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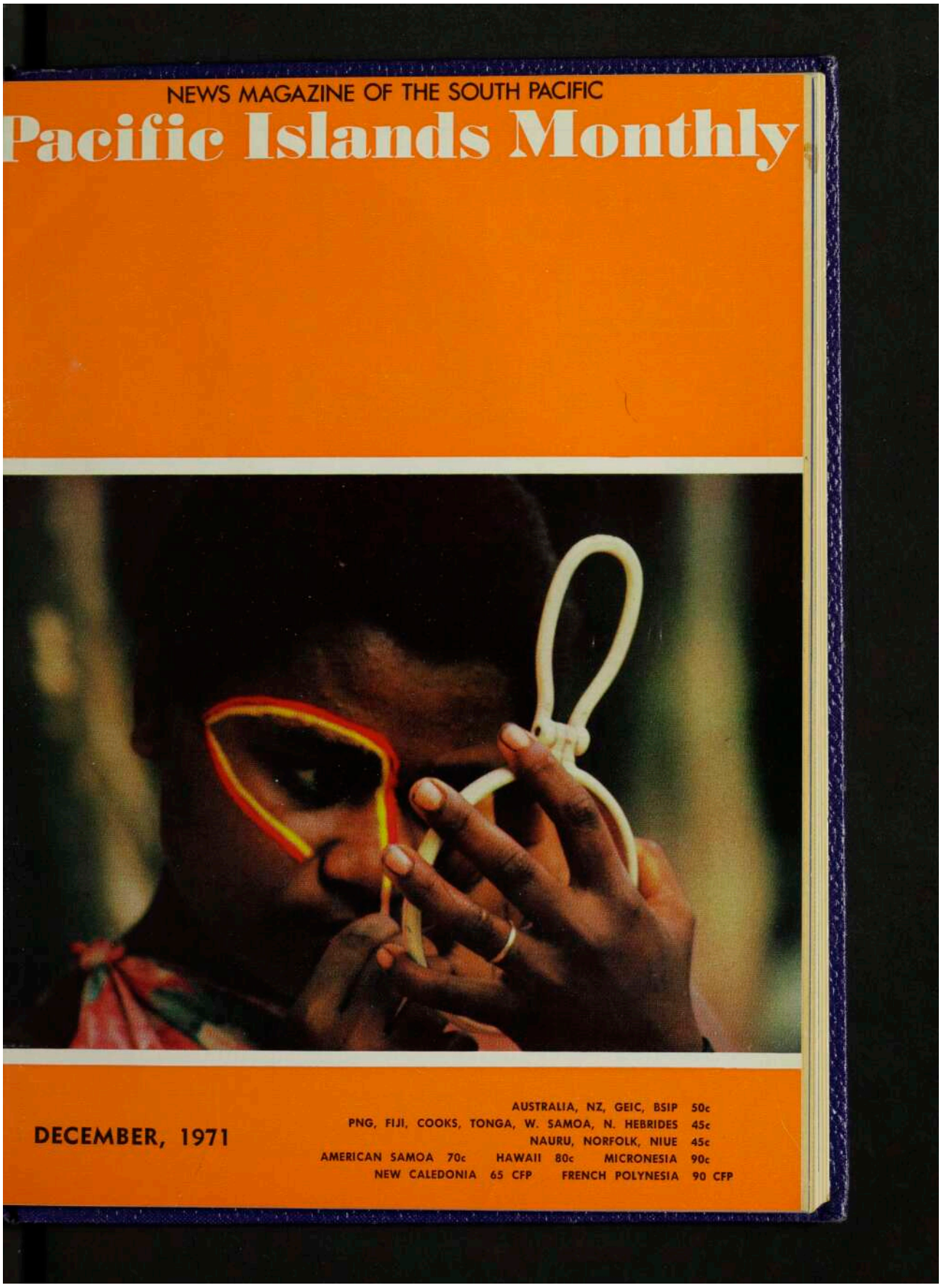

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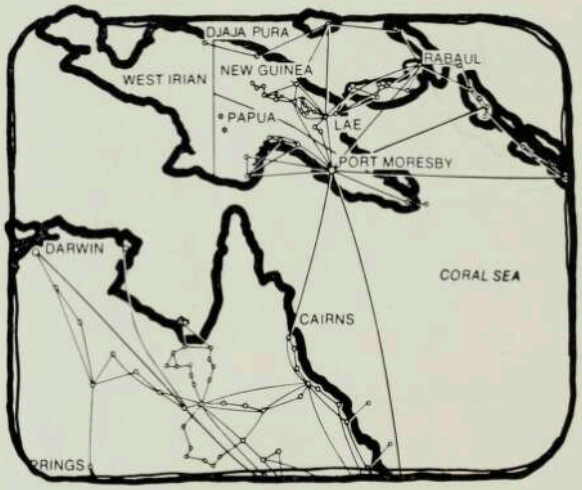

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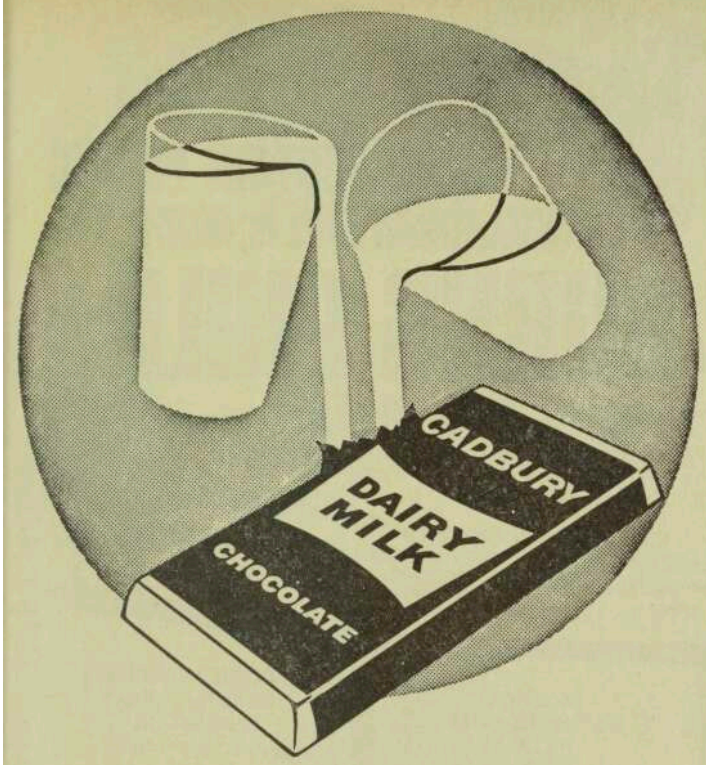

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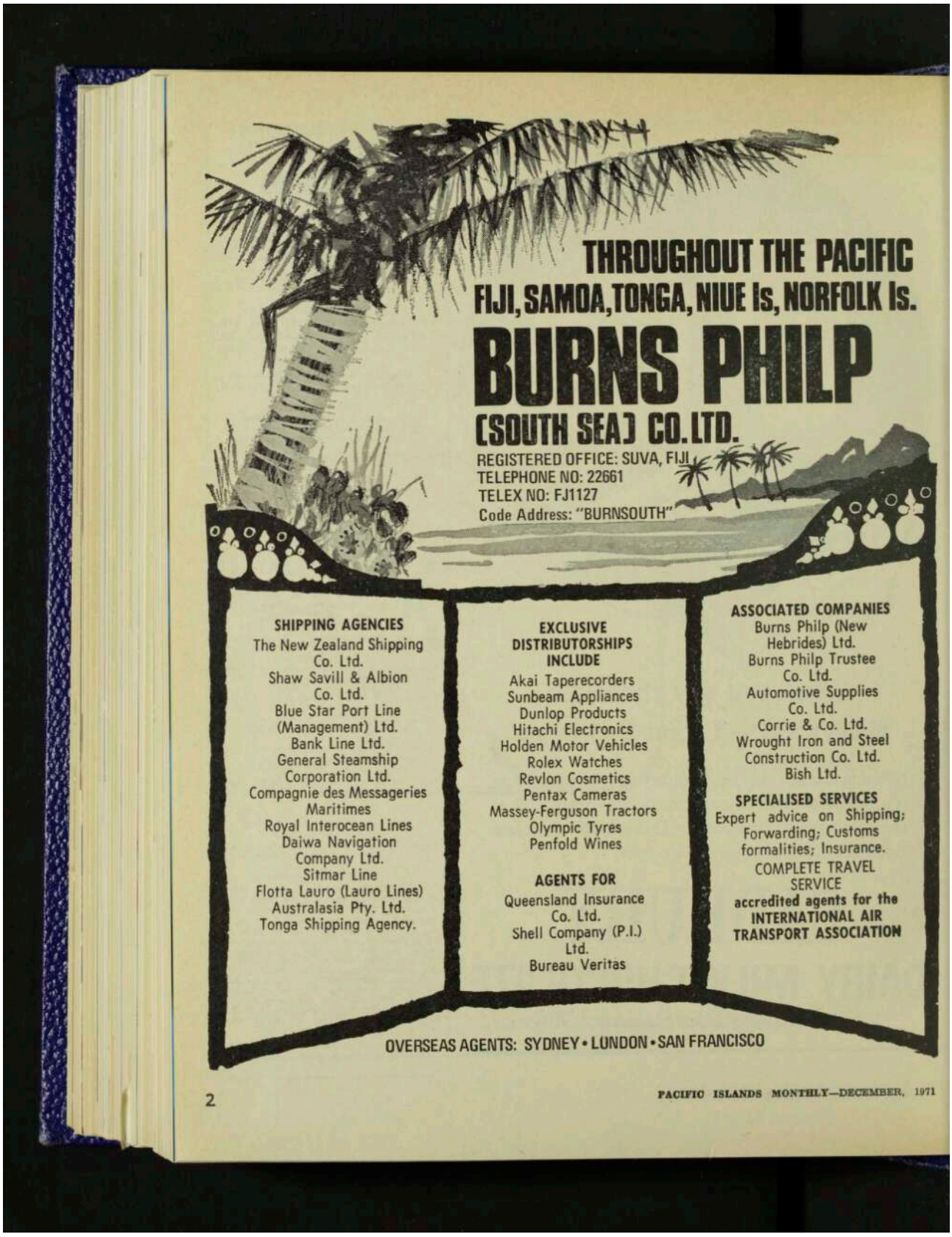

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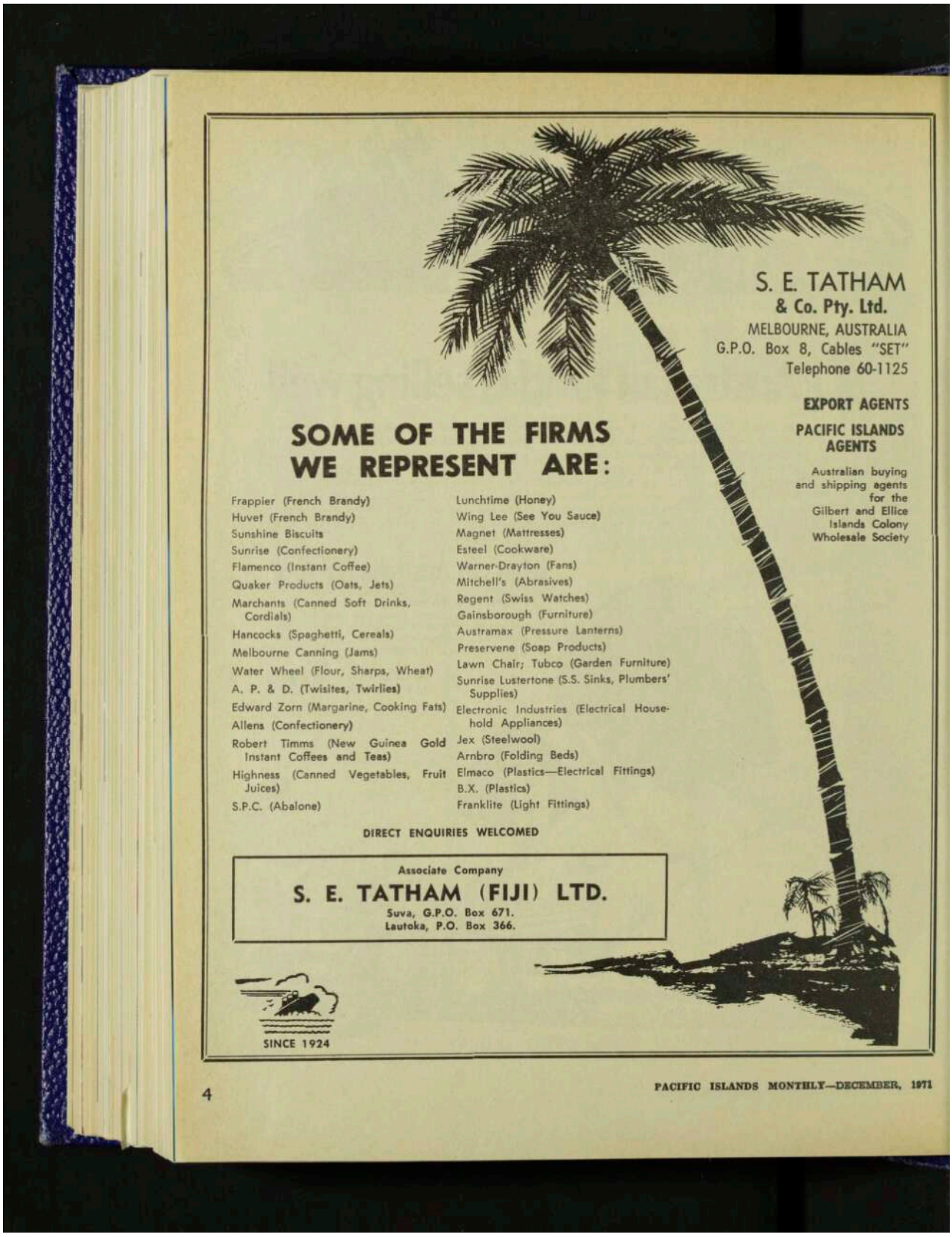

