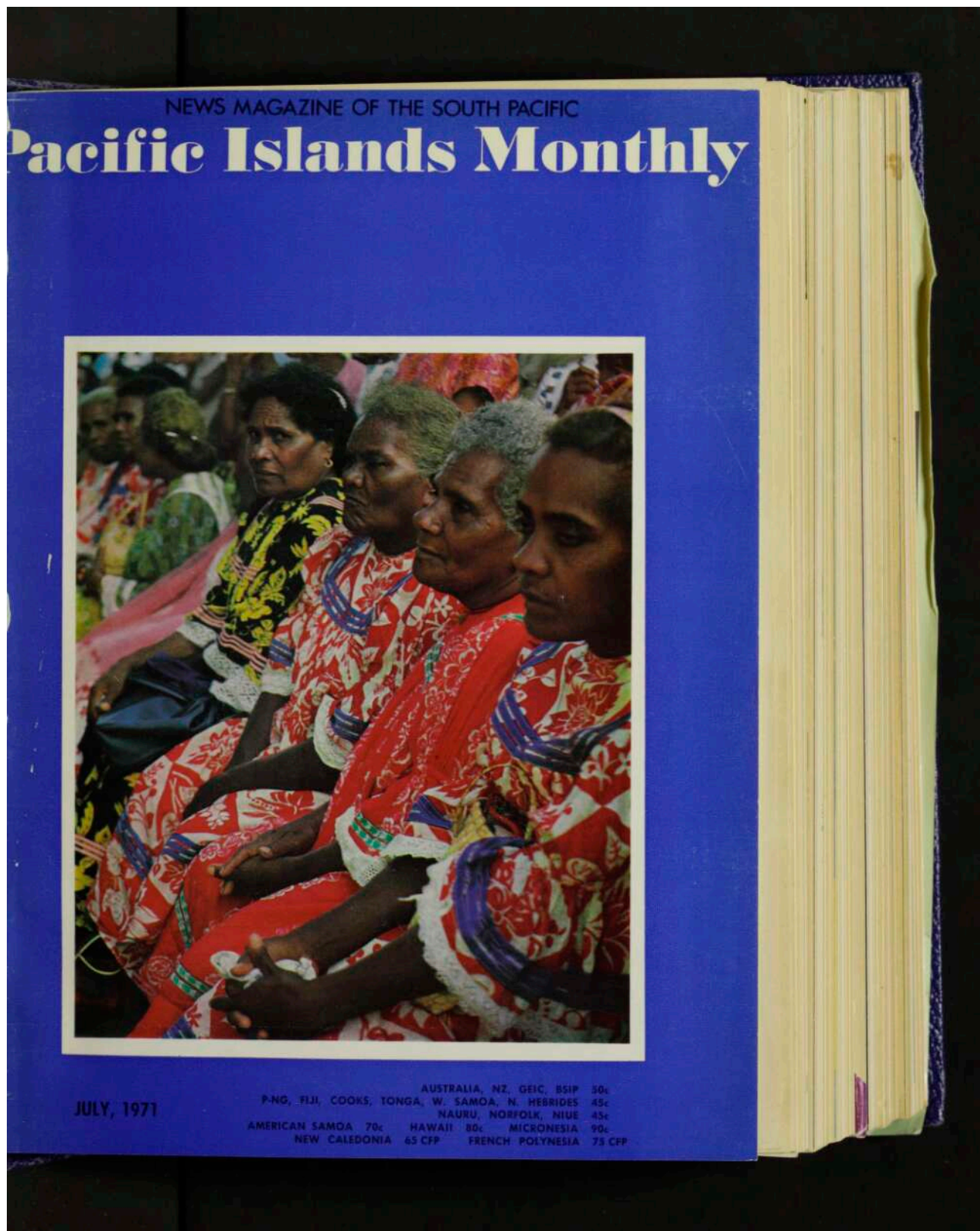
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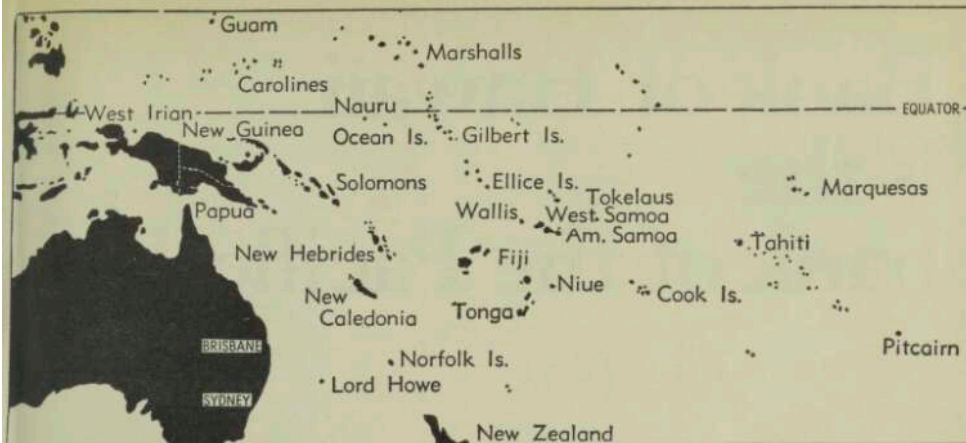


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Tokyo, Japan

JULY, 1971—PACIFIC ISLANDS MONTHLY



Vol. 42. No. 7, July, 1971

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Pacific Islands Monthly

OUR COVER

No international cricketers ever got as colourful an array of spectators as this one photographed by Bruce Adams at a women's cricket match in New Caledonia.

DEPARTMENTS: Editor's Mailbag, iii; Up Front with the Editor, 15; Tropicalities, 27; From the Islands Press, 36; Magazine Section, 53; Yesterday, 56; Book Reviews, 69; People, 72; Pacific Shipping, 75; Cruising Yachts, 80; Business and Development, 85; Produce Prices, 93; Shipping and Airways Information, 95; In a Nutshell, 121; Deaths of Islands People, 100.

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writer to interview Jerry Pentland and Goya Henry, who are somewhere around. I don't mean a reporter such as interviews blokes like me for half an hour, but one who can be interested in writing a book and spending a week or so with them.

Not only will an early history of flying in New Guinea be available but also a history of the Royal Flying Corps. Both were in the early days of New Guinea flying and the stories they can tell are worth a fortune. Jerry's stories are sometimes exaggerated, but having lived with him for 12 months or so I know they are not too much so.

LANCE WILKINSON.

Samarai, Papua.

● The old hands concerned are both in Sydney, and we occasionally hear from Goya. Their New Guinea aviation stories were recorded some years ago by that other remarkable New Guinea pioneer Ian Grabowsky, when he was putting together the raw material for a history of New Guinea aviation. Ian became ill in Melbourne, and his huge dossier of facts is now in the capable hands of Jim Sinclair, of Goroka, NG, who is getting it into book form. There's a review of Jim's latest book, on Gibbes Sepik Airways, in this issue of PIM. But for some of the difficulties of producing instant history from old-timers, see the comments, Up Front column, May PIM.

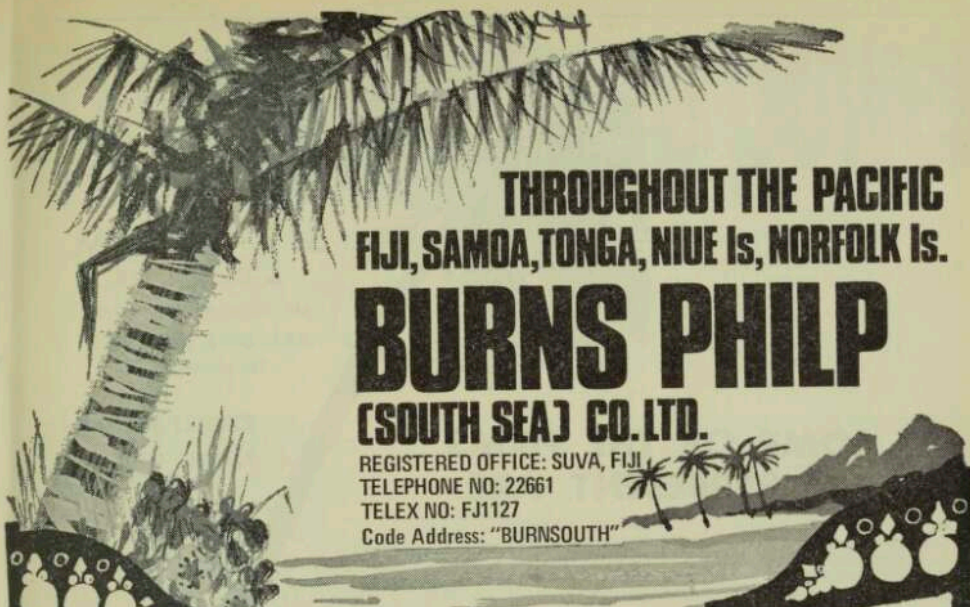
FIJI DRINKING

Sir,—It's an old, old story, the one put out by the liquor brewers (PIM, June, p. 35) that beer has to be 8 per cent. or 9 per cent. proof spirit if it is to keep in the tropics. It just isn't true. A friend of mine in Fiji regularly bought cartons of canned beer imported by the Suva Co-op. from England—Toby was the name of one of the two varieties. It was well below the strength of the local brew—it didn't taste as good either—but it kept well. The real objection by the hotel keepers in Fiji to weaker beer is that it might not be welcomed by the Fijians who's main aim is to get stoned as quickly as possible. Your June article reported the growing incidence of drunkenness in Fiji.

This is not confined to Fiji or to under-developed countries, but it is more noticeable in places like Fiji where there is little or no control over drinking. There are only two rules imposed by hoteliers—the drinker has to be able to pay for his drink and be still conscious when he asks for it. Unless there is more control, the staggering, brawling drunks will continue to pour out of Fiji's bars.

T. C. ROSS

Auckland, NZ.



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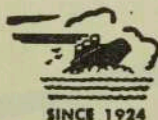
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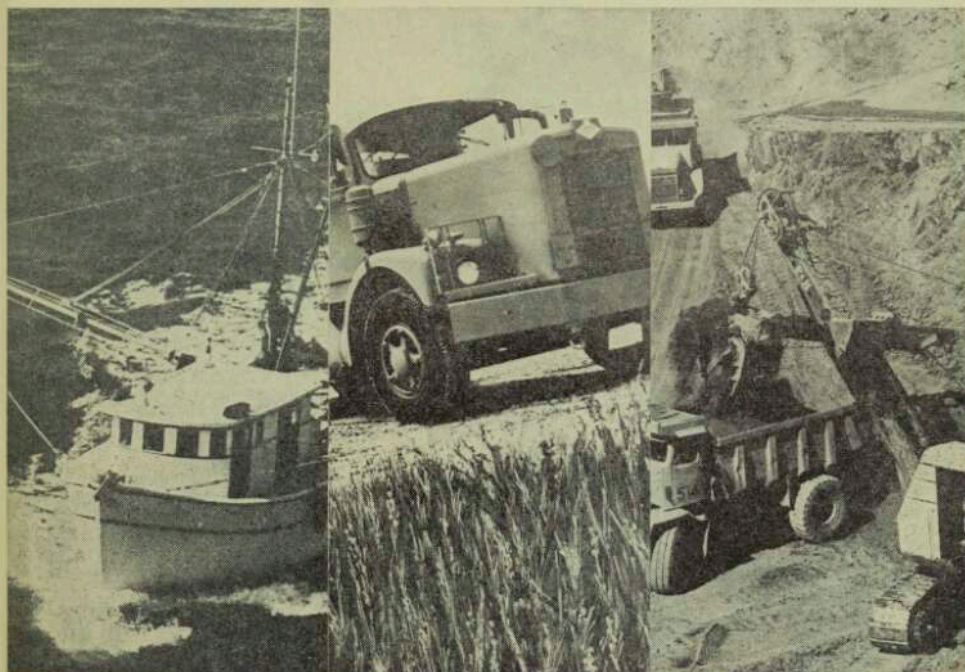
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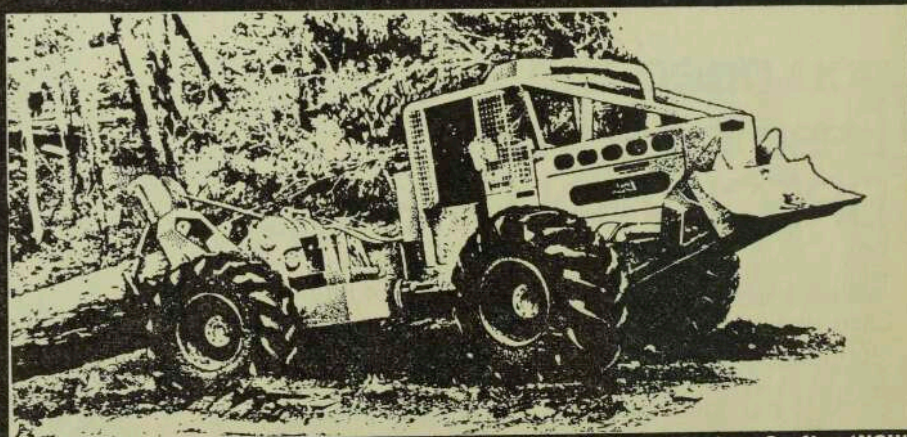
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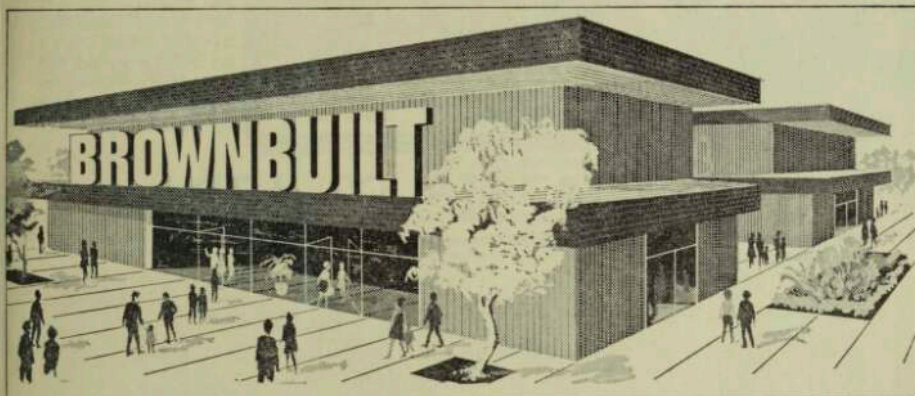
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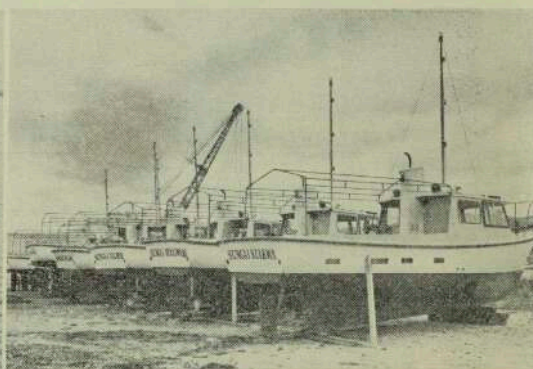
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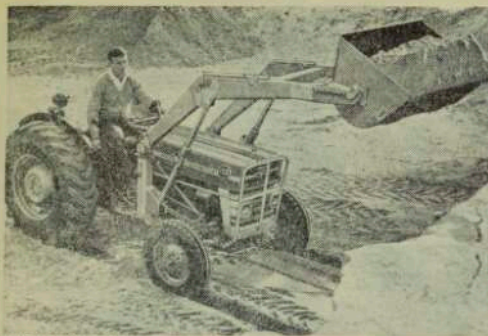
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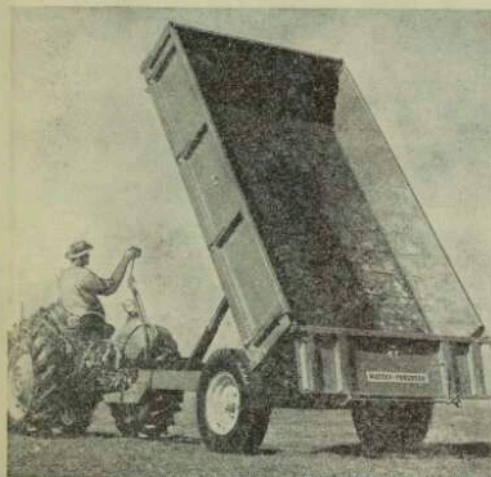
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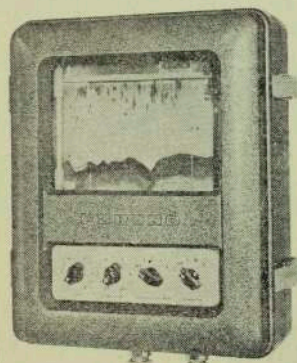
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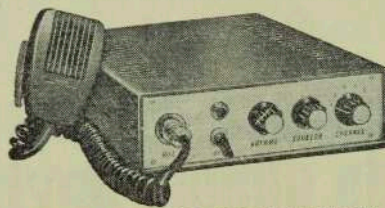
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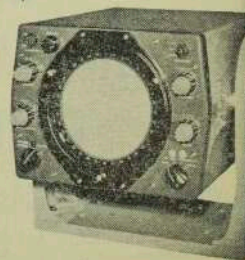


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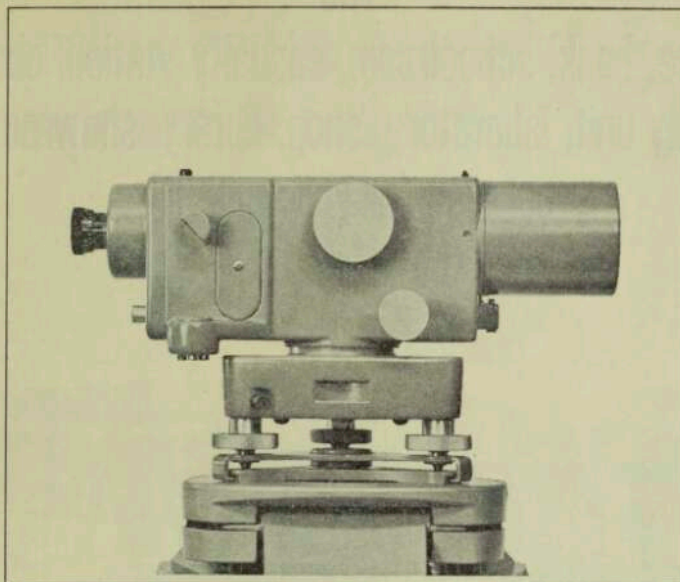
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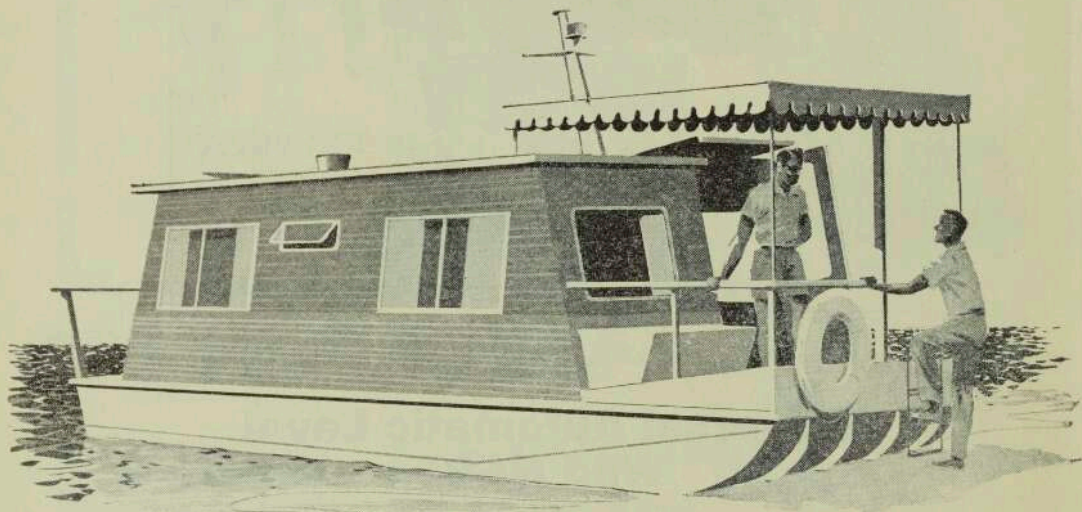
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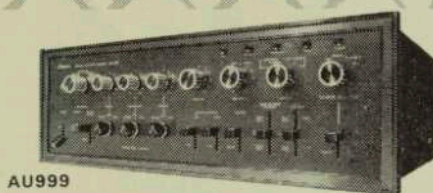
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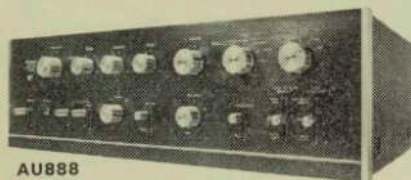
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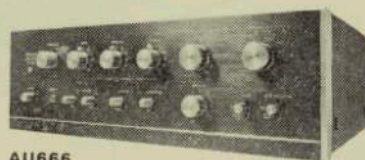
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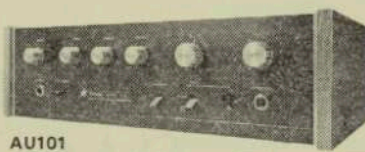
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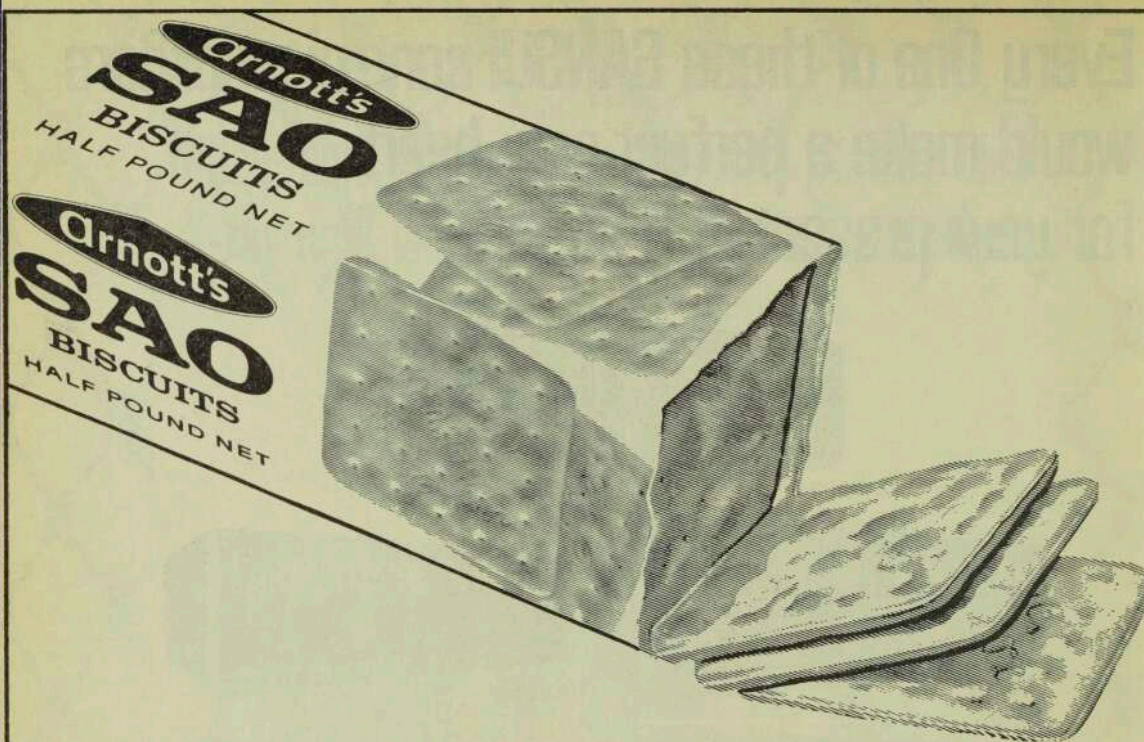


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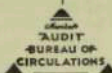
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Up Front with the Editor

Commonwealth is one of those words that mean different things to different people, and "Commonwealth status" as currently used by America in its dialogue with the Micronesians is causing some confusion in the rest of the Pacific Islands.

Most of the islands have a British background (my apologies to the French presence) and the British Commonwealth does not bear much relationship to what America has in mind in Micronesia. Hence the confusion.

I submit, though, that it was Britain, not America, that altered the original meaning of the word Commonwealth.

At the grass roots, Commonwealth started out meaning simply a group of persons banded together for the common good, and that's the way that America still sees it.

There are within the United States four states still officially called commonwealths—Pennsylvania, Virginia, Kentucky and Massachusetts. And virtually sharing US statehood is the Commonwealth of Puerto Rico, in the Caribbean. Most federal laws apply to Puerto Rico as though it were a state, and its people are US citizens with free access to the US. Essential differences between Puerto Rico and the four states that still bear the word commonwealth in their titles is that Puerto Rico has a non-voting representative in the US Congress, and it does not pay federal income taxes.

Commonwealth status suits some Puerto Ricans, but there are internal political pressures for full US statehood.

The British Commonwealth took shape early in the century as a group of self-governing countries banded together for the common good, but the changes in form and emphasis since are legion.

Internal pressures have brought the changes. The ties were loosening as long ago as 1926 at the Imperial Conference in London which defined the Commonwealth as "united by a common allegiance to the Crown, and freely associated members of the Commonwealth of Nations". Since

then, member nations have come and gone, with varying degrees of enmity or joy, and what is left is an extraordinarily loose association that surely deserves to be a source of wonder for the cohesion it still retains, the Common Market decision notwithstanding.

This cohesion has a lot to do with the fact that the member countries of the Commonwealth of Nations are free to do their own political thing any way they like. They are in fact free.

It's not this kind of developed Commonwealth status that America has so far offered Micronesia—but the Puerto Rico kind.

Micronesia would become part of the United States as the Commonwealth of Micronesia—a relationship not so close as that of a state, but closer than that of an unincorporated territory.

It would have internal self-government, with a non-voting delegate to the US House of Representatives. It would have local courts but the US Federal Court system would be expanded to include Micronesia.

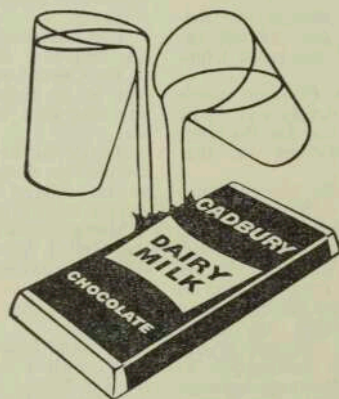
A Commonwealth of Micronesia would have the choice of having federal income tax laws or not, but with the tax money being retained by Micronesia. The US has also offered to match local revenues with an equal sum from the US Treasury, and also appropriate additional US funds for specific purposes.

Micronesians would have the choice of becoming US nationals or US citizens.

The Commonwealth of Micronesia would have the right to control land, with the exception of land required by the US as "being necessary for the public purposes". Foreign policy matters, defence, banking and postal systems would be the responsibility of the United States.

The Congress of Micronesia, as a

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whole, has rejected Commonwealth status. It gave official notice of its rejection 12 months ago, and only now are both sides beginning to ease out of their deadlock and arrange to talk to each other again.

The settlement is not likely to be easy, especially as it has recently been complicated by the apparent determination of the Marianas, one of the six districts of Micronesia, to do its own thing. There is a strong element in the Marianas which would like to have Commonwealth status, and would secede from the Trust Territory to have it, "by force of arms if necessary". Thus Micronesia is dividing at a time when unity would be in its best interests.

The Congress of Micronesia rejected Commonwealth status simply because it does not want to be absorbed holus-bolus into the American system. It has laid down four basic principles that it says must be met by America in deciding on Micronesia's future.

These are:

1. Full Micronesian control of government.
2. Free choice of independence or association with any nation.
3. The right to draw up and change the constitution.
4. Freedom to end the association.

In the long debates that have surrounded discussion on Micronesia's future it has been clear that the Micronesians are not anti-American, despite the enunciation of these four principles of freedom. My own observations during a visit to all the districts last year also convince me of this. The wonder is that with the great distances between those widely-scattered islands of Micronesia there is as much cohesion and America-orientation.

America deserves much credit for what she has done there, but I wish she wouldn't push her luck during the next few significant months. There are alternatives, and the odds are that a free Micronesia will work even more closely with America than otherwise.

What Micronesia really is asking for is Commonwealth status as it works among the Commonwealth of Nations, and not the original, but narrow, American version that has never developed further because it has never had to.

So long as the key decisions are made before the present comparative era of goodwill dissipates, both sides can have their cake and eat it too. I believe it is as clear as that.

—Stuart Inder.

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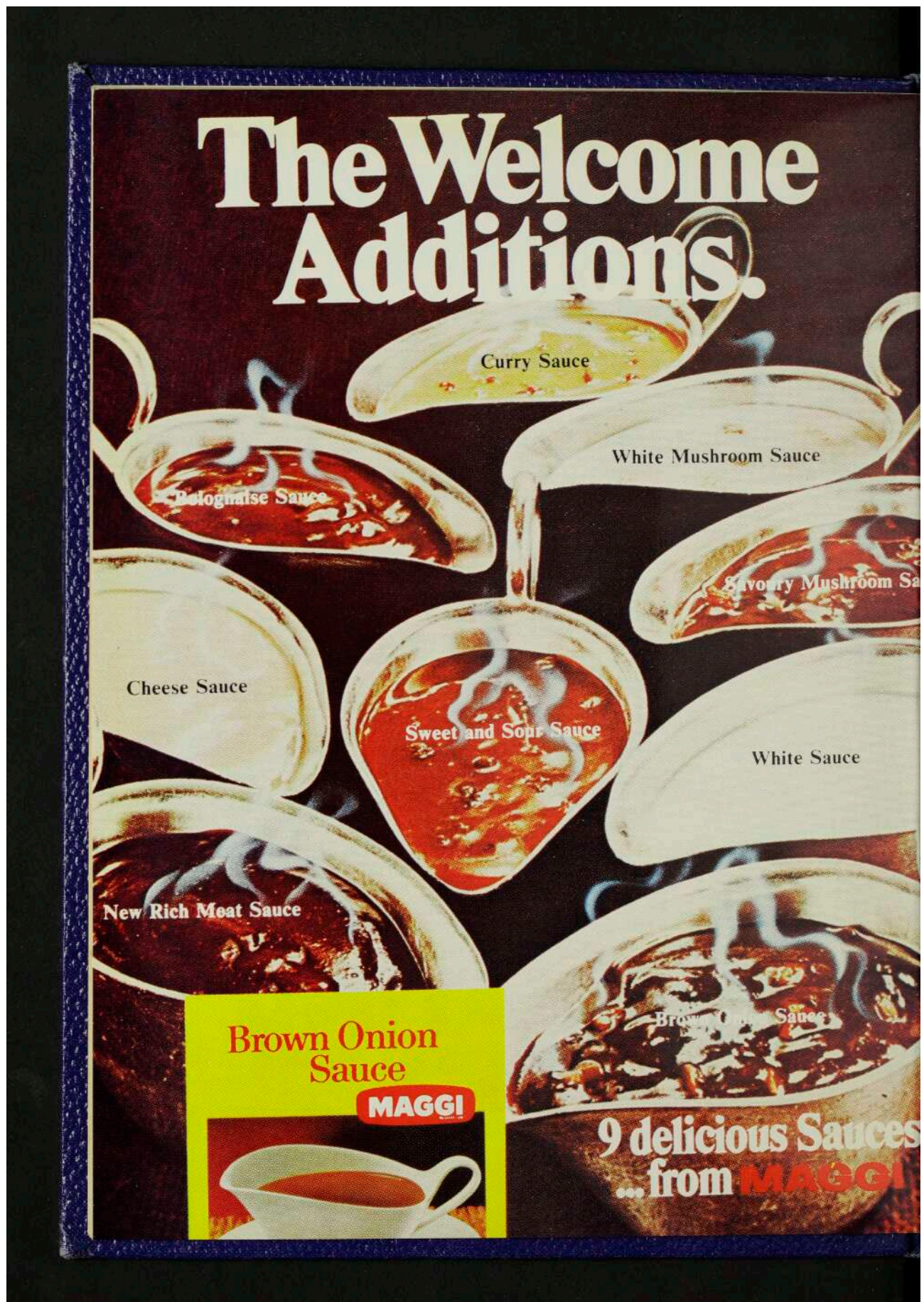


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Pacific Islands Monthly

New Guinea may lose most through Britain's entry to Common Market

Papua New Guinea stands to lose about one-third of her export trade, worth about \$100 million annually, now that Britain seems to be a 100 to 1 on shot to enter the Common Market.

Loss of the UK market should force some sharp rethinking about PNG trade policies and a positive drive for new markets.

PNG was in an unfortunate position during the Luxemburg negotiations. She is not independent and so could not apply for associate status. She is a dependant of another country vitally concerned with the outcome in Luxemburg, and it is history now how badly Australia fared.

However, the PNG representative at the London talks preceding the meeting at Luxemburg, Mr. N. J. Thomson, was reported to be pleased with the progress he had made in his efforts to get special safeguards for the territory. He believes there was general sympathy for PNG's position and hoped for some positive undertaking in a few weeks.

This is the position about PNG's major commodities:

Coconut oil—This will lose preference in its major market, and will find reverse preferences operating against it.

Copra—About two-thirds of the copra production goes to the UK. PNG could expect to lose the 10 per cent. preference it has over non-Commonwealth producers, and would have to compete on equal terms with major exporters such as the Philippines and Indonesia.

Cocoa beans—The UK is a significant market for PNG cocoa beans, and industry would suffer if a reverse preference were applied.

Palm oil and kernels—PNG and other Commonwealth countries have a 10 per cent. tariff preference, while the EEC allows duty-free entry for members and associated States, and imposes a common external tariff of 6 per cent. on oil imports from elsewhere, including PNG. Kernels are duty-free from all sources. The oil would lose its 10 per cent. preference

and would have to compete with associate EEC States which have tariff protection of 6 per cent.—a total deterioration of 16 per cent.

Tea—The UK imports this duty-free from all sources while the EEC provides for duty-free entry from associated members and places a 9 per cent. tariff on imports from elsewhere. Tea is a new industry for PNG and could suffer badly with such a tariff against it in major markets.

Coffee—The UK imposes no tariff on Commonwealth coffee, which enjoys the additional advantage of a tariff preference. The EEC imposes a 7 per cent. duty on imports from countries outside the EEC. Here, PNG could suffer from competition from countries in East Africa associated with the EEC.

Any recovery from the loss of markets in the EEC would be long-term. Among the immediate effects would be a financial crisis with widespread unemployment in cash and subsistence economics, a period of stagnation in agricultural pursuits, and greater pressure on Australia, at least financially, and probably politically.

GIVE THE COLONIES A GO !

When Fiji joined the UN following independence last October she announced she would be spokesman for the South Pacific. In June, Fiji's Special Representative to the UN, Mr. Satia Nandan, gave a demonstration of this when addressing a panel of the Special Committee on Colonialism during a debate on conditions in Niue and the Tokelau.

He praised New Zealand's record as an administering power in the Pacific and said Fiji was confident that the problems of Niue and the Tokelau Islands would be solved to the satisfaction of their peoples.

He said: "While perpetual colonial status of these territories is in principle unacceptable to my delegation, the Fiji delegation is nevertheless

PNG seems as though she will fare worse than any other Pacific territory. New Caledonia, French Polynesia and Wallis Island, as French territories, have special status, while the New Hebrides, as a condominium controlled by a member and a potential member, will also have a special status. As far as the BSIP and the GEIC are concerned, as British possessions, they will probably receive status similar to that of the French territories.

Western Samoa and Tonga, as independent countries, could apply for a status similar to that granted to 18 African countries under the Yaounde Convention. Britain could be expected to support such applications. The Yaounde Convention makes special provision for imports for the countries it covers, and also for aid from Common Market members.

Fiji intends to seek association with the EEC under the Yaounde Convention. Fiji has till 1974, when the Commonwealth Sugar Agreement expires, to negotiate terms with the EEC. She will negotiate on her own, but will look for consultants to advise in drawing up terms for an agreement (see page 90).

There is a question mark over the Cook Islands, but she has a very small trade with any of the EEC countries.

firmly against the application of a blanket anti-colonial formula in these territories without first finding satisfactory solutions to the unique problems of size, remoteness, lack of resources and small populations."

These were as much the problems of the territories as for the administering powers, but they called for a compassionate approach by the latter.



Few people have highlighted the role of Indian traditional culture in modern Fiji as decoratively as has beautiful Mrs. Usha Venkateswaran, wife of the former Indian High Commissioner to Fiji, Mr. A. P. Venkateswaran. During her husband's two-year term of office in Fiji, which ended in June, she taught traditional dancing to many of Fiji's young Indian girls but never danced in public herself. Before the Venkateswarans left the dominion in June, Mrs. Venkateswaran organised a cultural evening and practised superbly what she had been preaching.

The Papuans insist they're not New Guineans

From a Port Moresby correspondent

It was a happening month in Papua New Guinea, where suddenly the Administration is called a "government", the Ministerial Members are called "Ministers" and everybody talks about self-government and independence as though they will be attained next year. Notwithstanding, it's still a safe bet that nobody has any idea where this territory is headed politically or what it will do when it gets there.

The May/June meeting of the House of Assembly reversed the recent parliamentary tendency to dullness, that has presumably been brought about by the downhill run to the general elections that are due after Christmas. There was plenty of interest this time, although as usual not a lot of worthwhile discussion on social rather than political issues.

An exception was the debate on four land bills aimed at enabling native customary land to be registered by individuals. The bills were introduced in March for debate at this meeting, but meantime they attracted extraordinary opposition.

Roman Catholic Archbishop of Port Moresby, Dr. Virgil Copas, and the Anglican Bishop of PNG, Rt. Rev. David Hand, appealed to the Administrator, Mr. Johnson, to defer the bills until after the elections, or "even wait until full internal self-government is attained".

The church leaders said that the legislation could "drastically change and even destroy the whole pattern of life of the majority of our people . . . We are not convinced that individualisation of land tenure in PNG will necessarily further economic development".

The previous month, at the Wai-gani Seminar in Port Moresby, former Chief Commissioner of Land Titles, Mr. Cyril McCubbery, now a Port Moresby solicitor, described the bills as "the most dangerous set of land legislation ever introduced".

Dr. A. D. Ward, who is teaching this year at the University of Papua New Guinea, warned in a paper circulated to members of the House that similar land reforms attempted among NZ Maoris had caused social disruption, landlessness and decline in productivity.

Large areas of land passed to banks and lending institutions under forced sale and this would happen in PNG. It was wrong to assume there was no halfway house between complex tradi-

tional rights and fully negotiable freehold title.

The legislation, he said, was framed not for the simple villager "but for a populace of Melbourne businessmen who know how to play the system and can phone a Collins Street lawyer".

These outside pressures were reflected in the House and the government withdrew the bills. Deputy Administrator and government leader in the House, Tony Newman, said the main problem in the House seemed to be fear brought about by the fact that nobody fully understood the proposals.

Events that had cast their shadows before also played a part in the development of a debate on the status of Papuans, distinct from the New Guineans. The Papua v New Guinea argument had got an unexpected airing at the March meeting, and in late May it was the subject of a statement about national unity issued by Administrator Johnson, who strengthened the announcement by noting that he had been authorised by the Minister for External Territories to say it.

Mr. Johnson reiterated the policy of the Australian Government "to advance PNG to internal self-government and independence as a united country", and said he saw no other course long-term. The difference of legal status between the inhabitants of Papua [Australian citizens] and New Guinea [Australian protected persons] had been of little consequence since 1947, when the two territories began an administrative union authorised by the UN. The people of the combined territory would all be treated the same.

Without unity, the country would "inevitably break down into a collection of tiny, hostile fragments", and the administrator appealed to all leaders "to recognise the grave dangers which disunity threatens".

In the Assembly a fortnight later, Bert Counsel, Tasmanian-born member for Western and Gulf, who has

lived in Papua for 25 years, and has a Papuan wife and nine children, threw mud in Mr. Johnson's eye.

First he introduced an urgency debate on the issue of Papuan union with New Guinea, and a day or two later moved a motion virtually demanding that Papua be entitled to decide for itself whether it would join New Guinea or seek separate status.

The motion called on the Australian Government not to change Papua's status "without the express approval of the Papuan people or their elected representatives", and, surprisingly, it was passed, 30 votes to 25.

General tenor of both debates, which were dominated by Papuans, was that Papuans opposed being forced into a union which they feared might result in them being overwhelmed.

Mr. Percy Chatterton (Moresby) said Papuans and New Guineans were not one people, and the only national unity that was any good was the unity of people who came together because they wanted to come together.

"A unity imposed by the arrogant on the unwilling can only end in disaster and misery", he said.

There were viable alternatives between national unity and Mr. Johnson's "tiny, hostile fragments". There could be a group of provinces within a federal State; there could be a group of small independent States linked by a common market and joint defence agreements. But the alternatives should be considered without bullying and brainwashing.

Mr. Warren Dutton (North Fly) said the real conflict was not between Papuans and New Guineans, but between the people of PNG and the Australian Government.

The government members, despite their strong objections to the motion, conformed to their convention of not voting on constitutional matters.

In getting the support of the House the Papuans achieved what neither the break-away Mataungans of New Britain nor the Bougainville secessionists have been able to achieve—that is, success for separatist sentiment.

Even then the issue wouldn't lie down. A couple of days later another Papuan-inspired motion was passed asking that an Australian all-party parliamentary committee be appointed to review the wishes of the Papuan people on their future.

Percy Chatterton remarked, "I hope if an Australian delegation does come it comes to find out what Papuans think, not to tell Papuans what Australia thinks".

Outside the House the Administrator kept his cool. He said the govern-

Continued on p. 124



The airstrip makes a vivid gash across Ballalae's green face as it follows the wartime Japanese airstrip. — Photo: Ted Marriott.