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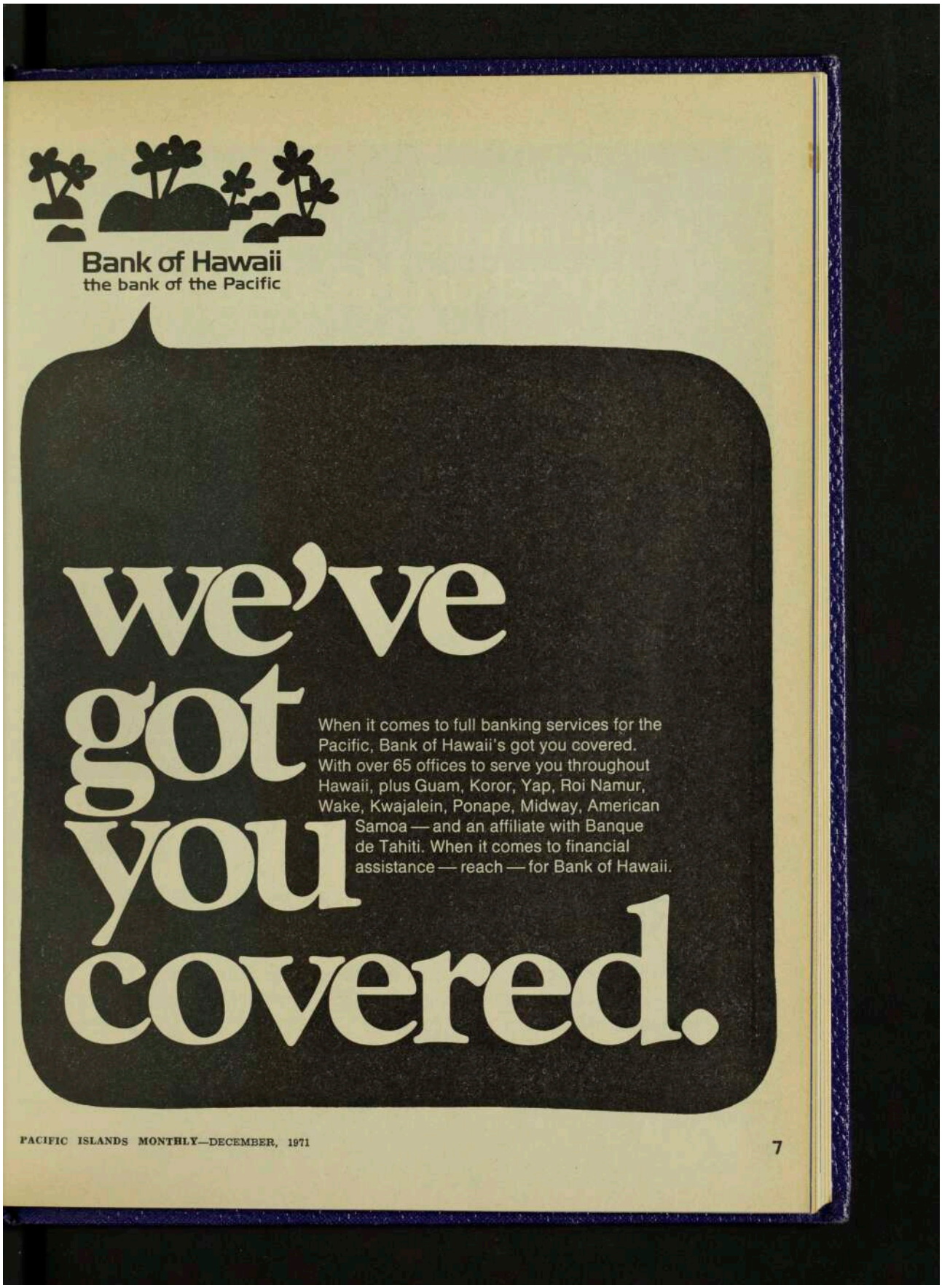

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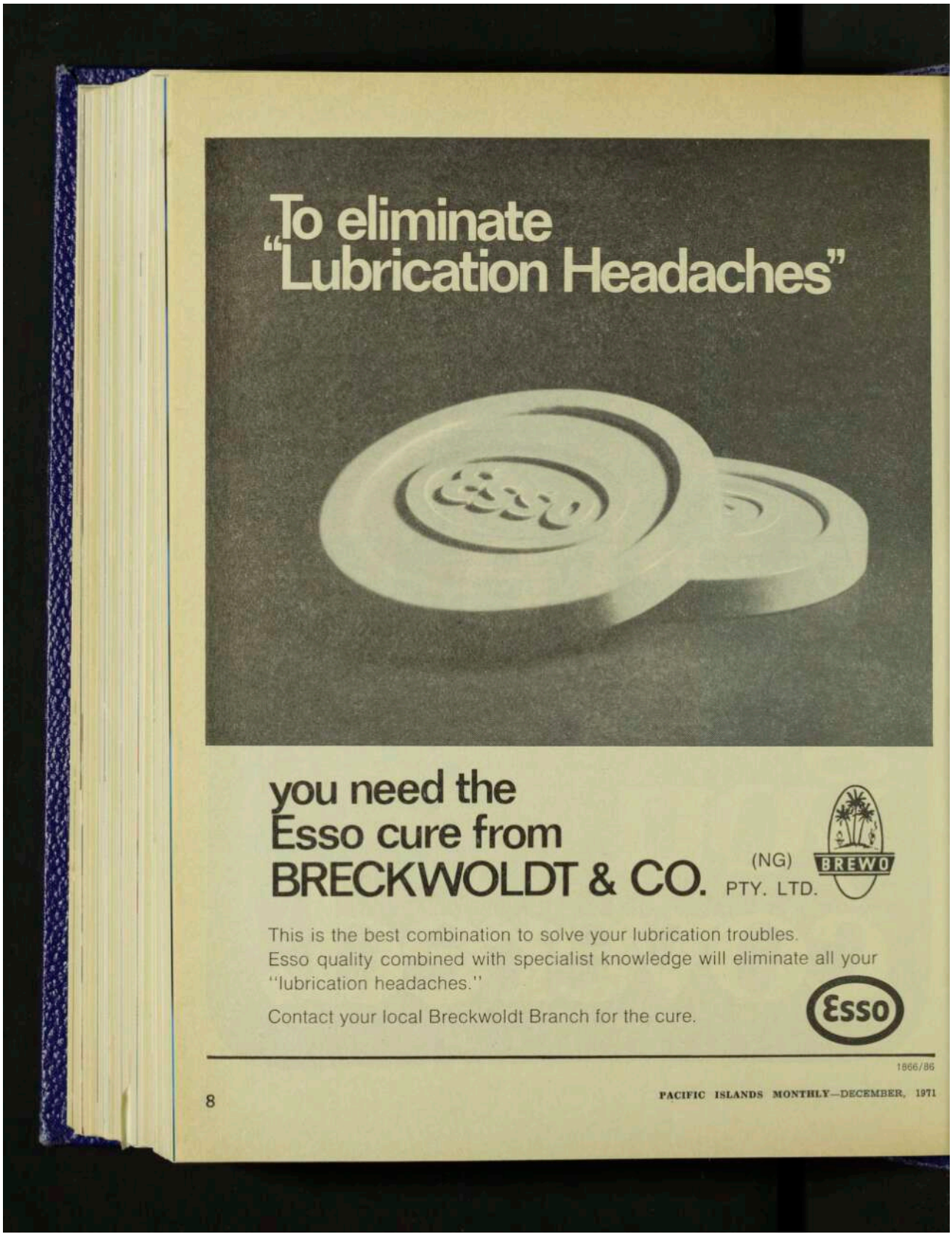
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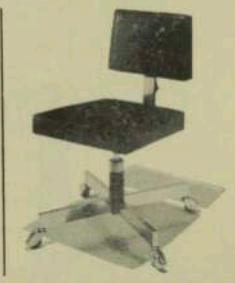

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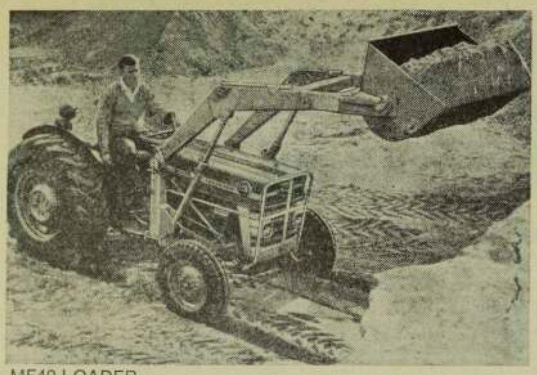

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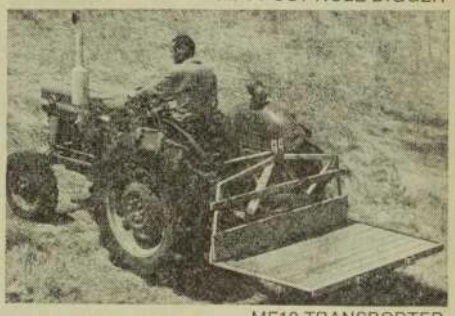

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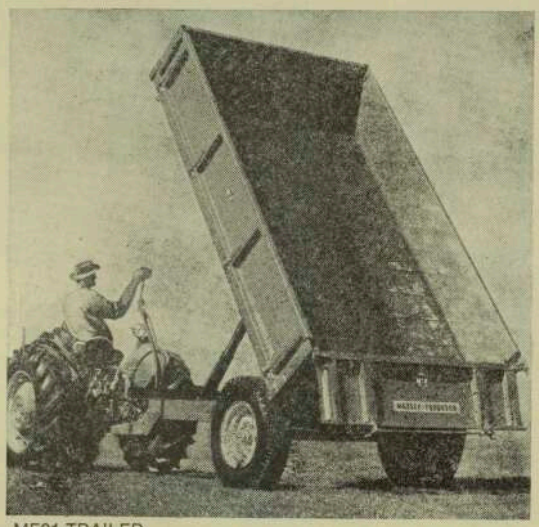

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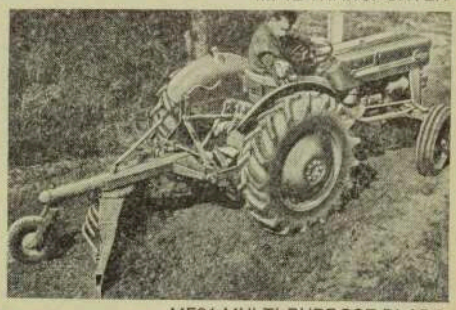

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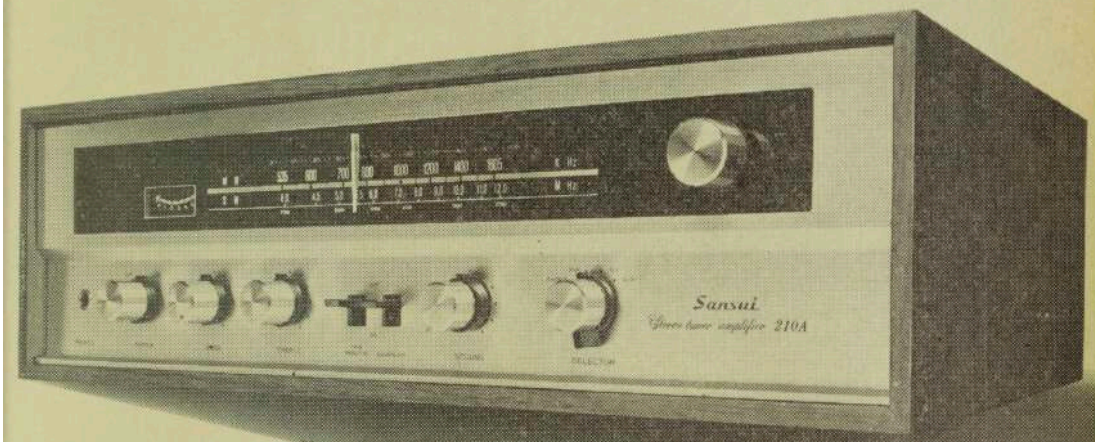

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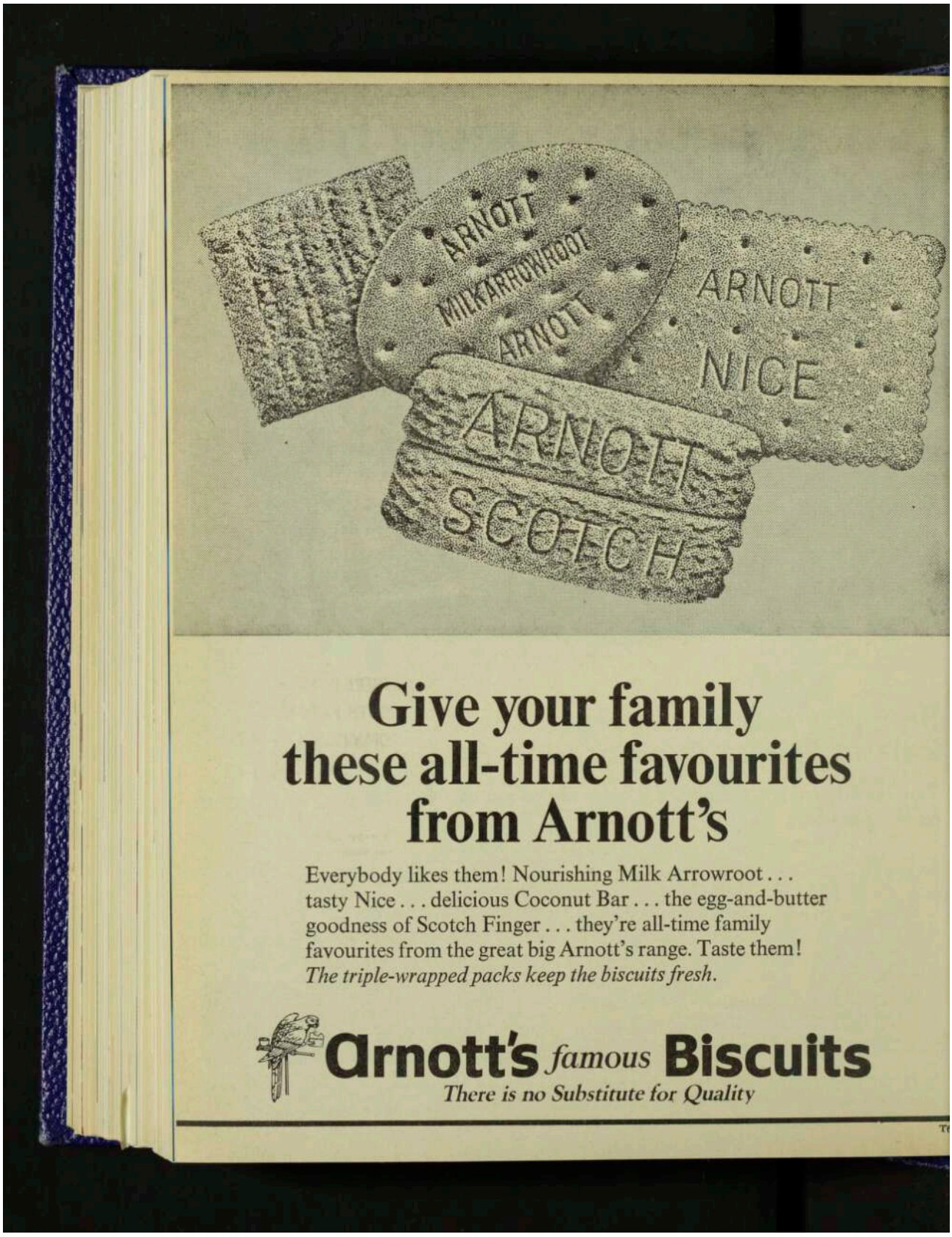

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Up Front with the Editor

It's too early yet to know if a law recently passed in Papua New Guinea will have its intended effect in reducing the number of tribal revenge killings, but the fact that the law is needed at all is a reminder of the variety of social problems that face that territory.