Ballalae is back in the world

From JUNE WOOD, in Honiara

Ballalae airfield in the Shortland Islands, nestled in one of the most beautiful parts of the Solomons, has come to life again after 25 years of neglect and disuse.

Ballalae, which name author James Michener has said to be the most beautiful he has ever heard, is popularly believed—along with many others!—to have been the inspiration for the island of Bali Ha'i in his *Tales of the South Pacific*.

Now practically uninhabited, with the overgrowth of a quarter of a century cleared away, the coral sand of the reconstructed airstrip gleams boldly along the full length of the tiny island.

Ballalae airfield was officially opened on June 6, by BSIP Governing Council Committee Chairman for Communications and Works, Gordon Siama, at a ceremony attended by several hundred Shortland islanders who had come to Ballalae for the occasion.

The importance which they attach to the airfield was shown by the greeting the official opening party got as it stepped from a chartered Solair Islander on to the runway. A traditional warrior, armed with a spear, shouted and danced around the guests—a high honour usually reserved for chiefs.

Mr. Eresi, Governing Council member for the Shortlands, said his people looked forward to improved communications with the rest of the Solomons.

The airfield has been reconstructed from the old wartime Japanese strip in just over three months by the Royal Engineers and is the third which this special team, seconded to the protectorate's Public Works Department, has completed in the Solomons.

When the Engineers moved in at the beginning of February, they found a mass of derelict equipment on the island which indicated that the Allies took the Japanese by surprise when they captured the airfield. Besides about 30 trucks, all with slashed tyres, the island is littered with wrecks of Japanese planes, both fighters and bombers, most of them only a few minutes' walk from the runway. The whole island is pitted with bomb craters, and although an RAOC bomb disposer dumped 60 bombs off the end of the reef before the reconstruction began, the Engineers say there are still more.

A suggestion that some of the planes might be moved to a more convenient site to provide a tourist attraction is not likely to bear fruit, although a Zero, salvaged some years ago, is said to be still



Dionisio Tanutanu . . . he was there when 400 Australian POWs died.

Photo: Ted Marriott.

flying in Canada. The Engineers believe the planes would break up in any attempt to tow them away, and so they remain, almost complete, with trees and creepers growing over and through them, a stark reminder of the war.

The original Japanese strip was 1,300 metres and the Engineers have cleared, re-aligned and marked out 680 metres so far, sufficient for Solair's Baron and Islander, but not long enough for any overseas aircraft.

Like many other beautiful islands in the Solomons, Ballalae saw tragedy during the war. I spoke to one of the guests at the feast, Dionisio Tanutanu, now council clerk, who was forced by the Japanese in 1942 to come over to Ballalae from the mainland, in company with other Solomon Islanders, to help build the strip.

He told me that about 400 Australian war prisoners were then already at work there, brought, so the Japanese said, from Singapore. All the airfield construction was done by hand, with picks, shovels and handrollers, and although conditions were hard for all the workers, they were particularly grim for the POWs.

Many of them died from sickness or ill-treatment by their captors; others were killed during the heavy bombing of the airstrip by the Americans. As far as Dionisio knew, none survived, and when the war-tide turned and the Japanese on the island had been taken away as prisoners, many of their bodies were buried in mass graves at the south end of the island.

Dionisio's old father, John, now

headman of the Shortlands, also told me he remembered the tragedy that went with the building of the strip. As a reminder of those days, Dionisio named his son George Lepping, after a French Roman Catholic priest, captured in the Shortlands in 1942 and taken away as a prisoner to New Guinea. This young George Lepping is well known in the Solomons as an athlete. He was a triple jump silver medallist at the South Pacific Games at Port Moresby and Noumea, and is expected to represent the Solomons again this year at Tahiti.

Trying to cool off from the sweltering sun after the ceremony, I sat by the waterfront, near the site of the jetty which still has to be completed. Opposite, across the water, on Shortland Island itself, the headquarters of the Japanese-owned Shortland Development Company could be seen clearly, with a timber ship anchored off. Around the beach, at my feet, was plenty of evidence of more recent Japanese visits to Ballalae; empty milk cartons, sweet papers and even the loose sheets of a Japanese newspaper. A party of Japanese from the company had been present at the opening ceremony and had helped with preparations.

Despite lingering war memories, there appears to be no open hostility towards the Japanese in their timber operations in the district. The Shortland islanders are, of course, well paid by the Japanese for the use of their land, but the company has not yet been able to persuade any Shortland man to work for it. All the labour is recruited from other districts.

The Bougainville mainland looms close over the shoulder of the Shortlands, and an unexpected visitor at the opening was an Assistant District Officer from Bougainville, who flew the short distance from his base at Buin in his own Cessna. Ballalae has not yet been declared a port of entry for the Solomons, although it seems probable that this will happen later. The ADO said he would find it a useful emergency strip, as Buin is often covered with cloud.

Meanwhile, the new strip will no doubt encourage the Shortland islanders to look not outwards towards Bougainville but inwards towards the Solomons of which they are a part.

Common roll still wanted

From a Lautoka correspondent

Fiji's Opposition party will continue to push for introduction of the common roll system of voting at all levels of government in Fiji.

At the National Federation Party convention at Lautoka in June, Opposition leader Mr. S. M. Koya said the NFP had no intention of abandoning this aspect of party policy now or in the future.

On the question of coalition, he said that while coalition had its advantages there were inherent dangers. It would wipe out all opposition in the House of Representatives; would entail amending the Constitution to abolish the post of Leader of the Opposition—and would be "a sure-fire way of encouraging certain factions to form another political party overnight without any work or sacrifice."

Greatly daring, Mr. Koya put his finger into the fire when he turned to the burning topic of Fijian land about which the Fijians are dangerously nervous. He called for a change in the land laws to enable the *Taukei* (owners) to pledge their lands to raise loans without losing their freehold titles.

Laws relating to Fijian land, he said, were out of date and helped neither the landowning mataqali nor the country.

He didn't say what should happen to the pledged land if the mataqali couldn't repay the loan, which is what the Fijian would get all nervous and excited about.

Enlarging on his theme, Mr. Koya suggested that the mataqali, once they had obtained their loans, should be made to invest it in business concerns approved by the government such as Burns Philp or the Carpenter group. Likewise, it should be obligatory for these "expatriate companies" to accept them as shareholders and give them seats on the boards and an effective voice in the businesses.

It was inevitable that Mr. Koya would also have a shot at the immigration policies of Australia and New Zealand which, he said, called for "universal condemnation."

It was time Fiji looked to its own policies, he said, to examine whether

Atomic boom to tourist boom

Two nuclear devices exploded at Mururoa atoll in the Tuamotus in June in the face of protests from Fiji and other countries were described as "perfectly satisfactory" by Vice-Marshal Gardon, Air Force Vice-Marshal in charge of the tests.

He said the first test, involving a 10 to 15 kiloton device was intended for warheads on Jaguar and Mirage III fighters, and the second, in the half megaton range, was for nuclear submarines. They were part of a total of six to eight tests.

About the time the atomic cloud was mushrooming above the Mururoa lagoon, the United Nations was considering the fate of another island devastated by atomic blasts—Bikini atoll, site of the United States first postwar atomic tests which the US hopes will become a tourist resort. Reporting to the UN on its Trust Territories, the US said the atoll showed promise of a boom over the next few years.

they were in Fiji's best interests. In the name of tourism, the dominion had not questioned the policies of Australia and New Zealand. He claimed Fiji's policy should be based on the rule of reciprocity and should put an end to the "notion that Fiji, even after its independence, is an economic colony of Australia and New Zealand."

Nationalisation of the banks was another of his suggestions. He wanted State supervision if not control of all "nerve centres of commerce and industry". Later, Mr. Koya pointed out that his speech did not represent final party policy.

Mr. Koya has other things to worry about, however. Circulating around the floor at the convention was a document written by Mr. A. A. Awasthi, of Samabula, a former party official and ex-editor of the Federation Party's newspaper Jagriti. He blamed Mr. Koya and general secretary Mr. K. C. Ramrakha for a complete breakdown in communications between the party's hierarchy and "commoners" and said party prestige had suffered under their leadership.

He was also critical of Mr. Koya's "deep romance" with the party's political foes.

Little is expected to stem from Mr. Awasthi's revolt, however.



Mr. Fred Betham

ONLY TWO STARTERS IN THE SPC STAKES

By a staff writer

The starters for the South Pacific Commission Stakes got down to two in June when they lined up at the barrier in Canberra. But the handicaps were too heavy for both, and it was a no-race.

The starters were Mr. Fred Betham, a Western Samoan Member of Parliament and a former Minister for Finance, and a Papuan, Oala Oala-Rarua, Assistant Ministerial Member for the PNG Treasury, and both were running in the ballot by the eight member governments of the South Pacific Commission to decide who will become secretary-general. The post has been vacant since February, when Western Samoan Afioga Misimoa died in office.

The governments lodged mail votes after the two men had been interviewed in Canberra by representatives of the powers. Both men impressed the delegates.

Mr. Betham told them that he would have no desire to continue in politics if he were selected—that he had had a good innings. Oala-Rarua, a younger man, said he felt he had a future in PNG in politics but that he would enjoy the new challenge in the meantime.

When the vote was taken it was deadlocked, which is not difficult under the peculiar SPC voting rules. It is necessary for a successful candidate to have a two-thirds majority, but the member governments have different voting strengths. Australia

has five votes, France, NZ and America four each, Britain three, Nauru, Western Samoa and Fiji one each.

Fiji was this time casting its first votes as a full SPC member, as she was admitted to the SPC only in May—its Senior Commissioner being Mr. Jone Naisara, Fiji's Minister for Youth, Sport and Rural Development.

Western Samoa had hoped its candidate, Mr. Betham, would be appointed unopposed so as to "finish the term" of Misimoa. But Australia said it had already nominated Oala before it knew that Mr. Betham was being nominated.

The micro-states thought Australia should have withdrawn nomination.

There were also some mutterings over Australia's five votes, which she holds for herself, Papua, New Guinea, Nauru and Norfolk Island. Norfolk Island has never taken part in the SPC and Nauru is independent (nobody took one vote from Australia following Nauru independence because it was held that three powers, Britain, NZ and Australia, were equally responsible for Nauru).

Even Australian Government thinking now is that Australia should not continue to hold five votes; but she does hold them, and will continue to do so until changes are made in the agreement. This could be discussed soon because Tonga has indicated she doesn't want to join the SPC while the big powers have extra votes as a veto.

Although the voting details were not disclosed, it's likely that Mr. Betham received more votes than Oala-Rarua, and that only two or three votes will be needed to give Mr. Betham victory in the second ballot.

In late June it wasn't certain when that would be held, and at worst the



Oala Oala-Rarua

deadlock could continue until the SPC session in Noumea in September.

Professor J. W. Davidson, Professor of Pacific History at the Australian National University, who thinks that either Mr. Betham or Oala-Rarua would be equally competent as secretary-general, commented in Canberra about the deadlock, "The micro-states and dependent territories of Melanesia and Polynesia have substantial doubts as to whether international conventions will be observed when it is a question of their opinion against those of the metropolitan powers which were the original members of the SPC."

"If Australia fails to break the present deadlock by withdrawing its candidate, they will feel that their suspicions have been confirmed".

Anger over gazetting of Norfolk Island law

Following a visit to Norfolk Island by the Australian Senate Standing Committee on Regulations and Ordinances, Norfolk Islanders held hopes that the unloved Companies Ordinance 1971 might be amended by the Commonwealth Government before being introduced.

But hopes were dashed on June 30 when the *Norfolk Island Gazette* announced that the ordinance had been promulgated—just in time for the new financial year.

A draft of the Companies Ordinance had earlier been rejected by the Norfolk Island Council and there has been strong opposition to it on many grounds, but particularly because it gives the Commonwealth Government powers to have solicitors reveal confidential company information, and to require companies registered on Norfolk Island to disclose much of their background. The ordinance had been widely interpreted as being an attempt by the Commonwealth Taxation Department to obtain information that will enable it to restrict the island as a tax haven—a view which the Minister for Territories has denied firmly.

There is at present no taxation on Norfolk Island, which is an Australian territory. (For full background details, see June, PIM, pp. 9, 16).

The sudden gazetting of the ordinance on June 30 caused a wave of protest on the island, which is likely to have strong repercussions, particularly as a High Court case is pending to test the extent of Commonwealth authority on Norfolk.

NEW HEBRIDES ATHLETES BEGIN TO SHINE

From a Vila correspondent

Coconut putting has now ceased in the New Hebrides. The condominium's shot-putter hopes for the South Pacific Games in Tahiti in September have now been kitted out with genuine "shot". The same goes for javelin throwers. They don't use bamboo any more.

And it's all thanks to the visit to Vila in August last year of Mr. Jean Poczubut, a French national coach from Paris. Preparation for the Games really started then. He took one look at the scene—no hurdles, no discos, no javelins, no shot, no stop-watches! There soon were, all bought through the New Hebrides South Pacific Games Council using condominium funds.

During his six-week visit, Mr. Poczubut encouraged schoolchildren, visited the outer islands for athletic clinics, held regular training sessions in Vila and learned a few words of Pidgin!

He got an inkling of what the condominium's athletes could do with the first New Hebrides championships which he inspired. Athletes came from Tanna, Malekula and Santo as well as Efate.

Since then training has been going on regularly, apart from a break during the long school holidays coinciding with the hot season. Two VSO's have been travelling round encouraging athletics in the outer islands. In addition 3,000 metre steeplechasing has been introduced, with much hilarity but with reasonable prospects.

Qualifying standards for the Games have been set in all events and are in two categories—'A' for certain selection and 'B' for possible selection.

The highlight of recent preparations was a visit from a New Caledonia team in May. Out of 17 track events, nine were won by New Caledonia and eight by the New Hebrides; in the field events the New Caledonians won eight out of 12. Charles Godden, with effortless superiority, ran a superb 100 metres in 10.5s (he was second at Port Moresby) and his 200 metres in 21.7s set a new all-comers record. David Naupa, although coming second in both the 400 (to Lacabanne) and 800 (to



Running in the 5,000 metres steeplechase for the second time only, Supasong clears a hurdle with plenty of room to spare.

Julien) ran the fastest times ever recorded by a New Hebridean, which shows he is not far from the top; 400 metres in 49.7s and 800 metres in 2m 0.9s.

In the longest races Mathias Tabi ran a fine 1,500 metres in 4m 19.7s, a full 6s faster than he has ever done before, to come second only three metres behind Michel Guepy of New Caledonia. Supasong, running only for the second time in this event, won the 3,000 metres steeplechase in 11m 14.9s, well in front of Gerald Cortot. New Caledonia won the 5,000 metres, while a scratch New Hebrides 4 x 100 relay team won in 43.2s.

In the javelin, Talper Nial of the New Hebrides won with a beautiful throw of 57.2 metres, more than two metres in front of New Caledonia's Verges. Jonas of the New Hebrides did well in the long jump and triple jump, coming second in both with jumps of 6.71 metres and 13.58 metres respectively. Sacilotto of New Caledonia stunned the crowd with a pole vault of 4.10 metres, never before seen in Vila.

New Hebridean women wiped the board in the sprints, Lois Hafu winning the 100 metres and 200 metres comfortably but in unspectacular times while Anathiel and Irene came first and second in the 400 metres. Repest of the New Hebrides only

Continued on p. 100



Tropicalities

CONFUSION FOR THE BELONGERS

"It's a combination of lessons learned in other independent countries—plus a good measure of their mistakes and disasters," said a disgruntled Fiji Government official in June.

The 14-page muddle of verbiage which comprises Fiji's new application form for people wanting to reside or work in the dominion prompted a host of less-restrained descriptions from people who've attained "belonger" status in Fiji. A "belonger" is a non-citizen entitled to enter or reside because of long number of years in Fiji or because of special circumstances.

They have until October 10, 1972, to make up their minds on whether they'll take Fiji citizenship.

There was confusion as to whether or not belongers needed work permits. The head of Immigration, Mr. Dudley Saint, who had the unenviable job of trying to explain some of the ambiguities of the application form to people bombarding him with questions, was reduced to saying that belongers needed work permits today, but he couldn't predict whether they would need them tomorrow!

Heads of companies found themselves in the position of having to advertise their own jobs, state why no Fiji citizen was capable of filling the job and to name the local person being trained to take over!

"Some of the questions almost amount to an invasion of privacy," protested one believer, who after 18 years found he had to apply for a work permit. "It's the biggest botch-up of red tape ever seen."

Among other things, the application form demands that people over 21 (except wives of Fiji citizens) should attach a certificate from the police in countries where the applicant has resided for the previous five years.

This certificate is to confirm that he has not been convicted of a serious criminal offence or of an offence involving drugs or immorality in that period.

A woman seeking to reside in Fiji with her husband must fill out a special section. Those whose husbands are Fiji citizens must also fill it in.

Another section, for husbands wishing to join their wives in Fiji, notes that "a husband cannot be guaranteed entry on the basis of his wife's status in Fiji and special grounds must exist for entry to be considered."

People wishing to undertake research studies in Fiji must give details of their onward tickets.

Employers requiring work permits for qualified overseas people—bank clerks, journalists, accountants, lawyers—must explain what action is proposed to train a Fiji citizen to fill the position; the name of the person to be trained and the date by which the employer expects to localise the post.

The confusion about the interpretation of the application was still so great in late June that the Prime Minister, Ratu Sir Kamisese Mara, thought it better to explain the whole thing. He did and calmed the fears of the "belongers", telling them that until October 10, 1972, any believer and family of children under 21 would remain exempt from the Act and would not require work permits. Short-term permits would be valid until the same date, unless cancelled or expired earlier, but linked only with the same employer as on June 1, 1971.

Computing Pacific populations

On this matter of confusion, the piece about the Fijian birth-rate in June PIM (p. 24) apparently told only part of the interesting story—interesting because the figures are so different to those which came out of the Registrar-General's Department in the previous 20 years.

These figures now come from the statistician's office, and that might be the difference.

European birth-rate in Fiji has usually been under 20 per 1,000—in the last census year, 1966, it was as low as 13.99 per 1,000—but in 1970

it shot up to 33.09 per 1,000, second only to the Rotumans in the production stakes.

The birth-rate of Fijians, on the other hand, which has for years been in the 32-36 per 1,000 bracket, dropped to an all-time low of 28.95, beating the Indians at family restriction although the reverse has been the case in the last half-dozen years.

The people who had fewer babies than anyone else were "other Pacific Islanders" (excluding Rotumans), who had only 21.30 per 1,000.

The death-rate figures for 1970 are also interesting. The Europeans had the highest rate of any racial group—5.69 per 1,000—although for years their rate has been lowest and usually between three and four per 1,000. Here again the "other Pacific Islanders" won hands down with a rate per thousand of only 1.64. Fijians also hit an all-time low with only 4.24 deaths per 1,000 of population.

The conclusions to be drawn from these figures are that, in 1970, while some sections of the European population were dying off like flies, other sections were having babies like mad.

Explanation of the Fiji statistician's office about the European situation is that, as most Europeans send their children away to school, the European population seems smaller than it really is and the death and birth rates therefore turn out higher.

As the European community has always sent children abroad to school—as much in the past as currently—this doesn't seem to be the reason why European deaths and births have suddenly increased.

A more likely explanation seems to be that criteria now being used in calculations are different to those

LAS VEGAS AHOOY?

Coconut radio signals picked up by PIM in June told of the progress up the east coast of Australia from Sydney of a large yacht, well-known in Australian yachting circles and with some South Pacific cruising on its log.

The yacht has an all-girl crew and is headed either for Weipa, the bauxite development on Australia's north coast, or Keita, Bougainville—an area, like Weipa, populated by thousands of male workers.

The yacht has two poker machines aboard, and machines-plus-girls are hoped by the promoters to be a winning combination. The sea-going casino would, of course, ply its trade while moored outside territorial limits.

used in the days when population figures were issued from the Registrar-General's office.

Except for Papua New Guinea where there has been a government Bureau of Statistics for many years, statisticians are pretty new in the Pacific. Fiji has had one only four or five years and those in Western Samoa, New Hebrides and Solomons are almost brand-new. Two of them—PNG's Mr. H. M. Barton, the doyen of them all, and Mr. B. C. Hanslow, of the New Hebrides—can wear the same club tie. Both came from the Commonwealth Statistician's Department. But all seem to keep in touch, have the same interests—and the same problems.

For example, all over the Pacific these days inquirers are getting the same sort of reply. "Terribly sorry those figures are late this year. We are now using computers."

Canton's new population settles in

The US Government is spending \$1.8 million on its Air Force and Missile Test Centre on Canton Island and job-hungry American Samoa is making the most of it. Canton is the most northerly island of the Phoenix Group. It is an atoll enclosing a pear-shaped lagoon about nine miles long.

One hundred and seven American Samoans are working under contract on the isolated island and have drawn praise from officials of the Air Force and Kentron Hawaii, which is the prime contractor on the job.

Governor John M. Haydon and a few members of his staff visited Canton recently and stayed overnight to see how the local workers are faring.

"Kentron and the Air Force are doing a great deal for our people," the governor said. "Their food is good and the quarters are adequate but it's still lonely, rough duty and I was pleased to find that so many of them have adjusted." Morale, he said, was high, chiefly because they made the effort to entertain themselves.

The Samoan workers were recruited in Samoa by Kentron for jobs ranging from construction to house-keeping. Even police and firemen were hired to perform their regular jobs.

The workers are paid under the American wage scales and much of the money is being sent home to their families.

There is a weekly flight from Pago Pago carrying mail and supplies. Radio Station WVUV has provided

the Canton workers with tapes made by Samoan singing groups and copies of the American Samoa *News Bulletin* to keep the men posted on events at home.

Dr. Stan Swerdloff, director of the Office of Marine Resources, scheduled a trip to Canton in June to work out recreational fishing and diving programmes for the workers. The governor has asked him to attempt to develop a small shark fishery so that the men could earn extra money in their spare time. They would catch the sharks for their fins which would be handled through a Pago Pago broker and which would find a ready market in Hong Kong.

The Office of Samoan Affairs is assembling the parts for a small Samoan *fale* which the Air Force has offered to take to Canton for the workers. "The matai system is working on Canton and the men need a place to meet and discuss their community affairs," said Governor Haydon.

While on Canton the governor paid brief visits to nearby Hull and Birnie islands and found them even more desolate. "Compared to them, Canton is a very active place," he said.

On Hull, the party saw the wreck of an Oriental fishing sampan which went on a reef there several years ago, the crew spending several weeks on the island before being rescued.

Fiji Fourth Estate's uplift club

Formed a few months ago to "encourage high standards of reporting and professional competence", the Fiji Press Club has begun by taking itself admirably seriously.

The Press Club—with a surprising potential full membership of 64, although not all have bothered to pay up yet—aims to Get Things Done to make reporting easier and therefore more accurate in the dominion. First task was to write to the Speaker of the House of Representatives on the unsatisfactory standard of Press facilities in Parliament.

A seminar in May on Reporting in a Multi-Racial Society, a question that needs some thinking about in a country where there's much sensitivity about the subject, considered guidelines laid down by a Press Foundation of Asia seminar in Kuala Lumpur last year for coverage of "sensitive" issues, particularly in times of racial tension.

These included suggestions that news media avoid identifying people by race wherever possible and avoid generalising about communal incidents.

The editor of the Fijian-language weekly *Nai Lalakai*, Ratu Luke Vuidreketi, highlighted a problem that is particularly worrisome in Fiji. Translations of news reports from one major language to another, he said, sometimes introduced the danger of misinterpretation. Inadequate translations were one of the major difficulties facing the vernacular media. Some official translations of news releases were little more than "word-by-word" translations, paying no regard to the proper grammatical construction.

Another frequently heard complaint was that "official news" was couched in language of too high a standard for the average reader or broadcast listener to understand.

The Press Club has just acquired a patron—film actor Raymond Burr, who stated in the past his intention of starting up a newspaper in Fiji.

Enough for a second mutiny

Pitcairners, who usually make a good thing out of philately, are stamping their feet with annoyance. They received only 1,000 of the special stamps commemorating the visit to the island on February 22 of the Duke of Edinburgh. The rest, 40,400, were sold by the printers in London unknown to the islanders.

In fact, the issue has been a mixed-up, disappointing thing all round, the islanders think.

In the first place, they thought they were on a good thing which would lick anything in the stamp world. The Royal yacht *Britannia* even brought them to Pitcairn along with the Duke and the Pitcairners were assured, or believed, that not only did they bear the stamp of royal patronage, but that the issue was limited to 1,000 and they'd got the lot (PIM, May, p. 36).

All were sold, 300 going to three regular large stamp dealer customers—on the recommendation of the Administration—and only 800 were cancelled as First Day Covers.

That made them a rarity and the islanders sat back and waited for a kind of philatelic Poseidon to develop. Then, to their consternation, thousands of envelopes bearing the stamp began to arrive at the island from stamp dealers all over the place, with requests for franking.

To the Pitcairners, the situation hinged on the fraudulent—only 1,000 stamps issued, one of an existing issue overprinted for the occasion and yet, like a flock of seagulls, thousands more were coming to the island.

Said puzzled Tom Christian, Pitcairn's radio operator: "We can't figure it out at all, and are most

Hardly ever—and maybe never before—has a private citizen been honoured by being featured on a stamp during lifetime. But that will happen to the famous Aggie Grey (and her hotel) on August 9, release date for a set of four new stamps issued by the Western Samoa Government as a tourist promotion. The 10c stamp (pictured) shows Aggie in typical smiling mood with her hotel in the background—publicity worth thousands. Aggie, of course, is supposed to be the model for Michener's "Bloody Mary", which she always denies strenuously. So does Michener. As he told her once, "You were the model only for the good parts". The other three stamps are the 5c, which depicts Samoan dancing; the 7c, showing a game of cricket, Samoan-style, on the village green and the 8c, the Hiway Hotel, a new tourist resort on the north coast of Upolu.



anxious that London tells us what is going on right away.

"The value of this supposedly rare stamp is at stake, and we are eager to find out what has happened".

Well, they've found out what happened and they're feeling really perforated. They asked London what was going on and London told them about that grand total of 40,400. There was certainly nothing fraudulent about it.

"Local stamp dealers were very disappointed to hear this news as it means that for the first time in more than 20 years they will be unable to fulfil standing orders for their regular customers", says the Pitcairn Miscellany.

It's enough to make all 87 of them (plus or minus) support the Committee of 24's pipe-dream of an independent Pitcairn which would issue its own stamps.

Magic makes the sunshine

It rained all over the New Hebrides on the Queen's Birthday, June 11, except on Tanna where the people had sunshine nearly all day until nightfall. Elsewhere, the processioners, the athletes and the dancers were soaked.

The Tanna people credited their local magician with weather-controlling powers and thought he should have been in the Honours List as well as getting his traditional reward of a bullock's head. In the Santo procession there were seven decorated floats, the prize for the best going to the South Pacific Fishing Company.

Mr. and Mrs. Ratard, who won the cup for the most amusing float, rewrote the Book of Genesis. Their juvenile Adam, who sat with a juvenile Eve on a coral island atop a car, refused Eve's offer of the forbidden fruit—a papaw.

New Nauru man an international lawyer

Nauru's new Chief Secretary, Barry Connell, 43, is a former schoolmaster and public servant, and at present he is a university academic, but he doesn't give the appearance of being any of these.

Tall (6 ft 3 in.), smiling, outgoing, he seems more like a businessman, and you would probably say he was on the marketing side. He has packed a lot of varied experience into his working life.

After graduating from Melbourne University with an Arts degree and a Diploma of Education, he became senior history master at Geelong Grammar, remaining there from 1951-57.

He then returned to university, tutoring in politics and international relations, at the same time graduating with his LL.B. He went to the Victorian Bar, practising for two years.

In 1963, Mr. Connell was with the Attorney-General's Department in Canberra where he specialised in constitutional and international law. He remained in Canberra until 1966 when he joined Monash University, Melbourne, where he is currently sub-dean of the Faculty of Law and senior lecturer in international law.

At the end of 1968 he was given leave by the university to take up a 15 months UN appointment as international legal adviser to the Kingdom of Lesotho (formerly Basutoland), Southern Africa.

Mr. Connell's wife, Carmel, and the youngest of their four children, Jacqueline, 8, will go with him to Nauru when he takes up the Chief Secretary's appointment in September.

As to what prompted him to apply for the position of chief secretary (vacant since Nauru's first appointee,

Q.V.L. Weston took up his position as the republic's representative in London in November, 1969) Mr. Connell says he has always been interested in the Pacific and its problems.

In particular I am fascinated by Nauru's situation," he says. "I first looked at it with the eye of an international lawyer. Here is such a small state yet it has international relationships far and wide through phosphate. It's valuable experience for an international lawyer."

Mr. Connell plays golf, tennis and squash, and he and his wife are interested in the theatre and ballet. His wife's "hobby", he says, is a property in the Riverina district growing wool, fat lambs, cattle and rice.

"She uses Nauruan phosphate," he grins.

The not so Friendly Islanders

A fight in Nukualofa's government-owned Dateline Hotel with glasses thrown and drunken patrons locked out got a mention in the King's Speech from the Throne when King Taufa'ahau opened the 71st session of the Legislative Assembly in June. Expressing concern at the behaviour of "locals" at the hotel, King Taufa'ahau said parents should see that their children did not behave badly at hotels, giving tourists a bad impression. The King had probably read a "visitor's" letter in the *Tonga Chronicle* complaining at the "decline of standards" and the presence of prostitutes who made "no effort to disguise their intent" and "drunken, half-dressed members of visiting ships". Reaction of the hotel manager was to refuse admission to anyone "not correctly dressed".



New Caledonia Diary

WITH
HELEN ROUSSEAU
IN NOUMEA

As New Caledonia's main industry, the nickel expansion programme, fell into deeper difficulties in June, a sudden injection of new life was given to the island's second, almost extinct industry, tourism.

The suspense which had accumulated over the delay in launching Cofimpac nickel project sent a Territorial Assembly mission pleading to Paris throughout the month of June. Urging the despatch of the mission, Caledonian deputy for the French National Assembly, Melanesian Rock Pidjot, told the Noumea Assembly: "No one will deny that there currently exists among the population a real malaise, which is due to the delay, if not the uncertainty over the installation of this company (Cofimpac) or others concerned with the development of the nickel industry in New Caledonia".

The installation of a second nickel company on the island, apart from the present monopolist Societe Le Nickel, was promised by General Pierre Billotte, then Minister for Territories, when he came to open the South Pacific Games in Noumea, December, 1966.

It is now a long time since those Games, and still the "second company" (including Canadian Inco) hasn't been able to get off the ground, since the composition of the French shareholding has not been settled.

While the Caledonian politicians

pleaded in Paris, the French Government had been pleading in Tokyo, trying to arrange Japanese finance for the new smelter the Societe Le Nickel (SLN) wants to build at Poum. The Japanese seem in no hurry to help the Poum project along and to make matters worse, Tokyo had indicated it would be buying less nickel ore from New Caledonia this year, needing only 3.5 million tons. This followed Governor Louis Verger's promise to the Caledonian mine operators that Paris is prepared to raise last year's export quota (4.3 million tons) by 400,000 tons.

As a result of the recent Tokyo talks, it seems the Japanese are prepared not to cut their purchases from the island. Meanwhile, for the first five months of this year, 1,728,152 tons of ore at 2.45 per cent. nickel has been shipped out to Japan, a slight increase over the same period of 1970.

Ferro-nickel exported by the SLN during the same five months of this year totalled 15,515 tons, which is approximately 50 per cent. more than for the corresponding period of last year. The export of nickel matte rose slightly to 6,742 tons.

A breathing space in the rush towards realising the promised new nickel projects gave Caledonians a chance to reflect upon a long-neglected second industry for the island, tourism.

The recent completion of exten-

sions at the SLN smelters in Noumea and the declining interest in other nickel projects led to an exodus of some of the businessmen occupying over 50 per cent. of Noumea's hotels. In addition, the 45-room Mocambo is now open at the Baie des Citrons, which means the capital now has more space for visitors. One hotel problem being the availability of suitable staff, the Mocambo has hired six Fijian girls and two men, the latter in the bar.

Major development in the tourist industry, however, has been the arrival of the first bulldozers on the site to prepare for the 250-room extensions at the Chateau Royal. Once the waterfront land is cleared, at Anse Vata beach, the actual construction work is expected to begin about September. The new wing should then be open by the end of 1973, thus bringing Chateau Royal accommodation to 330 rooms.

The beginning of this project coincides with a Paris announcement from the Department of Overseas Territories, permitting interesting incentive payments of up to 10 per cent. for approved investment in the tourist industry, provided the investment exceeds \$US145,000 and is begun before the end of 1973. For those interested, there are further details of this bonus at the New Caledonian Office du Tourisme.

Director of the Tourist Office, Mr. Bruno Tabuteau, was among

delegates to the conference of the Melanesian Tourist Federation, early June, in Vila, New Hebrides.

Chairman of the Federation is Don Barrett of Papua New Guinea, with Joe Mulders, of Vila, acting as secretary. General aim of the federation is to promote the chain of Melanesian islands from New Caledonia north to Papua New Guinea, travelling via the New Hebrides and Solomons.

Representatives of six international airlines attended the meeting which recommended, among other things, that the four member island groups do not participate in the joint "South Sea Islands" tourist promotion suggested by Fiji last September (at the 10th South Pacific Conference in Suva). The Melanesian travel leaders felt that combining with Polynesian islands from the other side of the Pacific was not really going to help their own individual image and that therefore they would be more effective, on their modest budget, continuing to publicise their four island groups as one separate unit.

A general survey of South Pacific tourist potential and ways of developing it was begun in June by a team of three Americans from the University of Hawaii, sponsored by the UNDP, in co-operation with the SPC. In New Caledonia, the team mentioned that the existence of pollution is a factor which may eventually wipe some places off the tourist map.

It is interesting to note that in Noumea tests made since the installation of extra electric furnaces at the town's nickel smelters have indicated that red nickel dust collected on residents' window ledges contains no less than 2.4 per cent. nickel. At \$US16 per ton, the obnoxious dust may yet have a commercial value for enterprising housewives.

A young Noumea artist, Mrs. Gemmanick Harbulot, has just shipped out a batch of 129 paintings, which represent over two years' work and are destined for an exhibition in Tokyo. Many of the oils have been inspired by the years Gemmanick has lived in isolated mining districts.

And another Caledonian export item is to be a locally-made prefabricated house. This seems strange at a time when the territory is employing hundreds of

overseas workers to erect prefabricated houses of steel and wood from as far afield as Canada and France.

But the Caledonian house to go abroad joins the exhibition village of island houses planned for the South Pacific Festival of Arts in Suva next May.

Latest plans for the festival were discussed in Noumea, late in June, by its executive director, Mr. Victor Carell. Mr. Carell was most enthusiastic at his meeting with the recently-formed Caledonian Music Lovers' Societe, whose musicians he feels should make a significant contribution to the Suva festival.

Other visitors to the territory in June included an Australian parliamentary delegation of 11 members, who were making a three-and-a-half-week tour of seven island groups in the South Pacific. It's led by Mr. Charles Barnes, the Minister for Territories.

The parliamentarians received a particularly romantic, candle-lit reception in Noumea: the city, bursting in its hasty development, produced a timely electricity blackout the evening of their first reception, at the residence of the Australian Consul, and the degelation was able to see at first hand that Noumea is expanding fast.

A new bank opened in the territory in June, the State-controlled Societe Generale. Construction has also finally begun on the island's second brewery. At the same time, the Noumea Chamber of Commerce is being flooded with letters from workers in France, seeking jobs in the territory: no less than 102 requests were received in the first two months of this year. The Chamber of Commerce has thus recommended that the Overseas Territories Department in Paris should advise would-be-immigrants more realistically about the problems of accommodation and high living costs in the territory, before whole families land on the island without firm work contracts and lodgings.

If last month saw the great world powers battling to guard their secrets of space exploration and defence strategy in Vietnam, Noumea also had its secrets to cherish, such as the choice of a new secretary-general and a new three-year plan for the South Pacific Commission.

Certain people at the SPC, where the staff morale is currently at its lowest ebb, seem so keen to have secrets and hide their activities in oblivion that some observers are wondering, out aloud, if there isn't some sinister plot to let the commission sink to a watery grave in the lagoon by the time of its 25th anniversary next February.

Some islanders, however, have a rather keen grasp of the situation and if they can get control of the rudder, they will succeed in keeping the commission afloat by steering it away from the reef and into more rewarding waters.

Meanwhile, for those who are fascinated by South Seas mysteries, we can report that the SPC planning meeting in June followed habitual trends.

France, after making sure that French-speaking delegates were represented in the essential committees, is reported to have promptly walked out of one of them. This harmless little game, however, is but a part of what is fondly known as maintaining "la presence francaise" in the Pacific. At the same time, it is apparently becoming increasingly difficult to find the right kind of locally-born people in New Caledonia and French Polynesia to represent these two territories, so they were again represented at the SPC by metropolitan French public servants.

The meeting had some fortunate results, however. Against an impressive background row of UN observers, Islanders sat down to discuss some hundred proposals for conferences and training programmes to be conducted over the next three years. Some international observers were dismayed at the complete absence of any properly-defined policy to guide Islanders in their decision on what the SPC should be doing to help develop the region. A committee was thus appointed to draw up what became a very valuable series of pointers in setting a course for SPC activity and island development generally. This paper was to be circulated subsequently around the Islands.

Finally, the Islanders made their major decision in urging the SPC to form an Economic Intelligence Unit. This is intended to supply the kind of information that would best help the Islands promote their industries and overseas trade.

* Footnotes

WHEN I first came to Papua there was a lot of talk among the egg-heads about the "clash of cultures". What was usually meant was the disruptive and sometimes destroying impact of the intrusive western culture on the indigenous one. And it was widely premised by the anthropologists that the inevitable result of the impact would be the decline and extinction of the tribes which suffered it.

Whether their desire to preserve the tribes as museum pieces was prompted by genuine compassion or by a desire to have something to study is a matter on which I will not express an opinion.

Then came a time when we began to talk about the "blending of cultures". We envisaged a new culture arising in Papua which would unite the best in our western way of life with the best from the old-time Papuan way.

And now voices are being raised telling us that this was just a pipe dream; that the cultures won't blend; that Papuans and New Guineans can't have the best of both worlds; and that, in the field of economic development at any rate, they must face up, as the price of progress, to tossing out the old and installing the new in its place.

I find two areas of irony in these developments.

First, the very iconoclasm for which the early missionaries have been so bitterly denigrated in the field of religion is now the up-to-the-minute gospel in the field of economics.

Second, while those of us who advocated culture-blending during the decades immediately preceding and following the 1939-45 war found our seed falling on stony ground, with most young Papuans only too eager to toss over the ways of their fathers and become brown Australians, now there is among a new generation a rising appreciation of the good features of the old ways and a desire to incorporate them in a new Papua and New Guinea way of life. And the economists choose this moment to tell us that it can't be done.

A research hound told the recent Waigani Seminar at the University of Papua and New Guinea that he had discovered that many trade store owner/operators in Papua New Guinea were concerned with building up prestige rather than profits. Most participants in the seminar (the expatriate ones, at any rate) seemed to re-

IS SCROOGE TO BE MODEL PNG BUSINESSMAN?

gard this attitude as very reprehensible and as an ill to be cured. Some of them were ready with remedies for curing it.

However, I got the impression that not all of the indigenous participants were prepared to accept this view unquestioningly, but were inclined to ask themselves, "If this is the price of progress, is it worth it?" It seems clear from the opposition to the Administration's voluminous and arduously prepared new land legislation that some, at any rate, are prepared to answer "No".

As paper followed paper at the seminar I fell to wondering what would happen if the seminar had appointed a sub-committee to reassess the works of Charles Dickens. Clearly the genial squire of Dingley Dell would get short shrift. The fellow was blatantly squandering the produce of his estates to build up his social prestige through lavish entertainment. The sub-committee's favourite character would no doubt have been that *nambawan man bilong bisnis*, Ebenezer Scrooge.

Since the seminar ended I have been toying with the idea of writing a pepped-up version of *A Christmas Carol* and offering it to the Department of Business Development for publication, perhaps as a text book for high schools.

It would have to be pretty extensively rewritten, of course. The ghosts could be retained, and could be used to give advice to Scrooge on how to effect further reductions in his overheads. But all that nonsense about rushing round to Bob Cratchit's place on Christmas morning with outsize turkeys would clearly have to go. Apart from its extravagance, it was plainly an attempt to placate the spirits and might easily have started a cargo cult.

However, as a concession to sentiment and an artistic way of rounding the story off, the last chapter might describe the initiation of Fellow Ebenezer into Rotary.

Are the tough liners right? Must kinship ties be broken, kinship obligations be repudiated and

an era of uninhibited individualism be ushered in before Papua New Guinea can, in the phrase beloved by our Highlanders, go ahead.

Must more and more land get into fewer and fewer hands? Must a growing army of landless flock to the towns seeking jobs and finding none? Must a new breed of officials—adjudication officers, recording angels and what-have-you—batten on the public purse before land as yet uncultivated can be brought into production?

Or would it perhaps be better if the money were spent in providing better transport and marketing facilities for existing producers frustrated by the inadequacy of those at present available, and for other land-owners who might thereby be encouraged to develop their land?

In a paper read to the Papua and New Guinea Society a couple of years ago I described life in Hanuabada, the large Motu village on the shores of Port Moresby harbour, during the 1930s as an "interlude between two worlds"—the world of subsistence economy and the world of cash economy, an interlude in which the people there lived in a basically subsistence economy with money as an optional extra.

"They had," I wrote, "abandoned the worst of their own bad habits and had not yet adopted the worst of ours". I went on, "It was perhaps a rather simple-minded, but essentially happy, interlude. It was doomed to end."

In the case of the Hanuabadans it ended

abruptly with their evacuation from the village when Port Moresby became a military area in February, 1942. When they returned in 1946 it was to re-establish themselves in an almost completely cash economy. In their situation, close to Papua New Guinea's largest town, they had no choice. The change would have come anyway, though without the intervention of war it would have come more gradually. But what of the rest of Papua New Guinea?

Today, scattered through the length and breadth of the land, there are many communities which are still living in the interlude between two worlds. My advice to them is: Stay that way as long as you can; you'll never be as happy again.

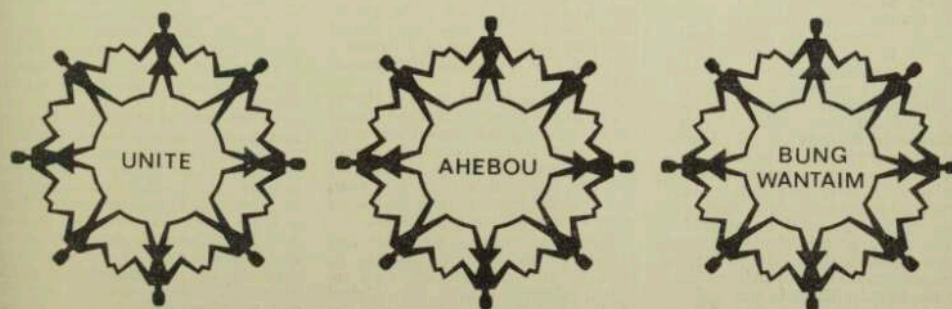
Indeed, need it be just an interlude?

Is there any reason why many Papuan and New Guinean communities far removed from the pressures of the urban centres should not stabilise themselves in an economy in which subsistence gardening, hunting and fishing provide the necessities of life while cash provides the optional extras.

They may have to do so, anyway. If they all take to cash cropping they could foul up the market. Better to grow sweet potatoes you can eat than coffee you can't sell.

And by the way, what's wrong with them running trade stores for prestige rather than for profit if that's the way they like it? Hands off Dingley Dell.

A new set of posters has been designed for this year's Papua New Guinea National Day, September 13. They are in English, Motu and Pidgin, and the emblem of the linked figures is the same as used last year, except that every alternate one now wears a mini-skirt. And the exhortation UNITE replaces the words, WE ARE ONE PEOPLE, that statement of un-fact which attracted criticism of last year's poster.



Micronesia prepares for its most important conference

From F. T. ULUDONG, in Honolulu

The Micronesians and their American administrators, are now gearing up for the third, and perhaps the most decisive, round of negotiations on the future political status of Micronesia.

The coming negotiations [probably to be held in August in one of Hawaii's Neighbour Islands] may also prove to be the last efforts by the Micronesians to settle the issue through conventional diplomacy.

Many Micronesian leaders feel that they have genuinely attempted to accommodate the American interests in their islands, only to be rebuffed at the negotiation table. Any more rebuffs by the US could spell an end to any future negotiations, and the possibility of unilateral declaration of independence is assuming more meaning.

Declared one of the Micronesian leaders, Sen. Petrus Tun, from the culture-conscious Yap district, who advocated continued negotiations with the United States after both America and Micronesia reached a deadlock during the May, 1970, negotiations in Saipan: "If in the end the worst comes to the worst, we must then go for independence . . . It is then and only then that I may go so far as to say, 'Give me death or absolute freedom'."

What is happening in Micronesia is a hardening of political attitudes against the United States on the part of Micronesian leaders and the American-educated elite, and a realisation that the United States, contrary to its preachings about democracy, will never allow the Micronesians to exercise their right to self-determination if such an exercise is deemed as a danger to the American interests, real and psychological.

And while anti-Americanism is still publicly absent in Micronesia, America is now being portrayed by some young Micronesians, especially students, as a racist and imperialistic country whose only interests in Micronesia are her own selfish interests. "Micronesia Belongs to the Micronesians" and "Brown is Beautiful" are fast becoming the expressions of the sentiment. And it may not be long before this sentiment turns into anti-Americanism, peaceful or otherwise.

The cause of this changing mood is not limited only to the desire for more self-government or independence for the islands. There is also a deep-seated conviction among many Micro-

nesians that the United States has betrayed its ideals in Micronesia, and has instead chosen, in the words of Sen. Lazarus Sali, to make Micronesia "the newest, the smallest and the remotest minority within the United States political family".

The more outspoken Micronesian leaders charge that the United States is, deliberately and without the consent of the people of Micronesia, making Micronesia a small replica of all that is America, thereby raising expectations unattainable in island communities.

The charge, which self-righteous Americans would readily dismiss as untrue, is not without historical and concrete justifications. The Micronesians have only to point to the Solomon Mission which went to Micronesia during the last year of Kennedy's administration and proposed a plan to bring about Micronesia's annexation by Americanising the Micronesians to the point that, out of necessity, they would choose to be part of the United States in a pre-planned plebiscite in 1968.

To show that the plan has not been a complete failure, they contend that the Marianas' desire to be American is a direct result of the vigorous implementation of the Solomon plan in that district.

Apart from the Micronesians in the Marianas, who are by no means blind lovers of America (they want Japanese businessmen to develop Marianas' potential for tourism), the rest of Micronesia, as far as can be determined, wants as much loose association as possible with the United States as the Congress of Micronesia asked for in proposing free association last year.

But, as stated, the mood is changing in such a direction that the United States, whose psychological and military interests in Micronesia would have been assured had it not rejected the free association offer last year, may find the Micronesians demanding more in the coming negotiations.

Some Micronesians even feel that Micronesia should not negotiate its right to self-determination, and, instead, should notify the United Nations and the United States of the



Francisco Uludong is a young Micronesian student currently majoring in journalism for his BA at the University of Hawaii. In June he set off for a tour of the South Pacific to gather material for his final studies. Uludong is one of the leaders of the Micronesian students in Hawaii who have been actively engaged in politics and has been editing "The Young Micronesian", a radical students' newspaper.

year it wants to be independent and begin now working for it.

The Independence Coalition tried to do just that during last month's session of the Congress of Micronesia, but discovering that it lacked the vote to carry it through, dropped its plan. Its spokesman, however, promised to press for it during next January's session.

Students here and in Guam, who have organised chapters of the Micronesian Independence Advocates, have also demanded that the negotiations be abandoned. *The Young Micronesian*, a monthly magazine published by local Micronesian students, in its recent editorial entitled, "Independence: The Only Remaining Course" had this to say about the free association proposal and any future negotiations:

"When some of our leaders in years past dreamed of free association with the United States, they sincerely hoped that it would readily see the righteousness of their position and accept the arrangement. Their hope was at best a naive one and at worst wishful thinking. There is, however, some consolation in their try. We now know the futility of negotiating with America . . . Any giving-in on the part would gradually have led to the

extinction of our cultures and traditions".

Nevertheless, the Congress of Micronesia, in agreeing to further negotiations, is now playing all the cards that Micronesia presumably has in its hands. The UN Decolonisation Committee has been invited to visit Micronesia and a delegation headed by Sen. Lazarus Salii personally appeared before its members and asked them to visit Micronesia if the negotiations "failed".

Another delegation has also gone to Japan to consult with the Japanese Government and business leaders for assistance in the future.

Although the appointment by President Nixon of Mr. F. Hayden Williams, president of Asia Foundation, with ambassador rank, as head of the American delegation to the political status talks, is widely interpreted as a sign of Nixon's personal interest in the talks, many Micronesian leaders see the appointment as Nixon's way of putting more emphasis on US military interests.

Williams was a former deputy assistant Secretary of Defence during the Eisenhower Administration and his foundation has been used by the Defence Department and the CIA as a front for many of their activities in South-East Asia and in Micronesia. Saipan was used in the 50s by the CIA for training Nationalist Chinese counter-insurgency forces.

What appears to have begun is what the Micronesian Future Political Status Commission, forerunner of the Status Delegation, correctly foresaw when it first proposed free association in April, 1969: "But if these negotiations should fail, if it should not be possible to achieve the alternative we recommend, then we have only one remaining course . . . That alternative is independence".

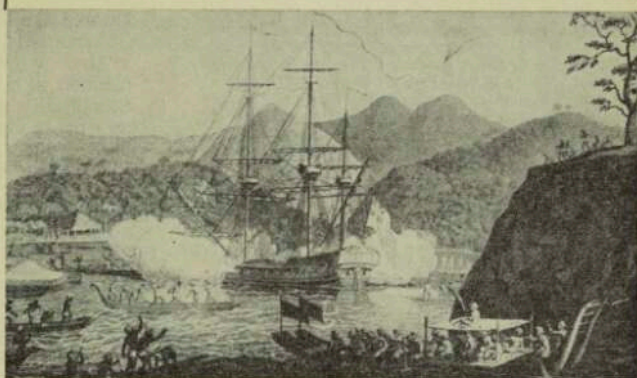
From a Saipan correspondent

The UN Trusteeship Council concluded on June 17 that "it would be desirable for the people of Micronesia to determine their future status sooner than later". It also said it hoped that separation of the Marianas would be considered only when "all other possibilities had been exhausted".

US Ambassador W. Tapley Bennett had earlier told the council that the US was "not seeking to make Micronesia a military and strategic appendage of the US, nor are we attempting to impose any particular solution on the Micronesian people". The US was working with the Micronesian status committee "to achieve a mutually agreed status of self-government in association with the United States—which is the Micronesian stated preference".

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From the Islands Press

Item from BSIP News Sheet:

An old Ulawa custom of killing trees by shouting has just been revived and its success has caused much surprise among young people of the area. News of this custom, possibly the only one of its kind, has been received from Mr. Edward Lioha, of Ahia village, Ulawa, and his story has been verified by some Ulawa islanders in Honiara. According to Mr. Lioha, the custom is used if a group of people want to get rid of a tree for a special reason, such as to clear an area for a garden, if the tree is too big and hard to chop down. Every morning for about a month an old man or woman goes quietly to the tree and then utters a piercing yell. After some time it loses its leaves and branches and dies, due, it is believed, to the succession of shocks it has received while asleep.

Letter in GEIC 'Information Notes', Tarawa:

We appear to be joining the large international club of polluters of the ocean, the filth that daily flows out with the tide from Betio harbour being our membership card. Several years ago Betio Harbour was blue and sparkling and safe to swim in but it is now a turbid soup. The biggest polluters are ships that clean out their fuel tanks in the harbour. . . . I presume if a ship bunkering station is set up at Butaritari we will see that beautiful lagoon covered in a filthy brown oil slick if there is no legislation to prevent dumping of dirty fuel oil in the lagoon or in the ocean near the island. . . . It is interesting to note that the ocean is having her revenge on polluters of her waters. She is now producing fish with ulcerations, benign tumours, malformed bodies and fin and lip cancers.

An advertisement from The Fijian Hotel in 'The Fiji Times' asking taxi drivers to confirm bookings from hotel visitors:

We would draw taxi drivers' attention to the misunderstandings that may occur due to language problems, names and the spelling of same. Head nodding and arm waving may not necessarily indicate willingness by a guest. Tourists coming to Fiji are to all intent and purposes in a foreign country. They need the same patience and understanding that you yourselves would expect if visiting their particular territories.

Extract from a letter from W. T. McCoy in 'The Norfolk Islander':

This writer believes the time is over-ripe, and now decaying, to raise concerted voices from the resident public of Norfolk Island in efforts to amend the present form and system of administration. If you doubt we are still saddled with the retrograde step take a look or cast in your mind the present number of highly-paid officials ensconced in the offices of administration. You will then realise that, in addition, the public is also bridled with heart-breaking expenses to keep the wheels of administration

turning. Even this could be overlooked if this costly business could only show something of value to Norfolk Island. This naturally leads to the question—are all these highly-paid officials necessary?

Letter in 'Our News' published by the PNG Department of Information:

I would like to know why Papuan and New Guinean girls never show their manners? Here in Madang there are too many girls that have no manners at all. For instance, Tusbab High School girls, whenever I say 'Good morning', they never say 'Good morning', but put their noses in the air. Now how can we learn to live in unity, brother and sister, in our country.

News item in the 'Micronitor' in US Trust Territory:

Construction of a Lagoon Side Bar to complement the already completed and occupied 12-room facility of the growing Eastern Gateway Hotel complex is progressing smoothly. When complete, the bar will cater to guests in an atmosphere of tall drinks and quiet conversation. This will be the first bar of such a nature in Majuro where the usual bill of fare is shameless music and ragtime women in loud profusion.

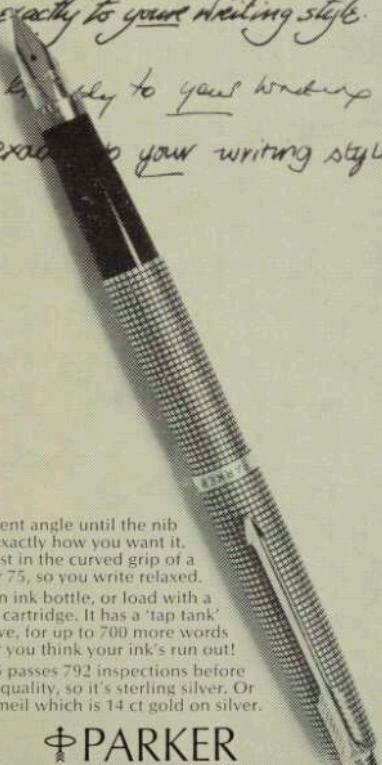
News item in 'American Samoa News Bulletin':

A spokesman for the Department of Agriculture said today reports that from 70 to 200 head of cattle, descendants of a herd brought to American Samoa by the Navy more than 20 years ago, are roaming the northwestern mountainside of Tutuila are grossly exaggerated. Glenn Anderson, a former Californian dairy rancher and now the department's authority on the subject, said men who participated in a round-up Saturday spotted only a few head—which promptly high-tailed it into the heavily-wooded area. He said they were all old cows and could hardly form the nucleus of a cattle industry which the department plans to develop on the Manu'a island of Tau.

Extract from article by J. R. McCreary, Associate Professor of Sociology, Victoria University, in the 'NZ Listener':

It is easy to poke fun at some of the material which has found its way into Pacific classrooms. There was the small Melanesian boy, living on an outer island, battling with the sum, "One train travels 200 miles, another train travels 420 miles. How far do the two trains travel together?" . . . There was also the schoolroom, with the jungles of Melanesia bordering the playground, where a frieze surrounded the wall entitled "The Seasons" showed lambs gambolling in spring, leaves falling in autumn and snowmen dotting a bleak landscape in winter. . . . But is the School Certificate syllabus or that for the Cambridge Overseas School Certificate really more appropriate for secondary school scholars?

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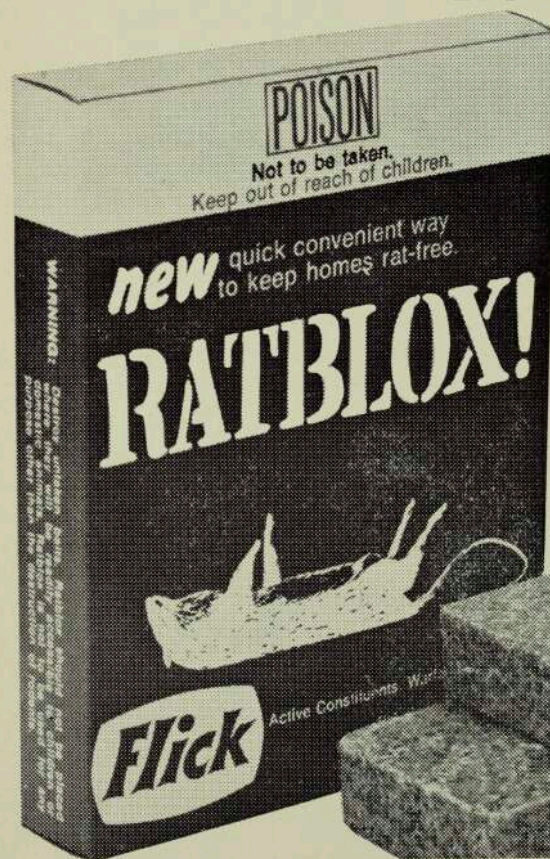
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The decline of Jimmy Stephens' star

By CHARLENE GOURGUECHON



Three years ago, when no one outside the New Hebrides had heard of Jimmy Stephens, the Condominium Government was worried about him. Now, Jimmy's international stock has gone way up—all the way up to the UN—and the government is not concerned.

The reason is simple. If New Hebrideans were to hold a referendum tomorrow on the question of Jimmy Stephens, a vote of no-confidence would undoubtedly carry.

In August, 1968, when Kal Muller, Jacques Gourguechon and I arrived in the New Hebrides to work on filming and writing projects—work which was to keep us there for 2½ years—there was a fair amount of excitement over Na-Griamel.

Coincidentally, we had arrived the day before what might be considered the high point of the movement: the first flag-raising ceremony.

Na-Griamel members were proud of their flag and were arousing the enthusiasm of many local non-members.

"The French have one, the British have one, now we'll show them our colours."

Because of our timely arrival, the government was suspicious, assuming that we had come expressly to cover the event. Jimmy, however,

welcomed us. He, too, assumed that we were there to cover the event, but he liked the idea.

The meeting was certainly worth seeing, for an understanding of later developments, and was worth some film footage as well.

The centre of interest was Jimmy himself, in full regalia (white shirt, banner, armband, Na-Griamel symbolic plants and all), enacting the role of Chief President; Jimmy, with proper dignity, preaching the virtues and rewards of hard work, education and religion, promising that soon the land would revert to its rightful owners, predicting that soon Na-Griamel members would be earning a good living through the export of fruits and vegetables—and, finally, asking for money.

People paid, some dubiously, many wholeheartedly. They figured it wasn't much to ask for all they would soon receive in return. And they went home happily to wait for results.

They're still waiting, but not so happily.

After three years of paying their dues (\$2 per man, \$1 per woman, 20 cents per child), people are beginning to wonder just what they're paying for.

No accounting of funds has ever been made to the general membership. And one needn't be a mathematician to know that if Jimmy has the 22,000 members he claims, he has a lot of money to account for.

A disconcerting factor is that the original intention to use this money for internal economic development has fallen by the wayside.

All known efforts of the movement have been political. In fact, the only solid evidence that all this cash has not been eaten by the bush rats is that Na-Griamel has had enough funds for Chief Moses' political travels.

As much as the money issue, Jimmy's new neo-pagan attitude towards marriage has aroused resentment.

Since the 1968 Flag Day, he has acquired second and third wives. For New Hebrideans—all except the few hundred bush people who remain—a good man is a Christian, and a Christian is monogamous.

Outsiders might be convinced that polygamy is a thriving local custom, but the locals know better.

Jimmy has actually turned followers into opponents over the question of women. Aoba Island, for example, used to be a Na-Griamel stronghold, until Jimmy made off with an Aoban girl.

The fact that he has been travelling of late with his number two wife has not helped matters. Why should we finance holidays for Jimmy's girlfriend, is the gist of the general grumble.

Besides being for something people are against, Jimmy has made the opposite political mistake as well. His

Jimmy Stephens

stand on temperance, while it may have merit, is not popular. The only New Hebrideans who consistently do not drink are the Seventh-day Adventists.

There is always resentment towards an attitude with holier-than-thou overtones, and so rumours are current of the days when Jimmy was said to be quite a drinker himself—rumours of the past, and present suspicions.

In remoter areas of the New Hebrides, where people knew we had seen more of the Na-Griamel than they had, we were asked—among other questions, and often over a beer at the local co-operative—whether it was true that Jimmy was an abstainer. We said we didn't think so. How did we know? We related the following anecdote.

In April, 1970, two of the three in our film team, taking a walk in Suva, glanced through the open window of an out-of-the-way pub and recognised Jimmy, a beer in his hand. We greeted him.

He rushed outside, rather flushed and flustered, to tell us that he had not *really* been drinking, that he was there to meet a friend, that it would be good if we mentioned nothing of this in the New Hebrides, as people might misunderstand.

But we saw no reason for keeping secrets.

Though drinking is a relatively minor issue—money and women are not—serious dissent is arising from a change in Na-Griamel's basic policy.

Three years ago, Jimmy advocated opposition to Europeans over land but nothing else. General opposition to the condominium was not part of the programme. Gradually, it has become so, and many Na-Griamelers do not agree.

On north Ambrym a few months ago we witnessed a meeting between the people of several villages and the French Delegate, with Olsen Kai, Na-Griamel's second-in-command, as opposition leader.

The delegate had come to offer condominium funds for a road which the Ambrym Islanders had already started to build, on their own initiative and with hand-tools only.

The Na-Griamel urged rejection of such funds—non-co-operation by not taking money from the Europeans.

The delegate explained that the money in fact belonged to the New Hebrideans, that even those present had contributed, knowingly or not, through export duties on their copra.

The leaders of these villages being firm Na-Griamel supporters, the offer was politely refused. The delegate packed up his money and left. But there was some heated discussion during the next few days.

There were numbers of people who felt that turning down money for road equipment was not the direct route to progress. And when, moreover, will the Na-Griamel be able to make a similar offer?

North Ambrym, like Aoba, used to be a Na-Griamel stronghold.

Overall, these days, New Hebrideans are developing an image of Na-Griamel as something that has no direct significance for them, and provides no direct benefits. Those who pay, as several Ambrym Islanders admitted frankly, often do so as a form of insurance. For \$2, a man can afford to bet against the odds.

Few are convinced of the value of Jimmy's trips abroad. New Hebrideans generally favouring economics over politics. They associate this particular way of spending money with Europeans.

And that observation reminds them of a fact they were willing to overlook three years ago: Jimmy is part-European, also part Tongan. *I no olsem mifala*, some are beginning to say; he's not one of us.

Those who know the story of the rifles are beginning to dredge that up, too, and repeat it.

It seems that once, before the birth of Na-Griamel, Jimmy took money from a number of people, promising rifles. The rifles were never delivered, the money was never seen again, and Jimmy wound up in gaol.

The decline of Jimmy's star, even near Na-Griamel's headquarters village on Santo, was seen recently in a meeting over a land dispute.

Locals, representatives of the French society which owns the land in question, and government officials were present.

Jimmy took the floor and proposed to speak for the people, whereupon a government official demanded, "And who are you to speak for the people? Who gives you the right?"

Jimmy searched the eyes of his "supporters", seeking support. But no one said a word. He sat down, silenced.

The Condominium Government, known for attempting little and bungling much of that, was for once politically right in not taking action on Na-Griamel. It could have put obstacles in Jimmy's way. But it chose to let him get in his own way, in his own good time, and that is what he is doing.

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FIJI'S A BEAUT PLACE FOR A HOLIDAY BUT

By JUDY TUDOR

Fiji is a beaut place for a holiday but, according to my reading of the newly revitalised Immigration Act, I've had my chips, having worked here on my normal business for a couple of weeks (in this case revising the *Pacific Islands Year Book*).

I should now quietly move on, as the first 14 days is the limit a visitor is supposed to work in this country on the job in which he is "normally employed" outside it.

As it happens I'm going, anyway—to that land of the free, New Hebrides—but if my work were unfinished I am supposed to hire myself a local journalist to complete the job or apply for a permit to continue.

These lunatic provisions apply to anyone who comes here in the course of his business—overseas representatives, commercial travellers, advertising salesmen, even people doing research.

It will be interesting to see how many jobs are created if any real attempt is made to police this one.

Most of the so-called new provisions of the Immigration Act are rehashed from the 1962 Act, but in those bad, old colonial days a blind eye was turned conveniently on some of them, to the infinite benefit of Fiji.

For example, in the past wives of men who came in on work permits were permitted to take jobs, if they could find them. Now dependants of work permit holders must get work permits of their own and getting them makes the biblical passage of the camel through the eye of a needle look like minor league stuff.

Some of these women are talented persons in their own right, whose services should be welcomed by this developing country. They seem now to be doomed, during the currency of their husband's short term contract, to sit at home being bored to



Prue Acton, Australia's young answer to Britain's Mary Quant, presented an uninhibited collection—her first in the Islands—in Fiji in May. These samples, modelled by local girls, show that she hadn't heard all those old stories, told to generations of Islands women, about not showing legs or large areas of bare anatomy. The usual idea is that it drives local males to fury or, more likely, anticipatory frenzy. The parade was organised by Morris Hedstrom Ltd. and Air India, with proceeds to the Fiji Amateur Sports Association.

death and probably giving their husbands hell as a consequence.

If, instead of working in a job, an expatriate wife attempts to start a small business, she still has to apply for a work permit and a permit to start a business. Her case will be considered on the basis of whether similar businesses already exist.

Women aren't the only victims of this passion for localisation. Dead-sets are frequently made at other members of local society who are performing a needed service, for no other reason I sometimes think than that the framers of the legislation and those who put it to work are male as well as bumble-footed.

BY GRACE AND FAVOUR

Restrictive migration policies always have inbuilt side-effects and this one, in terms of stultification, won't be different. With all the usual exceptions, the general level of efficiency in this country is about one-third that of Australia or NZ.

Investment above a certain sum in a Fiji enterprise, or independent means, gives residential entry and the people who, hopefully, are going to settle at Pacific Harbour, Deuba, doubtless come into this category.

The project has got government blessing and, after spending an average \$US13,000 on a block of land and that much and up-and-up for a house, these grace-and-favour residents are hardly likely to want to settle for a tourist visa.

If all goes well, there should be several thousand foreign bodies living there near Deuba within a few years. The first 1,150 acres (out of a total 7,500 acres) have been cut up into 1,304 lots of from one-sixth of an acre to an acre. In May 200 lots had been sold, half of them in Fiji and the rest in UK, Europe, and Hong Kong. Australians and New Zealanders have to get the permission of their Reserve Banks for funds to buy foreign land, and only a few with overseas funds have invested at Deuba. And, in spite of the fact that half of the people in Fiji will tell you that the place is designed as an American retirement village project, none has gone to Americans except those who are already domiciled in Hong Kong or elsewhere. Some legal technicality has to be overcome before the developers begin selling in North America.

Under the terms of sale a house must be built within three years and therein, it seems to me, lies the first real problem. If 1,000 new landowners, or even the existing

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200, all start to try to build their houses together, the work force of the local building industry, already stretched to the limit, is likely to crack off in the middle.

Meantime about a million dollars worth of earthmoving equipment is literally moving mountains at Deuba, or slithering around in the mud forming roads, digging canals or artificial lakes.

Whatever you might think of this sort of development you have to give the promoters an E-for-Effort and a great big O-for-Optimism.

Not only will they shape up the whole basic conception and put in most of the services, but they will supply plans to customers, build and even furnish their houses, maintain them and rent them to tenants when not required by the owners.

Against the Fijian background my heart quails at the prospect of the vast and ulcer-making job entailed.

Obviously, great sums of money have already been sunk at Deuba—to such an extent it is hard to see how the scheme can be allowed to fail. Yet a lot of sound Fiji citizens still say they can't see it getting off the ground. Mr. Jack Hackett, who has been government PRO in Suva for the past 15 years or so is to join the company shortly. Probably part of his job will be to persuade sceptics that they are wrong.

CLEAN-UP CAMPAIGN

Suva now has some prestigious buildings, including the Development Bank Building and the new National Provident Building which is situated out to hell-and-gone, on the edge of the city in Grantham Road.

It also has some that once were and are no longer. The Native Land Trust Board building, for example. There is no problem about localisation there—so far as I could see when I was there last week localisation is complete, with everyone a Fijian, all friendly, helpful types.

But what was really needed was a brigade with buckets and mops.

One row of tiles is missing from the top steps of the porch; the tiles of the porch look as though they have never seen soap and water; the two coffin-shaped receptacles that flank the porch, and which I imagine were designed as flower

boxes are full of desiccated earth and cigarette butts; the stairs and passage ways are grimy, with big blobs of black stuff here and there which I would say was dehydrated chewing-gum, except that, so far as I know, Fijians are not gum chewers.

KOROTOGO STRIP

Meantime back at the ranch... this ranch called Casablanca, pronounced Thasamblantha, Queens Road, Korotogo.

When I left it, last November, the wet season had scarcely begun; when I returned to it in May, the wet season officially past (it is, in fact, still raining gallons) I expected anything—damp, mould, even that the house had slipped from its moorings on the hill.

There wasn't and it hadn't. The Fijian staff had kept the place spotless; the garden that was alternatively a mud slide and a dust heap in November is now clothed from top fence to the beach in green lawn; the papaw trees are 10 feet high; the poinsettias are in bloom and the cannas grown into a forest. An entirely satisfactory state of affairs.

We formerly had another, smaller house, at the end of the Korotogo strip and near the village, its Fijian name, "Vale Vulavula" (white house). We were finally driven from there by the village dogs which kept up such a racket at night that I, as a natural-born insomniac, rarely ever slept; and by our neighbours' hens who cleaned up their own environment and then proceeded to clean up ours.

We bought many rolls of chicken wire and fenced the whole two acres, but the hens and dogs burrowed under it.

We consulted the Sigatoka police who said: "We have *exactly* the same trouble ourselves. We throw stones".

I resigned myself to rushing out at intervals, waving my arms and yelling like a banshee, whereupon flocks of hens would take off under or over the chicken wire, while our neighbours sat on their verandahs, fascinated at the sight, but impassive.

When, at a later time they were asked why the hell didn't they keep their hens locked up, they said in surprise:

"Hens! We wondered why the

memsahib sometimes ran up and down, calling out".

The coupe de grace wasn't administered to the memsahib, as it happened, but to the sahib. He came home one afternoon and found three goats tethered to his gate.

Up at this end of the settlement the dogs are less numerous, no one keeps hens and so far none of our neighbours has got a goat.

But the house is again white and obviously can't be called "Vale Vulavula". Various Fijian circumlocutions for "House on the Hill", "Sea View", etc., were tried, but didn't fit. As a joke it began to be called Casablanca, it stuck and now it's on a board near the front fence. Official.

But it's a fool of a name for a house in Fiji where "c" is pronounced "th" and "b" is always pronounced as though it had an "m" in front of it.

EXPENDABLE COCONUTS

The coconuts right up and down this strip of coast and, for miles on either side, are being ravaged by rhinoceros beetle. Some now have died right out and it looks as though many more will follow. To the authorities our palms are expendable because it isn't a copra-producing area and no one can be spared for beetle control here.

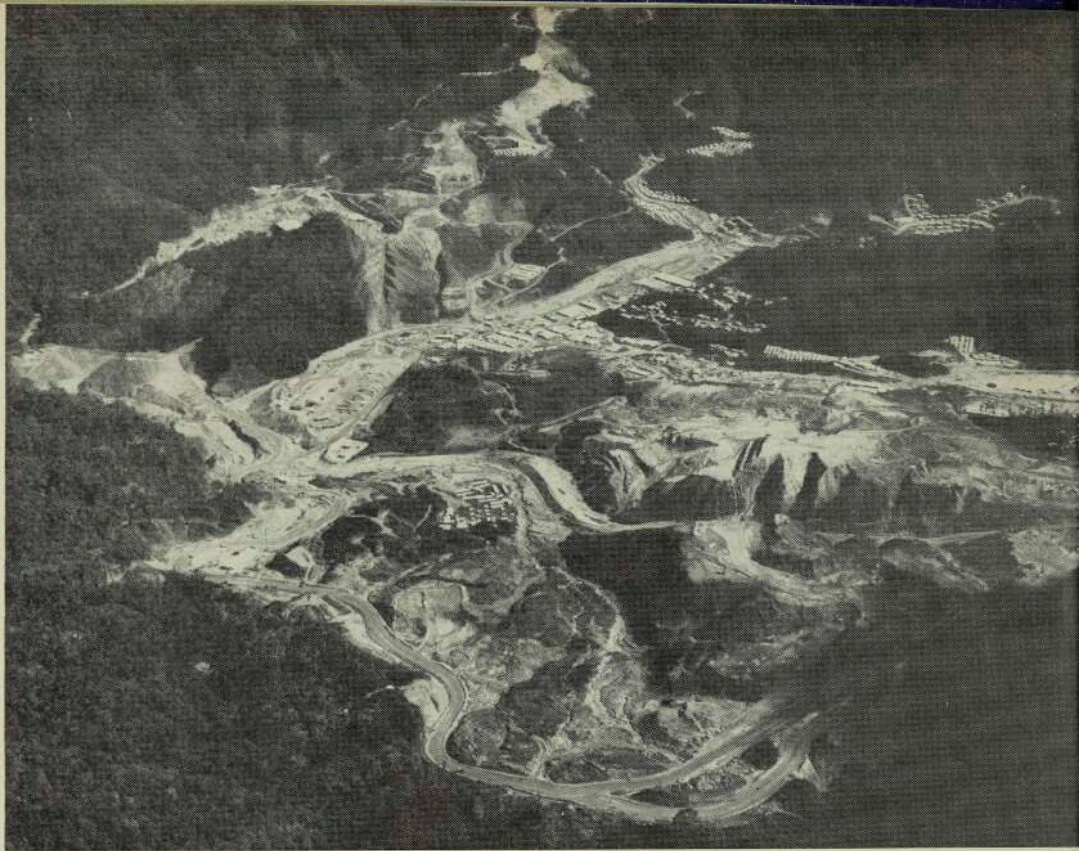
It seems short-sighted. Coconuts are still part of the village diet; moreover, they are beautiful to look at and part of the scene. Most householders would gladly pay to have their trees treated, both for their own edification and as a contribution to the beauty of the area.

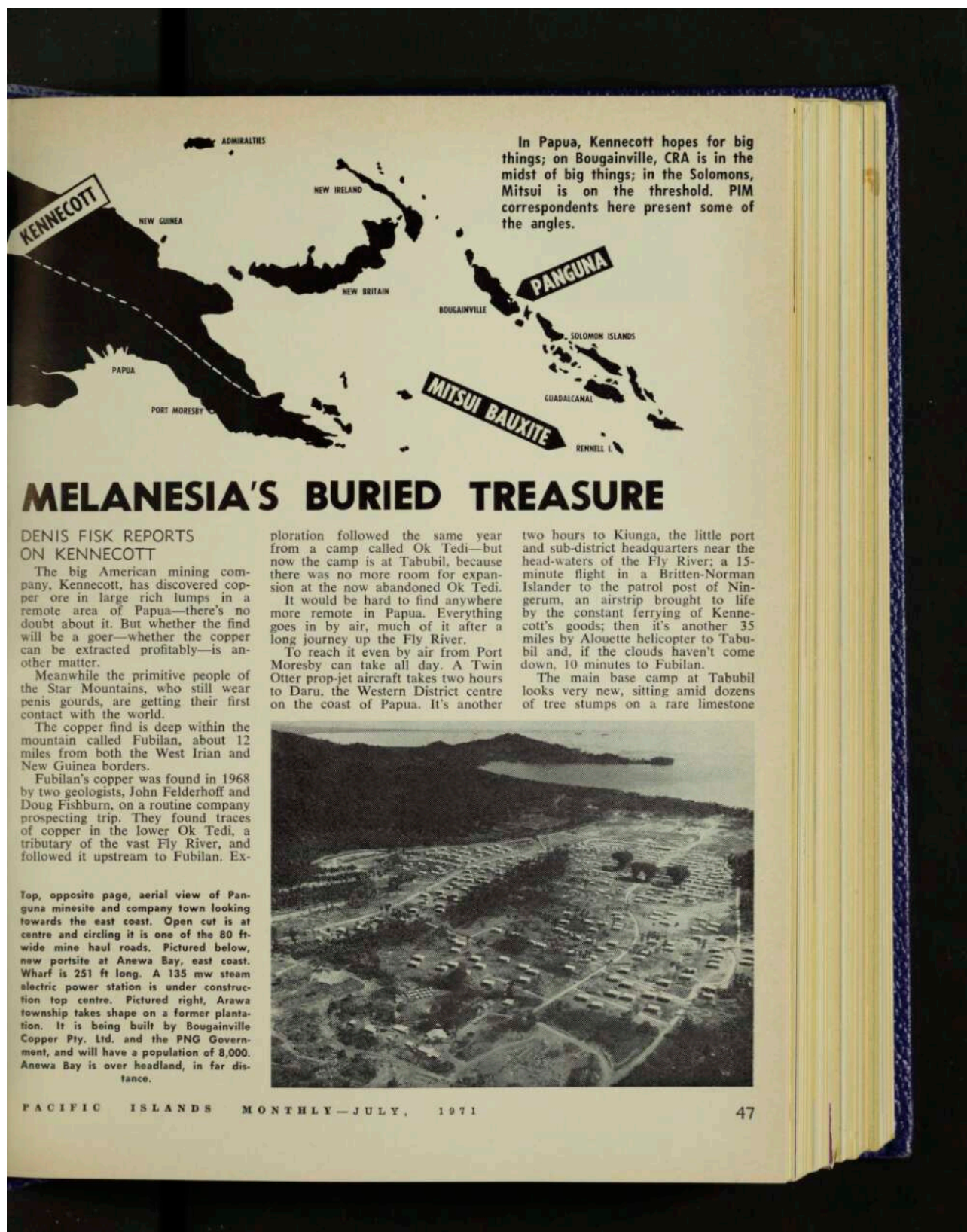
What's a tropical South Sea island without coconut palms?

AQUATIC LUNCHES

Reef Lodge Hotel down the road has now dropped "Lodge" from its name and, after about a year of turmoil, has emerged face lifted, enlarged and as the latest resort on this coast.

Among its amenities are three swimming pools. A small one for small people, a large one for adults and a middling-sized one for those who like to mix business and pleasure. It's slap-bang up against the snack bar and has submerged bar stools. Customers can sit there, up to their waists in water, while they chew hamburgers or drink beer. Very cute.







plateau 2,300 ft above sea level and a few hundred feet straight up from the Ok Tedi. There's been an unusual stretch of "fine" weather and sunlight glares off aluminium roofs and almost blinding-white crushed limestone paths between the buildings. The paths ensure traverse through the never-absent mud.

A lone metal shed containing a transceiver theoretically gives the camp daily radio contact with Port Moresby, but when the weather's bad there's simply no contact, and most days it's a work of art to have understanding in both directions.

Tabubil was only just made comfortable in time for the wetter-than-usual wet season which "clags-in" the mountains from April to September, and stops more than 90 per cent. of flying and consequently all but one drill on Fubilan.

Fubilan, where the copper is, is a peak of 6,800 ft, one of numerous peaks only a few minutes by helicopter from Tabubil, but sometimes un-touchable for more than a week when the cloud and rain descend.

On the very peak of the Fubilan cone lies the drilling base camp, Hong Kong. There are over 40 drill sites, with names like Toronto, Kings Cross, Athens (in Greek characters)—all places their "founders" would rather be.

A first-light flight finds you shivering uncontrollably in your shirtsleeves in the persistent wind. There's a perverse and tight-mouthed pride in the men—geologists, drillers and field assistants—working to discover the extent of the copper beneath them as 450 inches of rain falls on them annually. At Tabubil you sleep comfortably naked with one light blanket. On Hong Kong you're virtually fully dressed, under seven blankets, and using a kerosene heater.

What they're all working to prove is whether that rich copper is mineable, and Kennecott is still a long way off deciding whether it has that goer or not.

At Tabubil, that surprising plateau in a jumble of mountains in that top left-hand corner of Papua, there may be room for an airstrip, which would

take the load off the hellishly expensive helicopter fleet—in recent months a Super Frelon from France, capable of taking a DC3 load; two turbine powered Alouette 111s, and a Jet Ranger for whizzing the geologists about. The three smaller craft are hardly ever on the ground, while the Frelon has borne the heavy and awkwardly shaped loads.

Tabubil accommodates and feeds more than 200 men, about half of them labourers from local sources and from the Highlands. There are two messes—one integrated, the other for natives who prefer traditional diet.

The New Guineans who choose the integrated mess are mostly the trainees and a few artisans. There are more than 20 trainees who are being educated beyond their fourth year of secondary schooling with written lessons and a lot of practical tuition and experience. If a mine were decided on, some of these would take senior positions in the running of various aspects of the mine operations. Already, one is at the Institute of Technology in Lae at company expense studying accountancy and business management to diploma level.

Trainees are allowed to specialise in fields they prefer, but all are trained to know all aspects of camp work—bushcraft, simple geology, stream sediment sampling and stream gauging, surveying, stores ordering and handling, aircraft loading, drilling, preparation of drill core samples, camp management, learning and teaching the two languages used most widely by labour (Pidgin and Police Motu), first aid, and using radio. Where their specialised field requires it, the company will send them to tertiary institutions.

The advent of a mine would bring social upheaval to the mountain people and quicken change among the heavier populations towards the coast as the preparation stage soaked up thousands of workers. It's not hard to see what a difference work for thousands of men would make in the Western District's total population of 60,000.

Kennecott hopes to replace the inevitable destruction of a simple way

of life with opportunity in a modern economy. It sounds too good to be true, but what has been done so far encourages belief in the company's intentions. The training scheme, a school, a four-bed hospital, integration, recognition of social impact, the use of helicopters to carry villagers to hospitals whenever asked—these have come before the company has decided whether it will mine.

If Kennecott has a goer, as everybody hopes, then the whole Western District of Papua will stir from its historical position of poverty and neglect. Fubilan could be another Bougainville.

Mod cons . . . a long way from home

ANN GLENN REPORTS
ON BOUGAINVILLE

"Come to sunny Bougainville . . ." said the advertisement, like a travel brochure. ". . . attractive surroundings, good working conditions, excellent pay . . ."

So we came in our trimaran *Rebel*, after five years of Pacific cruising, and found our anchorage just off Camp 6 at Loloho, 100 yards offshore from one of the prettiest swimming beaches we've seen anywhere.

The surroundings were all that had been promised. The pay was good, too—but there any resemblance to a "working holiday" ended, because it is work—10 hours a day, six days a week.

Loloho is located six miles north of Kieta, at Anewa Bay, the site of the newly-constructed port facilities for the Bougainville copper project.

The mine site, to begin producing next year, is up in the ranges at Panguna, and there are thousands of men working there and around the



various camps to get it into operation.

The Loloho single men's camp, the married quarters, and the Loloho hospital have been completed, and the waterfront has been filled and reshaped to take the new wharf. The major construction jobs now in progress in Anewa Bay are the giant power station, which will be almost double the present generating capacity of the entire territory of Papua New Guinea, and the storage areas for the heavy fuel oil and the ore concentrate. Most of the men who live at Camp 6 are involved in these projects.