In the next three months Papua New Guinea will hold general elections that will enlarge the legislature to 100 elected members and prepare the country for full self-government by 1976, possibly earlier. It's natural in these circumstances that we should hear a lot about the territory's political problems rather than its social ones. The Australian newspapers are filled with stories on new political parties, or old ones given a new direction, of fears by the Papuans that New Guineans will dominate the government, of secession moves on Bougainville, New Britain and Lord knows where.

But while this inevitable politicking goes on among the elite, out in the bush the population has no concept of government, let alone self-government. I can never fly over those mountainous New Guinea landscapes without pondering the enormity, perhaps the improbability, of getting any political coherency from the people covered in pig grease who occupy the scattered hamlets below.

The vendetta is still a way of life in too many of those hamlets. The term New Guinea uses for it is "payback killing", and most of the 60 to 70 convictions for murder in Papua New Guinea every year stem from paybacks. Traimya Kambipi, member for one of the rugged Highlands areas, Kompian-Baiyer, explained the payback system eloquently in the House of Assembly a few months ago: "Western societies live in larger communities and have a common culture, whereas here we live separately in tribal groups and have varying or completely different cultures. For instance, during my grandfather's time a member of his tribe was murdered, but owing to difficulties at the time a payback was not carried out. My father took over from his father. He would remember this and if he failed to do it, this responsibility for revenge would fall on me".

Thus murder becomes a tribal custom, with the killer earning the gold honour badge for upholding tradition. Traimya Kambipi again: "This was part of our culture long before Europeans penetrated our land. When a tribe wronged another tribe the solution was payback, whatever the offence. Payback is still in the minds of the people of Papua New Guinea. A portion of our present generation is aware of the foreign-introduced law and order and fear it, but those who have not gone very far away from our traditional activities still carry on with payback killings.

"Those of us who have known two cultures may try to deny the fact, but it is not very easy for our tradition-oriented people suddenly to drop all traditional ways of thinking and do what modern people do. Even some of us tend to be involved in payback killings in an indirect way by telling or encouraging our traditional tribesmen to carry out a payback killing. This practice has remained with us even as we grew and learnt new things".

Because of the tradition, one of the major problems of the government in dealing with paybacks is that often the man who does the killing is not the instigator, but simply somebody selected by the tribal leaders to do the job. The new law (the Criminal Code Amendment Bill 1971) makes it an offence for anybody to encourage another person to kill, or to withhold the information that a killing is planned, or to hide knowledge of a killing that he knows took place. The new law thus gives the government greater opportunities to break the system down. Nevertheless, nobody believes that the payback system can

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be eradicated as simply as that. The new law is merely an extra weapon for fighting it.

Paybacks won't stop until the people who support the tradition are convinced that it is not worth their while to carry on with it. Most New Guinea politicians believe the best way of convincing people is to stiffen penalties for murder. It is probably true that most Assembly members would like to see New Guinean murderers hanged, or at least sentenced to life imprisonment. Short sentences they believe, rightly, are a holiday. The killer gets well fed and clothed and often comes home fatter and more prosperous, wth his reputation enhanced.

Papua New Guinea, like most Australian states, does not believe in capital punishment, thank heaven. The problem faced by New Guinea courts is to know what a fair penalty is for bush kanakas whose daily life is so tough that prison is a welcome improvement. In those circumstances, justice is neither done nor appears to be done to the friends and relatives of the man or woman whose head was bashed in by an axe, and thus the payback cycle continues.

The government currently is looking at another possible weapon for its armoury—that of supporting by the force of law the tradition of compensation which would make it legally mandatory for compensation to be paid by the killer's group to the victim's group. As a weapon it would hardly be the deterrent that nuclear warheads currently are to the people of the West—but then, when you are dealing with Stone Age philosophies, solutions are not nearly so simple.

It's worth remembering that while some sections of Papua New Guinea are ready for self-government, the problems will come from that vast silent majority in the hinterland hamlets who are going to get it whether they understand it or not.

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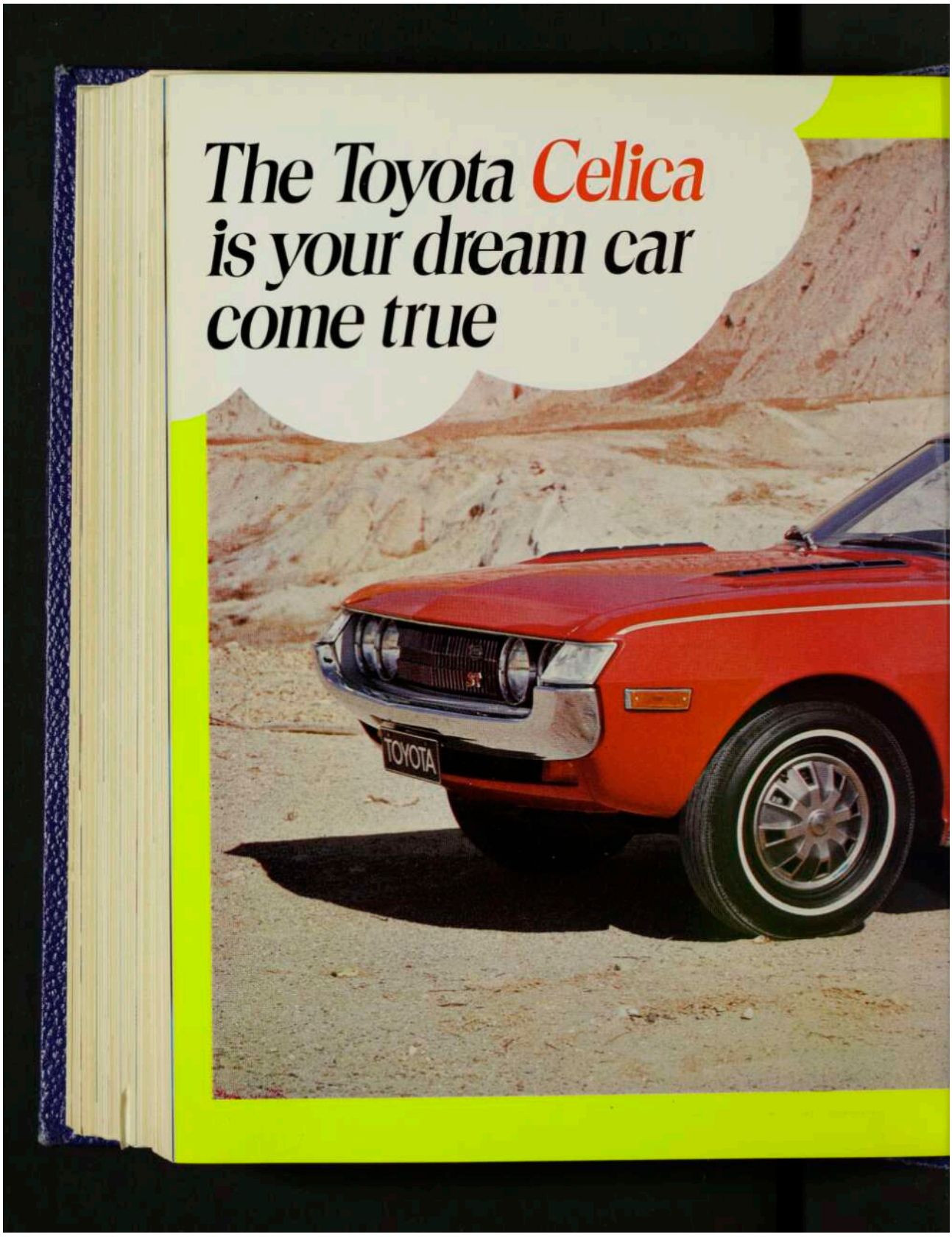
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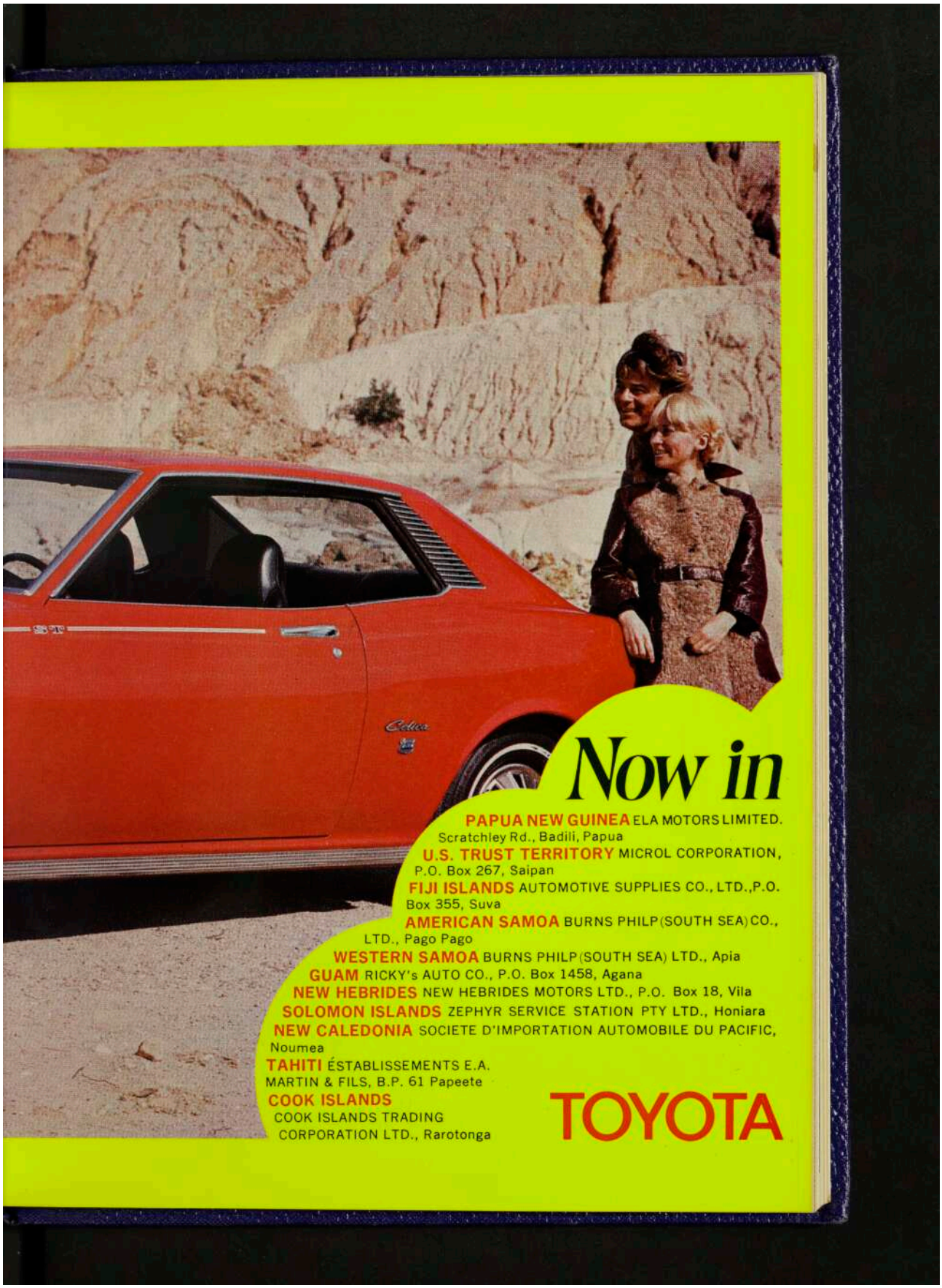
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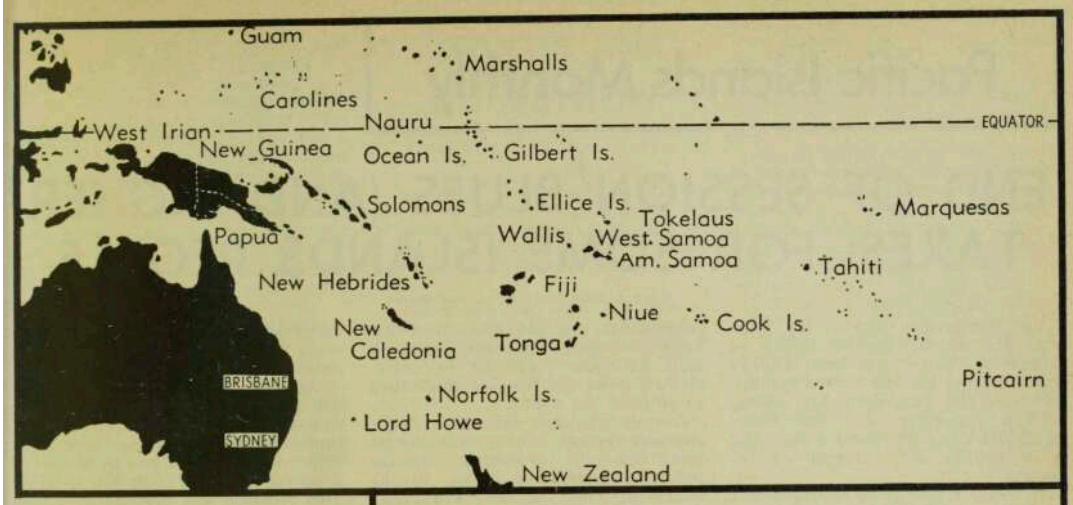

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OUR COVER

Girls are the same the world over — and, anyway, this New Hebridean lass has better reason than most to admire herself in the mirror. Sheree Lipton captured the pretty scene.