Camp 6 at Loloho is just one of the "instant communities" that have been established to house the influx of workers. In it, 900 men live in pre-fabricated "dongas", eat in the single mess, and suffer the "nothing-to-do syndrome".

During the day the 40 ft x 10 ft pre-fabricated buildings are deserted except for the minority on night shift who wander to the laundry and toilet blocks before disappearing into the 10 ft x 10 ft bedroom shared by two men. Each room is attractive and comfortable, lined with wood veneer and containing two beds, two lockers, two chairs and a desk. To dispel the atmosphere of "little boxes", the men assert their individuality in their collections of calendar pictures and king-sized posters.

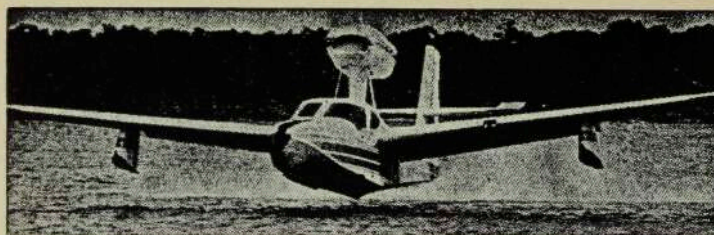
In the evening after the 5 o'clock whistle blows, the camp comes alive. In the hour between 5 and 6, mates meet in the wet canteen or relax on their verandas after their long day. A group of regular bathers troop to the beach where some snorkel and dive, a few clown on the rope swing, and others take their exercise seriously, swimming strong and finishing with a run up the beach.

Through the dusk, the sounds of Simon and Garfunkle compete with Herb Alpert and Tom Jones, all at peak volume. Radios and tape recorders are less expensive here, and music provides a popular relaxation.

Dinner, like all the meals, is served in two sittings. The food is good quality, served in enormous quantity. If it is not always as well prepared



Amid a confusion of mountains in the top left-hand corner of Papua is Kennecott's base camp of Tabubil, rising from jungle bulldozed from a rare plateau at 2,300 ft and shown in the panorama at top. In the distant ranges is Fubilan, the mountain of copper, reached from Tabubil by a short helicopter flight. Lower picture, Fubilan itself, 6,800 ft, the base drilling camp of Hong Kong clinging tenaciously to a topmost spur. Denis Fisk took the exclusive photos on a recent visit.



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as it might be, it is because the cooks are feeding 900 men with facilities designed for a maximum of 600. And men who have few other pleasures to occupy their minds can always find fault with the food.

The repetitive complaint that there is "nothing to do" is at least partially justified. The single men complain that there are no girls, and nowhere to take them if there were; the married men miss their wives and children.

There are movies three nights a week—they're free. But when it rains—and that is not uncommon—the roofed-in section of the outdoor theatre area is far too small to shelter the crowd.

There are snooker tables, but the long wait for a game discourages all but a few.

Even the small choice between the wet canteens in Camp 6 and one of the other camps is denied to all but a few men, because private transport is a rare luxury.

The philosophical among them grin and say it is a great place if you want to study or take a correspondence course—there are so few distractions. Most of the men who grumble about "nothing to do" will admit, if pressed, that after 10 hours of work, they're not really interested in a late night—but they do resent the decision being made for them.

On Sundays, their only day off, the men face the same problem—only more so. On Sundays, the beauty of the natural surroundings comes into its own again, and the beachfront is the centre of activity. Skin-diving is probably the number one sport.

Kieta shops do a brisk business in swim fins, masks and snorkels, and quite a few have the full gear—high-powered spear guns, tanks and all. The men fish, paddle about in the narrow native outrigger canoes, or take turns on water skis. Groups of men organise to charter one of the four yachts in the area to take them out to the tantalising nearby islets.

I'm content with life at Camp 6. I have my home and my husband, plenty of new friends, a job I find interesting and we are rapidly saving money to continue our cruising way of life.

In contrast, most of the men in Camp 6 have strong interests Down South, and for them, "Sunny Bougainville" represents little more than an opportunity to make a quick dollar. If the average worker doesn't develop an affection for the place, perhaps it's understandable.

THE BOOM AT LAST?

JUDY TUDOR REPORTS
ON RENNELL

Hard-pressed government officials in the Solomons have been hoping for years for something that would give the protectorate economic lift-off. They now think they may have got it.

It won't be copper, but bauxite on Rennell Island, believed to be in the order of 30 million tons, with enough proved for 10 to 12 years at an extraction rate of 1.5 million tons a year. If all goes to plan, mining should begin in 1974.

Although the preliminary agreement over the exploitation of Rennell's bauxite has been signed between Japan's Mitsui and the British Solomon Islands Protectorate Government (PIM, June, p. 127), it is expected that it will be months before legal advisers have dotted all the i's of the final agreement.

Nonetheless, what has already been achieved is sufficient for the company to go ahead with trial mining: with a smallships wharf at Rennell to commence in October when the South-East season with its big swells dies down; and with the building of a road up the cliffs of Rennell, which is an upthrust atoll.

Trial mining is regarded as necessary to establish the cost of operations. Rennell bauxite has a very high moisture content and mechanical drying will be necessary before shipment. On the other hand, the bauxite is extremely low in silica content which makes it easier to handle, as silica must be removed during the processing of bauxite into alumina. (Rennell silica content is .25 of 1 per cent, while Australia's Gove bauxite is 3.2 per cent, silica and Weipa 4.7 per cent.)

The BSIP Government is hopeful that Rennell bauxite will not only be dried on the island but will receive its first processing there to turn it into alumina.

The second stage of processing, from alumina to the aluminium of commerce, requires masses of cheap electrical power and is out of the question on Rennell.

Unquestionably it would be cheaper



to take the dried bauxite to Japan and process it into alumina there, so whether Rennell gets its refinery depends on how much more it costs to do the first stage of processing there. If Mitsui and the BSIP cannot agree on whether the additional cost is reasonable, provision is made for an independent arbitrator to decide.

One of the reasons why the government is anxious that the first-stage refinery be established on Rennell is that residue from the processing could then be used to fill in the old workings.

The deposits are all on the north-west section of Rennell, making the 600 people living there the luckiest in the BSIP.

They will, each man, woman and child established there at a certain date, get \$400 as a disturbance allowance—the money paid to minors going into trust accounts for them. (Children born subsequent to the fixed date, now past, will not get anything.)

In addition, as the workings eat up their gardens and land the people will be compensated for these and for any buildings.

The company will, moreover, build them a model village elsewhere, with school, clinic, club, shops, sports-ground with swimming pool.

When the bauxite is worked out, landowners or their heirs will get their land back, and so that there will be no hanky-panky when that time comes, a government lands officer has been stationed on Rennell for some time, registering land.

As well as having shares in the company to be formed (Mitsui Smelting and Development (BSIP) Ltd.) the BSIP Government will get a 5 per cent. royalty on the f.o.b. price of the bauxite and of this royalty, the landowners will get 5 per cent.

It's not just another muddy road; in this case, to use a Yorkshireism, where there's muck there's money. Much of the road's surface is bauxite which covers the surface of this area of Rennell alongside the airstrip. Ted Marriott took the photo.

There is no world price for bauxite as those who mine it also process it into aluminium. However, if the f.o.b. price of the Rennell bauxite is fixed in the region of \$4.50-\$5.30 per ton, as thought likely, the BSIP Government should get (on an extraction of 1.5 million tons) something like \$356,000 a year from royalties, and the landowners something like \$18,500 annually.

In addition, although the mining will be mechanised, there probably will be jobs for about 170 Rennellese working under a few top Japanese executives and engineers.

It's expected installation costs will be in the vicinity of \$14.3 million, including the cost of a port at \$5 million. Because of the physical nature of Rennell it will be necessary to load from mechanised overhead equipment into bulk carriers.

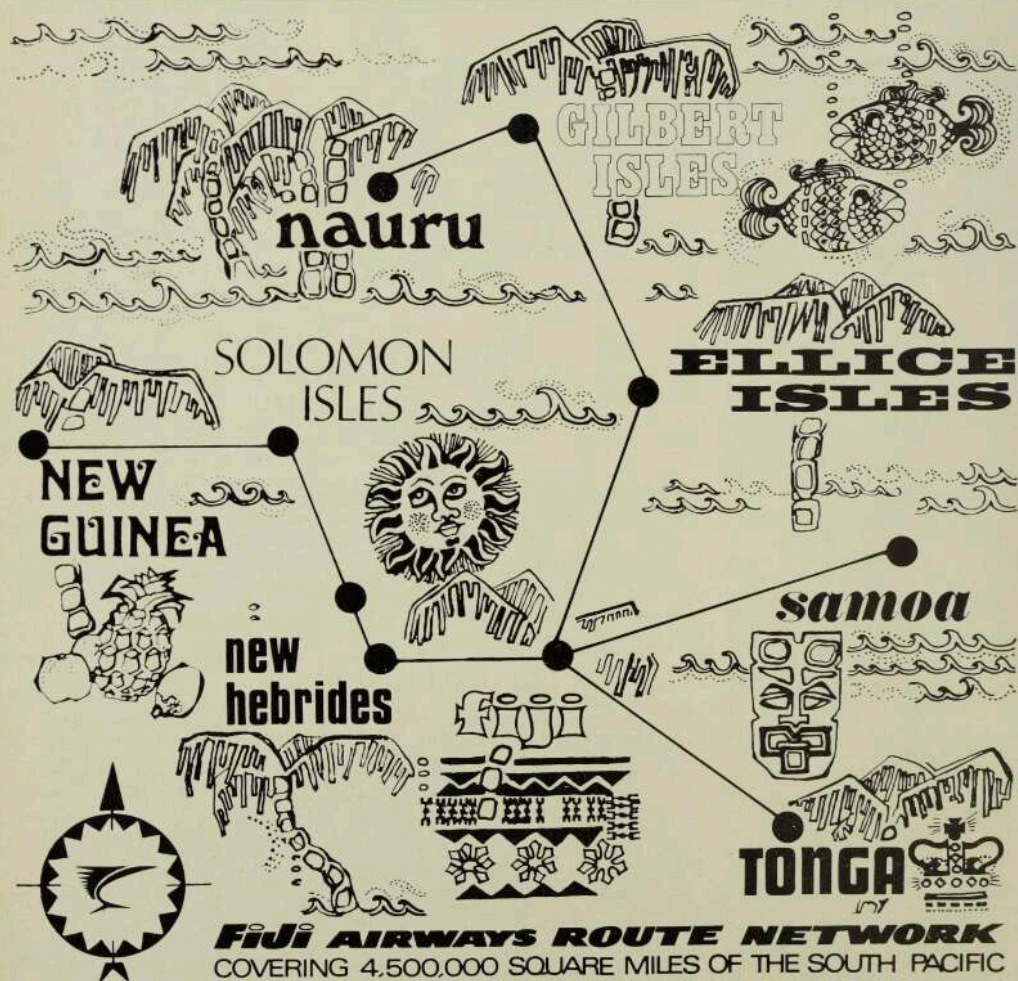
The BSIP also has a bauxite prospect at Vanguna in the New Georgia Group. If these deposits proved economic it might be the factor that would make a first-stage refinery on Rennell possible. CRA has a two-year extended prospecting licence over the area, and at the end of it, will have to come up with a proposition or pull out.

Through CRA, Japanese companies have already shown an interest in the New Georgia leases. Another Japanese consortium, Aluminium Resources Development Co. Ltd., is also expected to send a survey team there later this year. The doubt about Vanguna is that the bauxite is of much poorer quality than Rennell's.

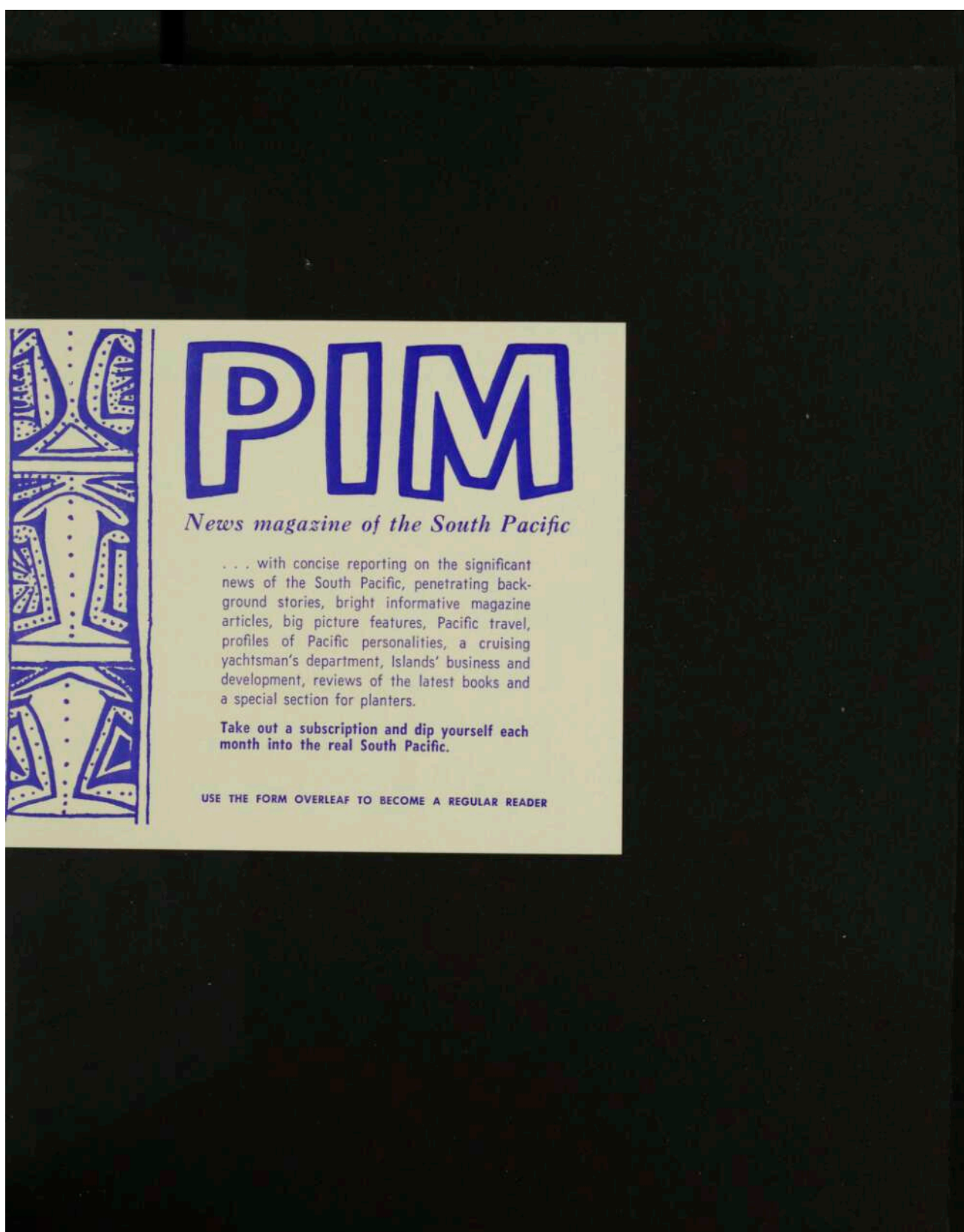
why not visit the neighbours ?

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B JULY, 1971—PACIFIC ISLANDS MONTHLY



Magazine Section

UNHAPPY STORY OF SINGAPORE IN THE SOLOMONS

When the Pacific War broke out on December 7, 1941, I was managing a rubber plantation for Burns Philp at Berande, on the coast of Guadalcanal—20 miles across the sea from what was then the capital of the Solomons, Tulagi.

I had arranged to go to Tulagi on December 16 to see my wife, but received word a few days before that she and all the other women in Tulagi had left for Australia on a ship which had been diverted while on its way to the Gilberts.

The population of Tulagi at that time was about 40 or 50 whites, 180 Chinese and a shifting number of working natives. The British administration had earlier started a small Defence Force of about 15 whites, five to six Chinese and about 150 native police, but apart from rifles their only equipment was two antiquated Lewis guns of World War I vintage.

Although there were elaborate trench systems on the island, they all protected the entrance to Tulagi Harbour, and there was nothing at the back of the island because the enemy was supposed to come in at the front.

There was an RAAF seaplane base on the island, with four Catalinas. A group of 20 AIF commandos, with a few Vickers machine guns, were quartered at Gavutu Island, across the causeway. It would have been hopeless to try to defend Tulagi with the forces available.

Although the women at Tulagi had left, there was no general evacuation of the group, the administration seeming to be afraid of incurring any expense in the evacuation of all women and children, and so it left them to decide their own fate.

In January, 1942, the *Malaita* arrived from Rabaul and brought news of the bombing by the Japs of that New Guinea port. The ship was packed with evacuees from Rabaul and the Bougainville coast, and also carried 25 Jap civilian prisoners, together with their families. The prisoners were installed in the first class cabins, and the European women and children were crammed in the remaining cabins and in the dining or music rooms. Men were camped in every cranny.

In Tulagi people were very jittery and full of rumours about Jap convoys being seen headed for the Solomons. A lot more passengers were taken aboard the *Malaita* at Tulagi and she left for Australia on January 15. The ship was terribly overcrowded.

With Alan Campbell, who was



Ken Dalrymple-Hay, who died in Sydney in May at the age of 74, is part of the history of the Solomon Islands. After serving in World War I, he lived there from 1929, first as a plantation man, and later as a leading businessman with wide interests. He built the Hotel Honiara, and founded Guadalcanal Plains, with interests in cattle and agriculture. During the Pacific War he took to the hills and became a Coastwatcher. He wrote of his wartime activities in an unpublished manuscript, part of which is now published here. It recalls graphically those first weeks when there was something like near panic in the Solomons.

Burns Philp's chief plantation inspector, I left by small cutter for Berande. I found everything was going well on the rubber. Things on Guadalcanal were quite normal, and only a few women had left.

On January 22 two Jap flying-boats passed directly over Berande and went into Tulagi. We could hear the explosions and learned later that Tulagi and Tanambogo, where the RAAF planes were, had received their first bombings. There was no great damage, and no casualties, at either place.

On January 25, Lever Bros. small ship *Kombito*, arrived with Bobbie Firth, BP accountant at Makambo, who told us that the Japs were just around the corner and expected at Tulagi at any time, and that the government and the Defence Force had evacuated from Tulagi, to Auki, on Malaita island. The *Kombito* would pick up people from Guadalcanal, and transfer them to the 300-ton *Kurimarau*, in the nearby Russell Islands, and this ship would take everyone to Australia.

I decided to stay, mainly because I did not believe the story about the Japs being just around the corner. Secondly, I had trained over the last two years an excellent lot of rubber tappers, and none of them could be paid or repatriated to their various islands in the four hours before the ship left. One of the particularly disgraceful things about the hurried evacuation of white people from other islands in the Solomons, it later turned out, was that none of the natives was paid money due to them, nor were they repatriated. The money was later paid by the government, but the delay was extremely bad for white prestige.

The *Kurimarau* sailed from the Russells on January 27 with 73 people aboard and arrived safely in Australia. I must admit that I felt lonely the first night, thinking that I was the only white left on Guadal-

"He lived his life with gusto . . . "

In 1937 the District of Ysabel in the Solomons also included the Russell Islands some 60 miles to the south and it was on the Russells that most of the copra production and consequently the labour force, of the Solomons was concentrated.

My first tour of the Russells, in 1937 as Acting District Officer, led to my meeting Ken Hay, as he was then known, in his guise as manager of Banika plantation. The *Wai Ai* tied up to the wharf and Ken came down to meet me. He was a large man, very solidly built and had the air of being king in his own domain if not of the Russells.

He had a case of assault to bring against one of his labourers and I heard the case straight away. It soon transpired that the assault had been occasioned by Ken's interpretation of the Labour Regulations and led immediately after the hearing of the first case to a second case in which I fined Ken for "bending" the provisions of the Regulations to suit himself.

After the proceedings were over, I thought that he would be incensed at what had happened and was preparing to return to the *Wai Ai* and to continue with my tour of inspection—but he would have none of it. He

said I must come and have a meal and meet his wife. There was no trace of rancour and I returned with him to meet the charming Sylvia and to enjoy the first of many such meetings. Ken lived life with gusto and panache.

His outlook took little note of whether fortune was smiling on him or whether he was for the time being reeling from the blows of fate—often occasioned by his own somewhat unorthodox behaviour. His sense of humour remained intact and he had a keen sense of irony. His friends were his friends and his enemies were his enemies, and quite often

canal, apart from a few men in the goldfields. But I soon got some visitors—J. A. Johnstone, commonly known to all as "Johnno", and J. Cramer-Roberts, who was manager of Mr. E. G. Theodore's goldmining interests on Guadalcanal. Both had come down from Goldridge and were amazed to learn of everyone's hurried departure.

I had very little food for ourselves and only about two weeks' supply of native food, so the first thing to do was try to get to Tulagi for supplies, if the Japs were not already there. Johnno and I decided to leave that night by cutter while Cramer-Roberts stood by at Berande.

We were met at Tulagi not by the Japs but by Lieut. Don Russell, who was in charge of the AIF commandos and who was later killed in New Guinea. And the RAAF were still at Tanambogo, just across the causeway.

Don Russell told me that C. V. Widdy, general manager of Levers Pacific Plantations, had remained behind and was nearby on Florida. Widdy had the keys to the Burns Philp store, which I was anxious to get, but I was rather nervous at having to make contact with Widdy, as we had had a misunderstanding some three years earlier and had cut each other dead ever since. But this was no time for personal rows so I decided to go across and see him.

As I arrived at the wharf, Widdy was getting out of his launch. As soon as he saw me he walked across, put out his hand and said, "Hullo, Ken! Damn glad to see you. I have the keys to BP's store, which I'll hand over to you. Tell me if there is anything I can do for you, and while you're here you can stay at my camp". Widdy on many occasions after that proved what a real man he was.

I found that the BP store at Makambo island, which is about a half-mile from Tulagi, had been broken open and some looting had taken place, but there were still large supplies left. The general office was intact, with valuable records in the safe.

I decided then that instead of getting just enough food for us at Berande I would try to move the entire stocks to Berande, but it was obviously going to be a race between the looters and myself, because on a walk through Tulagi's Chinatown I saw that the natives had broken down doors and looted everything.

All the Chinese storekeepers had fled when the government had left, abandoning their stores. What the natives could not carry away they had thrown into the street. I have never seen such a mess, and wondered why no effort had been made by the Resident Commissioner to protect essential stores.

I borrowed a vessel from Widdy, and that night went off with my first load—taking the stuff the natives were likely to loot first, such as tinned meat, tobacco, rice and calico. Of course they got to work on the stores as soon as I left, but I put an old boy in the store as a spy and he supplied me with a list of the looters' names. I let them know this and some of the loot was returned by the more timid ones. But bolder spirits came along and collected it again!

Nevertheless I eventually managed to transport to Guadalcanal everything of value, making 23 trips in all.

It was now early February, 1942, and Widdy told me that the government had arranged for the *Morinda* to evacuate all remaining Europeans from the group, and she was expected to arrive about February 9. The

evacuation was not compulsory, but all Europeans were advised to leave.

Having decided earlier to remain I could see no reason for leaving now, especially as I had taken on the responsibility of looking after the stores.

It was about this time, while on one of our visits to Tulagi from Berande, that Johnno and I found ourselves under attack. We had been visiting the Tulagi Club in the hope of finding some beer when two Jap flying-boats attacked the wireless station, a few hundred yards ahead of us.

They dropped eight bombs from about 4,000 ft—one of them falling uncomfortably near the shallow trench we were in, a jagged piece of the "daisy cutter" flying in with us. We later went up to see how the radio operator, R. S. Taylor, had fared, and found that one wall of his house had been knocked in by the blast. His house, I think, was the first to be damaged at Tulagi, but certainly not the last.

We went back to Berande that night feeling rather proud that we had been under fire for the first time in this war.

My next trip to Tulagi was on February 7, when I found Tulagi and Makambo had been repopulated. All the government officials had come back from Auki, and people had arrived from other districts, to evacuate in the *Morinda*. I took across 3,000 lb of dry rubber and all the Burns Philp records.

The *Morinda* was expected the next day. About 9 a.m. news came through by teleradio on Bougainville, where two coastwatchers were at work, to tell us that two Jap flying-boats had passed over, and we could expect them in a couple of hours.

The *Morinda* arrived at Makambo at 11 a.m. and Lieut. D. S. Macfarlan,

D. C. HORTON, AUTHOR OF "FIRE OVER THE SOLOMONS", PAYS TRIBUTE TO FELLOW COAST-WATCHER KEN DALRYMPLE-HAY.

returned to his esteem if, in his view, they were fundamentally decent people, but he could not stand meanness and was himself a most generous person; although, if he had reason to believe himself unjustly treated, he would pursue the perpetrator of the deed, whether it was government or a private individual, with vigour and vehemence until the matter was settled to his satisfaction or he found that he could get no further.

Our paths crossed in the Islands from time to time and whether I was dealing with him officially or drinking

with him, Ken always added a sparkle to the occasion, and when war came to the Solomons he remained behind when he could have left, and did sterling work in removing valuable commercial material from the enemy's reach. He was then made a Coast-watcher and added lustre to that highly individual body of men.

After the war he threw himself into the commercial side of the rehabilitation of the Solomons and did an enormous amount to prepare the ground for postwar developments. I met him again in Honiara in 1969. Physically he had become a great deal

larger than when I first knew him but fundamentally he had not changed.

He said he could not be bothered to alter his way of life—which continued to exhibit a buccaneering spirit with all its faults and virtues—and on that basis we continued our friendship. I did not see him again and the news of his passing brought a sense of loss. He did a great deal unobtrusively for a number of people and whatever he did was in keeping with the beliefs with which he had enlivened the ways of those who knew him. We shall miss him.

an Australian naval liaison officer of the RANVR, who had been on Tulagi for some months, went out by launch and warned her captain of the air raid. The *Morinda* made off towards Port Purvis, and shortly afterwards two Jap flying-boats arrived and made straight for her. They dropped their bombs without causing any damage and headed north again.

On Makambo there was a general scatter and the 80 natives who had been standing by to load the ship all made off by canoe for the Florida mainland. They moved across the short stretch of water like speedboats, and in their wake was a well-known plantation manager, unable to enlist because of a bad heart, rowing for dear life in a dinghy.

Without labour I now gave up the idea of loading any copra.

As soon as the raid was over the bustle began again. All the government records were being landed on the Makambo wharf and there were also piles of luggage—even a carpenter's bench and toolcase—although everyone had been instructed to travel with one suitcase only.

The *Morinda*, however, went alongside the Gavutu wharf, and the people at Makambo had to load their luggage into small boats and make for Gavutu if they were to get aboard.

I went to Gavutu to load the 30 bales of rubber and the Burns Philp records, and found the decks of the *Morinda* packed with people all clamouring for cabins. Captain Rothery was extremely annoyed at the ship being mobbed, as he had asked the government to prepare a passenger list and check people aboard. There were now more people on the ship than he had lifeboats for.

All the luggage was still on the wharf, but none of the would-be pas-

sengers seemed anxious to collect it, the idea being that if you left the ship you mightn't get back on.

Eventually about 12 people were told they couldn't travel—these mainly being plantation men and miners. They included my old friend Johnno. None of the young government officials was put off the ship.

One plantation man took it badly, and moaned about his dear wife being all alone in Sydney without him. I advised him, ironically, to "sneak back up on the gangway", and by God he did—leaving his luggage on the wharf!

While all this was going on, there was an explosion at W. R. Carpenter's workshop, which caused some consternation. It was not caused by the Japs but by "Spearline" Wilson, who was blowing up the workshops as part of a scorched earth policy. The government officially had such a policy, set out in a circular headed, "Denial of Resources to the Enemy", and ordering that all plant, machinery, launches, copra mills, etc., which could be of any use to the enemy in working plantations, should be destroyed.

Most plantations carried out this policy, but the government didn't. When the Japs finally entered Tulagi, besides having no opposition, they were able to use the government facilities, such as the wharves, stores, offices and houses, and a hospital complete with X-ray equipment. The scorched earth policy on Tulagi was eventually carried out by the Americans in bombing raids.

By late afternoon the government records had arrived at Gavutu from the Makambo wharf, but there were still no natives to load them. The AIF commandos took off their shirts and did the job, with the help of only one

government official. The rest of the officials looked down from the ship's rail. My boat crew loaded my rubber and I handed over the BP records to Captain Rothery for delivery to Sydney.

Widdy, who was leaving on the ship, was the only manager of the three commercial firms who had remained behind until all his employees were evacuated. Even then he wanted to come to Guadalcanal with me, but I persuaded him that his job was completed. He came back to Guadalcanal later, landing with the American Marines as an RAAF liaison officer and was decorated by President Roosevelt with the Legion of Merit.

The *Morinda* sailed from Tulagi at dusk, but there were very few people on board I bothered to say goodbye to. I was too disgusted at the save-your-skin-at-any-price attitude. The Resident Commissioner, Mr. W. S. Marchant, who stayed behind with some of his officers to set up headquarters again at Auki, also told me he was disgusted at the scramble to get away.

After the ship left there were still piles of luggage and mail bags on the wharf.

This was February, 1942. It was another three months, on May 4, when the Japs actually arrived at Tulagi. Three months, and what a lot could have been done in saving valuable stores and equipment and hundreds of tons of copra had there been proper control. There was no opposition. The RAAF pilots were worked to death, even using Catalinas as dive bombers to attack Jap shipping.

Winston Turner, an Australian war correspondent, later summed it up in an article in the *Sydney Sun* headed "Singapore in the Solomons".

Twenty years ago this month, PIM didn't know whether to laugh or to cry. There was so much wrong with the world, particularly with the world of the South Pacific Islands—planters getting a raw deal, native landowners getting too much money for land, Samoan criminals getting out of gaol and Polynesians getting the cold shoulder from the New Zealand immigration authorities—but there was also cause for rejoicing, for a family party. PIM WAS 21 YEARS OLD.

In that July issue, PIM's founder, R. W. Robson, sat back and looked at his very healthy offspring which had grown from a "broadsheet" selling in the middle of the Depression at six bob a year to a 120-page magazine of a slightly larger format than the present PIM. He recalled its birth in 1930—"when Communism was a joke"—its war years when it refrained from crowing "I told you so" to those it had for years warned of the Japanese menace, his fight to keep his PIM alive in spite of the "incredible difficulties and the silliest and stupidest censorship I ever heard of", and the hundred-and-one obstacles surmounted in the job of shepherding his creation through the teen years to its majority.

Yesterday

Copra prices was one of the things which marred the celebrations 20 years ago, when PIM recorded that planters in New Guinea, Fiji and the Solomons were planning to take action over the price being paid to copra producers under the British Ministry of Food Contract and the high and increasing price of copra sacks. At that time the MOF price was about £50 a ton. What the row was about was that just after the contract had been negotiated Britain "devalued sterling by at least 30 per cent. in terms of world values," but continued to pay the planters in the depreciated currency, "although the world price of copra has been more than double the amount provided for in the MOF contract." Waxing wrathful, PIM said: "In other words, the British Government, by sheer trickery, has for a year or more been robbing the South Pacific planters of about £30 a ton". Today, 20 years later, when the price of most things has more than doubled, copra is round \$120 a ton.

The complaint PIM had at that time over prices of land in PNG was engendered by the purchase by the Administration of 321 acres of Kila Kila and Korobosea native land for £8,025. The land was for a new suburb of Boroko, Port Moresby. PIM's beef was that £25 an acre was too much to pay for land "in a muggy little valley" at the back of Port Moresby.

Round about this time, four Samoans broke gaol near Apia, shot and wounded a policeman and terrorised the citizens for three days before being rounded up. Calling the whole thing "Official misjudgment", PIM suggested an inquiry into the "state of mind of the higher authorities who tried to put an end to the gaolbreakers' terrorism by making persuasive gestures and soft, cooing noises."

Immigration policies of governments often get a slating today but not many newspapers said much about that sort of thing 20 years ago when PIM was crusading for the removal of "restrictions placed by the Governments of Australia and New Zealand upon travel by persons of

Polynesian and part-Polynesian blood." Said PIM, "The position taken up by New Zealand especially is ridiculous. In her own Maoris, New Zealand has 100,000 Polynesian residents. Yet, if a Niuean, or Tongan, or Samoan, who is of exactly the same race, wants to live in New Zealand, he is barred by the immigration laws." It was all "typical political silliness," said PIM. Today, of course—and maybe PIM can take some credit—New Zealand has some very large communities of Samoans, Tongans, Cook Islanders and the rest. But Australia hasn't!

Fiji Airways really came into existence 20 years ago as PIM announced at the time, reporting that famous airman Harold Gatty, then a member of the Fiji Legislative Council, had offered to operate the service. The first services would be in the August with a de Havilland Rapide flying three times a week from the airfield at Nausori to Nadi. It was also planned to bring in a Drover. Fiji Airways has flown a long way since then. PIM bridged the time gap. Last month's issue carried a picture of Fiji Airways latest planned acquisition, a BAC One-Eleven 475 jet, a slight improvement on the Rapide. And, talking about aviation, the 1951 PIM reported the death of Harold John Berryman, one of New Guinea's early aviation pioneers, who introduced the Junkers transport planes into New Guinea in the late 1920s.

From a death we come to a wedding in Honolulu with a picture showing the attractive bride, Miss Lily Mansell, of Suva, Fiji. Her bridegroom was Lieut. Arthur S. Schlofman of the United States Naval Air Service. In the absence of her parents, said the report, the bride was escorted to the altar by Rear-Admiral Leon S. Fiske of the United States Navy.

Honiara had some fireworks 20 years ago, but they weren't for the King's Birthday. A fire broke out in an ammunition dump on which an Australian bomb disposal unit was working. A big bang was expected and it was planned to evacuate the women and children, but the fire was put out before it got to the main dump, otherwise there would've been a much bigger bang with 37,000 tons of shells contributing to the upset. Death role was one labourer killed and three injured.

There were two homes on Norfolk Island for sale 20 years ago. One was a modern, three-bedroomed house, fully furnished with linen, crockery and even a new radio—going for £1,500. The second was also a modern home, fully furnished, two bedrooms, dining room, kitchen, etc. with a detached cottage all on a one-acre section on a good road and handy to the shops. The price—£3,500.



Harold Gatty



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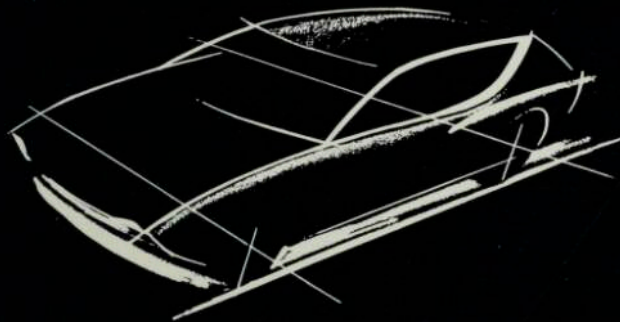
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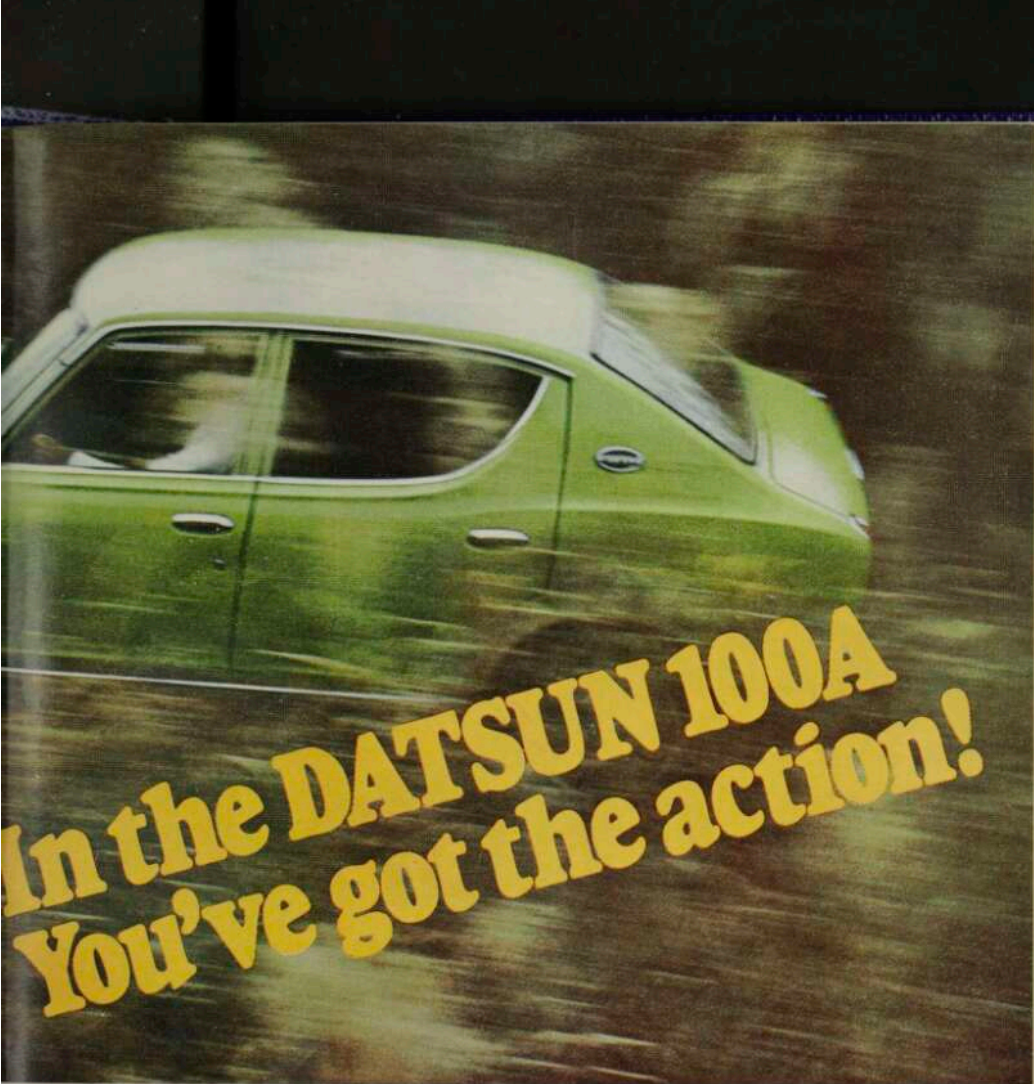


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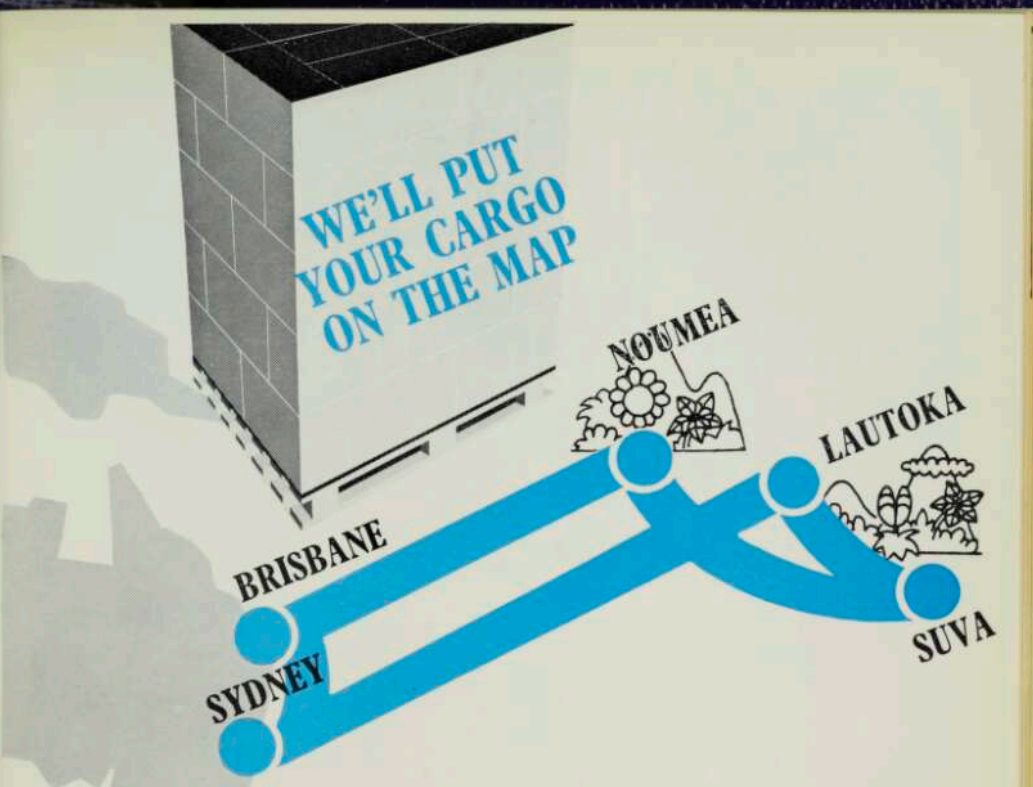
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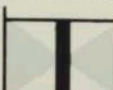
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PACIFIC ISLANDS MONTHLY—JULY, 1971

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From fugitive to governor: The story of Willie Coe

IN a new semi-official brochure about the Governors of Guam there is a line which ties in with a bit of Western Samoan and New Guinea history.

It says that William Coe was the first Governor of Guam (acting, from April until August, 1899), after the United States took over Guam from Spain, following the Spanish-American war.

When writing the book *Queen Emma of New Guinea* a few years ago, I searched unsuccessfully for something authentic about the fate of Willie Coe after he got away from the German Police in New Guinea in the late 1890s. Now I have it.

William Pritchard Coe, born in 1857, was the son of Jonas M. Coe, first American Agent in Samoa, around 1860-70. He was full brother of Emma Coe, afterwards known as "Queen" Emma of New Guinea. He was a married man of 32, with six children, in 1889, when Britain, Germany and United States were snarling at each other over their commercial and political rights in Samoa.

The situation was ugly. No less than seven warships—three German, three American and one British—were packed into that semi-exposed anchorage behind the reef opposite Apia when, on March 6, 1889, and with little warning, a hurricane swooped down.

Only the British ship, the *Calliope*, escaped. The six other warships were completely wrecked. The result is shown in the contemporary photograph below.

The former American Agent's son,



PACIFIC ISLANDS MONTHLY—JULY, 1971

By R. W. ROBSON

Willie Coe, was the leader of a party of Samoans who gave particular help to the Americans. Willie's help was formally recognised in a personal letter from the US Navy.

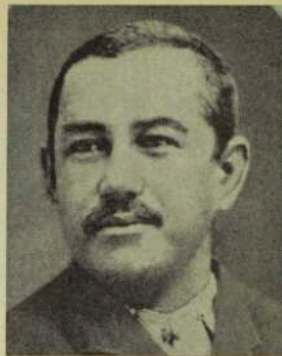
By then, German influence was paramount in Samoa, and Willie hated the Germans. He also was in domestic strife. His Samoan wife, by whom he had had six children, had left him. He divorced her and, taking his children with him, joined his sister Emma in New Guinea, in 1889.

Emma had been there for 10 years. Already, she had with her there her sister Phoebe (later the well-known Mrs. Parkinson) and her brothers Edward and John, and she was prospering as a trader and planter.

For some years Willie was an active member of Emma's firm, and his six children were cared for by Emma. All settled in New Guinea, and many of their descendants are there today. Willie married again—a Samoan girl, who died in New Guinea.

Some time in the late '90s, when he was Emma's manager at Kavieng, Willie got into conflict with the German officials—the record says he was charged with harsh treatment of his native labourers. He was an arrogant man, and the Germans did not like him—they referred to him contemptuously as a creole.

There came an occasion celebrated by the hoisting of German flags—probably a royal birthday. Willie did not show a flag. A German official,



WILLIE COE

attended by police, marched along to Willie's house, gave him terse orders.

Willie got out his German flag, tossed it to one of his servants, and told him to hoist it over the little house which sheltered his latrine. The angry German reported the insult.

Thenceforward, Willie's name was mud. Sister Emma, at her house at Gunantambu (adjoining Kokopo) got a whisper and sent Willie an urgent message.

German officialdom sought him in vain. They suspected a fine Samoan hand of Emma in this matter, but they left her alone. Emma, by now, was a person of consequence.

The record does not say how Willie Coe got into the Micronesian Islands, while the Spanish-American war was on, but at the end of 1898, when the war ended, and Guam was surrendered to United States by Spain, to be placed in the care of the US Navy, the record does show that "Mr." William Coe, a civilian, was appointed the first US Naval Governor (acting).

He handed over Guam to Captain Richard Leary in August, 1899, and from then until 1949, the Governorship was invariably held by a naval officer—there were 41 of them, ranking from lieutenants to admirals.

It may be assumed that when Willie Coe escaped from New Guinea, one hop ahead of the Germans, he appealed to the Americans for help, and reminded them of the Apia hurricane; and that he got into Micronesia, and Guam, through their good offices.

After Guam, we lose sight of Willie Coe. But one report—unconfirmed, but I believe authentic—says that he settled in nearby Luzon, in the Philippines (which America took over from the Spaniards) and that he married again and prospered, and that his descendants are there today.

EUROPE

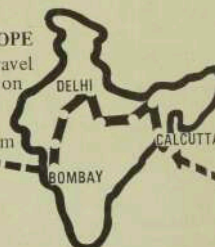
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JULY, 1971 — PACIFIC ISLANDS MONTHLY

How Banks rode pony express to the Cooks

By WILLIAM COPPELL

Did Charles Wells Banks rob the American firm of Wells Fargo of more than \$20,000 and clear off to the Cook Islands to escape retribution? Or did Banks take the rap for others within the firm who stole the money? These questions were asked in these pages in February, when the strange story of Charles Banks was told, partly from his own diaries discovered in the Cooks.

We can now take the story a little further.

PIM'S February account told how the trusted cashier of the famous express department of Wells Fargo, the man-about-town who was so highly thought of by the company which had employed him for 17 years that he was not required to post a fidelity bond, had absconded from his San Francisco office one weekend in 1886—and how more than \$20,000 in cash disappeared with him.

A few months later Banks, under a different name, turned up in Rarotonga, Cook Islands, where he eventually became Government Auditor. Although his whereabouts became known to Wells Fargo, the firm was unable to get its hands on him because the Cooks were under British protection and there was no extradition treaty with the US.

Banks died in Rarotonga in March, 1915, at the age of 75, and is buried in the LMS graveyard there. He had never left the Cooks, where he lived unobtrusively and modestly. In his declining years he suffered from poverty, this man who was once a member of exclusive San Francisco clubs and a member of society.

That Banks was wanted in the US over the missing \$20,000 (there was in fact a reward of \$1,000 posted for him) was known to some people in the Cooks during his lifetime, but Banks put it around that as book-keeper he had merely been concealing the wrong-doings of others in Wells Fargo who had been speculating with the firm's money.

Since that story was written I have been in touch with Mr. Harold R. Arthur, vice president and cashier of Wells Fargo Bank of San Francisco, who has supplied me with a variety of contemporary newspaper reports of Banks' disappearance, and also makes some relevant comments of his own. That Banks had tried to put blame on to others was known to Wells Fargo at the time.

Mr. Arthur made a spot check amongst Wells Fargo records (some

4½ tons of it having newly arrived from the New York office and still being evaluated) and says that this check has "not brought to light anything to change our previous understanding, to wit: that return of Mr. Banks to the United States was very clearly wanted in order that he could be questioned and in full probability brought to trial for sole responsibility in connection with the shortage of \$20,000 of company funds discovered by audit to be missing immediately following his unannounced and unexpected disappearance".

Mr. Arthur enclosed photostat copies of newspaper reports of 1886-88, and one from the *San Francisco Chronicle* of April 19, 1887, quoted E. M. Cooper, the company's general superintendent, as saying, "There is not a particle of evidence to show that any director or any other employee of the company was concerned with Banks in the matter . . . no credit could be given to such an irresponsible statement". Mr. Arthur's view is that it was a "fabrication by Mr. Banks which he may have believed would favourably affect his status in the Cook Islands and his opportunities for finding employment there".

Other information supplied by the helpful Mr. Arthur shows that Wells Fargo later raised its offer for the return of Banks, and obviously wanted him badly indeed. In addition to paying \$1,000 "for the arrest and delivery of Banks at any jail, in any of the states or territories of the United States", Wells Fargo offered 25 per cent. of all moneys recovered from Mr. Banks.

The newspaper clippings supplied by Mr. Arthur show that Banks had made careful preparations for his departure from San Francisco on November 1, 1886.

On October 29 he sent his library of scientific and other works and a large microscope to his friend H. P. Gregory, in payment of a debt of \$1,800 and on October 30 he shifted his lodgings. Detective J. B. Hume, of

ABSCONDED

FOR CHARLES W. BANKS, an employee of the Express Department of Wells, Fargo & Co. having absconded since the first inst., a suitable reward will be paid for any information given me that will lead to his arrest. J. B. HUME, Special officer W. F. & Co., Room No. 28 W. F. & Co.'s Building, 220 Sansone street. San Francisco, November 6, 1886.

Wells Fargo, spoke to Banks on the Sunday and noticed that his beard had gone but did not think that anything was amiss.

On the afternoon of the Monday Banks purchased a buckskin money vest and a money belt and later hired an expressman to carry his effects to the barquentine *City of Papeete*. Before quitting San Francisco he also finalised his financial affairs by selling some stock in a building and loan association. The cheque for this transaction was cashed by Banks with the endorsement of Charles W. Banks and William Seaton, but it was not possible afterwards to locate Seaton and it was presumed that this was a false endorsement.

A new light on Banks' disappearance was thrown by an advertisement in the *San Francisco Chronicle* of January 15, 1887, "If the lady who visited the barkentine *City of Papeete* on Sunday, October 31, 1886, will call at room 28, 320 Sansousi St., she may save herself much unpleasant notoriety".

A story in the same issue recounted how Banks had been traced to Auckland and that he owed "his downfall to a woman's wiles". The story continued, "It was learnt that the exemplary cashier had been lavishing his spare time and money on a woman who is still in the background".

When the *City of Papeete* sailed on Monday, November 1, 1886, she had aboard only three passengers, J. Janot, a French priest, John Scard and C. Courtright. When Scard's ticket had been paid for, the information was volunteered that Scard was an invalid going to the Islands for his health. Banks had inspected his cabin on November 28 and "the following day he again visited the vessel in the company of a woman, who is believed to have been the cause of his downfall. The pair remained on board about an hour, then took their departure".

Continued on p. 124

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Book Reviews

MISSIONARY IN ADVANCE OF HIS TIME

There's a story that the vast reaches of Melanesia were originally included in the Anglican diocese of New Zealand through a slip of the pen. According to this story, New Zealand's northern ecclesiastical limit was laid down, in error, as 34 degrees north, instead of 34 degrees south.

Well, mistake or not, that definition was also to define the life and death of a 19th century Englishman whose memory is venerated in the Islands—John Coleridge Patteson, first Bishop of Melanesia.

This year the centenary of his martyrdom is being commemorated and we now have, topically, a new record of his life and death, *Martyr of the Islands*, written by a former High Commissioner of the Western Pacific, Sir John Gutch.

It's a straightforward account, workmanlike and readable. It will make the reader want to know more than the book has to offer.

It is based mainly on Patteson's own letters, many of which appeared in a life of Patteson, written soon after his death. But the author claims that there are also many which throw new light on Patteson himself and on his relations with others.

As the author observes, "It would be difficult to find a greater contrast to the savage and uncertain scene in Melanesia than the comfortable surroundings of upper class Victorian England into which the young Patteson was born".

Patteson showed religious leanings early: by the age of five he was reading the Bible regularly and at about this age he also first conceived the idea of going into the Church. There is something a trifle unnerving about such inclinations at such an age, so it comes as a relief to learn that the child Patteson was rather lazy and given to "displays of will and temper".

Still, by the time he had been through Eton and Oxford, we find that he was "an unusually engaging young man who made friends easily", tall, well built and a fine cricketer. Attractive,

maybe, but hardly very likely material for pioneering mission work on the other side of the world.

However, the seed had in fact been sown some time back. While still a boy, Patteson had been deeply impressed by a sermon preached by the brand-new Bishop of New Zealand, George Augustus Selwyn.

"In fact, he confided to his mother afterwards that it was his greatest wish to go out with Bishop Selwyn when he grew up". The dream remained dormant for more than 12 years. Then in 1854 he had a little talk with Bishop Selwyn, who was on a visit to England, and by next year Patteson was on his way to the antipodes.

Once out there, any remaining trace of laziness seems to have vanished utterly.

During his 16 years in the Pacific Patteson travelled constantly, built up a flourishing training college for Melanesians, did a prodigious amount of translation work, cared passionately for his people, and generally "set the framework for the extension of the Anglican church in Melanesia".

Sir John Gutch has chosen his quotes well, to point up Patteson's

wry sense of humour and his ability to turn a vivid phrase. We also get some idea of what the author calls "the fascinating association of these two very different characters—Selwyn domineering, decisive, indefatigable; Patteson gentle, at times diffident, but in his way just as determined".

Yet the pull of these two characters and the shifting action between New Zealand and Melanesia are somehow rather unsettling influences on the reader. I wasn't quite sure whose biography I was really reading; and I became as interested in New Zealand as I did in Melanesia. There's quite a sense of disappointment as Selwyn and New Zealand gradually fade out of the book.

Church workers particularly should find this book worth while, not only because it's an edifying story about a bishop and martyr, but also because Patteson faced many problems and held many views which have a startlingly familiar, modern, ring about them.

And Gutch has some interesting thoughts about what Patteson would make of the Melanesian scene now.

On racism, Patteson was there a hundred years before us—"any form of racial discrimination was anathema to him". He believed that if it was to grow and last, the church in Melanesia had to be built by Melanesians, using their culture and customs and leaning as little as possible on expatriate help. This is a "modern" concept among today's churches.

Patteson also had liberal views on co-operation between the churches that wouldn't fit in too badly with the ecumenical scene in 1971.

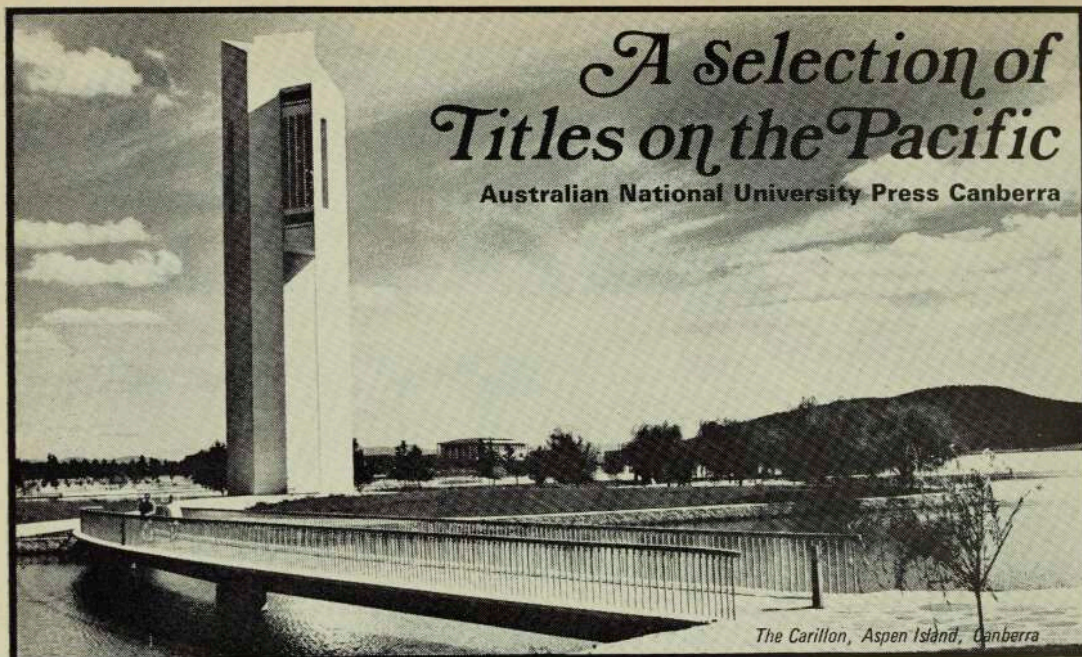
Like many missionaries today, Patteson was shocked and distressed by the effect of European settlement and influence. He found drink "a great and raging evil", and there were bitter disputes over land.

Almost certainly it was one of these culture clashes which resulted in his death.

For years, life in the Islands had been getting more difficult and dangerous because of "blackbirding"—

POLITICAL PARTIES IN NEW GUINEA

A history of political parties in Papua New Guinea is to be published by Lansdown Press next February, in time for the PNG general elections. It's the result of four years work by David Stephen, of Melbourne, who describes it as an attempt to explain the present political party structure of the territory through historical observation. The book covers influence of political bodies from other countries and begins in the 1920's with a branch of the Kuomintang. The Australian Labor Party has made eight attempts to form PNG branches since 1938. The Mataungan Association and Pangu Party are discussed fully.



The Carillon, Aspen Island, Canberra

G. M. Badger (ed.) *Captain Cook: Navigator and Scientist*. ix, 143 pp., cloth, \$5.00

Diane Dickson and Carol Dossor (eds.) *World Catalogue of Theses on the Pacific*. xii, 140 pp., cloth, \$3.90

Robert J. O'Neill *The Army in Papua and New Guinea: Current Role and Implications for Independence*. vi, 31 pp., paper, 90c

H. C. Brookfield (ed.) *Pacific Market Places: A Collection of Essays*. xvii, 161 pp., cloth, \$7.50

A. L. Epstein *Matupit: Land, Politics, and Change among the Tolai of New Britain*. xiii, 335 pp., cloth, \$9.00

Deryck Scarr *Fragments of Empire: A History of the Western Pacific High Commission 1877-1914*. xviii, 367 pp., cloth, \$9.90

H. C. Brookfield and Paula Brown Glick *The People of Vila: Report on a Census of a Pacific Island Town*. xxvii, 65 pp., paper, \$2.50

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W. E. Giles / Deryck Scarr (ed.) *A Cruise in a Queensland Labour Vessel to the South Seas*. xiv, 124 pp., cloth, \$5.00

UPNG/RSPacS *The Politics of Melanesia: Fourth Waigani Seminar, Port Moresby 1970*. x, 734 pp., paper, \$5.40

J. W. Davidson and Deryck Scarr *Pacific Islands Portraits*. xv, 300 pp., cloth, \$7.50

Brian Lockwood *Economic Statistics of Samoan Village Households*. ix, 46 pp., processed, paper, \$3.00

Nancy Viviani *Nauru: Phosphate and Political Progress*. xxiv, 215 pp., cloth, \$5.00



For further details and Booklists please write to Australian National University Press, Canberra, A.C.T. 2600, Australia.

virtually a slave trade in Pacific Islanders for the sugar plantations of Queensland and Fiji. The Islanders naturally resented this and began to retaliate.

There are various versions (which Gutch says he hasn't tried to assess) of what actually happened to Patteson, but it is generally accepted that he was killed in revenge for some outrage committed by white traders.

At any rate, on September 20, 1871, after 10 years as Bishop of Melanesia, Patteson "went ashore at the little island of Nukapu, well knowing the risk which he ran, and there, in the words inscribed on the iron cross set up near the shore in his memory, his life was taken by men for whom he would gladly have given it"—*Susan Young*.

(MARTYR OF THE ISLANDS: Life and death of John Coleridge Patteson. Hodder and Stoughton. Price \$6.35 approx.)



BOBBY GIBBES—THE PILOT'S PILOT

There used to be a legend about Bobby Gibbes in flying circles in New Guinea that he had worked out the only way to survive a Norseman crash. Gibbes, the legend had it, claimed the drill was to slew the plane round sharply at the moment of impact so that the engine would go one way and the load would go another. The pilot would then pop out safely like a fresh green pea out of a pod.

I believed the story as an article of faith then, and even though James Sinclair doesn't mention this in his excellent *Sepik Pilot* I still believe it could be true.

Gibbes was—and probably still is—a pilot's pilot. It is inevitable that engine failures will occur in a heavily loaded single-engined plane and sooner or later one will go in.

Collecting an engine in one's lap and the load in one's kidneys is not the way for a pilot to grow old in the service. This is why I believed Gibbes had a workable plan to handle a Norseman crash and if he should read this, I hope he will put it on the record. The Norseman involved in the airdrop above, photographed by author Sinclair, did in fact later crash but Gibbes was not at the controls.

This was, of course, in the days of New Guinea's second B4 [meaning Before the War], an era which ended around 1959 when all of a sudden Papua and New Guinea became institutionalised. The re-pioneering period after World War II ended about then. And in the New Guinea flying game, the date was measured by the de-

parture of Qantas and the arrival of TAA and Ansett (which swallowed up MAL).

Nostalgia, as an American friend pointed out to me the other day, isn't the same as it used to be. But the nostalgia felt by those who participated in this exciting postwar Papua New Guinea is entirely legitimate. It is a form of pride. Only now is the magnitude of the accomplishments of those days becoming clear.

There are many who took part in this period who would be embarrassed to be considered pioneers and to have books written about them in their own lifetime.

But James Sinclair's story of Gibbes and the clan of Gibbes Sepik Airways proves that these stories need to be told, because this period is slipping away from us far faster than the mere passage of years. Deputy District Commissioner Sinclair is himself one of the re-pioneers of Gibbes' time.

It makes me sound like an original B4. But the excuse I plead is that the period from 1945 to 1960 was tremendously exciting and saw accomplishments that Australia should be conscious of, instead of—in an embarrassment about imagined Australian imperialism—trying to sweep them under the carpet.

Bobby Gibbes was one of those people that the era produced and the era suited. He was in his time a rebel when everyone would have preferred to be a rebel rather than a member of the establishment. He was courageous in trying to establish an

independent airline and physically brave so very often in fulfilling his responsibilities that bravery was routine.

But knight errantry had to end sooner or later. And Gibbes Sepik Airways had to be sold out to MAL, just before MAL in its own turn became part of Ansett.

In any society you come to a watershed, and Gibbes and New Guinea as a whole reached this around 1959. All that pioneering work suddenly paid off. Australia started to pump in money in larger and larger lumps.

The requirement in aviation—and in many other forms of business—was for bigness and capital. Gibbes just couldn't become big, for GSA was too personal a creation for that. Gibbes just never had capital—the whole adventure would never have taken place if the airline had had access to millions—and always it got through on hundreds, or nothing.

A personal business, particularly in aviation, always faces the danger that success will turn it into an anachronism. So it was with Gibbes Sepik Airways. But wherever territory people meet, Bobby Gibbes and his Norsemen will remain a legend. James Sinclair has done well to recall those days in a book which is not only exciting, most readable and an historical record but captures the atmosphere of a period when a man could stamp his own personality on a country. And that's what Gibbes—and so many others—did.—*John Stackhouse*.

(SEPIK PILOT. Lansdowne. \$5.50).

People

● Mr. J. E. Wakeford, who has retired as District Commissioner for the West Sepik District of New Guinea, will be replaced from July 1 by Mr. B. Bunting, Deputy District Commissioner for Morobe, who has been with the PNG government since 1947. Another PNG retirement at the end of June is that of Mr. Ian Skinner, Director of Civil Defence since 1965, and a government man since 1937. He's a wartime New Guinea Coastwatcher, and, like Mr. Wakeford, one of the old brigade of NG men who are fast disappearing from the scene. He'll retire to Queensland. New Director of Civil Defence will be Mr. W. J. Johnson, a Deputy District Commissioner, District Administration, Port Moresby, who joined the administration as a patrol officer in 1946.

● Air Melanesia's lone French pilot, Captain Pierre Suchet, has been awarded a special medal by the French Navy. The medal, le Medaille d'Aeronautique, was presented to him at Noumea at the end of May. Captain Suchet flew with the French Navy for 20 years and piloted DC4s out of Noumea.

● Because she didn't want her father to know she was making a bid for fame via stage talent quests, Miss Fiapaipai Faleauto Taua Williams changed her mouthful of name to Fia Chaplin. Now she's a well-known pop singer in New Zealand and has also sung in Australia. Fia, who left Western Samoa with her parents at the age of four, has just been on a visit to her homeland, the first for 22 years. Her relations in Samoa found that she hasn't forgotten a word of Samoan.

● Fiji, with the Queen's approval, is establishing formal diplomatic relations with Israel. The first Israeli Ambassador to Fiji will be Mr. Moshe Ereli, who will combine the job with his present one, Ambassador in Australia. He is expected to present his credentials to Fiji's Governor-General, Sir Robert Foster, in Suva in July. Mr. Ereli is also non-resident Ambassador to New Zealand. There's no news yet of Fiji making a reciprocal appointment.

● Mr. R. Turpin, on transfer from the Solomons, has been appointed secretary to the Leader of Government Business in the Gilbert and Ellice Islands Colony in place of Mr. J. B. McCaig, who has retired. Mr. Turpin is no stranger to Tarawa. He served in the colony from 1950 to 1963. Another appointment named in Tarawa is that of Mr. D. M. Freegard as chairman of the Copra Board. He succeeds Mr. A. V. Hughes.

● Four New Hebridean teachers will leave for England in August or September for a year's study at UK universities. They are Willie Kupa, of Ienaula School, Tanna (University of Birmingham), Aman Ngwero, of Londua School, Aoba (Cambridge), Joe Joseph, of Lenakel School, Tanna (Oxford) and Samuel Bule, of Toli School, Pentecost (Moray House College of Education, Edinburgh).

● Tonga's Free Wesleyan Church has got its first local-born president, the Rev. Dr. Sione 'Amanaki Havea, who was elected at the annual conference at Vavau at the end of May. Dr. Havea is the former secretary of the conference and principal of Sia'atoutai Bible College.

● A date has now been set for the official retirement of Mr. P. T. W. Black, as general manager of Burns Philp and Co. Ltd. (PIM, June, p. 114). It's July 9, and as predicted in PIM he will be succeeded by Mr. Maurice O'Connor.

It is not uncommon for employees of Burns Philp and Co. Ltd. to serve the "big firm" for 40, 50 or more years. Three who also retire in July aggregated 152 years' service. They are Mr. R. W. Peel, assistant secretary (56 years), Mr. P. B. Macpherson, engineers' department (49 years) and Mr. A. G. Monteith, manager of the insurance department (47 years).

● Mr. David Barnes, Fiji's Commissioner of Inland Revenue since 1957, has retired and is succeeded by the Deputy Commissioner, Mr. Surendra Singh. Mr. Barnes arrived in Fiji as a soldier with the New Zealand Forces in 1940 and joined the Treasury on demobilisation in 1945. He was transferred to the Inland Revenue Department in 1949. A devout Anglican, Mr. Barnes is staying in Fiji to become Secretary of the Diocese in Polynesia. Mr. Singh, his successor, has a Bachelor of Commerce degree from Otago University in New Zealand and spent three years with the UK Revenue Department.

● A New Zealand television documentary producer and interviewer has been appointed director

of educational broadcasts in Fiji. He is 35-year-old Mr. Ian Johnstone. His main job will be training broadcasters but he will also work in the adult education field and help to establish a central library of tape recordings.

● PNG's Ministerial Member for Education and MHA for East New Britain, Matthias Toliman, was created a Commander of the British Empire (CBE) in the Queen's Birthday Honours List in June.

That doyen of NG missionaries, who first went to the Highlands in 1934, Father William Ross, SVD, was awarded an honorary OBE, honorary because he is an American. The OBE also went to Sister Mary Camillus (Miss Ethel Florence Gilham), of Port Moresby and an MBE (civil) to Soa Ubia of West New Britain. Also in the Commonwealth list was Captain Brett Hilder, well known in the Pacific, particularly in New Guinea and Melanesia, as a ship's master. He was awarded the MBE for services to navigation. A Fijian anthropologist with a doctorate in philosophy, Dr. Rusiate Nayacakalou topped the Fiji list with an OBE. He is the manager of the Fiji Native Land Trust Board which handles all the affairs connected with the land owned by the Fijians. Fiji awards included MBEs which went to Suva businessman, Mr. B. S. Seeto, a leader of the Chinese community in Suva, Mr. H.



Captain Brett Hilder, MBE, as seen by himself.

M. Lodhia, chairman of the Nadi Township Board, and Mr. Edmond Llewellyn Ashley, hotelier and former chairman of the Levuka Township Board. Two New Hebrides residents were also honoured by the Queen. They are the Ven. Derek Rawcliffe, Archdeacon of Melanesia, who was awarded the OBE, and Mr. Michael Ala, president of the Aoba Local Council, made an MBE. Another MBE was awarded to Rev. Iosia Toamia, secretary of the Ellice Islands Protestant Church.

● Taulapapa Faimaala, Western Samoa's first and only woman member of Parliament and Deputy Speaker, will lead the country's three-member delegation to the Commonwealth Parliamentary Association's meeting in Malaysia in September. Other members of the delegation will be Su'a Aloese and Tom Oott. The Speaker, Magele Ate, and the Clerk of the House, George Fepuleai, were chosen to attend the three-day conference in Suva in June of the fourth annual Australasian conference of presiding officers and clerks of Parliament, the first held outside Australia.

● Mr. Alfred Watson, chief general manager of Emperor Gold Mining Co. Ltd., left Fiji on June 8 after 14 years at Vatukoula. He went to Fiji as assistant general manager, became general manager in 1964 and chief general manager five years later. In the same year, he was appointed chief general manager of mining operations for the Loloma Mining Corporation in Australia. Back in Australia he will concentrate on Loloma's mining operations.

● Prince Marc Pomare, 17, a member of the long-superseded Royal family of Tahiti, left Tahiti for France at the end of April to continue his studies at a school in Normandy. The prince is the eldest of the six children of the late Prince Louis Pomare, who was accidentally killed in March, 1965 (PIM, May, 1965, p. 157).

● Mr. Fofu Sunia, American Samoa's tourism director for the past three years, will leave his post in July to become a fulltime member of Samoa's Senate. His successor has not been named, although talk in Pago Pago has it tourism could be put under the control of the Government Office of Information headed by former Hawaii resident, Ed Engledow.

● Mr. Homer L'Heureux has been appointed manager of the Guam Continental Travelodge and Continental Travelodges at Truk and Koror. He's



With the Sydney Opera House as a fitting background—it's worth looking at too—Fiji's Miss Hibiscus 1970, Adi Tolatoka Lalabalavu, makes an attractive picture. She was in Sydney for the day—some time in May—while on her way to "spend" her first prize, a two-week holiday tour of Japan provided by Qantas. When she's not winning beauty prizes, Adi Tolatoka is teaching at the Savarekareka RC School in Savusavu.

already worked with Travelodges in Hawaii.

● Mr. Doug Brown, Fiji's Minister for Agriculture, Fisheries and Forests, returned home on June 11 after visits with his wife to Taiwan, where they were the guests of the Republic of China, and to Australia. He said in Suva that he had talks in Taiwan with ministers who saw the possibility of aid for Fiji in the areas in Mr. Brown's portfolio. Obviously on the lookout for anything which might help Fiji, Mr. Brown had talks in Canberra with the Israeli Ambassador, Mr. Moshe Erell, who imbued Mr. Brown with the hope that Israel would perhaps aid Fiji through the loan of agricultural engineering specialists.

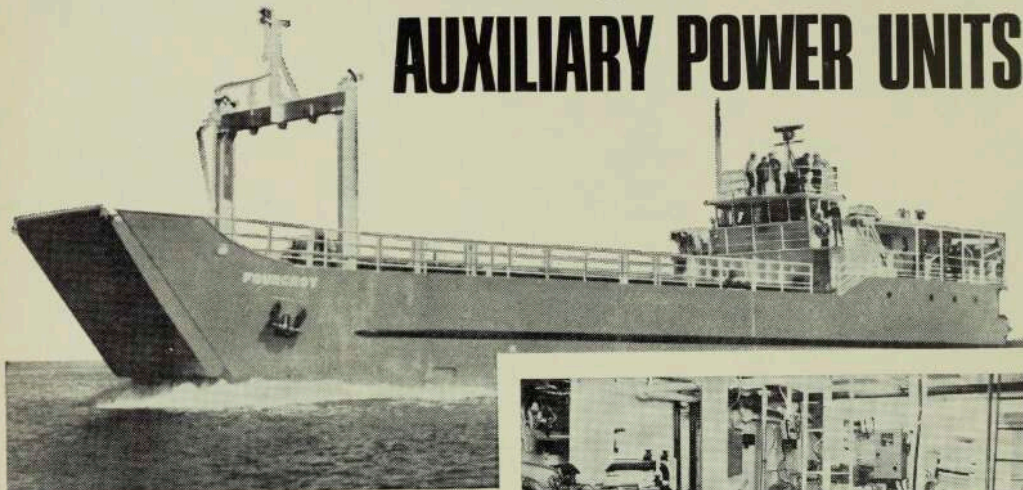
● Mr. Jack F. Tittle, area manager for the US Federal Aviation Agency in American Samoa, retired at the end of May after five and a half years service. He will make his home in Australia. His successor is Mr. Melvin Larsen.

● India's High Commissioner in Fiji since 1969, Mr. A. P. Venkateswaran was to return to New Delhi in June with his tour completed. His successor, Mr. Bhagwan Singh, was

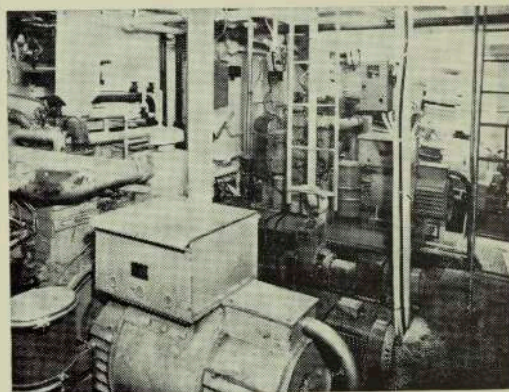
expected to arrive in Fiji on June 29. After occupying several official posts in Uttar Pradesh State, Mr. Singh was appointed joint secretary to the Ministry of Rehabilitation. He has also served as managing director of the National Mineral Development Corporation, Commissioner of the Municipal Corporation of Delhi and Tea Board chairman.

● Captain Gerry Douglas, Superintendent of Marine in the Solomons has retired after 19 years with the Western Pacific High Commission. He joined the commission as a marine officer in the Gilbert and Ellice Islands. He was appointed Superintendent of Marine there in 1957 and transferred to the Solomons in 1964.

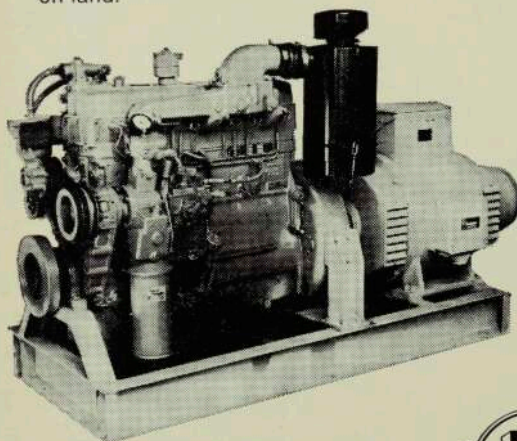
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Pacific Shipping

Mixed results on PNG, Fiji freight increases

Three major shipping companies servicing Papua New Guinea from Australian east coast ports refused to accede to a request from the Department of External Territories to delay applying a 9 per cent. freight increase. The increase is to come into effect on July 1. But in NZ, the Union Steam Ship Co. gave in to protests against a temporary increased surcharge on some goods between NZ and Fiji but later announced an overall freight increase.

The companies concerned are Conpac (Burns Philp and Australia-West Pacific Line), New Guinea Australia Line and Karlander. A fourth company, Nauru Pacific Shipping Lines, was considering whether it would increase its freight charges for the Australia-PNG service.

The new freight rates come on top of a 15 per cent. increase which applied from March 1. According to a spokesman for Conpac, after going over figures it was found that the 15 per cent. increase was inadequate to cover losses occurring on the service. In addition, since March 1, stevedoring and port charges and other costs had risen.

An Australia-New Guinea Line spokesman said the 9 per cent. increase had been discussed with the PNG Government. The rise was needed to cover increased labour costs in Australia.

A spokesman for Karlander gave similar reasons, and added that although wages for labour had risen, there had been no increase in productivity.

His firm had replied to the request to delay the increases by saying it "could not subsidise the territory".

The department merely asked Nauru Pacific Shipping Lines if it was going to put up its charges. This line operates on the same basis in relation to PNG as the other companies. The line is "examining the position".

It was reported soon after the new freight rates were announced that Australian Government ministers would discuss ways to block it. The External Territories Minister, Mr. Barnes, made a strong attack on the increase.

He described it as "quite a serious matter" and a hidden tariff for exporters to PNG. The shipping lines

would be asked to justify the increase, to give greater consideration to shippers, and make provision for cases of hardship.

In a later statement Mr. Barnes said the increase had not come about from any change in conditions in PNG, "where much had been done in recent years to encourage efficient shipping methods and to improve port facilities". He gave details of new wharves under construction and he said it was hoped that World Bank assistance might be obtained for further port improvements.

Mr. Barnes had support from this year's Visiting UN Mission to PNG, which, in its report to the UN in May criticised the 15 per cent. increase (it knew nothing about the extra 9 per cent.) as anomalous. The mission suggested that differential rates be worked out for the four better-equipped territory ports. It added that people, especially in New Ireland, had told the mission they wanted to see a New Guinea ship-

ping company established. The report comments: "Although their petition ignores the cost of setting up and maintaining a fleet, it shows that producers are not satisfied with the way in which the export of copra and cocoa is at present being handled by the private shipping companies".

IN THE NEWS THIS MONTH

Bodmer	New Guinea Chief
Capitaine Cook	Nimos
Challenge	Nomad
China Bear	Pacific Bear
Coral Chief	Pacific Star
Driftwood	Philippine Bear
Elhari	Rendezvous
Eolo	Rosina
Falkinger	Sea Lion
Finisterre	Seaspray
Gitana	Spirit of Barbary
Golden Bear	Tagua
Hadar	Tenos
Hotanui	Thallo
Island Chief	Thomas E. Cuffe
Japan Bear	Unbound
Jean Philippe	Undine
Karlo	Viani Princess
Lahedo	Wallacia
Marata	Wantok
Manutai	West Star
Robert A. DeBrum	Windsong

ping company established. The report comments: "Although their petition ignores the cost of setting up and maintaining a fleet, it shows that producers are not satisfied with the way in which the export of copra and cocoa is at present being handled by the private shipping companies".

Bowing to pressure from the Fiji Government and to protests from Fiji business organisations, the Union Steam Ship Company has lifted the \$4 a ton surcharge which it had slapped on to freight to Fiji.

The surcharge the company announced in May was to enable it to recoup its losses caused by the Fiji's month-long dockworkers' strike.

The Suva Chamber of Commerce, which represents the big Australian-owned trading firms, and the Suva Indian Chamber of Commerce, representing most of the Suva Indian merchants, took a dim view of the surcharge and hinted at moves to boycott New Zealand goods and obtain supplies from elsewhere.

The Union Steam Ship Company had Fiji traders dizzy with its on-again, off-again announcements of a \$4 a ton surcharge on goods to Fiji.



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but after agreeing to limit the increase to goods not under price control it shocked the dominion with an announcement that it would drop the surcharge after the *Taveuni* left Auckland on July 1 and would slap on a general Pacific freight increase. This is expected to operate from about the middle of July.

Later, there was another shock—this time from London where shipping lines including Port Line, Shaw Savill and New Zealand Shipping Co. announced that they will place a surcharge of \$US1.30 per 40 cu. ft/20 cwt on all freight from UK to Fiji ports from July 15. More companies, including some operating between NZ and Island ports, are expected to follow.

There were angry retorts from Fiji. Mr. Chimanlal R. Narsey, president of the Suva Indian Chamber of Commerce, accusing the London shippers of using the Fiji dock strike "as a tool to increase their charges instead of helping to build up the economy of Fiji". He also prophesied more increases from companies operating out of Sydney, Hong Kong, Singapore and Japan.

The Fiji National Federation Party leader, Mr. S. M. Koya, called the surcharges "malpractice of the highest order" and advocated the establishment of a national shipping line.

USING LASH IN S. PACIFIC TRADE

Pacific Far East Line executives are examining the possibility of using LASH (lighter aboard ship) vessels in the Australia-South Pacific trade. The first of six such ships, the *Thomas E. Cuffe*, has been launched in New Orleans (pictured top right).

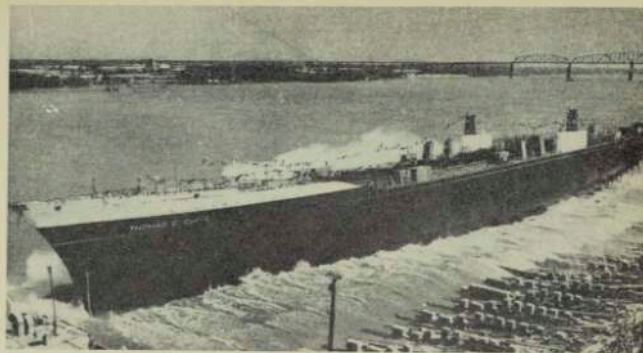
Two sister LASH ships, the *Golden Bear* and the *Pacific Bear*, will also be launched this year, and three more, *Japan Bear*, *China Bear* and *Philippine Bear* are expected to go into service in 1972.

The LASH system allows ships to load and unload away from wharves at a suitable harbour anchorage. Cargo is carried in specially-constructed 61 ft lighters, which are lifted from the ship by crane into the water and then towed by tug to the point of delivery. The procedure is reversed for loading.

The operation was designed to overcome delays caused by port congestion. Each LASH ship is 820 ft long, with a beam of 100 ft and can carry 49 lighters of 415 ton capacity and 334 standard 20 ft containers.

MASTER SUSPENDED AFTER SINKING

Sunia Vosaki, a Fiji ship's master, has had his certificate suspended for



six months for the loss of the *Viani Princess*. A marine court of inquiry found that the master lost his ship through negligence.

The *Viani Princess*, 135 tons, sank in September, 1970, after striking a reef off Lekubi Point, Vanua Levu.

NEW STARS IN POLYNESIA

Westours Inc., of Seattle, are now operating two tours in Polynesia, one with the *West Star* (Papeete-Pago Pago-Apia-Nukualofa-Suva), and the second with the *Pacific Star*, covering Tahiti, Raiatea, Bora Bora, Huahine, Rangiroa and Moorea.

The *West Star*, 5,500 tons, will add Rarotonga to her itinerary, and will call there 14 times between December, 1971, and April, 1972. She recently made an unscheduled visit to Rarotonga.

Cook Islands tourist interests are hopeful that the entry of the *West Star* into their area will generate similar tours by rival tourist organisations.



Samson, a 20-year-old bachelor from the Milne Bay District, who was trained at the Port Moresby school for seamen, works a crane aboard one of NGAL's ships.

The *West Star* carries a maximum of 220 passengers.

The *Pacific Star*, 2,600 tons, with a capacity for 152 passengers, leaves Tahiti each Tuesday for an 800 miles tour through the Society Islands and the Tuamotu Archipelago. The ship is air-conditioned, and has private facilities in all cabins.

She is small enough to drop anchor inside the reef at each island on her itinerary.

TRAINING STEPS UP

New Guinea Australia Line P/L, the territory's affiliate of Hong Kong-based China Navigation, has now trained over 50 Papuans for jobs as deck crew on its Chief ships.

The company began a training school in Port Moresby two years ago. Now two of NGAL's sideport loaders, *Coral Chief* and *Island Chief* have all-Papuan, 14-man deck crews.

Another 14 Papuans trained at the school will find sea-going jobs when NGAL's third ship, the *New Guinea Chief*, begins service in late June.