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Pacific Islands Monthly

END OF SESSION BLUES (AND HIGHER TAXES) FOR SOME ISLANDS PEOPLE

From a Port Moresby correspondent

For the greater part of the four-year life of the Second House of Assembly, "party" has been a dirty word. During the last twelve months, however, the pendulum has swung with a vengeance, and one European MHA has expressed a fear that party politics is in danger of becoming a cult.

It was perhaps to be expected that our young parties currently flexing their muscles would engage in a bit of skirmishing during the last meeting of the Second House in preparation for the elections which will produce the Third House. But the violence of the emotions evoked by these skirmishes was unexpected and disturbing.

It began on the first day of the meeting when Tim Ward, a member of the United Party, produced a document containing cargo cult type promises allegedly made by the Pangu Party, and insisted on debating it as a matter of public importance.

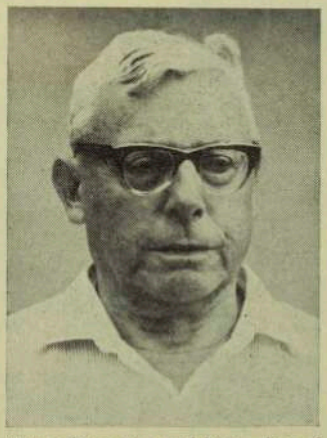
The debate generated a lot of heat and noise, but from the point of view of United Party campaigning was rather a damp squib. A Pangu Party spokesman was able to point out that the local government council president over whose name the promises appeared was not a member of Pangu, but was in fact reputed to be, if not a member of, at least a sympathiser with the United Party.

It was bound to be only a question of time before an opportunity for "pay-back" cropped up; and a week later Pangu Party leader Michael Somare produced a letter over what was, or purported to be, the signature of none other than the United Party's secretary, Anton Parau — a letter which, it was alleged, had been circulated among Highlands students, and which was couched in terms well calculated to increase existing tensions between Highlands and Coast. This document, too, was debated as a matter of public importance.

This debate, like the earlier one, produced emotional outbursts unequalled before in this young parliament. Interjections were almost continuous, the din sometimes becoming so great that Mr. Speaker's calls for order could not be heard. At one point the Speaker threatened to suspend the sitting.

The only speech listened to without interruption during this debate was one by prominent Papuan politician Oala Oala-Rarua, in the course of which he remarked acidly that he was not a separatist and was still hoping for national unity in Papua New Guinea, but that if the New Guineans were going to quarrel among themselves with such ferocity, Papuans might do well to consider whether they would not do better going it alone.

It was Oala Oala-Rarua who secured the addition of a rider to the motion "taking note" of the revised Five Year Plan, calling on the government to promote balanced development of all areas rather than maximised development of those areas which promise maximum returns.



Warm tributes were paid by members of the PNG House of Assembly in November to the work of Mr. Percy Chatterton, MHA, 73, retired missionary and long-time parliamentarian and resident of Papua, who will not contest his seat in the House next year. He says he wants to relax—which nobody believes.

Another exercise which had a strong smell of electioneering about it was a United Party instigated and supported move to raise the deposit demanded of candidates in House of Assembly elections from $50 to $100. This proposal was opposed by Pangu Party, several independent members and a solitary United Party member, Fr. Nilles.

These objectors pointed out that the increase would favour firstly sitting members, whose salaries and allowances continue through the campaign period, and secondly affluent candidates and affluent parties. Pangu's *enfant terrible*, Pita Lus, made no bones about accusing the United Party, reputedly the most affluent of the three parties represented in the House, of using this ploy to entrench its own position by reducing possible opposition to its candidates.

The proposal was nevertheless implemented by a substantial majority.

Confrontation between parties was succeeded by confrontation between official and elected members. A government white paper on the future security of permanent overseas officers in the Public Service had been debated, and the usual motion to "take note of the paper" had been amended in terms which in effect amounted to a rejection of the proposals contained in the paper.

This put the government in a quandary, as it had prepared a series of bills framed to give effect to the white paper's recommendations. Senior Official Member Tony Newman, unwisely as it turned out, decided to bring down the bills regardless.

The *amour propre* of the House was affronted; those arch-enemies, the United Party and Pangu, joined hands, and with the Peoples' Progress Party rallying to their support the government was forced to its knees and obliged ignominiously to withdraw the whole group of bills. It was Konedobu's most resounding defeat

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in eight years, and a sign that the Administration can no longer depend on its once faithful Highlanders.

However, Tony Newman had better luck with his Public Service (Promotion and Recruitment Procedures) Bill, which not only got a hearing but was, with one or two minor amendments, passed through all stages. This bill abandons the time-honoured Australian promotion and appeals system for a simpler one, which, it is hoped, will not only be less time-consuming but will also avoid a repetition of those awkward incidents in which a local officer is promoted only to lose his promotion on appeal by an overseas officer.

The closing days of the meeting found two diametrically opposed private members' bills being brought down on the same day. One sought to re-establish the death sentence as the mandatory punishment for wilful murder. The other sought to abolish capital punishment altogether.

One would have expected that there would be strong support for the "hang the lot" school of thought, especially among the Highlanders. Surprisingly there was not, in spite of much concern among members over the rising tide of lawlessness in the towns and in some parts of the thickly populated Highlands. Equally surprising was the large measure of sympathy with the proposal to abolish capital punishment. As John Poe, a young Papuan representing a New Guinea electorate, said crisply, "If you put the wrong man in prison, you can let him out again, if you hang the wrong man you can't bring him back to life."

However, after debate, the House accepted the Secretary for Law's advice to leave the law as it stands, and defeated both bills on the voices. So the judges will retain their present discretion to substitute a term of imprisonment for the death penalty in cases in which they consider that there are extenuating circumstances. The question as to whether the law should give the judges more guidance as to what may properly be considered to be "extenuating circumstances" was left over for a future House to decide.

As the meeting drew to its close the Administrator visited the House, and addressed it with his customary clarity and conciseness, speaking in English, Pidgin and (for the first time in public) Motu.

The final exchange of verbal bouquets took place in a House from which more than half the members had departed to begin their election campaigns. Speaker John Guise sped the remainder on their way in a closing speech of benignity and charm.

Brakes off in Samoa

From FELISE VA'A, in Apia

It was all brakes off in Western Samoa's financial machine when Minister Tofa Siaosi produced his budget in November. "Development and more development" was his message.

And to hit the target, the government has shown its readiness to budget for deficits in the estimates and to borrow large sums from abroad, which represent major shifts in policy.

The Mataafa Government was ultra-conservative in its approach to government and local affairs. In its budget policy it urged moderation, caution and balanced estimates. It did consider loans, but not to the extent now proposed by the new government.

Not surprisingly, therefore, the Finance Minister's estimates for 1972 contained budgeted receipts of $8,997,430 and payments of $9,420,780 resulting in a budgeted deficit of $423,350.

Total estimated revenue is made up of ordinary revenue from government departments of $7,808,780, grants of $202,700 and various loans totalling $985,950.

On the expenditure side, capital and maintenance will total $6,925,045, statutory expenditure $534,181 and development expenditure $1,961,554.

With money from other sources, total development aid for 1972 will probably be in excess of $3 million, said the minister.

The largest individual departmental allocations have been made to education $1,088,350, health $950,670, public works $655,670 and agriculture $383,500.

Although the 1971 main and supplementary estimates budgeted for a deficit of $432,900, it was likely that government receipts and payments would be about balanced for the year, Minister Tofa said.

The minister had mixed feelings about Western Samoa's export trade. He was happy about the considerable improvement for the first nine months this year as compared with last year's exports, but there was a noticeable drop in two of the main exports, cocoa and bananas. Cocoa exports of 1,694 tons earned $791,800 over the first nine months, a shortfall of 316 tons and $47,200.

Banana exports for the nine months brought in $422,200 as compared with $430,000 in the corresponding period of 1970.

The biggest gainer was copra with 12,326 tons exported as compared with 9,619 for the same period last year.

The minister blamed the weather for the decrease in cocoa production, and irregularity of shipping, diseases and increased local consumption for keeping the banana exports down.

However, despite decreases in the cocoa and banana exports, total exports receipts for the first nine months came to $3,296,200 as compared with $2,802,200 last year.

Timber was mainly responsible for the healthy look of exports, showing a spectacular leap in revenue from $4,600 for the nine months last year to $195,900 this year. The rest of the exports totalled $378,000, a healthy $43,000 over the $335,000 last year.

Increased overseas sales of taro were mainly responsible.

Tax blow for the Solomons

From a Honiara correspondent

On the evening of November 11, in places where Solomons workers gathered for a drink, a smoke and a talk after the day's toil, easily the most popular unpopular subject of the conversation would be Financial Secretary John Smith and his budget.

Earlier in the day he'd taken the lid off his tax proposals and made it pretty clear that if the islanders want progress and all that goes with it then they'll have to pay for it by paying more, in the first place, for their luxuries.

And he drove his point home with what smokers and drinkers would call a "brutal hand". He slapped a $6 a gallon tax increase on spirits (i.e., $1 a bottle); 20c a gallon on beer; 10c a pound on twist tobacco and $1.05 a pound on cigarettes, but drinks and smokes are still cheaper than in most places. He also added 1c a pound to the sugar tariff, 5 per cent. ad valorem to imported meat and for the first time ever squeezed the ice cream lickers with a 20 per cent. ad valorem duty.

His justification — "No absolute necessities" had been taxed; he had to ensure all sections shared in revenue raising and, anyway, the extra duty on meat and sugar meant only an increase of $1.54 for each

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of the 31,000 households. He was hoping also that dearer foreign meat would help the local meat cattle industry.

There was a little cheer for the copra planters—removal of the $7 a ton export duty though the 10 per cent. ad valorem levy remains. Mr. Smith wanted a total of $13,351,400 with $6,031,010 to be raised locally and the rest coming from UK grants. The Secretary of State, however, put a brake on recurrent spending by lopping $186,240 from the $1,900,000 grant-in-aid and refused to allow Mr. Smith to budget for a $145,680 deficit. The capital budget is a record at $5,853,125.

Although he warned that "1972 will need all our determination and enthusiasm to see our budget proposals implemented", Mr. Smith was optimistic about all sorts of things. The Development Plan was going well with 58 of the 286 projects already approved for aid and 32 more waiting, most of them in agriculture. The oil palm project on Guadalcanal Plains was under way with the first 1,000 acres due for planting by mid-1972 and 250 islanders working on it by the year-end.

Other projects looking up were, rice cultivation on Guadalcanal Plains, meat production, timber—expected to reach 9 million cu. ft by the year-end—the skipjack fishing industry survey by the Japanese Taiyo Fishery, tourist industry expansion, exports, which should top $8 million at December's end, nearly $1 million more than last year, and shipping, which showed a big increase of arrivals over last year's figure—130 in the nine months to September against 107 last year.

Then, doing some crystal gazing, Mr. Smith described economic prospects as excellent with bauxite mining scheduled to begin on Rennell Island in 1975, the proving of a second major bauxite deposit of 30 million tons on Vaghena Island and a feasibility study of nickel resources on Isabel.

He was cautious about bauxite mining, however. There was a surplus of aluminium in the world and, therefore, less demand for bauxite and—what was more ominous news—in recent months technological advances have resulted in the production of aluminium without the use of bauxite. There might, he warned, be some delay in the plans regarding Rennell.

But John Smith was nothing if not optimistic. They looked like having so much bauxite there was a chance they could do their own processing and, whatever happened, it looked as if fishing would be so good their present trade deficit could be turned into a surplus by 1974.

Inflation! That was another danger which he suggested the Solomons could counter by becoming "increasingly self-sufficient in basic foodstuffs—the most powerful weapon in our armoury against externally-imposed inflation".

The Secretary of State's cut in the grants and his refusal to allow a budget deficit—a decision which reached Honiara only two days before Budget Day—brought a storm of protests from members. Forced to make cuts in agriculture, education, and medical spending, Mr. Smith faced some angry speakers. One called the Secretary of State's handling of the matter "irresponsible" and, at first, no one would accept any cuts.

They had to be realistic, however, and by the debate's end they had agreed to cuts of $230,000 but were adamant over other items totalling $102,000. They insisted that it was now up to London.

GEIC will mark two international anniversaries in December with the release of two new stamps series, one to mark the forthcoming 25th anniversary of the signing of the Canberra Agreement which established the South Pacific Commission, and the other the 25th birthday of UNICEF. Both issues will be of three denominations, 3c, 10c and 35c. Above is the 10c UNICEF stamp featuring one of the colony's children and UNICEF's emblem. The other stamp is the 3c South Pacific Commission stamp which shows a map of the South Pacific with the commission's area outlined and the Gilbert, Ellice and Line Islands picked out in red.

Fiji's doing well, thanks

From a Suva correspondent

There was no doubt about it. When Fiji's Minister of Finance Wesley Barrett disclosed his budget secrets to the House of Representatives on November 26, it was plain to all that the dominion, in the 13 months it has paddled its own canoe, had done very well.

On the surface it looked as if independence was costing a lot. Mr. Barrett was budgeting for a record spending of $74,979,086, which is $25,487,148 more than this year's figure, but he wasn't worried about it. The dominion's economy, he said, had had a year of "dynamic and sustained" growth. He was so little worried, in fact, that his only tax increases were 10 per cent. on imported cars—an attempt to cut those imports rather than raise the wind—and 6c on a packet of cigarettes made from imported tobacco.

The only other tax changes were downward and bound to gladden sporting hearts. He reduced, and in some cases scrapped altogether, the import duty on sports equipment and sports clothing.

The government was getting more from taxation this year than expected and would end this year with a surplus of $1 million instead of a deficit of the same figure. He's also hoping for a surplus next year. On the debit side, though, was a predicted trade deficit of $36 million but no trouble—receipts from tourism would whittle that down.