Trainees, to date, have come from the Moresby and Milne Bay areas; in future, according to the company's manager, Mr. Clive Shakerley, they'll also be selected from the north coast of the NG mainland.

Captain Don Hutchinson, master of the *Coral Chief*, has a high regard for his Papuan seamen and says they have a great potential.

Chief training officer, Mr. Bill Elton, senior chief officer of China Navigation, was seconded to NGAL to run the school.

While it will continue hiring as many qualified seamen as possible from the Gilbert and Ellice Islands marine training scheme at Tarawa, Columbus Line has decided not to train any seamen from the school as ship's officers. But China Navigation, of Hong Kong, has set up an officers' training scheme for some of its Tarawa recruits.

WEWAK'S NEW WHARF OPEN SOON

The \$750,000 new overseas wharf at Wewak, New Guinea, is expected to be in use about the middle of August. The wharf is 240 ft long and has a causeway of 1,500 ft. One overseas ship only will be able to berth at a time.

At present ships are unloaded by a lighterage system, using small boats.

THE "ROBERT A. DeBRUM"

A new addition to the US Trust Territory fleet was christened at Saipan in May, only about a month after the death of the man who has given his name to the ship—the MV *Robert A. DeBrum*.

Captain A. Robert DeBrum, commodore of Micronesia Inter-ocean Line, Inc., died on April 16 at Saipan's Dr. Torres Hospital.

His widow officially christened the MV *Robert A. DeBrum* in a dockside ceremony. An ex-US Navy vessel, the *Robert A. DeBrum* is 177 ft long and displaces 400 tons. She is commanded by Captain Tetrick J. Melander of Kusaie.

NEW SHIP FOR THE COOKS

In Denmark in search of a replacement for the *Tagua*, wrecked off Mangaia Island on December 15 (PIM, Jan., p. 90), Mr. Don Silk, of Silk and Boyd Ltd., of Rarotonga, has bought a 10½-year-old Danish coaster, *Mik*, which as the *Manutai* (Bird of the Sea) will be Cooks' biggest ship. Powered by a five cylinder diesel engine, the *Manutai* can reach 10 knots and has space for 400 tons of general cargo and 300 tons of copra. She has a draught of only 9 ft, a single large hatch and two derricks, each of three tons capacity. According to Mr. Silk, the *Manutai* is a little larger than current requirements warrant but the company is confident she will be paying her way in five years. They hope to develop more trade with Tahiti. Mr. F. Hendricks, the *Bodmer's* engineer, who was to fly to Denmark to take charge of the *Manutai*, will load cargo in Copenhagen and other European ports before sailing to Rarotonga.

• Construction of two large steel-framed cargo sheds at Avatiu harbour, Rarotonga, was well underway in June.

Shipping briefs

SO far as registration of ships is concerned, Tonga may become the Liberia of the South Pacific.

According to King Taufa'ahau, several overseas companies had said they wanted to register their ships in Tonga and crew them with Tongans.

Opening parliament in June, the King said that if the Pacific Islands Producers' Association decided to go ahead with a regional shipping line based on the Tonga Shipping Agency, the kingdom would be ready to enter the project with bigger ships. It was already planning to buy a patrol boat to guard its sea boundaries.

• Another move in the Pacific Islands Producers Association's plan to establish a regional shipping line will be taken soon in Nukualofa. PIPA's secretariat in Suva has sent out a circular to the six member governments suggesting a meeting in the Tongan capital of a joint working party. If established, the shipping line will be based on the facilities of the Tonga Shipping Agency.

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● Vila's first slipway is ready to take its first craft. The slipway has been built by British Works on Iri-riki Island at a cost of about \$5,000, and will take vessels up to 36 tons. Built of concrete, it is 80 ft long and 10 ft wide and has a cradle running on rails.

● The Societe Francaise de Navigation (Sofrana) will launch a new freezer and general cargo service between New Zealand and Papua New Guinea ports, via other islands, with the *Capitaine Cook*. After New Zealand the *Capitaine Cook* will call at Noumea, Honiara, Port Moresby, Lae, Rabaul and Kieta.

● Conpac have reorganised their services from Sydney and Brisbane to Papua New Guinea. The *Tenos* will now service Lae in place of the *Nimos*, as she is a larger ship and better equipped to handle all Lae requirements.

The *Nimos* has been switched to the service terminating at Port Moresby. Her cargo-handling facilities are considered better suited to Port Moresby.

● Fiji has two hydrofoils, the first ever seen in the country. They have been bought by Mr. Dick Smith for his Castaway Island resort on the island of Qalito to ferry tourists. Built in Holland and cruising at 24 knots, the craft can cover the distance from the island to Lautoka in 55 minutes compared with 2½ hours taken by the ketch *Seaspray*.

● The United Nations Food and Agriculture Organisation (FAO) and the Fiji Agriculture Department have chartered a Japanese fishing boat for a tuna fishing feasibility study in Fiji waters. A Fiji crew will be given on-the-job training in pole-and-line fishing, a method used by Japanese and Hawaiian skip-jack fisheries.

● The Keia Boat Company, of Mangaia Island in the Cooks, expect delivery from New Zealand about August of a single-screw steel barge which will be used for the lightering of pineapple cargoes at Mangaia. The barge, 32 ft long with a 12 ft beam, is being built at Whangarei.

● A seaman was injured when an explosion in the engine-room of a New Zealand ship, the *Hotonui*, blew out a crankcase door while the ship was on her way from Noumea to Suva on June 13.

The seaman, John Langi, was later transferred to a Norwegian ore carrier, the *Falkinger*, and taken to Suva.

With engines crippled, the *Hotonui*

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sent out an SOS and her position was pinpointed for the search and rescue organisation by a Qantas Boeing 707. Towed for 150 miles by the Fiji tug *Wallacia*, the *Hotonui* reached Suva on June 15. Owned by Luggate Game Packers Ltd., of New Zealand, she was used to process and freeze meat in the New Hebrides.

• The MV *Marata*, that's the name the Melan-Chine Shipping Co. has chosen for the Solomons' first all-passenger vessel. And the name was chosen by competition. Winners were Mr. Bobby Ledi of the Port Authority in Honiara and Mr. F. Soaki of the Police Department. They each receive a radio set as a prize. More than 200 letters were received suggesting names for the 50 ft vessel which will be in service in July.

• A suction dredge bought by the Cooks Government from the Bay Dredging Co. of Tauranga, New Zealand, has arrived at Rarotonga. It will be used to deepen Avatiu harbour, where both the *Thallo* and *Jean Philippe* have previously grounded on a mudbank when attempting to turn fully loaded at low tide.

When deepening is completed the harbour will be able to accommodate *Thallo*, *Jean Philippe* and a small oil tanker all at the same time.

Cruising Yachts

• *DRIFTWOOD*, a 27 ft cutter with Ray Dark and Margaret Orr on board, arrived in Gizo, in the Solomons towards the end of May on a voyage from Queensland. Their next destination is Bougainville and they hope to work at Kieta.

• *RENDEZVOUS*, a yacht once owned by Allen Lucas, is now at Kieta.

• *KARLOO*, 30 ft Waterwitch-class sloop with owners Geoffrey and Ruth Goodman on board sailed into Nukualofa on May 17 from Whangarei, NZ. Originally from Melbourne, Australia, the Goodmans cruised for 18 months off the Queensland coast and spent six months on New Zealand's northeast coast. Geoffrey and Ruth recommend yachtsmen to make a call at Lord Howe Island. They fell for the place in 1969 when they spent five weeks there on their way north, and then wiled

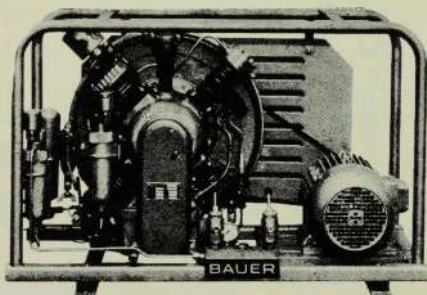
away another four weeks on the island last November when on their way to New Zealand.

• *ROSINA I*, 5 ton sloop, arrived at Rarotonga from Tauranga, New Zealand on May 7 and left on May 13 for Aitutaki and Palmerston Islands. If the weather proved favourable, plans were to sail to Niue; if unfavourable to carry on to Tonga. The yacht is skippered by New Zealander Peter Luxmore and he has a mixed crew of New Zealanders and Englishmen. They are M. J. Knapton, P. B. Crispin and D. M. Jones—all Englishmen and L. S. Ormandy, I. A. Strachan and D. E. Kent, all Kiwis.

• *SEA LION*, 28 ft gaff-rigged cutter with skipper-owner William R. Corry and his four-year-old daughter Briefn, on board, left Rarotonga for Suva, on May 12. Mr. Corry is a US citizen. His previous Pacific ports of call were the Marquesas and Tuamotus Islands and Tahiti.

• *CHALLENGE*, a black-hulled sloop, arrived at Rarotonga on May 11, sailed single-handed by Henri Cordovero, who had previously visited Noumea and Tahiti. The yacht is registered at Toulon, France.

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Challenge's next port of call is Noumea.

• **EOLO**, 55 ft cutter, arrived at Rarotonga from the Bay of Islands, NZ, May 14 with W. M. and Shirley Sanders, Nancy Sanders, Paul and Ruth Winter, John Berdahl and Bronwyn Webb on board. Miss Webb had travelled to Rarotonga to visit her family there. *Eolo* planned to stay a week at Rarotonga then visit Papeete, the Tuamotus and Marquesas Islands before returning to Hawaii. Last year the yacht visited Rarotonga in October during a voyage of the South Pacific that started in Hawaii and took in the Society Islands, Aitutaki, Rarotonga, Tonga and New Zealand. *Eolo's* crew spent six months in New Zealand.

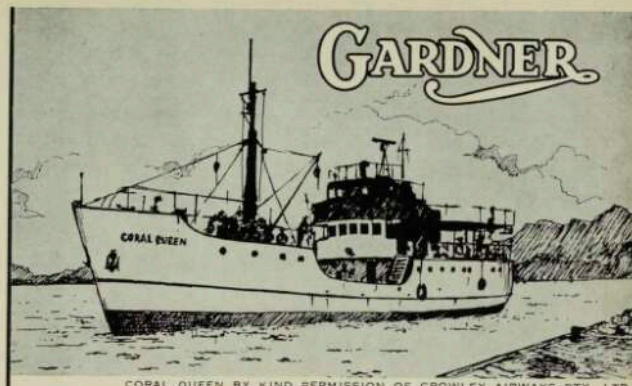
• **HADAR**, 37 ft sloop, arrived at Rarotonga from Auckland on May 13 with skipper B. D. den Hollander and Arthur G. Franklin on board. During the voyage they were hove to for three days during a storm and also had engine trouble. Plans were to visit Aitutaki, Mauke, the northern Cooks, Tahiti, Hawaii and the United States.

• **ELHARI**, a black-hulled cutter, arrived at Rarotonga in mid-May from Hawaii and Penrhyn with skipper-owner Graham Hallen and Penrhyn Islanders Bob Makera and Tekera Andrew on board. Mr. Hallen planned to stay at least a month in Rarotonga and to apply for a work permit. *Elhari* visited Rarotonga in July last year from Whangarei, NZ, then left for Hawaii via Suvarrow and Penrhyn Islands.

• **WINDSONG**, 32 ft Woolacott cutter from New Zealand, left Port Moresby in June for South Africa. Owners Steve and Karen Zador, and baby son Zolan, plan to spend a month in Bali on their way.

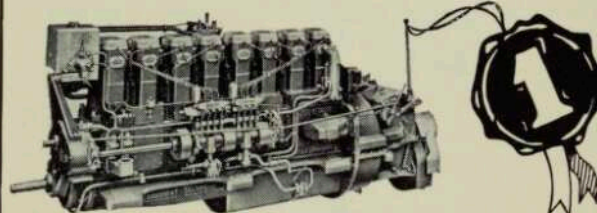
• **SPIRIT OF BARBARY**, a 28 ft gaff cutter from San Diego via New Zealand, which left Port Moresby recently on her way to Rabaul, reports very favourably on the slipping facilities at Samarai. Owners Jock and Bern Watt say the slips are good and prices very reasonable, and they're enchanted with the beauty of the Milne Bay area.

• **WANTOK**, with Martin Mitchell, 25-year-old English single-hander on board, arrived in Port Moresby recently. Martin took two years of spare time to build his 28 ft sloop in Mount Hagen in the New Guinea Western



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Highlands. He says her most hazardous journey so far was her first—by truck down the mountainous unsealed Highlands Highway to Lae, where she was launched. *Wantok* then sailed to Kieta on Bougainville for final fitting-out, before coming to Port Moresby. When she left early in June for Java, the Seychelles, Madagascar and Port Elizabeth, she was proudly flying the new red and black Papua New Guinea flag—perhaps the first yacht to do so.

● **UNBOUND**, 36 ft Hedley Nicol trimaran from Sydney, arrived in Port Moresby early in June. Owner John Murray has had an eventful trip since leaving Sydney in May, 1969. Sailing to Tagula Island in the Milne Bay District from Cairns, he was set onto a reef, and limped in to Dumaga Bay with a hole 20 ft by 5 ft in his main hull. It took him three months to repair his tri with material shipped out from Samarai. Then he left for Bougainville. After 18 months in Kieta John sailed through the Solomons back to Samarai and Port Moresby. He leaves shortly for Darwin across the Indian Ocean to Durban.

● **LAHEDO**, a Brisbane-built trimaran, was a newcomer to Port Moresby in June. She's an Islander class Hedley Nicol design and was sailed up from Townsville by owner Noel Tolson and crew Dave Lohman and Don McGrath. Noel's new job will take him to Kavieng in New Ireland, so *Lahedo* is now up for sale. Also in Port Moresby towards June's end were **KORONG**, **PAVANA**, **LAHARA**, **KARIE-L**, **MALULU** and **FLAMINGO**.

● **GITANA**, a 36 ft yawl belonging to Bill and Anita Lambie, and son Louis, is now in Honolulu for an extended stay. A new crew member, Richard, joined the Lambies there last August. Before dropping anchor at Honolulu, the Lambies visited Mexico, where Louis was born, the Marquesas, Tahiti, Bora Bora and the Cook Islands during 1968-69. Present plans are to accumulate cruising funds, perhaps build a bigger boat and then return to the South Pacific.

● **NOMAD**, a streamlined trimaran with owner Jack Ford and crew Sam Buell, Della Garza and Kathy Cook on board, completed a voyage from Maui in Hawaii on June 15 by grounding on a reef off Mulinuu Point in Western Samoa. After several attempts were made in rough seas to pull her off, *Nomad* floated off at high tide and was towed with badly-damaged hull to Matautu. She was later slipped. While repairs are being

made, Jack Ford and his crew are staying with Colin Coverdale, British Petroleum's local manager.

● **FINISTERRE**, 75 ft ketch, left Sydney on June 17 for a Pacific cruise, covering Noumea and Fiji. On board are Mrs. June Kluckhohn, her son Richard, 5, and a crew of five, including a Fijian named Sam. In Fiji parts of the *Finisterre* will be renovated, during which time Mrs. Kluckhohn will fly to the US for business relating to her husband's estate. She will then return to the ketch in Fiji and continue her tour. Her husband, Frank Kluckhohn, who was killed in a car crash in the United

States last October, was an author and war correspondent.

UNDINE, a trimaran, arrived at Rarotonga from Tahiti on June 1 with owners Karl Redell and his wife on board. Their voyage began from San Francisco in November, 1969. After sailing down the Mexican coast, they visited the Galapagos Islands, staying there five months, and then called at the Marquesas and Tuamotus before putting *Undine* into dry dock in Tahiti for three months while they toured New Zealand by motor cycle. They now hope to put in at Aitutaki, Suvarrow, Tonga and Fiji.



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Business and Development

LOCALISATION TOO FAST FOR COMFORT

By a staff reporter

Mr. Maurice O'Connor, successor to Mr. P. T. W. Black as Burns Philp and Co. Ltd's general manager (PIM, June, p. 115) moves in on July 12 with an inherited headache—the speed of localisation in Fiji. Not that he, or the firm disagree with localisation. They're both in favour of it.

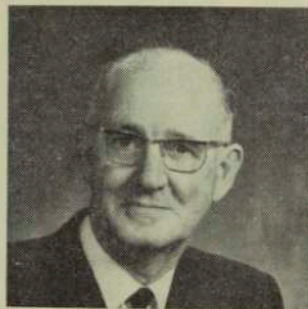
Mr. O'Connor has had close links with Fiji since 1930; he likes the place and he likes the people. The crux of his complaint is lack of suitable local management material, at least for some years ahead. It is in this field that official restraints create grave difficulties.

Burns Philp prefers to employ local people; then it would not have to incur the costs involved in advertising for staff, spending time on interviews, paying the cost of passages—more often than not for families—and finding suitable housing.

Mr. O'Connor claims, with some justification, that since localisation became fashionable in Fiji, 10 or 12 years ago, Burns Philp has achieved a much better localisation rate than the government. In a staff of about 2,000, there are only 45 expatriates, about 2 per cent. against the government's 5 per cent.

"This localisation policy has been forced on us too fast for our comfort," Mr. O'Connor told me. "In Fiji there is a shortage of highly experienced businessmen. Fiji cannot yet supply the management likely to be needed by overseas investors. It is expanding at such a dramatic rate that the demand for the short supply of local talent has become excessive."

He said the Fiji Government had done much to encourage overseas



Mr. Maurice O'Connor.

investment in the way of tax holidays, depreciation allowances, concessions for pioneer industries and other incentives.

"But unless they allow overseas capital to manage its own business in the way it seems best, that is in a competent and businesslike manner, I am afraid its policy of encouraging overseas capital will not have the effect they hope," Mr. O'Connor said. "Nobody will want to go where he is not allowed to manage his own business."

He said independence did not worry Burns Philp. Tonga had been independent for many years, Western Samoa for the last nine years, and Burns Philp had always been welcome there. There was no reason to think any differently about Fiji, provided the government had a policy which would encourage and foster investment of overseas capital.

Asked what effect UK entry into the Common Market would have in the Pacific Islands, Mr. O'Connor said this was not easy to assess at present. Before Fiji's independence one supposed that Fiji would have followed the lead given by the UK. Now that Fiji was independent it was anyone's guess what it would decide to do. Fiji would determine its own policy.

"It is possible that in the future Fiji will have difficulties with its sugar," he said.

He emphasised that the effects of UK entry into the EEC depended very much on the terms granted.

Britain promised to do the best it could for under-developed countries. The effect on Pacific Islands would depend on how effective Britain was in protecting those interests.

Mr. O'Connor follows two notable figures in commerce into his new post—Messrs. J. Mitchell and P. T. W. Black. Like them he has had many years' service with the "big firm". He became a BP man on January 1, 1926, as an office boy, graduating to the accounts department.

In 1930, when 20, he was transferred to Suva as an accounts clerk, to start a career in the Pacific Islands, which has continued since except for a break in World War II. He became accountant for the Suva branch of Burns Philp (SS) Co. Ltd., and was there when he enlisted for service with the RAAF in December, 1939.

He was attached to a RAF bomber squadron in the Middle East and later went to England for a "stint" with the Coastal Command; finally being transferred to Australia where he became an instructor. He was demobbed in December, 1945, with the rank of squadron-leader.

Rejoining Burns Philp he was posted back to the South Sea company, holding various relieving positions at Suva, Levuka, Labasa and Apia. In 1948 he was made inspector of the South Sea company and transferred to the South Sea department in Sydney as Mr. Black's assistant.

This work took him to familiar territory many times over the 1950s and 1960s—the New Hebrides, Fiji, Samoa and Tonga. Mr. Black became general manager in 1966, and Mr. O'Connor succeeded him in charge of the South Sea department.

Mr. O'Connor was appointed to the board of Burns Philp (SS) Co. Ltd. in 1966, and to the board of Burns Philp and Co. Ltd. in 1967.

He lives with his family in the fashionable suburb of Wahroonga on Sydney's North Shore. There are two children, Peter, who is in his final year of economics at Macquarie University, and Ann, who is currently on a working holiday in England and the Continent. His favourite hobbies are gardening—specialising in orchids—and, when the weather is fine, fishing.

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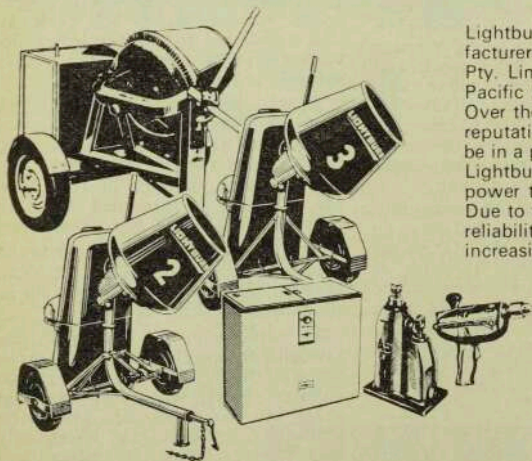
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FIJI DREAMS, AND THE BEST OF BRITISH LUCK

By JUDY TUDOR

The most popular thing to have in Fiji at the present time is a feasibility study. No day seems to pass without news of another economic dream getting the treatment, and just about everything from whether Fiji should have a wood-chip industry to the possibility of a new daily newspaper is being put under the economic microscope.

Ideas are a dime a dozen and there always seems to be some international Big Daddy with the will and the wherewithal to come forward and pay for it.

Just about the only thing about which there isn't a feasibility study (sometimes it's in the minor league and called a plain "study") is feasibility studies. Studying on those is left to cynics like me and at the moment I'm in the right mood for it.

I've spent the last two weeks collecting material for the Fiji section of the next edition of the *Pacific Islands Year Book*, in the course of which I've revisited every government department that I visited three years ago, on the same chore, to check on what's been going on in the interval.

It's a salutary experience to find out how many schemes of the sixties have faded out or failed to come up to expectations in the seventies; how the once traditional export crops (always excepting sugar) have remained static or declined; and how, as a consequence, the prices of locally-produced items have now soared up into the stratosphere with a parallel demand for rises in wages and salaries.

We can start with the once-famous Fiji banana, which according to ancient history back in the days when its culture was in the hands of Europeans, once reached an export total of 800,000 cases in one year. Even in 1956, when the industry had long been turned over to mainly Fijian growers, 257,000 cases were exported and, two years later, when New Zealand sought to restrict Fiji banana imports to a quota of 180,000-200,000

cases a year, there were screams of anguish from all up and down the Rewa River system where over 80 per cent. of the crop is still grown.

They were premature screams. Not once since has Fiji looked like getting near the NZ quota. In 1969, 89,000 cases were exported and in 1970, 79,500 cases.

One reason for the decline is the disease called Black Leaf Streak, which can be controlled by spraying at regular intervals. This is most efficiently done when the plants are grown, plantation fashion, and can be easily got at. In spite of some effort, the bulk of Fiji bananas are still grown village fashion, in clumps, on river banks and higgeldy-piggeldy, where you will.

Spraying under these circumstances is usually neglected and so is fertiliser—unless the government makes loans or subsidies to pay for it.

Now let's take coconuts. About 50 per cent. of Fiji copra comes from native groves. To anyone brought up in the big-plantation tradition of New Guinea or the Solomon Islands, these plantations were something of a nightmare—trees at all angles, in a tangle from nuts that sprouted where they fell into the great masses of undergrowth that were allowed to grow up unchecked.

In 1963 the government started in to do something about it with the aid of the generous British taxpayer who financed a subsidy scheme. There were subsidies for clearing undergrowth, subsidies for replanting areas so cleared, and subsidies for new planted areas. In all, something like \$2 m. was expended on these subsidies, 113,000 acres thinned out and 66,000 acres of new coconut planting completed.

So far, very good. But by 1969 the scheme was drawing to a close and so the Department of Agriculture's scribe records in the annual report for 1969, issued in 1970—and more in sorrow than in anger I fancy—"With the termination of new rehabilitation and planting work under the coconut subsidy scheme, there has been a very considerable decline in this work . . . This is disappointing. Equally disappointing has been the lack of interest in maintaining plantations once subsidy payment for this work ceases . . ."

It is too soon yet to see any result from the plantings that were made during the subsidy boom, though something should be showing up in 1972 and thereafter. Meantime, in its new Five-Year Plan, Fiji intends to have a subsidy scheme financed by itself and optimistically calculates that 48,000 tons p.a. will be produced in 1975.

Well, the best of British luck to them. They'll need it—copra produc-

tion in 1969 was 33,089 tons and in 1970, 27,989 tons.

Cocoa which, way back a decade ago, was the bright diversification hope, now barely gets a mention except by the Department of Agriculture which notes that, "present policy is to encourage only those growers who show genuine interest", and goes on to report on the "rehabilitation of overgrown plantations" and that only one half of plantations in Central Division "receive regular maintenance". Exports in 1968 were 7½ tons; in 1969, 46 tons.

Until 1967 there were two butter factories in Fiji and at one time they produced more butter than could be absorbed.

When one factory closed, all cream was diverted to the other and production continued at seemingly the same level. However, Australian and New Zealand butter was still available although real patriots insisted on buying the local brand.

Then came the strike of a few weeks back, and to everyone's consternation supplies of local butter dried up like everything else—so the horrible secret was out. Patriots learned that the Fiji butter that they insisted on buying was, in fact, blended—that of the 1,764,208 lb of butter that bore the local brand last year, over half of it was New Zealand butter brought in in bulk and mixed.

For some reason this fact appears to have dented Kai Viti *amour propre* more than any other single economic event in a decade.

One reason for the fall-off in local butter production is that milk consumption, since the introduction of the homogenised milk plant, has increased—from 469,200 gallons in 1969 to 536,869 gallons in 1970. Under existing circumstances it is impossible to have both milk and butter.

One could go on endlessly mulling over the agricultural projects, major and minor, that remain experimental, meet disaster or unaccountably shrink. But, in a sentence, it is quite clear that, apart from sugar, any natural increase in production of many commodities is being taken up by the increase in population, by the shift of many people from village economy to a wage economy, and by tourism.

Although family planning is one of the real success stories of Fiji, the population increased from 476,737 at the 1966 census to an estimated 524,457 at the end of 1970, and that's still nearly 48,000 more mouths.

The drift of people from village life into such industries as tourism, not only removes them from producing for export along traditional lines, it also usually results in their turning to store food for sustenance.

Continued over page

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Along this gimmicky-named Coral Coast where tourism has boomed, the villagers, who once spent a lot of their time fishing and gardening, now find easier ways of earning cash with the result that they too go to Sigatoka market for fruit, vegetables and fish and to the stores for imported items.

The dock strike did more than show people where the butter came from; it showed just how much this small country depends on outside countries for its food, food moreover that is grown and produced by European high-cost labour.

The government, in a panic and quite unnecessarily, hopped in and slapped price control on such basic items as flour, sharps and rice.

No effort was made to control the prices of much of the locally-produced food and even on Sydney standards these are astronomical.

Eggs, for example, were selling in the Sigatoka market for \$1 a dozen; BPs had a few at 85c a dozen and there were queues for those.

The story here is that during the strike supplies of imported poultry mash dried up and the hens refused to do their stuff on anything grown locally. With all due respect to international economists and local egg producers, it seems to me that if the whole egg production business of Fiji depends on importing laying mash from Australia and New Zealand, it would be better to import the eggs from NZ, where local farmers can produce cheaper than anywhere else in the world, and let the people in Fiji who now tend hens be employed growing something like dalo which is currently selling at from 40c to 50c for three.

On the sunny side of the gloomy agriculture picture there is always sugar. Sugar, to the people who grow it, still mostly Indians, is a way of life as much as a crop. There is no problem in getting it grown, it is ingrained in them, to the extent that no other crop is of interest—as was proved some years back when the CSR Co. shut down its Nausori mill. It was hoped then that the people who had been growing sugar for the mill would grow rice instead. They didn't. They either went elsewhere and grew sugar or went to Suva and worked for wages.

But right now Fiji is right up to its international quota of sugar of 341,000 tons p.a. and there is little room for manoeuvre. At the same time there are so many question marks about Fiji's sugar in particular and Commonwealth sugar in general that it deserves a story on its own.

On the credit side of the general Fiji economy are the many small and a few large secondary industries that

have sprung up in recent years; and, lastly, but most important of all, that glamorous milch cow that gives golden liquid in the form of tourist dollars.

I have never understood how tourist profitability is calculated, but I am assured that, in 1970, tourism contributed \$23m. to Fiji's economy—which makes it more profitable than copra, coconut oil, bananas, fish and gold combined.

In the last few years dozens of small industries and some large ones have started in Fiji. Aluminium doors and screens, plastic clothes pegs, barbed wire, umbrellas, matches—the list is endless and is being added to each week, all with the idea of cutting down on imports.

But has it? The total tentative imports bill for 1970 is \$88m.—which means that it has increased over 75 per cent. since 1966. In the same period, the population has increased only 10 per cent., so obviously the rest must be going on more luxuries for everyone, a higher standard of living, inflation, or on tourism—building materials for hotels, special food, goods to pamper tourist, like duty-free radios, cameras, watches, etc. In the same period exports have risen, in value, by 50 per cent., all of the increase accounted for by sugar and frozen fish from the Levuka depot of an Asian-manned tuna-fishing enterprise.

Balancing plans and performances against each other, many people wonder whether Fiji has its priorities right. Whether it mightn't be better to let Australia go on supplying the plastic clothes pegs, Hong Kong the umbrellas, Bryant and May the matches, and other industrialised nations a dozen other commodities, while Fiji gets back to producing more for export or simply in order to eat cheaper at home.

It can be said, of course, that the people who make pegs or matches aren't likely to be planting coconuts anyhow; that the import bill would be higher without their efforts; and that many young Fijians—and who can blame them—find it infinitely more to their taste to play a guitar in a band or work as a waiter or bartender in a hotel than slave in the village garden planting tapioca.

But that isn't the argument. The argument is that imports are increasing so much faster than exports and that even when the invisible export of tourism is added to the actual exports, there still is a trade deficit.

The businesses of trade and production for home consumption are interlocking items, part of an array of fundamental problems that are too frequently blanketed from view by

a whole flock of new plans, new studies and grandiose dreams.

Certainly, since independence, Fiji has been pushed into a political life-style more fitting for a country 20 times its size and 10 times its efficiency and while outside capital keeps coming in to build new hotels and new resorts, this artificial level of circulating money appears to support it. But should the tourist industry reach a point where it becomes static or no fresh infusions of funds are made, it is anyone's guess what fiscal measures in new taxes, restrictions and penalties might then present themselves as the only way out.

Right now, Fiji has three big fin-

ance problems coming up—the Nadi-Suva road, the sixth Five-Year Plan and purchase of the sugar industry.

The Minister for Finance is at present in the United States with his entourage arranging for a World Bank loan to seal and rebuild the two end sections of the road (the middle, and worst section, Korotogo to Deuba, must await another day); he will then go on to Europe to arrange loans in connection with the new Five-Year Plan.

In 1973 the government must start paying the Colonial Sugar Refining Co. for the Fiji sugar industry—it was handed to them on a platter, at bargain rates, but it still runs into

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Fiji's independent and feeling her oats and I wished her the best of British luck some time back. I amend that—the best of any kind of luck. I think she's going to need it.

FOOTNOTE: The most going concern that I've found in Fiji is the National Provident Fund. It got going only in 1966 and is financed by a compulsory levy of 10c on each dollar of wages or salary earned—contributed on a 50-50 basis by employer and employee. It is primarily designed to give workers a lump sum at retirement aged 55.

The fund has built itself elegant offices on the outskirts of Suva and has in its kitty as of now \$14 million, which it invests in Fiji. Naturally it is

the very favourite step-child of government which makes full use of this facility; and of those private interests who are also in the market for money and who are able to convince the Fund's Board that they are worthy of assistance.

● Five new companies were registered in Fiji at the end of May. They were, Navava Properties Inc., of Tacoma, Washington, real estate; Western Tobacco Co. Ltd., producers and manufacturers of tobacco products; Ba Rock and Concrete Production Ltd., manufacturers of concrete blocks; Asha Investments Ltd., of Lautoka; Monier Tiles Ltd., manufacturer and supplier of concrete roofing and floor tiles.

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Fiji Board of Directors: Sir Maurice Scott, C.B.E., D.F.C., D. M. N. McFarlane, C.B.E., H. A. Baker.

Fiji Manager: A. W. Cooper. Fiji Office: Rodwell Road, SUVA. Telephone 2-4661.

Directors: J. D. O. Burns, P. T. W. Black, E. P. Lee, L. N. Stanford, A. H. E. Furze.

Managing Director: A. H. E. Furze. Secretary: J. M. MacCallum.

Head Office: 51 Pitt Street, Sydney, Australia, 2000.

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Canberra Agent: BURNS PHILP TRUSTEE COMPANY (CANBERRA) LIMITED, 86 Northbourne Avenue, Canberra City, A.C.T., 2601.

Happiness is a sugar agreement

Within a few hours of his return from London in June Fiji's Prime Minister Ratu Sir Kamisese Mara called a news conference—on the vital subject of sugar.

The method of its disposal is far from being understood, or even vaguely comprehended, by the average cane farmer.

It was reassuring for them to learn that the Prime Minister was satisfied with what had been achieved at the discussions in London between Commonwealth sugar-producing countries and Britain.

Ratu Mara said arrangements have been made to have Fiji's High Commissioner in London accredited to the Common Market countries.

"The market for the Commonwealth Sugar Agreement countries is assured until 1974—from then on, we have an assurance that the market will continue, particularly for the developing Commonwealth countries," the PM said.

"This will be confirmed by joining the Common Market by association. We have from now until 1974 to negotiate the terms of this association."

While Fiji was assured of a continued market at a satisfactory price in the UK for the annual quota of 140,000 tons of sugar, a market for the balance of Fiji's production has to be found outside the Commonwealth Sugar Agreement.

Fiji's sales outside the CSA include 40,000 tons for the USA, and other sales in Canada, New Zealand, Japan, Singapore and Malaysia.

Ratu Mara pointed out that new competition would arise in the likely event of Australia being phased out of CSA after 1974.

"It is for this reason that we have pressed the EEC to join the sugar agreement, which provides quotas for various member countries and would provide quotas for EEC members," he said.

Mr. Geoffrey Rippon, Britain's chief negotiator for membership of the EEC, impressed Fiji's Prime Minister.

"Mr. Rippon made it quite clear that he was fully confident that the EEC was sincerely determined to honour the undertakings to the Commonwealth sugar-producing countries but said the British Government would be prepared, if necessary, to use its veto to assure equitable arrangements for marketing our sugar in Britain", Ratu Mara added.

Fiji bauxite find 'most important'

Mining equipment is being installed in preparation for extracting the Savulevu bauxite deposits on Fiji's island of Vanua Levu. The mine, to be operated jointly by three Japanese companies, has enormous economic importance.

Experts say it is the most important mine opened in Fiji since gold was found at Vatukoula in the 1930s.

Shareholders in the locally-registered Bauxite Fiji Ltd. are the Nippon Light Metal Co. (with a 50 per cent. holding), Showa Denko Co. (15 per cent.) and Sumitomo Chemical Co. (25 per cent.).

According to their agreement with the Fiji Government they must start exporting the ore from August next year. They will invest \$2,500,000 in setting up the mine.

The secretary of Bauxite Fiji Ltd., Mr. Toru Ishikawa, has said that the five million tons of known reserves at Savulevu would be mined at a rate of 250,000 tons a year . . . giving the mine at least 20 years' life.

But there are complications. Although the company holds a licence to mine 2,000 acres, it still needs site and road access licences. It also has to complete an agreement with the Native Land Trust Board about the amount of compensation payable to about 10 mataqali landholding units whose land would be affected.

About 70 per cent. of the loan capital for the mining project will come from the Overseas Economic Co-Operation Fund, a Japanese Government institution, according to Mr. Ishikawa.

Lever's trebles profit

Lever's Pacific Plantations Pty. Ltd. trebled its net profit last calendar year.

The annual accounts of the company just released in Sydney show

that the net profit jumped from \$57,792 to \$188,641 last year.

The big profit increase was after a leap in the depreciation provision from \$135,464 to \$625,948.

Total shareholder's funds rose by \$191,382 to \$2,275,928.

The value in the books of the land and buildings of the company was down by \$52,910 to \$1,796,429.

The provision for cyclone damage dropped from \$61,208 to \$45,808.

The company is a subsidiary of Unilever (Commonwealth Holdings) Ltd. It operates plantations in the British Solomon Islands.

Go-ahead for Pago watch deal

After a host of false starts, American Samoa will be taking advantage of federal legislation which allows the free import into the US of goods manufactured in the territory.

Bulova Watch Company has leased land and will begin construction shortly on an assembly plant which will be the first building in a new industrial park which the American Samoan Government is developing near the airport at Tafuna.

Under the law, which has been used successfully in the Virgin Islands and Guam, parts can be imported to American Samoa for assembly. If the money spent on local labour enhances the value of the parts by a certain percentage the finished project can be shipped to the US free of duty.

Bulova and Samoa negotiated with the US Commerce Department and secured an allocation which will allow free admission to 205,000 watches to the US this year. Bulova is going all out to get actual assembly started and so take advantage of this year's

allocation. The movements will be purchased in Switzerland. There will be only one women's model, assembled at the beginning.

The firm has worked with local schools in testing high school seniors, and between 50 and 60 of them will be hired to work in the plant. Bulova also is looking for a Samoan manager to be trained in the US and to then take over the assembly operation. The search is being made in Samoan communities on the US West Coast as well as in Samoa.

The Samoan Office of Economic Planning and Development looks upon the Bulova project as an "ice breaker", that a successful operation by Bulova will induce other manufacturers to open assembly plants there.

Nauru looks for new markets

Nauru hopes to develop new markets for its phosphate in the Philippines and Taiwan. Mr. J. F. Pilbeam, Nauru Government's representative in Australia said in June after his visit to Manila with President DeRoburt. President DeRoburt paid a courtesy call on President Ferdinand Marcos to thank his government for co-sponsoring Nauru (together with Australia) into membership of ECAFE. The two presidents discussed their mutual interests in trade and shipping and phosphate sales were one of the subjects of talks between President DeRoburt, Mr. Pilbeam and Ernesto Maceda, the Philippines Minister for Commerce and Industry. The possibility of Nauru becoming a member of the Asian Development Bank was raised in a preliminary discussion with Mr. Watanabe, president of the bank. President DeRoburt went to Taipei alone for meetings with Chinese Government when phosphate was again on the agenda.

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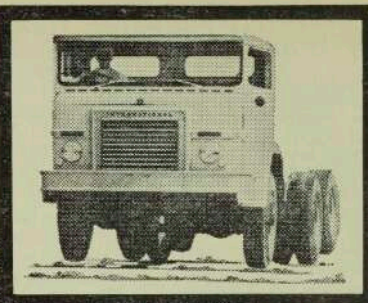
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New Guinea Goldfields Ltd., Wau.
Wewak Engineers, Wewak.
Govt. Council, Mt. Hagen.

NEW CALEDONIA: Marine Agricole Electrique, Noumea.
TAHITI: Produits Shelltex, Papeete.
PAPUA: Steamships Trading Co. Ltd., Port Moresby.
SOLOMON ISLANDS: Solomon Motors Ltd., Honiara.
NEW HEBRIDES: Kerr Bros. Pty. Ltd., Sydney.

6710/E/FP

Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Australian dollar equals \$1.00 New Zealand; 98-99 cents Fiji; 110 French Pacific franc; \$1.24 Western Samoa; \$1.00 Tonga; 46 new pence UK; \$1.12 USA).

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. Shipments are made to UK, European markets and to Australia and Japan, and coconut oil mills on New Britain.

Latest prices, delivered main ports, were: hot-air dried, \$118 per ton; FMS, \$115 per ton; smoke-dried, \$113 per ton.

Fiji:—The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. Prices recently were: 1st grade, \$F120.75; 2nd grade, \$F110.75; CAS, \$F91.25.

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 \$W5118 for 1st grade, \$W5118 for 1st grade sun dried, and \$W5105 for 2nd grade.

TONGA:—All copra is sold to the board which sends it to Europe and the open market. June prices to growers were \$T92.75 1st grade, and \$T80.75 2nd grade, per ton. Per coconut, 1.5c.

SOLOMON IS.—All production through board at prices based on Philippines rates. Output goes to the UK, Japan, Australia and the rest to the open market. Recent prices were: 1st grade, \$130; 2nd grade, \$126; 3rd grade, \$116 per ton, BSIP ports (Honiara, Vandina and Gizo).

GILBERT AND ELLICE:—Board pays co-op. societies \$103.60 (1st grade) and \$92.40 (2nd grade) co-op. societies pay producers \$89.60 (1st grade) and \$78.40 (2nd grade).

NEW HEBRIDES:—Copra sold direct by planters to France and Japan. Official market price on May 18 was \$69 (6,900 Pac. francs). Marseilles, 1,035 French francs, June 11.

COOK IS.—Copra goes to Abels, Ltd., of Auckland, who operates NZ's copra crushing

mill. Prices for July 1 to Sept. 30 were fixed, subject to freight adjustment, at \$NZ158.23 1st grade, hot air dried; \$NZ156.13 1st grade, sun dried, and \$NZ154.55 standard grade.

US TRUST TERRITORY:—Board pays \$US112.50 per ton, grade 1; \$100 per ton, outer islands.

OTHER PRODUCE

BECHÉ-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 June 23 (July/Aug. shipment) was spot \$229 ton, c.i.f., UK Continent.

June 23, Quote No. 1: In store Rabaul, export quality \$400 per ton, delivered ex-wharf Sydney \$460. Quote No. 2: Best quality ex-wharf Sydney \$465; in store NG ports \$399 (for immediate UK, Continent and USA shipments).

W. Samoa:—Nominal quotation for June 23 was 1st grade, \$51g330; 2nd grade, \$51g310, f.o.b. per ton.

Solomons:—4 cents a lb delivered to a fermentary, 3 cents a lb at buying points.

COFFEE: P-NG: June 23, good quality, A grade 40-40c per lb; B grade 38c; C grade 35c; X grade 38c and native X grade 36c (ex-store Sydney).

W. Samoa:—Recently, WSTEC 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: S.I., Honiara—\$1.80 to \$2.20 per in.; Gizo: \$2.10 per in.

GREEN SNAIL SHELL:—\$2.50 a ton f.o.b. (nominal).

PAPUAN GUM:—Graded gum \$215 per ton, f.o.b.

PASSIONFRUIT:—Cook Islands, Islands Foods Ltd. pays growers NZ2.5c per lb for good fruit.

PAPAW:—Cook Islands, Island Foods Ltd. pays growers NZ2c 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. has no recent quotes. Solomons:—Honiara, mother of pearl blacklip 15c lb, goldlip 20c lb. Cook Islands:—Penryn, 20-25c per lb, del. Rarotonga 33-35c per lb. French Polynesia:—Tuamotu, Gambier shells, to \$1,000 per ton, Papeete.

PYRETHRUM:—NG growers 17c lb. flowers

RICE (Aust.): Prices till March 31, 1972, are —P-NG: Dried brown, 112 lb bags, \$124 a ton, 40 lb bags, \$134 a ton; vitamin enriched white, 56 lb bags, \$137.50 a ton; all f.o.w. Sydney/Melbourne, Pacific Islands: White polished, 56 lb bags, \$156 a ton, f.o.w. Sydney/Melbourne.

RUBBER:—PNG price is based on Singapore rates which on June 24 were: No. 1 RSS prompt shipment (Malayan cents a kilo) b 104.25, s 104.50; Aug. b 106.25, s 106.50.

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:—BSIP and NG.—\$150-\$170 a ton (nominal).

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. Tona:—\$74.20 f.o.b. Nukualofa; \$74.50, Melbourne.

UK, US QUOTES

COPRA:—LONDON, June 25, Philippines, in bulk, \$US199 (reseller) per long ton, c.i.f., UK/North European ports; US Pacific coast, b \$US171, s \$US175.

COCONUT OIL:—LONDON, unquoted since May 25.

RUBBER:—LONDON, June 24, No. 1 RSS Spot (per kilo), b 15.80 new pence (July shipment).

STOCK MARKET

SYDNEY SELLERS

	May 25	June 24
ANG Hold. 1.00	.90	.90
Bali Plantations .50	.54	b.52
Burns Philp 1.00	2.85	b2.93
Burns Philp (SS) 2.05	3.05	b3.00
Carpenter .50	1.90	1.90
Choiseul Plntn. 1.00	2.70	2.70
C.S.R. 1.00	5.70	5.82
Dyup Plntn. .50	.70	.68
Fiji Industries 1.02	2.10	2.10
Kerema Rubber .50	.18	.16
Koltaki Rubber .50	.60	.60
Lalorus Rubber .50	.30	.30
Makurapu Plntn. .50	.70	b.65
Mariboi Rubber .50	.18	b.45
PNG Motors .50	.51	.80
Plantation Hldgs. .50	.85	.80
Queensland Ins. 1.00	3.05	b3.06
Rubberlands .50	.13	.12
Rugger Rubber .50	.53	b.51
Sth. Pac. Ins. .50	b1.21	b1.20
Steamships Tgd. .50	.62	.60
Territory Brewery .50	.46	.40

OIL AND MINING SHARES

Bougainville rts.	2.55	1.93
Buka Min. .10	.03	.021
C.R.A. .50	9.10	8.80
Cultus Pacific .25	b.15	.50
Emperor 10	.40	.18
Highland Gold .20	.14	.12
NG Gold Ltd. .35	.22	.40
Oil Search .50	.22	.27
Pacific I. Mines .25	.091	.081
Placer Dev.* .50	34.00	30.50
Southland .25	1.62	1.22

* No par value

Sydney Stock Exchange share price index for ordinaries on May 25 was 496.56. On June 24 it was 492.38.

Copra price slide checked

Mr. K. G. Oliver, general manager of the PNG Copra Marketing Board, reported in Port Moresby on June 18:

The second half of May saw the trend in copra prices continue generally lower except for a brief period following reports of damage resulting from the first of the season's typhoons in the Philippines. The typhoon was, however, of little consequence and its effects on plantations was discounted quite rapidly and the price slide continued.

Early in the second week of June, selling pressures from the Philippines pushed copra prices down so that sales, for July shipment, were recorded as low as \$US189½ per ton c.i.f. North European ports. A subsequent relaxation of origin selling and lack of offers from Indonesia attracted some dealer activity and business improved up to \$US193 for June shipment, \$US195 for July and as high as \$US197.25 per ton c.i.f. for September shipment.

The market was further strengthened by good demand from the United States for Philippine coconut oil and by further improvement in the European markets for this same commodity.

EXCHANGE RATES

Fiji:—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda, First National City Bank, Sterling £ on Fiji \$, buying £1 = F2.085; selling £1 = \$2.11. Aust. \$ on Fiji, buying \$A1.0117 = \$F1, selling \$A1.0288 = \$F1.

WESTERN SAMOA:—Through Bank of Western Samoa, controlled from NZ, seller \$A1.2470 to WS Tala 1.

NORFOLK IS., PAPUA NEW GUINEA:—Australian currency used; no exchange payable in transactions with Australia.

FRENCH PACIFIC COLONIES:—Pacific francs (FPI) are used in New Caledonia, New Hebrides jointly with Australian dollars. Wallis and Futuna Islands and Fr Polynesia. French Bank Sydney on June 25, quoted: Selling, Noumea rd Papeete, 109 Pac. francs to \$ Aust.; approx. 97 Pac. francs to US \$; Noumea 100 ac. francs equal 5.5 French francs. Paris: London: Buying 13.3585 francs to £. Also £ equals 243.28 Pac. francs.

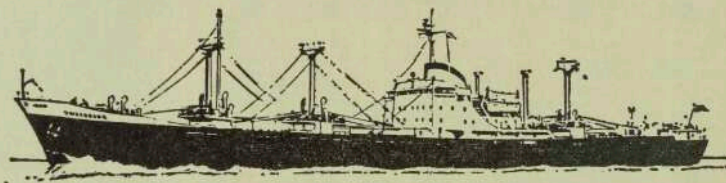
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CONTINENT

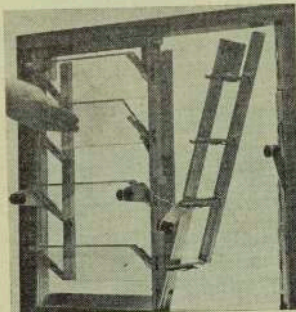


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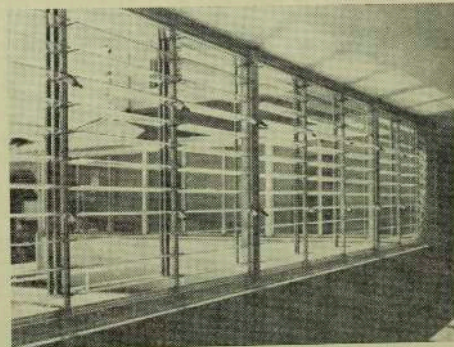
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Shipping & Airways Information

SHIPPING

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, with Australis, Britanis and Ellinis, maintain a twice-monthly passenger service from Sydney via NZ, Suva (Australis and Britanis), Papeete (Ellinis) to Britain.
Details from Chandris Line, 135 King Street, Sydney (28-2451).

Stimar Line, with two liners, operates a six-weekly passenger service from Sydney, Melbourne or Brisbane to Southampton, UK, via NZ, Papeete, Panama and Lisbon.
Details from Stimar 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., 19-31 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).

Charoers Caledoniens, with the Ville de Noumea operates two-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 Columbus Overseas Services Pty. Ltd., 333 George Street, Sydney (29-2101).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FRENCH POLYNESIA
Messageries Maritimes Line passenger-cargo vessel, Tahitiien, from Marseilles, via West Indies and Panama, calls at Papeete, Taiohae (Marquesas Group), Vila, Noumea and Sydney, and returns to France via Panama (last voyage Sept.-Oct.).

Polynesie maintains three-weekly passenger sailings—Sydney, Noumea, Vila and Santo.
Details from France Australia, 261 George Street, Sydney (27-2654).

AUST. - FIJI - N. CALEDONIA
Fiji-Australia Line's MV Talyon offers a regular three-weekly service from Brisbane and Sydney to Lautoka, Suva and Noumea.
Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522), 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 & 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, alternately via South Africa and Panama, calling at Sydney, Wellington, Auckland, Suva, Pago Pago, Honolulu, Rarotonga and Papeete.
Details from Shaw Savill and Albion, 8a Castlereagh Street, Sydney (28-1481).

MELBOURNE - FIJI - W. SAMOA - TONGA - NAURU

Nauru Pacific Shipping Lines operates regularly from Melbourne to Suva, Lautoka, Apia, Tonga and Nauru.
Details from Nauru Pacific Shipping Lines, Wales Corner, 227 Collins Street, Melbourne (654-4777).

AUSTRALIA - FIJI - US - NZ
Karlander (Aust.) Pty. Ltd. operates three-weekly cargo services from Melbourne and Sydney for Suva, Lautoka, Los Angeles, San Francisco and Auckland with sideport door ships, Woolgar, Slevik and Wyvern.
Details from Karlander (Aust.) Ltd., 19-31 Pitt Street, Sydney (27-6301); F. H. Stephens Pty. Ltd., 554 Flinders Street, Melbourne (62-3333); Burns Philp (SS) Co. Ltd., Suva and Lautoka.

AUSTRALIA - NEW CALEDONIA - FIJI - NEW HEBRIDES
Messageries Maritimes Line with Dorotea operates monthly service from Adelaide, Melbourne, Port Kembla (occasional), Sydney, Newcastle (occasional), and Brisbane (occasional), to Noumea, Suva, Lautoka, Port Vila and Santo.
Inquiries from France Australia, 261 George Street, Sydney (27-2654).

AUSTRALIA - PNG

Conpac Pacific Express (Burns Philp and AWP Line) operates three-weekly passenger-cargo service from Sydney and Brisbane to Lae with Tenos, and to Port Moresby with Nimos every six weeks from Adelaide, Melbourne and Sydney to Lae and Madang with Delos.
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, and Rabaul; Papuan Chief operates every 21 days from Sydney and Brisbane to Honiara and Kietia; New Guinea Chief operates every 21 days from Sydney and Brisbane to Rabaul, Kavieng (alt. voyages) and Madang.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

Karlander New Guinea Line's six cargo vessels call at Brisbane, Lord Howe, Port Moresby, Samarai, Rabaul, Lae, Madang, Wewak, Kietia, Honiara, Gizo, Yandina, Manus, Vila, Santo, Norfolk Island. Three carry passengers.

Details from Karlander Aust. Ltd., 19-31 Pitt Street, Sydney (27-6301).
Amplex NG, with Jette Bue, operates monthly Sydney-Rabaul-Lae, Fulleborn, Wilelo and Bakaga.

Details: Hetherington Kingsbury, 4 Bridge Street, Sydney (27-1671).

AUSTRALIA - PNG - GUAM

Nauru Pacific Shipping Lines operates five weekly from Melbourne to Port Moresby, Lae, Madang, Rabaul, Nauru and Guam.
Details from Nauru Pacific Shipping Lines, Wales Cnr., 227 Collins Street, Melbourne.

AUSTRALIA - PNG - FAR EAST

Austasia, with Malaysia, runs two-monthly Aust. ports-Moresby-Djakarta-Singapore.
Details: Macquarie Travel, 183 Macquarie Street, Sydney (221-3799).

E. and A. Line passenger ships, Cathay and Chitral, call at Port Moresby monthly on round trip from Melbourne, Sydney and Brisbane to Manila, Hong Kong, Keelung, Kobe, Nagoya, Yokohama and Rabaul.

Details from E. and A. Line, 55 Hunter Street, Sydney (2-0317).

FAR EAST - FIJI - NEW ZEALAND

China Navigation operates a three-weekly cargo service from Hong Kong to Lautoka, Suva, NZ ports, Manila, Kaoshiung, Keelung, Hong Kong.
Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

Royal Intercean Lines operates three-weekly with four ships from Manila, Pt. Swettenham, Singapore, Bangkok, Hong Kong to Suva, Lautoka and NZ.

Details from Royal Intercean Lines, 261 George Street, Sydney (2-0573); Burns Philp (SS) Co. Ltd., Suva and Lautoka.

FAR EAST - PNG - BSI

China Navigation operates monthly from Japan and Hong Kong to Wewak, Madang, Lae, Rabaul, Kietia, Honiara, Port Moresby.
Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

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 (20-522).

EUROPE - TAHITI - W. SAMOA

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 Intercean Australia Services, 261 George Street, Sydney (2-0573).

NORTH EUROPE - NEW CALEDONIA

Hamburg/Sued operates monthly services from Dunkirk and Le Havre to Noumea, via Panama.

Details from Columbus Overseas Services Pty. Ltd., 333 George Street, Sydney (29-2101).

EUROPE - TAHITI - NEW CALEDONIA

Messageries Maritimes operate four services a month from north and Mediterranean European ports to Papeete and Noumea, one returning direct from Papeete, one returning direct from Noumea, one returning via Japan (after Noumea) and one returning via NZ (after Noumea).

Details from Messageries Maritimes, 332 Pitt Street, Sydney (61-6664).

JAPAN - GUAM - SAMOA - FIJI - N. CALEDONIA - N. HEBRIDES - WEST IRIAN

Daiwa Line runs a monthly cargo service from Japan via Guam to Apia, Pago Pago, Suva, Lautoka, Noumea, Vila and Santo.
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 (20-522).

NEW ZEALAND - COOK IS

NZGS Moana Roa (40 passengers) makes monthly trips from Auckland to Rarotonga,

with calls at Niue and lower Cook Islands with cargo warrants.
Details from NZ Department of Maori and Island Affairs, Wellington (71-846) or any office of Union SS Co. of NZ, Ltd.

Thallo, on charter to CI Shipping Co. Ltd., operates three-weekly freight service from Auckland to Rarotonga with occasional calls at Aitutaki.

Details: Silk and Boyd, Box 131, Rarotonga, or CIS Co., Box 448, Auckland.

Jeanne Philippe, on charter to Gammon-Milne, calls monthly at Whangarei and other NZ ports en route to Rarotonga.

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 - AND NIUE IS.

Union Steam Ship Co. of NZ Ltd. operates three vessels from Auckland: Tofua (passenger-cargo) calls at Suva, Niue, Pago Pago, Apia, Vavau, and Nukualofa, Suva, Auckland, every four weeks. Taveuni (cargo only) calls at Lautoka, Suva, Pago Pago, Apia, Nukualofa, Suva, Auckland, also every four weeks to provide with Tofua a regular alternate fortnightly service. In addition, Waimate (cargo only) leaves Tauranga and Auckland at approximately six weekly intervals on the route followed by Taveuni.

Details from any office of Union Steam Ship Co., Fiji, Tonga, Samoa, Auckland.

NZ - BSIP - NG

NZ Export Line operates a 5-6 weeks' service from Auckland to Honiara, Kiefta, Rebaul, Lae, Port Moresby, Brisbane, and return.

Details from Maritimes Services Ltd., 14-18 Customs St. E., Auckland.

NZ - NORFOLK IS. - N. CALEDONIA - AUSTRALIA

Holm Shipping Co. vessel, Holmburn, operates 26-day service Auckland (Onehunga), Norfolk Is., Noumea, Brisbane, Lyttelton, Auckland.

Details from Holm Shipping Co. Ltd., John Bates Building, Customs St. E., Auckland (33-946).

NZ - NEW GUINEA - BSIP - NEW CALEDONIA - NEW HEBRIDES - FIJI

Sofrana, with three ships, operates regularly out of Auckland and Tauranga (NZ), to Noumea, Vila, Santo, Suva, Futuna, Lautoka, Wallis, NG and BSIP ports.

Details from Sofrana, 57 Customs Street, Auckland (37-2228, 36-4521), PO Box 3614.

TONGA - FIJI - AUSTRALIA

Tonga Copra Board vessel Niuvakal operates a five-week cargo service between Nukualofa, Apia, Suva, Lautoka, 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, Vila, Santo, Kiefta, Djayapura and Yandina. Each alternate month vessels sail via Panama and call direct at Noumea before Pt. Moresby.

Details from Bank Line (A'asia) Pty. Ltd., 269 George St., 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, Kwalein, and Majuro.

Details from MILL, PO Box 468, Saipan.

US - HAWAII/SAMOA - AUSTRALIA

Pacific Far East Line operates monthly service from Los Angeles with the Golden Bear,

Sonoma, and Ventura to Sydney, Brisbane, Melbourne, Pago Pago and Los Angeles.

Details from PFEL, 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).

Pacific Far East Line Mariposa and Monterey operate regularly from San Francisco, Los Angeles, Bora Bora, Papeete, Auckland, Sydney, and return via Suva, Niuafoou, Pago Pago and Honolulu to San Francisco.

Details from PFEL, 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, Lautoka, Noumea, and occasionally Santo, Vila.

Details from Trans-Austral Shipping Pty. Ltd., 19 Pitt Street, Sydney (27-2441).

COOK IS. - TAHITI

Silk and Boyd Ltd. operates service from Rarotonga to Tahiti with Bodmer, Akatere, and Manutai, for general cargo and passengers.

Details: Silk and Boyd, Rarotonga, Ets Donald, Papeete.

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 DC8's, operates weekly services out of Sydney on Sat. and Vancouver on Thurs.

SYDNEY - NZ - HAWAII or TAHITI - USA

Air-NZ, with DC8's, operates out of Sydney and Los Angeles on Wed., Fri., Sat. and Sun., return Wed., Fri., Sat. and Sun.

SYDNEY - FIJI - HAWAII - USA

Qantas, with 707's, operates daily services, from Sydney to San Francisco, and San Francisco to Sydney.

BOAC, with VC10's, operates from Sydney to Los Angeles on Mon., Tues., Wed., Thurs., and Sat., and Los Angeles to Sydney daily except Wed. and Fri.

American Airlines, with 707's, operates three daylight flights from Sydney to Nadi and Honolulu (Sat., Sun., Mon.), returning to Nadi and Sydney Thurs., Fri. and Sat.

SYDNEY or NOUMEA - USA (via FIJI, NZ or TAHITI)

UTA, with DC8's, operates out of Sydney on Mon. and Fri. and Noumea on Mon., Wed. and Sat., NZ on 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. Fly Sydney-Hawaii non-stop both ways Tues., Wed., Fri. and Sat.

NZ - AM. SAMOA - TAHITI OR HAWAII - USA

PanAm, with 707's, operates out of Auckland, via Tahiti, on Tues., and via American Samoa and Honolulu on Thurs. and Sat. for Los Angeles and San Francisco.

American Airlines, with 707's, operates out of Auckland to Honolulu, via Nadi on Wed. and Fri. and from Honolulu to Auckland, via Nadi on Mon. and Wed.

FIJI - HAWAII

American Airlines, with 707's, operates out of Honolulu to Nadi daily (Tues. and Sun.) flights via Pago Pago, and from Nadi to Honolulu daily (Thurs. and Tues. flights via Pago Pago).

CANADA - FIJI

CP Air with DC8's, operates from Vancouver to Nadi on Sun., returning Tues.

INDONESIA or MALAYSIA - USA (via DARWIN, NOUMEA, NZ or TAHITI)

UTA, with DC8's, operates a weekly service out of Djakarta to Los Angeles on Tues. and return on Thurs. A non-stop Noumea-Singapore flight operates on Mon., Tues. and Thurs.

AUSTRALIA-FAR EAST

SYDNEY - PNG - 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. Sun. flight 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.)

MELBOURNE - NAURU

Air Nauru, with a Falcon Fan jet, operates weekly Melbourne-Brisbane-Honiara-Nauru but 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. (2 flights), Wed., Fri., 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 - PNG

TAA and Ansett, with 727's or DC9's, operate 14 times a week from Brisbane, Sydney or Melbourne to Pt. Moresby.

TAA Fokkers operate Townsville, via Cairns, for Port Moresby on Tues. and Brisbane to Townsville, Cairns, Port Moresby on Mon., Port Moresby, Cairns, Townsville on Mon. and Port Moresby, Cairns, Townsville, Brisbane on Fri. Ansett, with Fokkers, operates Wed. service Townsville-Cairns-Port Moresby-Cairns-Townsville-Brisbane, and a Thursday service Port Moresby-Cairns-Townsville.

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 Wed. and Fri.

NZ - FIJI

Air-NZ, with DCB's, operates daily return services from Auckland to Nadi with BOAC, using 707's.

NZ - FIJI - AM. SAMOA

Air-NZ, with DCB's, operates services out of Auckland on Tues. and Sat. and from Pago Pago on Tues. and Fri.

NZ - TAHITI

UTA, with DCB's, operates weekly from Auckland on Thurs. and returns Wed. Air-NZ, with DCB's, operates weekly, Auckland on Sun., returning Sat.

NZ - NEW CALEDONIA

UTA, with Caravelles, operates weekly from Noumea on Tues. and returns Wed. Air-NZ, with DCB's, operates from Auckland on Sun., returning Sat.

NZ - NEW CALEDONIA - NEW HEBRIDES
UTA, with Caravelles, operates fortnightly from Auckland to Vila, via Noumea, on Tue. and returns Wed.

NZ - NORFOLK IS.

Air-NZ, with chartered Qantas DC4's, operates once weekly, leaving NI on Sat. and Auckland on Sun.

NZ - FIJI - HAWAII

Air-NZ, with DCB's, operates out of Auckland to Fiji and Honolulu on Thurs., and out of Honolulu to Fiji and Auckland on Thurs.

INTER - TERRITORY SERVICES

CHILE - EASTER IS. - TAHITI

LAN-Chile, with 707's, operates weekly, leaving Santiago Thurs., arriving Papeete Thurs. evening, dep. Fri. evening, arr. Santiago Sat. (returning to Santiago Sat.). Stopover Easter Is. each way.

Details LAN-Chile, 11th floor, Carlton Centre, 55 Elizabeth St., Sydney (28-9629, 28-5621).

FIJI - GEIC

Fiji Airways, with 748s, operates from Suva to Tarawa via Nadi and Funafuti on Saturdays and returns to Suva via Funafuti and Nadi on Sundays.

GEIC - NAURU

Fiji Airways and Air Nauru each operate fortnightly between Nauru and Tarawa (weekly service).

NAURU - MARSHALL IS.

Air Nauru makes a fortnightly flight Nauru-Majuro and return.

FIJI - WESTERN SAMOA

Fiji Airways, with 748s, operates one service a week from Nadi to Apia via Suva, leaving Fiji Thurs. Return service from Apia to Nadi via Suva, leaves Apia Mon.

Polynesian Airlines, with 748s, operates one service a week from Nadi to Apia, leaving Nadi on Mon. Return service from Apia to Nadi, leaves Apia on Thurs.

WESTERN SAMOA - TONGA

Polynesian Airlines, with 748s, operates a twice weekly service from Apia to Tonga, leaving Sun. and Wed. from Apia, arriving Tonga on Mon. and Thurs. respectively. Return service leaves Tonga on Tues. and Fri., arriving Apia on Mon. and Thurs. respectively.

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 748s, operates from Suva to Nukualofa four times a week.

FIJI - WALLIS/FUTUNA

Fiji Air Services operates weekly services to Wallis and Futuna Is. Details: Fiji Air Services, P.O. Box 1259, Suva (22-666).

HAWAII - AM. SAMOA

PanAm, with 707's, operates from Honolulu to Pago Pago on Wed. and Fri.

HAWAII - AM. SAMOA - TAHITI

PanAm, with 707's, operates to Tahiti, via Pago Pago on Thurs. and Sat. and to Tahiti on Tues. and Sat.

HAWAII - MICRONESIA - OKINAWA

Continental-Air Micronesia with 727's operates from Honolulu, Wed. and Sun. via Midway (fuel stop only), Kwajalein, Majuro, Ponape, Truk, Guam and Saipan; Tues. to Okinawa from Guam and Saipan. Return to Honolulu Wed. and Sat.

NEW CALEDONIA - NEW HEBRIDES

UTA, with Caravelles, operates four return services a week, out of Noumea on Mon., Wed., Fri. and Sat., making a call at Vila.

NEW CAL. - WALLIS IS. - NEW CAL.

UTA, with Caravelles, operates a twice monthly service, leaving Noumea on the second and third Thurs. of the month.



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Cables: 'Freight'

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B. F. Kneubuhl,
Pago Pago,
Cables: 'Kneubuhline'

Australian Agents:

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Telex: AA20486
Cable: 'Amiraco', Sydney

NEW GUINEA - WEST IRIAN
TAA, with DC3's, leaves Madang on alternate Sat. for Djayapura and returns the same day.

PNG - SOLOMONS
TAA, with Fokkers and DC3's, operates three times weekly. Wed. planes leave Moresby to Honiara, returning Thurs. Sat., Tues. leave Rabaul via Buka, Kiefa, Munda, Yandina to Honiara, return Sun. and Wed.

TAHITI - USA
UTA, with DCB's, operates on Mon., Tues., Thurs., Fri. (Sat. non-stop from Papeete to Los Angeles), and return the same day.

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 DCB'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 - FIJI
Polynesian Airlines, with 748's, operates Apia-Nadi on Thurs. and Nadi-Apia on Mon.

FIJI - TONGA - NIUE - W. SAMOA
Fiji Airways, with 748s, operates from Fiji to Tonga (Tues.), Niue (Mon.), Apia (Mon.), return Fiji (Tues.).

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).

TAHITI - COOK IS.
Air Tahiti with Piper Aztec, operates from Papeete to Rarotonga.

INTERNAL SERVICES

FIJI
Fiji Airways, with HS748's, DC3's and Herons operates regular services to Labasa, Mateti, Nadi, Nausori and Savusavu.
Details: Qantas, BOAC or Air-NZ.
Fiji Air Services, with Beech Baron and Norman Islander aircraft, operates to Ovalau Is., Korolevu, Natadola on regular service basis.
Details: Fiji Air Services, P.O. Box 1259, Suva (telephone 22-666).

FRENCH POLYNESIA
Air Polynesie, with DC4's, Twin Otters and Islanders, operates to Bora Bora, Hfahine, 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 shuttle service from Papeete to Moorea and charter service to Raiatea, Bora Bora, Huahine, Rangiroa and Manihi.
Air Tahiti with Piper Aztec and RAI with Twin Otter operate services from Papeete to Ua Huka.

GILBERT AND ELLICE ISLANDS
Fiji Airways, with Herons, operates regular services between Tarawa, Butaritari, North Tabiteuea and Abemama.

GUAM - US TRUST TERRITORY
Continental-Air Micronesia with 727's and DC6s operates regular service connecting Honolulu, Okinawa and Guam with Saipan, Rota, Yap, Palau, Truk, Ponape, Kwajalein and Majuro.
Details from Air Micronesia and Saipan.
Air Pacific, with Piper Navajos, operates regular services linking Guam, Saipan, Tinian, and Rota, and charter services are available to other Trust Territory islands.
Details, Air Pacific Inc., Saipan.
Lagoon Aviation Inc. and Marshall Islands Air Taxi Service, both with Grumman Widgsons, operate charter services for the Marshalls district, based on Majuro. MIATS has regular scheduled services to Kwajalein and Ponape, and utilises a D-50 Beech.

PAPUA - NEW GUINEA
TAA operates throughout the territory.
Ansett operates throughout the territory.
Aerial Tours operates mostly in the Sepik district.
Territory Airlines operates in the Highlands.
Macair operates throughout the territory.
Bougainville Air Services Ltd. operates charter services on Bougainville.

NEW CALEDONIA
Air Caledonie, with Twin Otters, and Islanders operates regular services to Houaïlou, Isle of Pines, Isle Ouen, Kone, Koumac, Lifou, Mare, Noumea, Ouvea, Touho, Mueo, Belep, Tiga.
Details from Air Caledonie, Noumea.

NEW HEBRIDES
Air Melanesiae with Britten-Norman Islanders operates to Santo, Malekula (Norsup and Lamap), Aoba (Walaha and Longana), Pentecost (Lonore), Erromanga, Tongoa, Anietyum, Tanna and Vila. Twenty-one direct flights connect with all UTA flights Noumea-Vila and return.
Details from Air Melanesiae, PO Box 72, Vila.

SOLOMON ISLANDS
Solair, with Beech Barons and Islanders operates to Auki, Avu Avu, Barakoma, Gizo, Honiara, Kira Kira, Marau, Munda, Parasi, Sege, Yandina, Santa Cruz, Mono, Rennell Is., Choiseul Bay and Ballalae.
Details from Solomon Islands Airways Ltd., Box 23, Honiara, BSIP.

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Fiji Airways' new jet aircraft, the BAC One-Eleven 475, is expected to be flying around the South Pacific by next April—on a new, streamlined schedule.

Because the BAC has greater passenger capacity than the HS 748—76 seats to 40—and greater speed, it will be possible to cut down frequencies, the Melanesian Tourist Federation was told at its meeting in Vila on June 2. There will be one flight a week from Fiji through Vila, Santo and Honiara to Port Moresby; a weekly flight from Fiji to Vila and Santo and ending at Honiara, and a third flight from Fiji to Vila. There will be no overnight stop at Honiara on the Fiji-Port Moresby flight.

UTA plans to increase its services from Noumea to Vila in January from four flights a week to five, all by Caravelle. It is also hoping to start a new service between Noumea and Japan in two to three years' time.

● Fiji Airways' newly-introduced night flights between Nadi and Suva are proving popular. The new schedules ease Suva-Nadi travel, particularly where connections with overseas flights are concerned. The night flights operate seven nights a week. Flights out of Nausori are at 6.30 p.m. and 10 p.m. and from Nadi at 8.30 p.m.

● Niue's new airfield is changing its name—from Vaiola Aerodrome to Hanan Aerodrome after New Zealand's late Minister for Island Affairs, Mr. J. R. Hanan, the name the island's Legislative Assembly originally picked. When Mr. Hanan was in office he was approached by the Assembly and asked to give his name to the air strip. He declined because he felt it would be inappropriate as he was still in office.

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TAHITI GAMES

Continued from p. 26

managed third place in the 800 metres, behind Diohoue and Wamo of New Caledonia but still broke her own previous record. She should improve with more local competition. New Hebrides won the 4 x 100 metres relay.

In the field events Leisale and Didin between them demolished the opposition in the shot, discus and javelin with throws of 10.22 metres, 33.18 metres and 37.65 metres respectively. It was in the two jumps however that Elodie of New Caledonia showed us how far we are behind in these events.

The competition stimulated performances on both sides and was an unqualified success. The NHAAA has since tried to get a small team to Fiji for similar competition but found it couldn't afford the fare. As in most countries the AA depends largely on its own fund-raising abilities to provide cash and in a small territory the resources are limited.

Since the New Caledonia match we have had the traditional Queen's Birthday sports meeting (June 11) but this took place in almost continual rain. No records were broken but athletes began to show great competitive spirit in chasing the tape.

At the Lakatoro Queen's Birthday sports, Ruth of South-West Bay was only half a second behind the New Hebrides record for the 200 metres, winning in 26.3s, the fastest time recorded in Vila this season. Mary Rion, of Nakatoro, cleared 4 ft 8 in. in the high jump. The next meeting, the national championships, will be held on July 10 with final selection for Tahiti taking place the next day. Mr. Poczobut returns then, so the New Hebrides expects to be sending a strong team of about 20 athletes to the Games.

Fourteen Pacific territories will take part in September in the Fourth South Pacific Games in Tahiti. The surprise, however, lies in the fact that only five territories will compete in swimming, which should be the number one sport.

Twelve territories will compete in boxing. As was expected, the host territory, French Polynesia, will participate in every sport. Following are the entries:

Athletics: All 14 territories will participate in the men's events, but on the women's side the Gilbert and Ellice will be missing.

Basketball: Men: Fiji, Guam, Nauru, New Hebrides, PNG, French

Polynesia, American Samoa, Wallis, New Caledonia. Women: Cooks, Fiji, New Hebrides, PNG, French Polynesia, American Samoa, New Caledonia.

Boxing: All territories except Nauru and GEIC.

Underwater fishing: Cooks, Fiji, Guam, French Polynesia, Solomons, Tonga, Wallis, New Caledonia.

Cycling: Guam, New Hebrides, PNG, French Polynesia, Wallis, New Caledonia.

Soccer: Fiji, Cooks, New Hebrides, PNG, French Polynesia, Tonga, New Caledonia.

Golf: Men: Fiji, Guam, New Hebrides, PNG, French Polynesia. Women: Fiji, Guam, PNG, French Polynesia.

Weight-lifting: Fiji, PNG, French Polynesia, Western Samoa, Wallis, New Caledonia.

Judo: Fiji, Guam, New Hebrides, French Polynesia, Solomons, American Samoa, New Caledonia.

Swimming (men and women): Fiji, Guam, PNG, French Polynesia, New Caledonia.

Rugby: Cooks, French Polynesia, American Samoa, Western Samoa, Wallis, New Caledonia.

Softball: Guam, Nauru, PNG, French Polynesia, American Samoa.

Tennis: Women and men: Cooks, Fiji, GIC, Guam, Nauru, New Hebrides, PNG, French Polynesia,

American Samoa, Western Samoa, New Caledonia.

Table Tennis: Men: Cooks, Fiji, Guam, PNG, French Polynesia, Solomons, New Caledonia. Women: Fiji, PNG, French Polynesia, New Caledonia.

Archery: Fiji, PNG, French Polynesia, New Caledonia.

Volleyball: Men: Cooks, Fiji, Guam, French Polynesia, American Samoa, Tonga, Wallis, New Caledonia. Women: Guam, French Polynesia, American Samoa, Tonga, Wallis, New Caledonia.

Yachting: Cooks, Fiji, Guam, PNG, French Polynesia, Solomons, Western Samoa, New Caledonia.

An interesting point is that Guam is participating in 13 out of 17 sports which, for the size of Guam is considered a very big effort.

In tennis, players will probably be able to call for yellow balls if desired.

Competitors and spectators using the Mormon facilities at Papeete will be required not to smoke or drink.

NG WOMEN'S CLUB MEETING

The annual meeting of the New Guinea Women's Club will be held in Sydney on July 29 at 11 a.m., at 161 Castlereagh Street. Morning tea follows.

DEATHS OF ISLANDS PEOPLE

Capt. L. Wild

Retired US Navy Captain Laurence Wild, Governor of American Samoa during World War II, has died in Coronado, California, at the age of 81.

Kaliopasi Fe'iloakitau Kaho

A member of the Tonga civil service for 45 years, Kaliopasi Fe'iloakitau Kaho (Sione) died on June 3 at his home at Kolofou at the age of 89. Educated at Tonga College, he served in the Education Department for 24 years.

He was appointed a police magistrate in 1933 and in 1937 was Acting Governor of Vavau. His eldest brother, Tev was a Premier of Tonga.

Mr. S. Smith

Mr. Stuart Smith, a former bond keeper and auditor in the Norfolk Island administration for 17 years, died at his home on the island on June 15 aged 83. A Queenslander, Mr. Smith, better known as "Smithy", arrived on Norfolk in 1908 as a Pacific Cable Board operator, then

served in World War I, returning to the island in 1938.

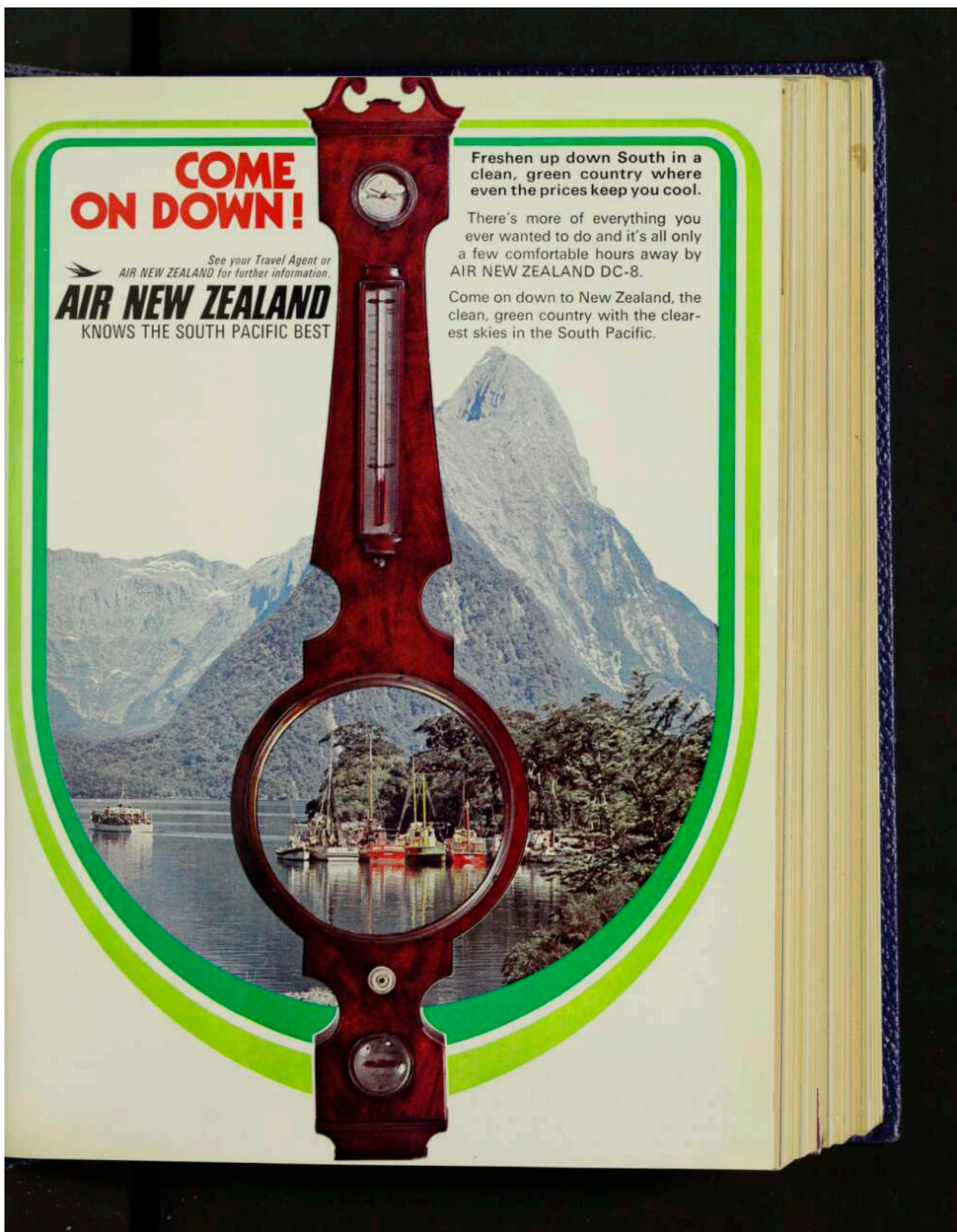
Mr. A. Bell

Holder of the New Hebrides amateur athletic records for the long jump and triple jump, Mr. Alan Bell has died in New Zealand. He came to the condominium 13 years ago as a carpenter with the Presbyterian Church, joined the British Service three years later and before returning to New Zealand last October was building foreman with the Works Department. He was a founder of the New Hebrides Amateur Athletic Association and represented the New Hebrides in the first South Pacific Games at Suva in 1963.

Mr. Julian Reimers

Julian Reimers, eldest son of leading Majuro businessman Robert Reimers, died in Guam Hospital in May from head injuries received when his pickup and a jeep collided in a Majuro street.

He is survived by his wife Reity and 12 children.