So far as production is concerned everything was rosy. The gross domestic product for 1971 is expected to be about $210 million, an increase of about seven per cent. on the 1970 figure, which is 0.3 per cent. over the Development Plan's gross domestic product target. That's good news in anybody's country.

Apart from smokers and those wanting a new car, perhaps the only other people saddened by some aspects of this happy budget were the foreign investors. Mr. Barrett said the government intended to put the brakes on foreign companies operating in Fiji on locally-borrowed capital. What Fiji wanted, he said, was the foreign investor who brought with him both know-how and money.

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SUNDAY LAWS — WHO CARES?

The government-owned *Tonga Chronicle*, which has recently started to take a lively interest in public affairs in the kingdom, in November conducted its own public opinion poll on whether Tongans want changes in the restrictive Sunday Observance laws, designed to keep Sunday holy. Tongans can do virtually nothing on Sundays under these laws.

In its poll, the *Chronicle* got only 200 replies to questionnaires in 3,350 copies of the paper. Most of these thought the law could be relaxed and Sunday still remain holy, but when it got down to the details they weren't so enthusiastic.

Most thought buses and taxis should be able to operate on Sundays and bakers should be able to bake bread. But they also thought that bread shouldn't be sold on Sundays, and that no shops at all should be open.

And no sport should be allowed. Nor should aircraft be allowed to land, or tourist ships arrive, or entertainment be provided for tourists on Sundays.

But just to prove that they weren't specially taking it out on the tourists, the survey showed that a big majority of those who answered the poll didn't agree that Tongans should be allowed to garden around their own home on Sundays, or go fishing.

LET THE BUYER BEWARE

From a Honolulu correspondent

Hawaii residents, who have so far bought a total of 2,500 blocks of subdivided land in the New Hebrides, 3,500 miles south-west of here, have been warned to be cautious in buying or investing in the condominium.

The warning is made in a long series of articles in the *Honolulu Advertiser* by staff writer J. F. Cunningham, who went to the New Hebrides especially to look into land deals there. Cunningham warns that anybody who wants to live on one of the subdivisions has to have capital, an outside income, manual skills, and "something of a pioneer spirit and a willingness for relative isolation".

He says the days of *laissez faire* and subdividing on easy entry to the condominium appear over because of new regulations made to protect the interests of the New Hebrideans. And the situation can be expected to become tougher.

The newspaper in an editorial commenting on Cunningham's reports says the possibilities for easy living and maybe easy profits in the New Hebrides appear to have been oversold. The New Hebrides was "not necessarily some new Hawaii, or even some new Fiji, a country where tourism is booming but also one where land sales are getting a hard look from the now-independent Fiji Government".

It adds, "Those who invest in the New Hebrides, large or small, might well take the attitude they are not buying paradise, the islands and people, or some automatic right to big profits on land speculation. And that is as it should be".

The Hawaii Government in late August suspended sales and advertising of New Hebrides subdivisions in Hawaii pending a review of recent New Hebrides sales and immigration regulations. The review is still under way. Cunningham said large-scale American settlement on New Hebrides sub-divided land did not seem imminent—he was able to find only three families, all from Hawaii, who had transplanted themselves.

Nauru airborne

Nauru will inaugurate its own Australia-Nauru air service, using its own aircraft, on January 21. The Australian Department of Civil Aviation in November approved Nauru's application for a twice-weekly service linking Melbourne - Brisbane - Honiara - Nauru, with a 40-seat Fokker F28 jet. This will replace the present weekly service from Brisbane only, with an eight-seater Falcon fan jet under charter to Nauru. The F28 will make weekly connections from Nauru to Majuro and Tarawa. The DCA permit initially has been issued on a temporary basis, to be reviewed after six months.

Planters feel the pinch

By a staff writer

The copra market remains sluggish and the Pacific Islands planters are feeling the pinch. Temporary unemployment in several groups is inevitable unless there is a quick upturn in the world demand. Reports from London and the Continent suggest a quick rise is remote for some time ahead.

International monetary troubles have taken the place of the prolonged strike by US west coast longshoremen, who effectively cut Pacific copra growers and processors out of a big market for more than three months. Copra and coconut oil, diverted to the UK and Europe did not take long to cause an oversupply there.

London prices in October and November showed a decided tendency to ease. At the end of October the price was £67.84 ($147.37), the lowest average price for the year. November saw a further recession with the price in the week ended November 12 down to $138.60 a long ton.

In the New Hebrides on November 8, the copra price fell to its lowest ever—$A50 a ton, $6 below its previous price—and the Department of Agriculture was looking at the effect this low price was likely to have on local copra production. The 1971 production was expected to be about 35,000 tons, an improvement on last year's.

New Hebrides' growers found their lot improved slightly halfway through November, when both Burns Philp and CFNH lifted the beach price by $3 a ton to $53. This followed a slight, but temporary rise in the European market. It was the first rise in the NH beach price since February, when it was $85 a ton.

The BSIP Copra Board maintained lower prices of $100 (first grade), $96 (second grade) and $86 (third grade) in the face of lower London prices. Copra shipped in the *Hollybank* in November, was sold in London for only £64.50 ($138.20). In February and March the BSIP board had been paying growers $140 for 1st grade.

The BSIP Financial Secretary, Mr. John Smith, introducing the 1972 budget, spoke about a "welcome increase" in copra production. He

Continued on p. 101

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Tropicalities

Tonga's treasure trail

A Japanese called Charlie and a Tongan called Joe are the principal players in the latest episode of the continuing story of the Mysterious Tongan Treasure.

PIM readers with good memories may recall our reports of September, 1969 and February, 1970, when we explained how everybody appeared suddenly to be after gold from the British privateer *Port au Prince*, which was attacked and sunk by the Tongans at Lifuka, Ha'apai, in 1806.

What's more, we said, some New Zealanders claimed they had found it and hidden it elsewhere on the seabed pending negotiations with the Tongan Government for a share in the booty. Not that it did them any good, because their entry permits were revoked for having carried out "unauthorised activities", and if they had found any gold they thus had no chance of taking it away.

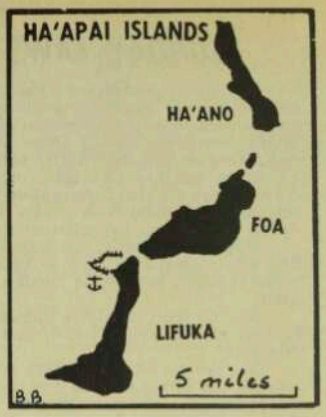
Next came somebody from Hong Kong in a Nauruan-registered ship wanting to search the Ha'apai area. There were all sorts of rumours about that, including a report that the searchers *had* found gold and got it to Hong Kong via Nauru. But no facts. The Tongan Government merely sniffed at the suggestion, as did the Nauruans . . . and PIM.

Charlie and Joe apparently haven't been sniffing at the story of gold in Ha'apai waters. Charlie, a Japanese fisherman married to a Tongan, and Joe, from Vavau, claimed in November that they had discovered the gold hidden in a cave on a Ha'apai reef. Charlie said it was in a chest.

Charlie and Joe allegedly brought some "samples" into the authorities at Nukualofa, and one of PIM's mystified spies reports that the Tongan inter-island ferry *Olovaha*, at midnight November 18/19, did in fact arrive at the Nukualofa wharf with Charlie "and what was reported to be a treasure chest containing gold". The wharf was cordoned off by about 20 police until Charlie and the chest were at police headquarters.

A few days later Charlie and Joe, with police, were off again for Ha'apai, presumably to continue the search, *but meanwhile the police had reported that the gold samples were in fact brass*, said our spy.

For the next instalment of this tale of mystery and imagination, we are obviously going to have to wait —but for how long and with what result we're not game to predict.



The anchor shows where the "Port au Prince" was sunk.

40-hour week comes to Solomons

The 40-hour week has come to the Solomons—fathered by the government but regarded by private enterprise as a premature infant.

It had its beginnings in July with a petition from the newly-created Solomon Islands General Workers' Union, which complained of the limited scope of a Wages Advisory Board set up the month before to consider fixing wage levels, but only in Honiara and for only five specific trades.

The government agreed to look into those complaints that concerned government employees. The Wages Board published its report in August and, among other things, recommended a 45-hour week.

The recommendations were submitted to the High Commissioner, Sir Michael Gass, who was still considering them at the end of October when the government dropped a spanner in the works—an announcement that the existing 45-hour week for government workers would be cut to 40 hours without any drop in pay and, in fact, there would be a four per cent. wage increase to offset cost of living increases, plus other benefits.

There was swift reaction from the commercial and industrial firms and a strong protest from the Chamber of Commerce which described the 40-hour week as something premature and a luxury which the country could not afford.

Some employers accused the government of "bad form" in instituting a 40-hour week when it knew that the Wages Advisory Board's recommendation for a 45-hour week was still in the High Commissioner's hands.

Four of the largest building firms have also announced the adoption of the 40-hour week but, as between them they handle most of the government's building contracts, they were obliged to conform.

There is nothing surer than that the General Workers' Union leader Peter Salaka, Governing Council Member for Honiara and workers' champion, will be on his feet any day now demanding the same 40-hour week and the same benefits and wages for all.

Cooks were on the bread line

Cook Islanders were down to their last crust in November. A bread famine, with flour supplies cut off by the New Zealand wharfies' strike, sent the housewives to the bread queues.

There was plenty of flour on board the *Moana Roa*, which was ready to sail for Rarotonga at the end of October, but she was strike-bound, and the *Lorena*, on the way from Auckland with Christmas fare, broke down and was towed to Nukualofa by the Tongan tug *Hifofua*.

Crowds of women waited at the shops in Rarotonga and other centres for the bread vans but few came and what bread they carried was soon sold out. By the end of the first week in November, only two of Rarotonga's seven bakeries were operating.

Breadless, the housewives looked for cake and found cabin biscuits—at a price. The Cooks now have price control, but the hungry islanders discovered that the price for the few remaining biscuits had shot up to 40c a pound. With falling employment

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and a money shortage, few could afford to buy.

Falling back on the traditional staple food, taro, they were again foiled. There was little taro. An outbreak of *Pythium*, a fungus disease which turns the root into a rotten, evil-smelling mass, had hit the gardens. And, in the last few years, with plenty of jobs going, the Rarotongans, particularly, have neglected the gardens which assured them a subsistence diet.

There were few other foods either. Tinned meats, the usual takeaway meals, even ice cream had vanished. But there were bananas! The NZ seamen's strike had marooned all banana cargoes in the Islands.

The islanders were in no real danger of starving, but they had to pull their belts in and were only able to let them out again after November 17 when the *Moana Roa* finally docked at Rarotonga.

The *Lorena*, which had a seized main thrust bearing, was expected to reach Rarotonga early December. Then there'll be turkeys, ducks, hams, lamb, pork and butter for sale.

The Cooks live almost hand to mouth where flour is concerned. Because, the bakers claim, NZ flour tends to become weevil-infested if left for long periods, and French flour from Tahiti, although superior, costs $2.50 more for a 160 lb sack, reserves are not kept. The bakers rely on the *Moana Roa's* monthly visit.

The island bakeries normally import about 66 tons a month, and another 25 tons goes to the outer islands, mainly to Aitutaki. The bill for flour came to $94,000 last year.

More and more, the Cooks people rely on overseas suppliers for their food. Last year food imports cost $1,362,000, of which tinned corned beef claimed 21 per cent. Imported fish cost $103,000 and cabin biscuits $58,000.

In Port Moresby, Papua New Guinea, the price of a loaf of bread went up 2c in November, to 20c retail unwrapped, and 21c wrapped, after the government agreed there had been a 12 per cent. increase in manufacturing costs since the last review, in 1963. The government will also extend price control on bread to more territory towns.

Sentimental return to Samoa

When Dr. Margaret Mead made a sentimental five-day visit to American Samoa in November, the scene of her first research 46 years ago,

Dr. Margaret Mead had a warm greeting for High Chief Napoleone Tuiteleleapaga who served as her translator when she was in American Samoa in 1926.

she termed her return the most pleasant period of her life.

The little anthropologist stopped off en route to New York following a research stint in New Guinea, to be embraced by a beaming High Chief Napoleone Tuiteleleapaga, who served as her translator and adviser in 1926 and who chaired the committee which arranged her visit. Each agreed that the other had gained a bit of weight in the past 46 years.

Governor and Mrs. John M. Haydon whisked Dr. Mead to Government House where she had three hours sleep before boarding the tug *Talitiga* for a trip to the island of Ta'u, 65 miles from Pago Pago.

It was on Ta'u that she did most of her research for *Coming of Age in Samoa*, still a classic in the social structures of a primitive people. She watched an ava ceremony, dedicated a power plant, attended a feast and visited many people who remembered her as a studious, energetic young woman researcher.

Back in Pago Pago there was a continuous round of receptions, dinners and visits to villages where Dr. Mead had lived in the old days.

In a pouring rainstorm she delivered the main address at the dedication of the old post office building, which shortly will be converted into the official territorial museum. She praised Mrs. Haydon and the women of American Samoa who have worked two years gathering historical and Polynesian items for the museum.

"If there is no thought for the past then you have no future," she said as she urged everyone to work to protect the Samoan culture.

Air Pacific (ex Fiji Air) to expand

Fiji-based Air Pacific, formerly Fiji Airways, which celebrates its 21st birthday next year, has its sights set on flying into Australia.

The first public airing of the airline's Australian ambitions came in October, when Air Pacific's general manager, Captain A. J. R. Duffield, said it was hoped, ultimately, to extend services from the Solomons across the Pacific to Brisbane. This would give direct access to Australia from the Solomons, instead of via New Guinea as at present.

Air Pacific is unhappy about Pan American's plans to move into the region and will undoubtedly make the going tough when the international carrier starts looking for landing rights in countries like Fiji, Tonga, the New Hebrides and Western Samoa.

A Pan American spokesman in Suva has made the comment that the airline's object was not to base regional service in the area, but to operate new international services using long-range Boeing 707s geared for tour groups.

Overseas carriers have still to negotiate traffic rights for Nadi with the Fiji Government, probably soon after the April general elections, so that Fiji has everything to gain and nothing to lose.

Conjecture about a possible lowering of fares in the region, following arrival of the 74-seater BAC 1-11s, may be more than just hot air. Special promotional fares relating to groups are being seriously considered.