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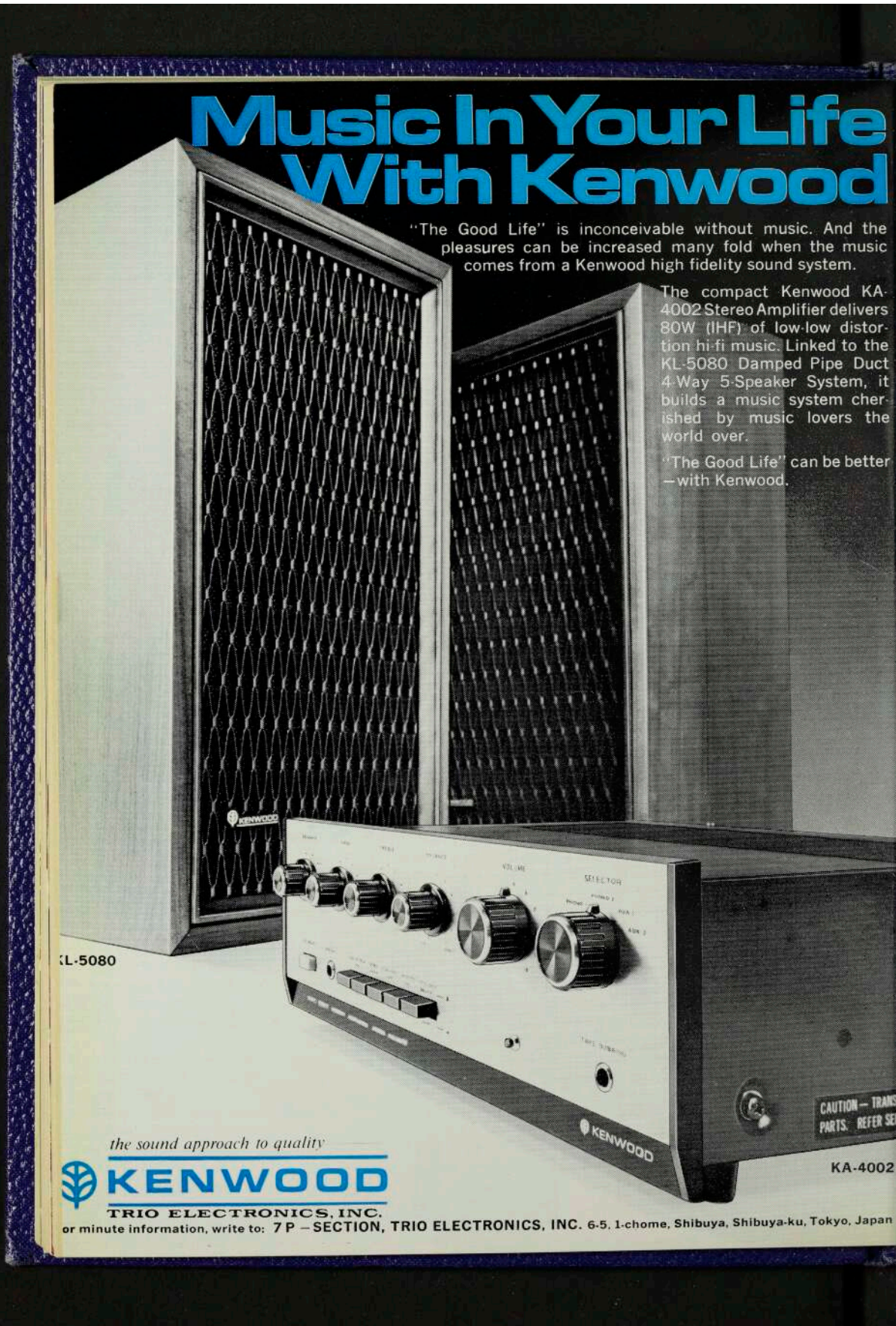
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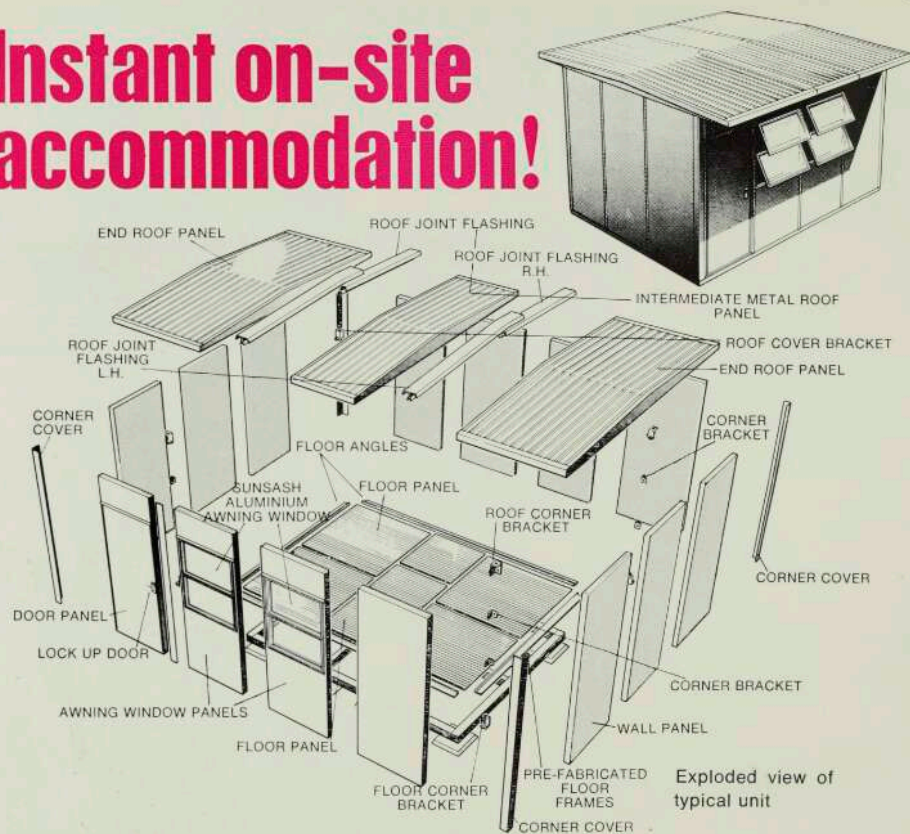
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Nauru revisited

AN ISLAND REPUBLIC FACES UP TO ITS PROBLEMS

By MICHAEL BATTEN

Re-visiting Nauru for the first time since independence one cannot fail to be impressed with what has been achieved in little more than three years.

The island has changed little, physically. It is still remarkable to me, even flying overhead, that Nauru is so little scarred by the phosphate extraction which has been going on for more than 60 years.

To the visitor from the big city, it still conjures up the tropical islands of storybooks, with its encircling reef, white sand and coconut palms. But once-sleepy Nauru is very much on the move.

The first and most obvious change is in the getting there. When I first went to Nauru, only three years ago, the only method was by chartered Qantas DC4—and a very long and tiring trip it was.

Now the Nauruans operate their own airline—Air Nauru—using a French Falcon 550 mph pure jet. It's only an eight seater, but flies at 41,000 ft and gives as comfortable a ride as any jet I have been in. Flying time Melbourne-Nauru is about seven hours.

And "mini" though the plane is, the service and cuisine is of "maxi" standard.

Having its own airline has opened up communications for Nauru. The President, various ministers and those running the Nauru Phosphate Corporation, are frequent commuters between Nauru and the republic's office in Melbourne.

Just as the airline has opened up communications, the republic has opened up trade with its Nauru Pacific Shipping Lines. The line now has three vessels, *Eigamoia*, *Rosie D* (formerly *Triaster*), and *Enna G*, which serve the island and operate variously to New Guinea ports, Western Samoa and Guam. The Nauruans

are pleased with the volume of cargo and passengers which the ships are carrying.

But no matter how important the shipping line may be in the future, it is still the phosphate industry which dominates Nauru's thinking. The transfer of management from the BPC has been accomplished smoothly. Many of the key BPC personnel have elected to remain with the new management.

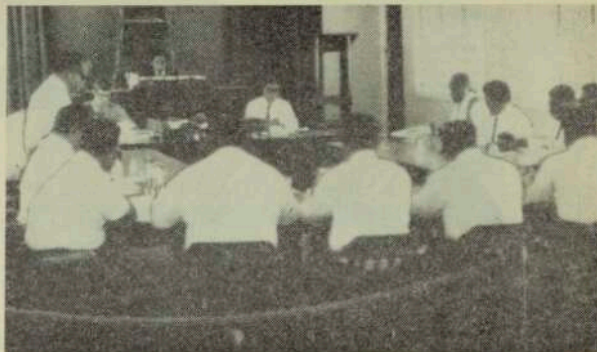
The NPC has been actively exploring new markets in addition to the traditional ones of Australia and New Zealand. Under the agreements made at the time of the handover of the industry, Australia and NZ undertook to buy a guaranteed quantity of phosphate from Nauru only until the end of the 1971-72 fiscal year. Thereafter, there are no guarantees.

Nauru has already developed a worthwhile market in Japan, and in return has placed an order for a 31,000 ton bulk phosphate carrier with a Japanese shipyard.

Although the natural quality of Nauru phosphate remains among the highest in the world (dig a shovel into the field and you will probably come up with 83 per cent. pure phosphate), even the best natural products have to be marketed correctly in this age of advanced technology.

(over)

● At top, Nauru's Parliament meets, Speaker Aroi in the chair. Its deliberations are often centred round its phosphate riches typified by the picture on the right which shows workers gouging out phosphate from pockets in the coral pinnacles that can't be reached by mechanical grabs.





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106 JULY, 1971—PACIFIC ISLANDS MONTHLY

Nauru revisited

Fertiliser plants around the world are beginning to demand finer crushing, and to meet this demand the NPC is planning to install a new plant which will crush to a size of minus 4 in. instead of the present minus 2 in.

Further upgrading is planned with the installation of a calcining plant (a process which removes moisture and reduces the content of impurities including limestone). Other new equipment to be installed will enable even the phosphate dust to be utilised, by being compounded into pellets.

Nauru is still dependent on expatriate skills in both the running of the phosphate industry and in the government itself. Yet NPC now employs 117 Nauruans compared with 140 expatriates, and more than 70 per cent. of the posts in the Nauru Public Service are held by Nauruan citizens.

Nauru suffers from a fairly high turnover of expatriate staff. Life in distant, small communities requires a special kind of people, and in the process of finding these people, many others pass through the system.

Nauru is intent on educating its own people to take increasing responsibility. There is a scholarship system at secondary school level, with 20 children selected each year to study at a school of their choice (normally Australia). There is also a cadetship scheme at tertiary level which assists intending university students and those undertaking other courses at tertiary level (such as schools of mines, etc.). An apprenticeship scheme also operates.

The results of these education assistance schemes are becoming apparent. Nauruan graduates include a doctor of medicine, a dental surgeon, and a Bachelor of Arts in political science. There are also five Fiji-trained Nauruan doctors (Diploma of Medicine and Surgery) at the Nauruan General Hospital.

Currently, Nauruan cadets are pursuing studies as diverse as business administration, nursing, law, medicine, engineering, dental mechanics and surveying in Australia, NZ, New Guinea and Hawaii.

Nauruans are also emerging as teachers. Some, including Lawrence Stephen, a member of parliament, have graduated with the Diploma of Teaching English as a Second Language from the University of Papua and New Guinea and returned home to teach their own people.

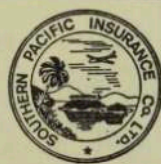
Stephen is one of the young brigade who was elected to parliament in the first poll since the original elections which followed independence. Their



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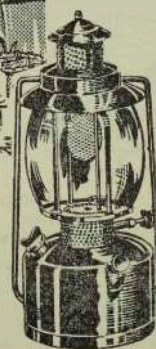


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Nauru revisited

election highlighted another trend on Nauru—growing political awareness.

Question time in parliament is frequently an opportunity for the young brigade to aim pinpricking questions at the cabinet ministers—albeit with good humour. With one of the team being a graduate in political science (Australian National University graduate Kinza Clodumar), the government could hardly expect anything else.

Despite the obvious signs of progress, Nauru's President Hammer DeRoburt remains impatient. A tireless worker himself (he recently telephoned a senior public servant at 3 a.m. to complain that the electricity had been cut off, interrupting his labours) he expects everyone else to be equally dedicated.

The President remains personally involved in all important decisions and still travels extensively, particularly to Australia. He is highly respected by both Nauruans and expatriates.

With the results of its phosphate revenues, Nauru has been able to remain a duty-free, income tax-free haven in the Pacific, and there is no indication that these policies will change.

It takes a visitor from Sydney a long time to adjust to prices such as 14c for 20 cigarettes, bottled-in-Scotland Scotch for \$1.76, and French wine for \$1.10. At the NPC staff club, to which all expatriates automatically belong, a beer costs seven cents, and any spirit 14c (with the "mixer" drink thrown in free).

Duty-free prices and absence of income tax have probably been the biggest lure to expatriates in the past, but with the deterioration in the quality of life in Australia's big cities, Nauru's other attributes—absence of pollution, traffic snarls and crime—



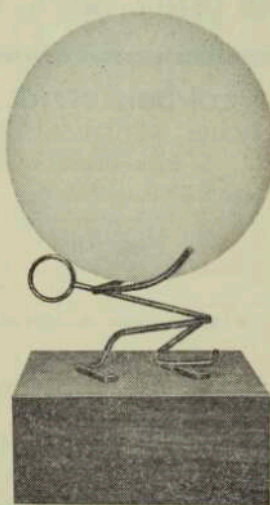
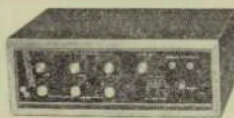
President DeRoburt

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Nauru revisited

may well prove to be equal attractions in the future.

No one locks the door of his home or car. About the only offences are traffic violations—not surprising when you consider that there are about 900 cars and 1,100 motor cycles on the 8½ square mile island for a total population of 6,600.

Mention of the law reminds me that Nauru's progress is not confined to material things. For example, major revisions of the Criminal Code are being undertaken currently by Chief Justice Thompson and legal advisers.

The main revisions will be to incorporate many reforms recently introduced in the UK and Fiji, and to rationalise relative sentences for offences. When the review is completed, Nauru's Criminal Code will be among the most advanced in the world.

Other reforms are intended to suit purely local conditions. For example, because there are presently no barristers or solicitors practising on Nauru (outside the Justice Department) the courts will accept "pleaders"—unqualified people who have to pass an examination set by the court and who receive an annual practising certificate which is capable of being revoked.

However, it is likely that the government will invite a legal firm to establish a branch on the island.

The phosphate revenues enable the islanders to have an enviable standard of living and a wide range of social services, including pensions, free housing, free hospital, medical and dental treatment, free telephones, and free bus transport to work and school.

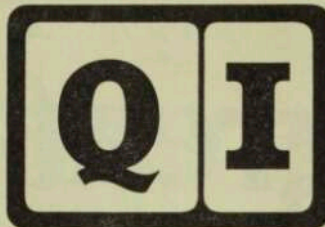
The government provides homes for all its citizens. The latest design is an attractive, modern, two-storey home with brick ground floor and timber/asbestos cement upper storey. All homes are sewerage.

Apart from its homebuilding programme, the government is currently building a modern civic centre which will incorporate bank, post office, commercial offices, supermarket, and social centre. A new cinema, library and museum are also planned.

When I was on the island there had been no rain for many months (the drought has broken since), and there was a severe water shortage. There is no natural catchment—and water was being brought in by tanker at a cost of as much as \$4 per 1,000 gallons.

There is already a total of about 17m. gallons of water storage on the island, but with weekly consumption as high as 750,000 gallons, this will

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RH102

Nauru revisited

not outlast prolonged drought conditions.

The Nauruans are studying various alternatives—including a desalination plant. They have also had a study carried out by a civil engineer who recommended creating giant storage tanks in the worked-out fields and covering them with special rubber sheeting to retard evaporation. Because of the limestone pinnacles which remain after phosphate mining, even this would require massive excavation work.

Another possibility would be to create storage under the airfield—the only large open space on the island. As extensions to the airport are currently being planned to lengthen the runway to 5,800 ft and to strengthen the surface to take large-sized jets, it is possible that the water storage problem could be tackled at the same time.

Mothers attack bride bartering

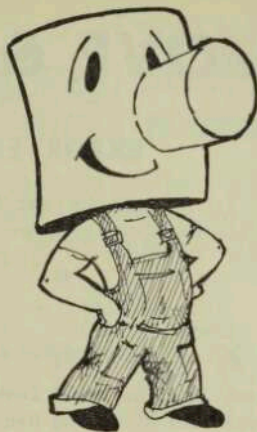
The Anglican Mothers' Union in Papua New Guinea has come out strongly against the custom of paying for brides with goods or cash.

The Mothers' Union has passed a resolution declaring that the bride custom was "quite wrong" in cases where it had become simply a payment for the bride. However, members said the traditional "friendly exchange of gifts" between families of bride and groom was a perfectly acceptable custom.

As a result of the resolution, the union will ask its 4,000 members in the Territory to try to persuade their husbands to refuse to have anything to do with bride prices as a form of payment.

The PNG president of the union, Mrs. Ray Kendall, hopes it will soon be an accepted fact that families of Mothers' Union members do not engage in bride price payments. This would be influential in eliminating the bad aspects of the custom and encouraging the good.

• Nauru, per head of population, has probably done more for the victims of the disastrous floods in East Pakistan earlier this year than any other country. An appeal for flood relief raised \$13,608.77. Expenses incurred in raising the money totalled a mere \$117.70.



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On the record

No sexual danger in this tablet taking

The Medical Department's tasks in the remoter parts of Fiji must seem difficult enough without rumours such as the latest one relating to filarial tablets!

The department has reported that the people of Macuata and Bua were reluctant to take the tablets because they feared their sex life would be affected.

A spokesman said: "There is a rumour in Macuata that the filarial tablets, which have to be taken regularly to cure filariasis, will prevent people from having children and that they interfere with men's sex life.

"The Medical Department wishes to tell the people of Macuata and Bua most emphatically that this rumour is not true".

The spokesman urged the Indian population and all the people in the area to support the anti-filarial campaign and to take the tablets at the prescribed time.

He added: "The rumours about the tablets interfering with the procreation of children and with sex life are pure imagination—but there is no imagination about the dreadful results which can stem from filariasis once it gets a firm hold.

"It can lead to the appalling disfigurement of elephantiasis, apart from it having a very bad effect on general health. The debilitation caused by filariasis is certainly calculated to interfere with sex life. The tablets will not interfere with it".

Trail ends for shell collector

Islands shell collectors probably won't be seeing Willard Mohorter again. The 82-year-old American has decided to call it a day after 37 years criss-crossing the world, including the South Pacific, buying or collecting all kinds of shells.

Mr. Mohorter will now concentrate on managing the shell collection in a museum in his home town, Cincinnati, Ohio. Of the museum's 23,000 shells, he has loaned 20,000 of them. Mr. Mohorter retired 12 years ago as a publishing company executive, but long before that, from 1934, he had been taking several months off each year to travel the world in

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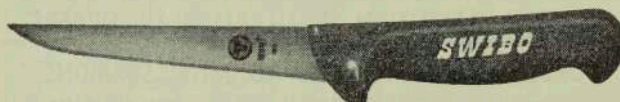
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search of shells. In that time he has amassed the world's largest individual collection of shells—more than 650,000. Mr. Mohorter has been visiting Fiji since the 1930s and New Guinea since the late 1940s, and once made news in Rabaul, New Guinea, by paying \$1,100 for a *Gloria maris* shell.

Making money's not all easy cash

Making money's not so popular any more, it seems, in the Solomons. A suggestion that a workshop or factory be set up on Malaita in the British Solomon Islands to make shell money, was turned down by a recent meeting at Busu, Small Malaita.

The meeting, attended by eight chiefs from the Tarapaina area and local council members, was called because there was some concern about the shortage of shell money, and the fact that the number of people able to make it was decreasing.

One of the reasons for the shortage was said to be that young girls were not interested in making the money because the job took a long time and because they were not paid well. It was explained at the meeting that it takes six months or more to make a *ta'afu'ia* and costs about \$72 if the people making it are paid in dollars.

At the meeting it was suggested that a factory be set up to make the money more quickly. It could then be sold and the workers better paid.

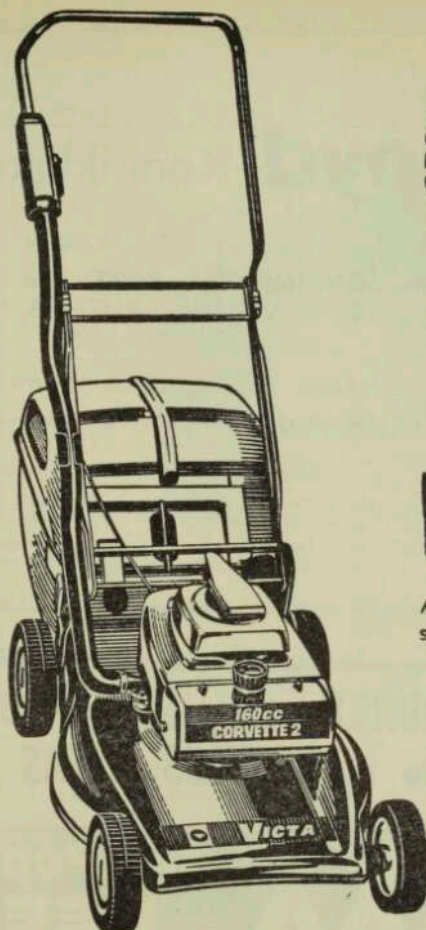
However (according to the local BSIP news sheet) the idea was opposed by several Langa Langa people, who did not think the art of making shell money was dying out. They said if a family wanted to make more, it was up to the man of the house to make the women work harder.

Confectionery takes Fiji coconuts

Having been presented with an easy, profitable alternative outlet for their coconuts, some Savusavu planters have stopped producing copra on their estates.

They are supplying husked coconuts to an American confectionery-manufacturing firm, Mendonca Candies. Its Nausori factory produces frozen lolo (coconut cream) or sweet-making in Hawaii. The company has plans to open a dedicated coconut factory about two miles from Savusavu township.

In negotiations with the company's representative, Mr. Gerald Kleiman,



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the Copra Producers' Association has managed to get a higher price for a ton of husked coconuts than is currently being paid for a ton of first-grade copra.

Mr. Robbie Lepper, of Wina Estate, was among the first to benefit when Mendonca Candies started buying husked coconuts from Savusavu about a year ago. He has been able to stop producing copra on his four estates and, as the company's purchasing agent in the area, is now buying on its behalf from 10 other estates.

The company is reported to pay about \$F144 a ton (about 6,000 nuts). The price is fixed and there are no fluctuations.

"We don't have to worry about the price of copra anymore," Mr. Lepper said. "We're sending at present about 300 sacks of coconuts each week to the Mendonca factory. I hope to increase this to 700 sacks."

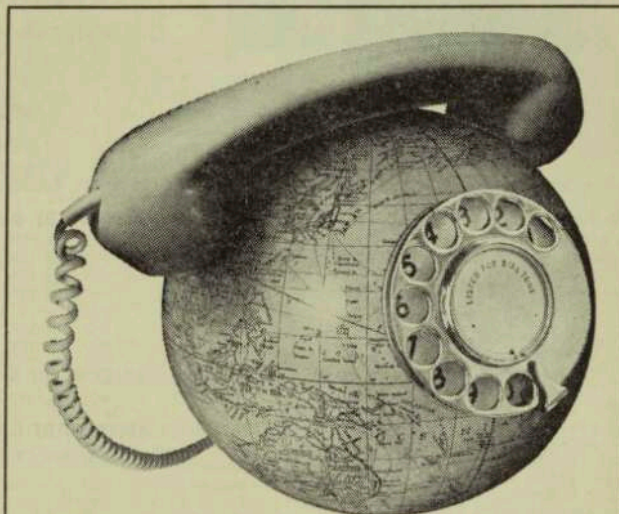
He said there were no freight charges. All that the planter had to do was husk the coconuts, count and bag them and payment was made on the spot.

Visitor business

- The Trust Territory received 26,700 visitors last year according to the Office of Tourism—an increase of 30 per cent. over 1969. Direct tourist expenditure in 1970 amounted to \$2 million—about double that of 1969. US visitors amounted to 60 per cent., while Japanese tourists remained at 1969's level of about 25 per cent. Marianas had the most visitors while Ponape had the fastest growth rate.

- Back in Agana, Guam, is Norbert Unpingco, the newly-appointed director of Guam Visitors' Bureau, from a world-wide whistle-stop tour to promote Guam, sponsored by PanAm's arch rival, TWA. Miss Guam International, Flora Baza, accompanied Unpingco on his trip.

- Fiji, in the first quarter of this year, had 10,000 more staying visitors than in the first quarter last year, 15,000 compared with 25,000. Most spectacular increase was in Canadian visitors who, for the same period, increased by more than 81 per cent. New Zealanders were 50 per cent. more, Americans 48 per cent. and Australians 32 per cent. The March total was nearly 33 per cent. more than that for March last year, with Americans contributing nearly 5,000 to the total of 12,000, Australians nearly 3,000, New Zealanders 1,300 and Canadians over 800. Only 3 per cent. of the March visitors came by sea.



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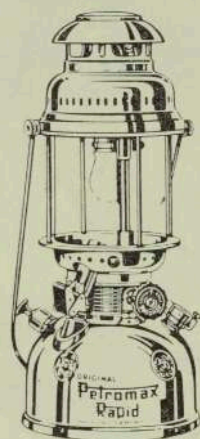
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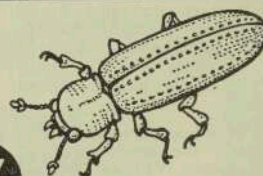
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In a Nutshell

• The meeting of Pacific Islands leaders will take place in New Zealand from August 5 to 7, the Fiji Prime Minister, Ratu Sir Kamisese Mara said in Suva on June 20. The meeting was suggested when PIPA met in Nukualofa in April and later Ratu Mara asked the NZ Prime Minister, Sir Keith Holyoake, to host the meeting.

• Philippine Air Lines will not take advantage at present of new rights to fly into Port Moresby on flights between Manila and Melbourne, via Sydney, as it is not an economic proposition because of weight restrictions.

A full aircraft from either Australia or the Philippines would be unable to take off from Port Moresby if it put down there.

A Philippine Air Lines spokesman said in June the airline realised the potential of Port Moresby as a commercial proposition. The airline has been granted permission to fly into Port Moresby on its Philippines-Australia flights three times a week. In December, 1973, the number of flights may be increased to four.

An Australia-Philippines air service agreement was recently negotiated in Melbourne. This gives Qantas and Philippine Air Lines formal rights to fly into the Philippines and Australia. It replaces a provisional agreement under which the airlines have been operating between Manila and Sydney.

• The PNG House of Assembly in June invited President Suharto of Indonesia to visit the territory. Julius Chan (Namatanai) moved a motion asking the Australian Government to thank the Indonesian Speaker and Parliament for their hospitality given to a PNG delegation in April, and then went a step further.

• Badly battered by the typhoon Amy while sailing from Guam to Truk, the Saipan-based, 49 ft trimaran *Dhyana* was placed under arrest after she arrived at Ponape early in June. A writ filed in the Trust Territory High Court alleged that the tri's owners, Bob, Paul and Larry Leitzman, owed back wages to a former employee. After the Leitzman brothers settled the complaint, *Dhyana* was released and sailed for an unknown destination on June 16.

Dhyana was posted as missing after the typhoon Amy struck and a widespread search was mounted before the trimaran reached Truk a week late.

• The crew of a New Zealand yacht *Rosina*, threw a party in Tonga's Fuaa Harbour early in June and the police threw them out of the kingdom. Harbourmaster Captain Chris Hill-Willis reported complaints of "drunken noisemaking" at the *Rosina's* party, followed by nude bathing. The police ordered the *Rosina's* owner and crew of five to leave Nukualofa. "Nobody objects to people having a party and making noise, provided the common decencies are observed; but when the law of Tonga is completely ignored and hooliganism takes over it is time to call a halt," said Captain Hill-Willis.

• New Zealand butter has shot up by 7c a pound to 47c in Tonga, giving Fiji butter a chance to capture the kingdom's market for the first time since butter was made in Fiji. As soon as the NZ Dairy Board told Tonga stores of the increase, the stores sent an order to Fiji for its butter which, till now, has been shut out of the Tonga market because of price. But, on occasions, Fiji dairy firms are unable to meet the demand in Fiji and mix the local butter with the imported.

• The oil survey which is being carried out in Tonga will be advanced a stage further, King Taufa'ahau said at the opening of the Legislative Assembly in June. Between the current session of the assembly and the opening of the next, Tonga would see the drilling of an exploration well, he said.

• A big influx of Philippines copra in world markets blew a chill wind through Tonga's copra plantations in June when copra prices were cut by \$7.85 a ton to \$92.75 for first grade and \$80.75 second grade. The price of whole coconuts also dropped by 1.2c a nut on Tongatapu. Judging by reports from London later in June, however, Tonga could expect some recovery by the beginning of July.

• Continental Airlines opened its third luxury hotel in the Western Pacific, the 56-room Palau Continental Travelodge Hotel on the island of Koror, Micronesia, on June 7. Continental already has a 203-room hotel on Guam and a 56-room hotel on Moen Island and plans more at Ponape, Saipan, Yap and Majuro. A 20 per cent. interest in the hotels will be offered to Micronesian citizens. Con-



Mr. F. Espie, OBE (left), managing director of Bougainville Copper Pty. Ltd., and the man who has directed the vast build-up of the project, has been appointed company chairman, succeeding Sir Maurice Mawby. Mr. R. W. Ballmer (right) succeeds Mr. Espie as managing director and will live at Panguna.

NOT SO SUNNY BOUGAINVILLE

• The "Come to Sunny Bougainville" brochure has gone sour for about 100 Bougainville copper project employees (see Ann Glenn reports, p. 48). They found the sunshine but in June they went on strike over the pay and working conditions, demanding a 20 per cent. basic pay increase, 15c an hour quarry allowance, overseas allowance on overtime shifts, 100 per cent. loading on all overtime, shift allowance pay on all rotating shifts and five weeks paid leave. According to a strikers' spokesman, the impression of Utopian conditions indicated in the brochure has rapidly disintegrated.

tinental is bracketing its subsidiary Air Micronesia with the new hotels. It has announced new excursion air fares from Guam to Truk and Palau, with a 25 per cent. discount off the fare for passengers buying the air-hotel package deal.

• Regent Hotels International Ltd., a hotel management company based in Hong Kong, will manage the first hotel to be built on Denarau Island in Nadi Bay, Fiji. Regent already manages big hotels in Guam, Manila and Bangkok. Five hotels are planned for Denarau. The first, to be called the Fiji Regent Hotel, will have 300 rooms and cost about \$5m.

• Qantas will begin its Jumbo Jet trans-Pacific services and re-introduce its Sydney-Nadi terminating flights with smaller 707 jets early in September. The first Qantas Boeing 747B will



End the problem of dry skin

Unless you take particular care harsh weather can easily rob your complexion of the precious moist oils quicker than the oil ducts of the skin can replace it, thus resulting in dry skin and the foundation of wrinkles.

A little extra attention should be taken at this time of the year by smoothing oil of Ulan over the face and neck daily before applying make-up. Oil of Ulan is recommended because of its special isotonic properties that help nature to maintain

the natural oil and moisture balance of the skin.

Beauty, the glow of a healthy complexion and protection of your skin from dryness are yours when you use this unique tropical oil regularly. Beauty skin specialists are also recommending that the oil of Ulan should be smoothed over the face last thing at night before retiring to give your skin the added benefit of night-time nourishment.

leave Sydney on September 3 for San Francisco, via Fiji and Hawaii. Initially a weekly service, it will be built up to three Jumbo services a week by September 20. Rescheduling its flights to allow for the 356-seat Jumbo to complement the 140-seat 707s, Qantas will bring back its Sydney-Nadi terminating flights scrubbed in October last year. Both Fiji flights will be daylight out of Sydney and Melbourne. A 707 will leave Sydney for Nadi on Saturday morning, and return to Melbourne Saturday night. On Sunday morning, the same jet will leave Melbourne for Fiji, returning to Sydney at night.

● There are 1,964 British subjects living in the New Hebrides according to a recent Immigration Department survey. Of these, about 45 per cent. are European. Next largest groups are the Gilbertese and Fijians, each with about 20 per cent.

● Debris seen in the sea in June 700 miles south-west of Hawaii, is believed to be from a US Air Force transport plane which vanished while flying on a secret mission from Pago Pago to Honolulu. Although Air Force spokesmen have refused to comment, it is believed the plane's secret mission was to monitor the French nuclear tests at Mururoa.

● The Anglican diocese of Papua New Guinea is going ahead with its million dollar appeal in Australia. Work has already begun, but the campaign will be intensified next year to provide the PNG church with a capital fund enabling it to stand on its own feet.

● The 11-year-old Papuan boy who was gaoled for two years by a magistrate, Mr. A. H. Germain, for four breaking and entering offences, has had his sentence cut to three months by the Supreme Court at Port Moresby. After three months, he will be placed in his parents' care and remain under the control of the Director of Child Welfare until he is 16. He is serving his sentence at a Catholic mission home in Wewak. At the time he sentenced the boy, Mr. Germain criticised the government's failure to provide juvenile corrective institutions.

● The mystery of distress flares off the Western Solomons on June 13 has been solved with the finding of the burnt-out hulk of the Taiwan fish catcher, *New Cathay*, on Mundae Reef. The crew, none injured but all suffering from exposure, was taken off. Government vessels searched a wide area after the flares were seen, but drew a blank.

● Melanesian Roman Catholic priests working in Papua New Guinea and the Solomons have formed an organisation called the Catholic Indigenous Priests' Conference, with the Rev. Ignatius Kilage (Goroka) as chairman and the Rev. Fred Reiher MSC (Port Moresby) as secretary. Sixteen indigenous priests celebrated Mass at the opening of the conference with Bishop Louis Vangeke MSC, auxiliary at Port Moresby as principal celebrant.

● Mr. Ron Green, administrative officer in Nauru's public service, has been transferred to the republic's Melbourne office as personnel officer. He took up his appointment on the island in February, 1969 and had recently acted as senior administrative officer in the temporary absence of Mr. Peter Kelly.

● From July 1 the affairs of American Samoa, Guam, the US Trust Territory and the American Virgin Islands will be switched from the US Office of Territories to one man, the newly-created Deputy Assistant Secretary for Territorial Affairs, who had not been named when the change was announced by Washington at the beginning of June. Tasks of the deputy assistant secretary will include the rendering of technical assistance, programme planning and co-operation with other federal agencies and Congress.

● The retirement of Mr. David Petrie Ragg from the posts of chairman and managing director of Northern Hotels, Fiji, leaves quite a blank in the Northern Hotels hierarchy.

There still will be Rags in charge of the Northern Hotels chain (Mr. W. Clark, manager of Korolevu Beach Hotel, who married Kathy, a daughter of the late Sir Hugh Ragg, is the new managing director) but DPR had been prominent there for nearly 40 years, and will be missed.

He was born in 1906, and in his early life was a CSR overseer, a law clerk and a plantation manager. When he was 27 he joined Sir Hugh Ragg in the management of the chain of hotels which Sir Hugh had assembled. He took over the top position when Sir Hugh died in 1966.

In so successfully establishing Korolevu as the first famous holiday resort hotel on the south coast of Viti Levu, Sir Hugh Ragg, David, and Bill Clark, pioneered tourism in Fiji.

While actively controlling Northern Hotels, Mr. Ragg has occupied many directorships and positions connected with business, sport and public

affairs. He is the chairman of the large Fiji Electrical Authority. Presumably, he will continue those operations and remain a prominent and esteemed figure in the Fiji business world.

● Alleging that the defendant had knocked him from his bicycle and then thrown a bottle containing ammonia at his feet, Patrick Matthew Anthony (33), formerly of Lautoka, Fiji, and now living at 15 Cascade St., Paddington, Sydney, summoned 36-year-old Allan Hamilton, of 102 Alison Road, Randwick, Sydney for assault. The hearing opened in the Magistrate's Court at Waverley, Sydney, on June 24 and was adjourned by the Magistrate, Mr. B. J. Hayes, until September 15.

● Marshall Islands Air Taxi Service, one of two charter services based at Majuro, is seeking permission from the Gilbert and Ellice Islands Colony in the south to operate a scheduled service each Sunday from Majuro to Tarawa return. MIATS uses a 6-44 Widgeon and a D-50 Beech, and in July will inaugurate a scheduled service four times weekly between Majuro and Kwajalein and once every Friday from Majuro to Ponape. The Ponape flight will connect with Air Micronesia's turnaround, to establish a through service between Majuro and Saipan.

● Spending \$4 million on two new DC8's, bringing its DC8 fleet strength to six, Air New Zealand will extend its weekly Nadi-Honolulu flight through to Los Angeles from early November. The flight leaves Nadi for Honolulu early on Friday mornings. It will arrive in Los Angeles (over the date-line) on Thursday afternoon, leave the same night for Fiji, arriving at Nadi on Saturday morning.

Fiji Airways is expected to make its first commercial flight to Niue on July 6 with the HS748, but the new service—a weekly one which Fiji Airways will operate for Polynesian Airways until PA gets its own HS748 in October or November—is not expected to create a tourist boom. There's no accommodation for visitors on the island.

The Niue flight leaves Nausori Airport at 7.15 a.m. on Tuesdays, stops for 40 minutes in Tonga and then hops over the date-line, arriving on Niue at 12.40 p.m. on Monday. Forty minutes later the flight leaves, stopping at Apia for 40 minutes and arriving at Nausori at 5.55 p.m.—it's still Tuesday at Nausori. The round flight is about 10½ hours.

● Chief Toleafoa T. V. Le'iato, of Fagaitua, has been appointed Chief

of Police of American Samoa. Aged 39, Chief Le'iato has been 16 years in the police force and recently served as captain of the Field Service Division.

● A cost-price squeeze which the Papuan rubber industry faced in 1970 was the reason for the poor results returned by three Papuan rubber companies, according to Mr. W. L. Conroy, PNG Director of Agriculture. World market factors included both strong supplies and the effect of economic recession in major industrial consuming countries. In 1970, rubber was at its lowest sustained level of price since 1921.

● Australia will soon be flooded with 300,000 Norfolk Island tourist brochures—at \$1 each. They will be tickets in a monster art union (which is an Australian euphemism for lottery) being promoted by the Norfolk Island sub-branch of the Returned Services League.

Prizes include holiday houses in Australia and a new car. Profits will go to form the foundation of a special welfare fund on the island, which is bereft of any social service of this nature because the islanders don't pay taxes.

The man responsible for floating the venture is David "Scotty" Neagle, whose original intention was to offer houses on Norfolk Island itself. However, the NSW Government withheld permission for this, as it had no jurisdiction over property on the island and would not be in a position to guarantee protection to the winner, as it legally must.

RSL clubs throughout Australia will be selling tickets in the art union over a period of six months.

The Norfolk Island RSL has a membership of 62—about one for every 20 of the island's population—and the body has been active in many charitable activities within its own tiny shores, but hasn't gone "international" before.

● The University of the South Pacific's executive committee met in Nukualofa towards the end of May for its first meeting outside Fiji, a significant venue because the Chancellor is King Taufa'ahau Tupou IV who opened the meeting and, at a private audience earlier in the day, discussed varsity affairs with the Pro-Chancellor, Masiofo Fetaui Mata'afa, of Western Samoa, and the Vice-Chancellor, Dr. C. C. Aikman.

Month in PNG

Continued from p. 23

ment was devoting some thought to Papua's problems, especially economic ones, which he thought were at the root of Papuan dissatisfaction.

"If I were a Papuan I might feel the government did not give me enough attention", he said.

But he added that Australia did not regard separate Papuan constitutional development as a negotiable issue. In any case, he pointed out, after two tours of the territory, which had included Papua, the Assembly's select committee on constitutional development had concluded that most people wanted a single, united country.

Mr. Johnson was plagued with other problems besides those highlighted by the honourable members.

He announced the territory's cabinet—the Administrator's executive council—was considering how to deal with the growing urban population drift and related problems of vagrancy, prostitution and VD, which had "got ahead of our capacity to cope."

He admitted he had been under considerable pressure to try to restrict movement of people to the towns, but this sort of legislation posed big difficulties. The government would have to decide whether the benefits of restrictions were worth the infringement of civil liberties.

Mr. Johnson said the increasing number of crimes directly attributable to drinking was "alarming", and the territory's liquor laws might have to be reviewed.

In case it might be thought that his strictures were reserved only for the black population, the Administrator went into the attack on some of the whites while opening the Central District Show on June 14.

He said some people in Port Moresby lived wretchedly, and few of the rest "gave a damn". The town was breeding discontent and violence.

"Port Moresby is a good town—for some", he said. "It's a good town if you are white because you've got a good job and a decent home and expensive things to play with, cars and boats and clubs. It's a good town for some who are not white, for they have these things as well. It's a bad town for some because it gives them neither work nor shelter."

He said Moresby had no mobilised social conscience and he didn't know how to mobilise it.

A few days later, the PNG Public Service Association, which is the territory's biggest trade union, made it

clear that the good life wasn't all that good. President T. J. Jackson accused the government of having an obsessive interest in keeping wages down while making no effort to stop prices spiralling. Price control was administered so timidly that apparently there had been no prosecution since 1956. The cost of living, for everybody, was meanwhile rising alarmingly, he said.

There were two other significant developments during a busy month.

- A bill to restrict the entry of expatriates into the territory to work was introduced into the House and will be debated in August. The government wants to prohibit certain categories of work from being undertaken by people brought from overseas. Other jobs will be restricted to overseas people for a limited time, while local people are trained to take over.

- The Mataungan Association launched a renegade Local Government Council on Rabaul's Matupit Island, announcing that it will go its own way "until independence comes". The council will operate alongside the legally-recognised Gazelle Peninsula Council, which the Mataungans are seeking to destroy. The term of the legal council has been extended for another six months, because it was realised that elections for a new one would probably be boycotted by the Mataungans.

Were land laws a test case?

By DENIS FISK

So, the Papua New Guinea Government has lost its urgent, late-starting campaign to revolutionise land tenure and give the territory a vehicle for grass roots economic development?

Was the government really expecting to get debated and settled within a few months four bills, adding up to 230 complicated pages of legal draughtsmanship, to allow potentially the most far-reaching reforms ever set in train in the territory's history?

Did the government actually not expect to get the reforms through this year at all?

Were the bills meant merely to be bounced off the heads of territory leaders and opinion-makers to gauge reaction?

After the next elections in February, native politicians will have more responsibility, and the territory will be well on the road to internal self-government.

And if the new government takes the responsibility for the far-reaching land changes, then Australia will not be blamed for having imposed them, and have to take the brunt of the upheaval to society that will follow.

Banks rides the Pony express

(Continued from p. 67)

On the voyage Banks, alias Scard, was generous with the crew and when the ship arrived at Papeete he rented a cottage and took the Captain for buggy rides. When he parted with Captain Berude of the *City of Papeete*, he handed him an ounce vial of sulphate of morphia, remarking, "I guess that I won't need this now and you might as well put it in your medicine chest". This comment was later seen as meaning he might have tried to suicide if cornered.

It was reported that Banks reached Auckland on Christmas Day, 1886, on the *Janet Nicoll*, having left Papeete six hours before the arrival from San Francisco of the *Raiated*, the captain of which was furnished with photographs of Banks and instructions to arrest him if he was in Tahiti.

On March 20, 1887, the San Francisco papers reported Banks' arrival in his sanctuary in the Cook Islands, although the exact geographical location was variously given as Rarotonga,

and Tonga. The *Daily Examiner* says that he had \$1,700 when he arrived in Rarotonga, and "he proclaimed his purpose to remain in Rarotonga, where it was said he is in great favour with the dusky Queen and very popular with the inhabitants, both black and white".

The final substantial link between the USA and Banks was broken on May 14, 1888, when it was reported that, "a despatch received from New York last night brought the intelligence that Mrs. Fannie Banks had been granted a divorce from Charles Banks, the defaulter".

This chapter in Banks' life is closed by the statement, "at latest account Banks was reported to be living on the island of Itatucke (Aitutaki), near Rarotonga, in peaceful comfort. He has probably enough for his wants, as he carried away his booty, and living is not as costly in those parts as it is in San Francisco to a member of the Union Club, which Banks was in his cashier days".

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