Air Pacific, which is investing its small profits in the new BAC 1-11s, is now one of Fiji's biggest employers with a staff of 390.

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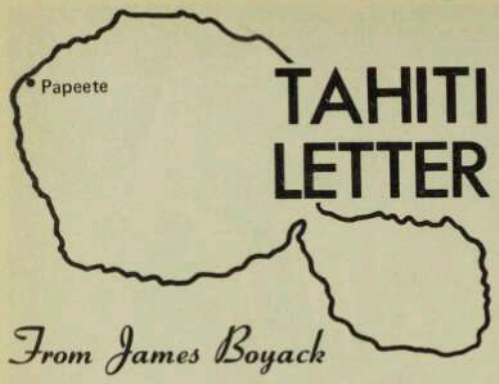

TAHITI LETTER

From James Boyack

A man who lives in Tahiti had his third book published in November, and as I thought about the significance of this event during the past few weeks, and mulled over other things that have happened in Tahiti worthy of mention in my December letter, I became more and more sure that this book, **The Long Way** (Arthaud, Paris) by Bernard Moitessier, was the only subject worth writing about at length.

I have no intention of doing a book review. **The Long Way** is so beautiful and natural, grandiose and simple, delicate and daringly profound, only a paid critic or a profit-minded publisher would have reason to contemplate it with other than the sea-swelling, heart-breaking-with-joy gratitude I felt when I read it.

My only desire is to introduce the book and the French yachtsman-author to those in the Pacific who are better prepared than, say, city-bound folk, to rejoice with me that such a man, and **such** a book, can exist in today's lousy world.

My hope is that we in the Pacific can give this book a ground-swell of appreciation which, like a tidal wave, will rise up and sweep across the polluted continents — give them a bath, so to speak. Those who really need this book, with our help, will be able then to use its graceful humanity and hopefulness as a demonstration of the wonderful common **self** their workaday lives tend to sell short.

Bernard Moitessier, 46, is one of the nine single-handed yachtsmen who set out from Plymouth in 1968 to make a nonstop circumnavigation. The nine men were "participants" in a "race" organised by the London **Sunday Times.** The first man to reach Plymouth after rounding three capes was to receive a golden globe. The man who made the best time won the £5,000 prize money. The remarkable English yachtsman, Robin Knox-Johnston, was the only one to finish the race. He collected all the marbles. Nigel Tetley made it around the world, but he lost his mast in the Atlantic. Donald Crowhurst never left the Atlantic. He sailed here and there writing a phoney log about an imaginary voyage. He disappeared at sea and was presumed dead. (Knox-Johnston gave the £5,000 he won to Crowhurst's family).

Bernard Moitessier got past the Horn going east, and then decided the money and glory were not worth the hassle of life in Europe. He decided to continue in his own wake to the peaceful Pacific where he could leisurely savour his newly-discovered happiness.

The Long Way recounts Bernard's voyage, what it was like to be alone at sea. It shows, and therefore very subtly tells, why he decided not to head north back to Plymouth. It is a perfect book, because it's an agonisingly-jewelled and true one. It shows the growth and change of a man who was prepared, physically and spiritually, to go anywhere to find himself, to find a tenable meaning for life.

By giving up the excellent position he was in to win the prize money, Bernard made himself one of the noteworthy Pacific refugees from the suffocating machine-tooled life of contemporary "civilisation". His 37,455-mile voyage in 303 days from Plymouth to Tahiti by way of five capes remains the longest non-stop trip in planetary history (Robin made it back to Plymouth, a 30,000-mile voyage, in 312 days, nine more than it took Bernard to circle the globe one and a half times).

By writing **The Long Way,** an effort which took him almost 2½ years, Bernard shares his gut-raw experience with us, and makes it clear, for even the most cynical of sceptics, why he abandoned the **Sunday Times** race.

The book, however, was definitely not written as a defence of his decision. The word "abandon" implies the reverse of what actually happened. Bernard, in fact, refused to give up. He had no choice but to follow the magnificent dictates of the ocean and his heart. To have acted in any other way, to have relented in favour of the acknowledged temptations of Plymouth, **would** have been an abandonment of everything he had seen and felt and learned at sea.

The Long Way is great because it is at once unflinchingly precise narrative description, and symbolic throughout. It is unadulterated narrative of an extremely perceptive, experienced seaman (He had taken **Joshua** from Tahiti to Alicante, 14,216 miles, in 1966, on what then was the longest nonstop voyage. His wife, Francoise incidentally, during that trip became the first woman to round Cape Horn). Bernard's observations are abundant and acute. They come after 25 years at sea in small boats. Not even Herman Melville has told me more about what the ocean is like (the long appendix is a handbook of technical detail for cruising yachtsmen). If the book were nothing more than excellent narrative, I think it would be worth reading.

Its grandeur and intelligence make it much, much more than an ocean voyage well-told. It is the true story (a parable?) of one relatively ordinary man pitting his confusion and weakness, and strength, against the entire mute universe, against the groaning colossus of the ocean.

Bernard's meticulous re-creations of sight and sound and senses always achieve a symbolic force. His brute acknowledgement of the physical world re-creates the mystery of life itself. Bernard and **Joshua** (named after Slocum), sail inches up and down, speed and balance, ocean creatures of which man and boat are no more or less, wind force and spiritual force,

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Bernard Moitessier, a refugee from the suffocating machine-tooled life of contemporary civilisation. The photograph was taken moments after he arrived in Tahiti in June, 1969.

everything is real and symbolic at the same time. The real elements become symbols for a different voyage Bernard is making towards the most exhilarating and dangerous far-reaches of his own humanity. As he says, the real log is written on the sea itself.

Just before the Horn, wind force 8, gusts 9, monster swells miraculously regular, Bernard takes off his mask and gloves to better feel part of the 56 degree latitude end-of-the-earth. He clings to **Joshua** which is surfing 60 to 75 feet at a time from wave crest to trough. Boat and man are at their breaking point. Bernard waits before, ears burning, he lowers sail and goes below to resume his hypnotised but not at all crazy watch from the relative safety of his closed-hatch viewpoint.

I must warn readers this book is crafted. I do not believe there is an extraneous detail. Like a symphony, or a good poem, or any naturally and indisputably alive thing, it has a harmonious, invisible life. Bernard lived his voyage with uncompromising honesty and he knew how to present, and let be presented, his experience in **The Long Way.** His book is almost written by the deft, silent understatement of life itself.

A two-lane highway was built along the Papeete waterfront while Bernard was writing. All the lovely old trees were cut down to make room for it. Bernard and his yachtsmen neighbours were distraught. A garden they themselves planted, in which every evening they sat around and talked, was bull-dozed away. They wrote a letter of protest to the governor. Soon their garden was partially returned, with the promise that trees and grass would soon line the whole waterfront boulevard. The yachtsmen imposed their will on the bureaucrats of progress.

That is the hope proposed by this book. Every man has a choice, and one man does make a difference. Bernard is giving his share of the money this book will make to "The Friends of the Earth", a group trying to return nature to man. Bernard's unashamed message, conceived at sea and written in Tahiti, is the soft voice of the Pacific speaking to the world. If the Pacific, with articulate spokesmen like Bernard Moitessier, cannot make itself heard . . . but that's a crazy thought. It has to make itself heard.

☆ ☆ ☆

Albeit, Bernard Moitessier's radiant book has galvanised my thoughts of recent weeks, life continues here at its slow but always interesting pace.

French Overseas Territories Minister Pierre Messmer (PIM, Oct. p. 24 & Nov. p. 40) was called back to centre-stage by the Territorial Assembly at the end of October, but he was not being asked for an encore. Assembly President John Teariki, speaking on the first day of the 1972 budget session, took offence at two remarks attributed to the minister by a French news agency dispatch. The minister had allegedly slighted the importance and authority of the local autonomist Assembly majority during debate at the Paris National Assembly on a project to decentralise power in French Polynesia (I will write at length on this relatively complex "communities project" in a future letter).

Prior to reading his traditional speech to the opening session, Governor Pierre Angeli jumped to the minister's defence before what President Teariki called "a bad quarrel" developed any further. Later in the day, the governor's office produced an official transcript of the Paris debate. It turned out that the newspaper report had considerably oversimplified the minister's exact words and dramatised its paraphrases with quotation marks. The assemblymen remained suspicious of a government intention to nibble away some of their prerogatives, but no further public remonstrations occurred.

The governor announced the 1972 budget of approximately U.S. $32.6 million, a 4 per cent. increase over fiscal 1971. He gave a comprehensive review of areas in which the money would best be spent. Tourism headed his list. Agriculture and animal and fish breeding, would be encouraged to improve the disastrous balance of payments situation. A battle against rising prices and the start of oceanographic research and exploitation were also stated as priorities for '72.

☆ ☆ ☆

Other news from Tahiti includes a narrowly-averted strike by employees at the privately-owned Martin Electric Company. A one-day walkout and total blackout were avoided when the 11th hour negotiations established a temporary truce. To get the union to push back its strike deadline to December 31, the Martin bosses had to agree to immediately and permanently link salaries to the government-calculated cost-of-living index. Martin became the first private enterprise in French Polynesia to take this step. It is a precedent which may become standard procedure for the private sector. Civil service and military people have had this advantage for some time.

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● Noumea's dock area, a scene which will be considerably altered by the middle of next year. The extensions are beginning to jut out into the harbour at centre left. The nickel smelters are in the background.

Memories of 'aerial baptisms'

NEW CALEDONIA DIARY
with
HELEN ROUSSEAU
in Noumea

Caledonians in November were happy to cast aside problems of the nickel market and of political leadership as they paused joyously to re-live some adventures of 40 years ago. In November they invited back to Noumea the man who, in 1931, was the first to land a plane on New Caledonian soil —Victor Roffey of Rockhampton, Australia, at the time a newly-fledged pilot of 23 years. He was also the first to make a flight linking New Caledonia with another country, Australia.

Wherever you mentioned the name Roffey in Noumea recently, you were bound to elicit some response about this young pioneer and his single-engined de Havilland Gipsy Moth, the *Golden Eagle*. Mr. Patrice Wright, a Noumea company sales manager, well remembers his awesome experience of those days: "I was a boy of 10 and Roffey took me up together with a woman from the New Hebrides and we both trembled with fright. We put on flying helmet and goggles since our heads were poking out the top, of course". At the local Shell agency, Tom Hagen recalls that Shell, who supplied Roffey's fuel, put out a special ink blotter in those days with Roffey's head and plane printed on it.

Retail store director, Numa Daly, is the Noumea Rotarian who flew to Rockhampton to meet Roffey and arrange his memorial trip back to Noumea as guest of local Rotary. Numa Daly recalls that Roffey took many Caledonians up for their first joy rides and for what the French call "aerial baptisms". He also undertook special charter flights, including one trip to Thio to fetch an especially-strong player to join in a soccer match against Numa Daly's own team. Roffey flew the fellow down to Noumea, "but we won just the same" Mr. Daly recalls with a chuckle.

Of course there were no airstrips in New Caledonia in those days, but Mr. Daly does not remember Roffey ever having a mishap, even as he put the locals through the *loop the loop* and other acrobatics. Mr. Marcel L'Huillier particularly remembers a mock battle carried out by Roffey, as he flew his plane over an "enemy" car and flour bag "bombs" were dropped down on it.

After entertaining the locals for nine months, Roffey decided to fly his plane home. (He had originally brought it to Noumea by boat). Extra fuel tanks had to be attached for the 1,000 mile flight and some of the mechanics who helped in the task are still in Noumea. Captain Charles Legras, a retired sea captain now living in Noumea, gave Roffey some offshore landmarks to look out for and, with a pumped-up tyre tube fitted around his waist in case of emergency, young Roffey made off for home. He was in a hurry to attend the wedding of his sister, who was to become the mother of Rod Laver, the Australian tennis champion.

As all New Caledonia seemed to wait with bated breath, Roffey's flight took 11 hours. When the all-safe message came through from Brisbane, the Caledonians hastened to hoist the French and Australian flags on top of the Semaphore (Signal) hill, as a mark of triumph.

From accounts reaching Noumea, it seems that Roffey's exploit did not raise the same enthusiasm in Australia, where the young pilot became the special object of customs and quarantine officials, because of the bunches of flowers and bottles of champagne offered to him by Caledonian well-wishers.

If Roffey forged the first air link between New Caledonia and its neighbours in 1931, other ad-

venturers come these days to drive on Caledonian roads. Six overseas drivers were expected to participate in the island's 5th *Safari Caledonien,* scheduled for the first weekend in December. Three teams from metropolitan France were entered in the trial, together with one Tahitian driver, two Australian teams and 40 Caledonian pairs.

Coinciding with preparations for the Safari, the island's first significant car tyre retread plant was opened in Noumea. It is a joint venture between the Australian company MacNicol Investments Pty. Ltd. of Brisbane and the W.A. Johnston group in Noumea, using the American Bandag process. The factory is especially equipped to handle tyres from heavy trucks such as those used in transporting nickel ore.

Among other recent overseas interests entering the territory, two new types of precut homes from Australia were on display in Noumea in November. The *Californian Home* promoted by local American Vernon Dapper in collaboration with Guy Chausy is a Blunt home, from Colwel Pty. Ltd. of Adelaide. The second house was presented by a local company set up to assemble homes from Brownbuilt in Melbourne. The two homes on display from these Australian manufacturers are offered at $A42,000 and $28,000 respectively.

Other Australian housing companies represented in the territory include O'Neill Industries of Queensland and George Hudson of Sydney. In addition there are about nine New Zealand prefabricated home companies selling their dwellings in New Caledonia. Noumea's building industry has been stretched to the limits to provide adequate housing since more than 10,000 new arrivals were registered in New Caledonia in the 20 months to the end of August.

These new arrivals have, of course, been attracted by the promised large expansion of the territory's nickel industry. In view of the current nickel market slump and the failure of the three proposed new nickel companies to implement their projects, there has been considerable uncertainty over the prospects in view.

Through its current summer session, the Territorial Assembly has to debate the island's budget for 1972. While revenue cannot be estimated precisely for the next 12 months, the budget proposed by the Administration has been designed to maintain confidence and envisages an expenditure of some $A80 million.

In opening the budget session late October, Governor Louis Verger told the Territorial Councillors: "1971 will have been a year of deceptions for the territory". After noting that none of the new nickel-treating companies was yet installed and that the nickel market was in an unfavourable position, the governor said this state of affairs had a taste of "hopes that have been disappointed. And this taste is all the more bitter as the hopes placed in the future and development of New Caledonia are immense". He continued "It is in this atmosphere of disenchantment, of uneasiness even, that your session is opening".

The governor had no significant new developments to report on new nickel smelting projects for the island. He claimed, however, that the world's large non-ferrous metal companies could not regard New Caledonia's immense nickel wealth with disinterest. Yet he pointed out that inflation on the island is a problem for such companies, since the Canadian INCO project which was originally estimated to require an investment of $300 million had since grown to double that figure.

On the positive side, the governor claimed that the territory's sole existing nickel smelting company, the SLN, expects to produce around 58,000 tons next year, which would be 11,000 tons more than this year. The SLN had announced it would produce over 60,000 tons this year, but that was before the slump or the two-month strike were taken into account.

Meanwhile, on the nickel ore front, after Paris had imposed a 4.3 million ton limit on exports in the last Japanese financial year, the quota for this year, ending March 31, 1972, is 4.7 million tons. But the Japanese have indicated they may not buy quite 3.5 million tons now, while in the next Japanese-year beginning April 1, 1972 sales of Caledonian nickel ore to Japan may not rise far above the 2 million ton level.

In the meantime, preparations for the boom have considerably livened up many aspects of life in Noumea. Art shows, local ballet performances, imported stage artists and nightclub musicians all received popular support during the month. One of the most recent art exhibitors was a Caledonian, Mr. Patrice Nielly, who displayed some 130 paintings in Noumea, souvenirs of his voyages around the French Pacific.

Another personality appearing on the Noumea scene in November was Mr. Fred Betham, who, at the beginning of the month, took up his post as new Secretary-General of the South Pacific Commission. Mr. Betham was accompanied at the beginning of his stay by his daughter, Mrs. Leone Forsgren, and his baby grandchild.

By now, Christmas is close at hand and Noumea's shopping area, which has grown bigger and brighter than ever this year, is offering the most luxurious assortment of Christmas gifts ever imported to the island.

Only sobering note among the tempting festivities ahead has been a newly-introduced radio campaign against alcohol, and the daily midday news has been preceded by a child's voice asking solemnly, "Say, Papa, when will you stop drinking?"

Mr. Fred Betham . . . a new personality on the Noumea scene.

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People

● Senator Henri Lafleur, longest-serving member of New Caledonia's Territorial Assembly, has resigned after 32 years' service. He plans to devote all his time to defending New Caledonia's economic interests in Paris where he is the territory's representative in the French Senate.

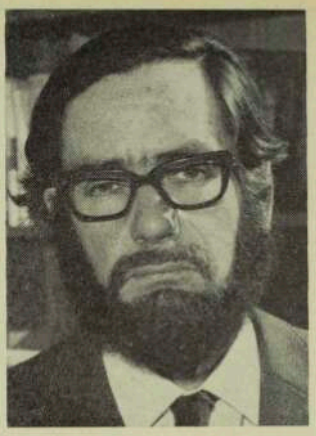
● Mr. John deYoung, who retires from the South Pacific Commission on December 7 after more than four years as director of the social development programme, and acting secretary-general, is returning to a post in Washington, in the Office of the Secretary, Department of Interior.

● Mr. Ronald Kermode, Speaker of Fiji's House of Representatives, will campaign in the general elections next year as an independent candidate. Elected Speaker five years ago when he was an Alliance Party member, he severed his connection with the party, believing that the Speaker should be independent and impartial. He's hoping the Alliance and National Federation Party will not oppose him. If they do, he will not stand. "I would only fight an election if it meant contesting against another independent," he said. He likes being Speaker because, "The job has now got a grip on me".

● Founder and president of the Polynesian Society of Sydney, Mr. Leonard Moran was admitted to St. Vincent's Hospital in Sydney in November, and a leg was amputated. Mr. Moran, who lives at 105 Hargrave Street, Paddington, is recognised as an authority on Polynesian music.

● Fuchita Bossy has been named Mayor of Moen in Truk to complete the unexpired term of the late Chief Petrus Mailo, who died on September 12 (PIM, Oct., p. 132).

● An ex-BBC programme editor, Mr. John Hunt, is the new general manager of the Fiji Broadcasting Commission, succeeding Mr. G. M. Cullen who retired earlier this year. Mr. Hunt, who arrived in Suva early in November, was, for the last 18 months, Radio London's programme editor, concentrating on minority groups of which Britain has now got quite a few. Radio London managed to broadcast for 12 hours a day using material they had produced themselves, some of it in Bengali and Hindustani. He has plans for multilingual radio channels in Fiji.



NEW VICE-CHANCELLOR. Looking considerably more hairy since his move to Canberra this year, where he has had a research fellowship at the ANU, is Professor K. S. Inglis, Foundation Professor of History at the University of Papua New Guinea. Presumably he'll take his beard back to Port Moresby with him when, in May, he takes over the post of vice-chancellor there from Dr. John Gunther, who is retiring. Professor Inglis' appointment was announced in November. He joined the university in 1967. He's now 42, and has a BA and MA from Melbourne and D. Phil (Oxon).

● Mr. William Desmond Thomas Ward, a member of the special Judge Advocate Panel of the Directorate of Legal Services at the Australian Army HQ, has been appointed a temporary judge of the PNG Supreme Court. He will serve during the absence of judges on leave and on other duties. Mr. Ward has been associated with the preparation of the 1945 annotated reprints of PNG laws.

● Mr. John Glude, an oyster expert with the United States Fish and Wild Life Service in Seattle, Washington, was in the US Trust Territory in November assessing the chances of starting oyster farms as an aid to the development of TT resources. He visited Palau, Truk and Ponape districts, spending about a week in each.

● Mr. John Gough, ex-Oxford University, ex-Morris Hedstroms in Suva is now ex-New Guinea Company Ltd. to which he went from Fiji in 1969 as chief merchandising executive. Having, as Mr. W. R. Carpenter, of W. R. Carpenter and Co. Ltd., said at the 1971 New Guinea Co. Ltd's Port Moresby managers' conference, restored "that degree of stability in the company which will now permit the tempo of merchandising development to be accelerated," he has now become a senior administrator at Carpenter's head office in Sydney.

● Sir David Trench has now followed in the footsteps of another former High Commissioner for the Western Pacific, Sir John Gutch, in making a visit to the Solomons and the New Hebrides. Sir David, who has just retired as Governor of Hong Kong, spent five days in the BSIP in October, staying with his old friend and colleague Sir Michael Gass. Both served together in the BSIP and Hong Kong. Sir David passed through Vila on his way to Honolulu.

● Mr. Fred Osifelo, Deputy Commissioner of Lands in the BSIP, is to act as District Commissioner, Eastern, in December—which will make him the first Solomon Islander to take over a district. Mr. Osifelo was manager of the BSIP team at the Tahiti Games in September.

● Rev. Justin J. Gooderham, former President of the Methodist Conference in Tonga, is currently teaching English and history on the staff of Heatherhill High School, Melbourne, until another church position is found for him.

● Mr. Tauvira Maka, a senior section clerk in the Cook Islands Post Office, has retired after 36 years' service. He'll never forget the first year he joined the service—1935, for $90 a year, when a hurricane cut communications between the post office and the radio station. Twice a day throughout the hurricane and until communications were restored, he walked for three hours, often waist-deep in seawater, between the two places. He worked under nine post masters in his 36 years.

● Mr. Bert Speer, in the PNG Public Health Department for 24 years, has retired through ill-health. He joined as a medical assistant and for 11 years served in the Gulf, Central Northern, Madang, Morobe and Southern Highlands districts. He has held various administrative and executive positions since 1958 and has served as regional administrative officer at Rabaul, Lae and Goroka.

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In a Nutshell

NATIONAL PARTY FOR NEW HEBRIDES.—The New Hebrides National Party, said by its president, Mr. Aiden Garae, to be an embryo political party, has been established in the New Hebrides. It has developed out of the New Hebrides Culture Association, and one of its main objects is to counter the New Hebridean Na-Griamel movement.

PNG ELECTION DATES.—The PNG Government announced in November that polling in the next PNG general elections would begin on February 19 and last until March 11. The commencement date was a week later than announced earlier, to enable the electoral office sufficient time to print as many ballot papers as possible with photos of the candidates. Nominations for the elections close on December 29.

NEW ROLE FOR ASOPA.—The Australian School of Pacific Administration, which has been training patrol officers and schoolteachers for New Guinea since 1946, is soon to become a training institution for New Guineans and for people from other South Pacific countries. It aims to have 300 New Guineans enrolled by 1973, with the object of accelerating localisation within the PNG public service.

DEAD CREMATED.—The bones of some 1,000 Japanese war dead recovered on Saipan, Micronesia, were cremated at a ceremony in November in the shadow of Suicide Cliff on Saipan, where thousands of Japanese jumped to their deaths rather than be captured by American troops. Japanese Government officials and members of the Japanese Pacific War Bereaved Families Association took part in the ceremony.

TT POPULATION.—As of June 30, total population of the Trust Territory of Micronesia was 107,054. Districts in order of population size were Truk — 29,334, Marshalls — 23,166, Ponape — 21,423, Marianas — 13,076, Palau — 12,686, Yap — 7,369. Ponape is the most populated island in the TT, with 15,199 people.

INDEPENDENT BROADCASTING.—It was announced in Port Moresby in November that the Australian Government had decided that a single broadcasting authority should be established in PNG before independence, probably under strict government control. PNG broadcasting responsibility is at present shared by the Australian Broadcasting Commission and the Administration, with separate transmitters and organisations. The new single organisation will probably be called the Papua New Guinea Broadcasting Authority.

PNG'S DRINK BILL. — Papua New Guinea spent almost $28 million on liquor in the year 1970/71, $18 million of it on beer, PNG's Commission of Inquiry into Drink was told in Port Moresby in November. About 13 per cent. of personal spending in PNG was on alcohol, and the government raised $10.87 million in revenue from alcohol during that year. The brewing industry with its associated industries was economically significant to PNG because it was fairly heavily labour-intensive.

MATAUNGAN ACQUITTED. — A New Britain Mataungan Association councillor, Joseph ToGigie, alleged to have told village people that they must "work sorcery" and kill a plantation manager if they did not get plantation land, was acquitted in a Rabaul court in November of a charge of having been concerned in an act of sorcery. The previous month, ToGigie was one of seven Tolai men discharged on charges of having murdered East New Britain District Commissioner E. J. Emanuel. Fourteen others have been sent for trial.

A LOOK AT SAMOA.—A US Congressional sub-committee will fly to American Samoa in early December for hearings on legislation to provide for an elected governor for the territory, and also to investigate complaints about conditions under Governor Haydon. The committee later goes on to Micronesia.

PAPUANS APPEAL. — "Should West New Guinea remain incorporated with Indonesia forever, the Papuans run the risk that within a period of 25 to 30 years, the Papuan people will be completely annihilated by the Indonesians with the help of a number of West European and American businessmen."

The National Liberation Council of West Papua-New Guinea makes this accusation in an appeal for help to the Second Episcopal Synod meeting at the Vatican. The appeal, which comes from the council's headquarters at Delft in Holland, asks the synod and Pope Paul "to pay sufficient attention to the fate and the future of the children of Christ living in West Papua-New Guinea and to lend a helping hand to the Papuans of both East and West New Guinea in their attempts at uniting the whole island of New Guinea." Signatures on the appeal are those of Nicholas Jouwe "Minister of Foreign Affairs of the Provisional Government of the People of West Papua-New Guinea", and Bernard M. R. Tanggahma, "Minister Plenipotentiary, Special Representative for the Holy See".

CONGRESS SITE.—A joint committee of the Congress of Micronesia will submit its report on a permanent site for the Congress when the second regular session begins on January 10, in Palau. The committee studied sites in Palau, Ponape, Yap and Truk, but not in the Marshalls because of limited land there. The January session will have before it 208 bills and almost 100 joint resolutions and resolutions, but will also spend a lot of time debating future political status.

WAGE RISES FOR COOKS. — Minimum wage rates for adult male workers in the Cook Islands rose on November 1 from 27½ cents an hour to 32 cents. Permanent civil servants get a 10 per cent. increase, retrospective to July 1, and government wage workers another 3 cents an hour from July 1 and an additional 2 cents from November 1.

FOR CHRISTMAS. — The New Hebrides Condominium released four new stamps on November 23 two in English and two in French for their Christmas stamp series. They feature reproductions of famous "Adoration of the Shepherds" paintings by Louis Le Nain and Jacopo Tintoretto. The first-day cover design shows the Interconfessional Church in the mining township of Forari on Efate Island. Forari has been built by *the Companie Francaise des Phosphates de l'Oceanie*, which is mining manganese.

MORE MOON MEN.—The people of American Samoa will get another chance to see a team of astronauts

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returning from the moon. The Apollo 16 team, due for blast-off from Cape Kennedy on March 17 next year, is expected to splash down off American Samoa on March 29. Three recoveries have been made in the area including Apollo 13 which returned to earth with mission aborted after an explosion had damaged the spacecraft.

MAJURO HOTEL OPENED.—The Eastern Gateway Hotel, Majuro, in the Marshall Islands, was officially opened on November 8. It's locally-owned, and general manager is Mike Nolan. The Eastern Gateway has 16 units and 16 more are to be built.

TEARS FOR TONGANS.—Tears flowed at Wellington (NZ) railway station on November 14 when 200 Hutt Valley people bade farewell to 61 Tongan men, who have been working in the Hutt Valley for the last six months under a scheme to alleviate the valley's manpower shortage. The men have returned to Tonga with between $700 and $800 each and left behind a community eagerly looking forward to the next batch due late in January or early February. "A tremendous success, a credit to their country and terrific workers," was the tribute paid to them by Mr. E. C. D. Watson, chairman of the Hutt Valley Chamber of Commerce.

YOUTHS' CLEAN-UP. — More than 200 youngsters in American Samoa were on the government payroll recently, working for the US Youth Conservation Corp programme which involved clearing beach parks, cleaning up villages and building recreation areas. Four of the nine projects were on Tutuila, one on Aunuu and four in the Manua chain. The bill for the operation came to $48,000, most of which went to the youngsters, who spent their wages mainly on clothing and school supplies. Later, a number of palm trees, which the youngsters had planted on Tutuila's south shore near the village of Nuu'uli, were destroyed by vandals.

FAMILY PLANNING.—Fiji's family planning campaign has saved the country $4½ million which would have had to be spent on providing an additional 1,000 teachers, 1,000 classrooms and 1,000 teachers' quarters if the campaign had not cut the birth-rate by about 34,000. It is estimated that by 1975 the number of children at school will be about the same as now.

ISLAND FIRES.—A mother and five of her children were burned to death when fire destroyed their bure home at Legalega village, near Nadi Airport, Fiji on November 6. She was Mrs. Sulochana Devi, wife of Mr. Munsami, who was at a cinema when the fire was discovered at 10.30 p.m. The bure was built of oil drums with a thatched roof.

About 130 people holidaying on New Caledonia's Isle of Pines had their stay cut short when fire burnt out the restaurant complex and damaged bedrooms at the resort at the beginning of November. The only casualty was an Australian whose foot was injured.

At Mt. Hagen, New Guinea, three large shops and several flats were burned out when fire raced through the commercial section of the town in November. Two people were injured and damage was estimated at $250,000.

200 TONGANS FOR FESTIVAL

Prince Tu'ipelehake, Prime Minister of Tonga, made a radio broadcast in November to announce that more than 200 Tongans will take part in the South Pacific Arts Festival in Suva from May 6-20 next year, and that the kingdom would see to it that "in dress and in bearing, in artistry and presentation" the team would be "competent and culturally authentic".

He said that the festival (in which all Pacific territories will take part) could "set the seal on a new dimension of Pacific race relations, based not on differences but on peace and harmony".

The Tongan party will include skilled weavers from Keppel and Tin Can Island, traditional dancers from Vavau, tapa cloth beaters and designers from the Ha'apai Islands, and poets and singers mainly from Tongatapu and Eua.

"OUTSIDERS" IN TT.—The Trust Territory of Micronesia currently has 1,680 expatriate workers, the majority of them coming from Okinawa (658) and the Philippines (577). Japan proper and the US each have 88 citizens working in the TT, Korea has 67, Nationalist China 45 and there are 22 British nationals.

OLD FOSSIL.—An almost complete skeleton of a species of giant horned turtle, extinct for at least 40,000 years, has been found on Lord Howe Island. The fossilised remains, discovered during excavation work for a swimming pool for a guest house, were sent to Sydney where the Curator of Palaeontology at the Australian Museum, Dr. A. Ritchie, took charge. He described it as the finest yet discovered of an ancient and mystifying reptile.

PETITION MISLAID.—A petition from Lautoka (Fiji) residents protesting against the establishment of a brewery in the town was not seen by the Minister for Commerce, Industry and Co-operatives Mr. Vijay R. Singh, until after the decision-making and planning stages. It had been mislaid in the government offices. Told that the government was allowing the introduction of the brewery to break a monopoly, the Methodist Church, through the Rev. P. K. Davis, its director of the Christian citizenship and social service department, argued that the increased consumption of liquor was more undesirable than a monopoly.

EXCLUSIVE SCHOOLS. — The Mariana District Education Department has closed its schools in Saipan to students from other districts in the Trust Territory because of a shortage of school facilities. Places will now be reserved for children whose parents live in the Marianas.

BSIP RESORT PLANNED. — Owner of an artifacts shop in Lae where he has lived since 1960, Canadian bachelor Morris Young plans to build a tourist resort in the Solomons. He told PIM he was about to close a deal with the owners of 30 acres of land at Munda on the south-west coast of New Georgia for a 99-year lease to build a resort area of 26 suites, 32 single units and three luxury suites. The resort, complete with swimming pool and other mod. cons. would cost him and two Lae businessmen partners about $250,000. Two native representatives of the landowners would be directors.

LUCKY THIRTEENTH. — The 13th round of his 15-round bout with Marika Naivalu, of Fiji, in Suva Town Hall on November 22, was a lucky round for Mani Vaka, Tonga's heavyweight boxing champion. He stopped Marika in that round and took from him the South Seas championship. Vaka, the first Tongan to hold the championship since Tom Hini won it in 1957, sent Marika to his knees at the end of the 13th round and at the beginning of the 14th round Marika's seconds threw in the towel.

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FLOURISHING FARMER. — Starting in 1967 with 10 head of cattle, Stephen Orere, aged 36 and the first indigenous cattle farmer in PNG's Northern District to establish his farm with a Development Bank loan, now has 42 head on his 240-acre block of land about six miles from Popondetta. He borrowed more than $1,000 from the bank and hopes to pay off the loan this year.

MARISTS MOVING — The Roman Catholic order, the Society of Mary (Marists) has moved its South Pacific province headquarters to Suva after 130 years in Sydney. Its new Provincial, Father F. Lambert, who has been working in the New Hebrides, left for Suva at the end of October to establish the new administration centre. Father Lambert's territory covers Samoa, Tonga, Fiji, the Solomons, Bougainville, New Caledonia and the New Hebrides.

NO KOLONIA TROUBLE.—Bars in Kolonia, Ponape District Centre in the US Trust Territory, may be allowed to open again soon, under tough regulations. The bars were ordered closed in September following a fatal shooting of a Ponape policeman, and only bulk liquor sales have been allowed. Beer consumption is down 60 per cent. and the number of arrests has been greatly reduced in Kolonia.

FOREVER AMBER.—Now the Cook Islanders know why their oranges don't sell well in New Zealand. They're the wrong colour, Mr. H. R. Lapwood, leader of an eight-man parliamentary delegation from New Zealand in Rarotonga for four days in October, toured citrus plantations and then told the islanders, "Your oranges stay green, even when ripe, but New Zealand housewives expect oranges to be yellow and won't accept anything else". The islanders think it's a deucedly bad show.

SHIPS COLLIDE IN VILA.—Two ships, the Amsterdam-registered *Woltersum* and the Banks Line's *Northbank*, were badly damaged when they collided in Vila Harbour on the night of November 19. The *Northbank* was entering the harbour when the Dutch ship, which was at anchor, swung on her moorings into the *Northbank's* path. Five crewmen in the *Woltersum* dashed out of a port-side cabin only seconds before the *Northbank's* bow crashed through it. The *Northbank* was holed in the bow and the *Woltersum* was badly damaged on the port side.

The Editor's Mailbag

WHAT HAPPENED AT HANA?

AS A MEMBER OF U.S. DELEGATION AT MICRONESIAN FUTURE POLITICAL STATUS TALKS HELD AT HANA, HAWAII, IN OCTOBER, AND AS ONE OF THOSE INVOLVED IN PREPARATION U.S. POSITION PAPERS FOR THOSE TALKS, REGRETFULLY MUST ADVISE YOU THAT STORY ON STATUS TALKS APPEARING IN NOVEMBER ISSUE PIM HIGHLY BIASED AND EXTREMELY INACCURATE. THIS MUST HAVE RESULTED FROM CARELESS OR ONLY PARTIAL READING OF TRANSCRIPTS BY YOUR HONOLULU CORRESPONDENT.

(A) AT NO TIME DID U.S. DELEGATION DISCUSS ANY PROVISIONS FOR SPECIAL PROTECTION AMERICAN CITIZENS AND BUSINESSES IN MICRONESIA. (B) CONTRARY YOUR ARTICLE, U.S. DECLARED THAT SETTLEMENT WOULD ASSURE NO U.S. EMINENT DOMAIN IN ANY CIRCUMSTANCES. MICRONESIAN CONTROL AND JURISDICTION OVER MICRONESIAN LANDS WOULD BE ABSOLUTE. (C) ARTICLE FAULTED U.S. DELEGATION FOR NOT DISCUSSING PROCEDURES FOR MICRONESIAN ADOPTION OF A MICRONESIAN CONSTITUTION. SUCH A CHARGE DISPLAYS TOTAL IGNORANCE AMERICAN POSITION. THAT IS A MICRONESIAN ISSUE FOR MICRONESIAN RESOLUTION NOT AMERICAN. (D) ARTICLE FOUND FAULT WITH U.S. POSITION THAT, OWING STRATEGIC LOCATION MICRONESIA, ARRANGEMENTS ARE DESIRED FOR LEASING LANDS FOR DEFENSE PURPOSES. ARTICLE IGNORES FACT CONGRESS OF MICRONESIA AND MICRONESIAN STATUS COMMITTEE BOTH HAVE PUBLICLY RECOGNIZED AND ACKNOWLEDGED U.S. SECURITY INTERESTS IN MICRONESIAN AREA AND HAVE COMMITTED MICRONESIA TO MEETING THOSE REQUIREMENTS AS MICRONESIA'S CONTRIBUTION TO AN ASSOCIATION BETWEEN MICRONESIA AND UNITED STATES. (E) THE ARTICLE DISPLAYED BASIC MISUNDERSTANDING U.S. POSITION AND PROPOSALS BY STATING, "U.S. BELIEVES IT SHOULD RETAIN POWER AND LEASE MOST OF IT TO MICRONESIANS". IN POINT OF FACT, BASIC U.S. POSITION WAS THAT U.S. AUTHORITY AND RESPONSIBILITIES IN MICRONESIA WOULD BE STRICTLY LIMITED TO FUNCTIONS AGREED TO BY MICRONESIA AND DETAILED IN COMPACT FOR ASSOCIATION, WHICH WOULD HAVE TO BE ENDORSED BY CONGRESS OF MICRONESIA AND ULTIMATELY PEOPLE OF MICRONESIA IN AN ACT OF SELF-DETERMINATION. THESE FUNCTIONS WOULD RELATE PRIMARILY TO FOREIGN AND DEFENSE AFFAIRS AND TO SUCH SERVICES (EG, BANKING AND CURRENCY, AND POSTAL SERVICE) AS MIGHT BE REQUESTED BY MICRONESIA.

HOPE YOU CAN BALANCE ARTICLE IN QUESTION WITH FURTHER STORY BASED ON FACTS. REGARDS.

JOHN C. DORRANCE.
DEPARTMENT OF STATE
POLITICAL ADVISOR,
TRUST TERRITORY OF
PACIFIC ISLANDS, SAIPAN.

● *Regards to you too, John, but stop splitting hairs, or else get down out of the clouds. We used several correspondents, as our dateline indicated, and our combined report developed from attitudes expressed by many delegates themselves. What happened at Hana is a matter of interpretation. It is clear, though, that what the US Administration thought it was offering the Micronesians, and what the Micronesians understood was being offered, are not the same thing, and if John Dorrance continues to insist, as he seems to have been insisting throughout the Trust Territory in recent weeks, that his Authorised Version is the one true one, then he is a cert to earn PIM's coveted 1971 award of the Coconut Cluster for Woodenheads.*

As examples of the differences in interpretation, take point (a). Quoting

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from John Dorrance's own Press statement of November 9, the Micronesians "asked for free entry of Micronesians and Micronesian products into the US, but did not accept that such rights be reciprocal". The US, "maintained that they must be reciprocal, but pointed out that Micronesia could exercise effective indirect controls over the entry of Americans and US products." Well, John, since you don't know, some Micronesian delegates see reciprocal rights as giving special protection to Americans, as opposed to the rest of the world.

(b) The US certainly agreed it "would exercise no rights of eminent domain in Micronesia". But some Micronesians are still suspicious, because they hold that the US has no right to eminent domain anyway, and should not be in a position either to exercise it or not exercise it. That subtle difference (and similar subtle differences all the way through the talks) resulted in what PIM modestly considered was its brilliant summing up of the basic difference between American and Micronesian approaches at the talks—i.e.: "the Micronesians believe they should have all the power and lease some of it to the US; the US believes it should retain power and lease most of it to the Micronesians." Please ponder the subtlety of that.

Look at it against your point (c). What the Micronesians were seeking was enough information on American attitudes to enable them to visualise a Micronesian constitution acceptable to the US, and when they got no encouragement, some of them wondered if the US was holding out for an ulterior motive. Is that reaction so extraordinary?

We could go on, down to point (e).

Both sides still have these sorts of differences in interpretation to clear up. They still have to understand clearly where they are going, and trust each other. Ever optimistic as usual, PIM is among those, probably leads those, who believe this will be done, and done with goodwill. But the preparation of a position paper is no guarantee that the position is understood by the fellow on the other side of the table.—Ed.

THE WESTERN ISLES

Sir,—Sheree Lipton's interesting article on the "Half-Forgotten Western Isles" (PIM, Oct., p. 49) brought back to me a reminder of what was the first and probably the last visit to the Ninigo Group by air.

On June 10, 1947, I was pilot of the Island Airways (W. R. Carpenter) flying boat VH-ALN—*Island Chieftain*. On that morning we flew out of our base at Madang and two hours 20 minutes later landed in the beautiful lagoon of the largest of the islets.

Canoes took us ashore and we had lunch in a large old German-built house with uncomfortable but very solid old furniture. We were all given straw-covered bottles as gifts and after looking over the plantation we took off again for Wewak and later Madang.

It was a memorable experience both for my crew and myself and for the Seimats whose relaxed and pleasant life was temporarily disrupted by a *balus*, the like of which they had never seen before!

HUGH M. BIRCH.
Marketing Manager,
Qantas, Sydney.

Letters

GAMES COVERAGE

Sir,—I must compliment you on your fabulous write up of the South Pacific Games (PIM, Oct.). It's been the best yet.

R. A. KENNEDY.
Suva, Fiji.

DISCRIMINATION

Sir,—Incredibly proficient as Mr. K. O. Worcester apparently is in his mother tongue, his paraphrase of my letter to . . . "I HATE EXPATRIATES" (PIM, Nov.) obviously only shows lack of discriminatory wits to tell the difference between "unscrupulous outsiders" (see my letter of April), and "expatriates" in general.

Mr. Worcester amazes me how he still couldn't pick out the bad apples from the good apples. Is Mr. Worcester saying that he'd come up with some mystical numerical formulae for solving our problems? If so, well and good; I do not want us Solomon Islanders to start making enemies of other Solomon Islanders due to bewitching, platonic winks of some "unscrupulous outsiders".

If he does indeed have a magical lucky number, could he be as considerate as to reveal it to us concerned Solomon Islanders? Let's hope that we would then be assured of a better future for our country with "Worcester's Wizard Number" at our beck and call!

J. S. SAUNANA.
Honiara, BSIP.

MYSTERY SOLVED?

Sir,—I am sorry to disappoint my good friends, Reece Discombe and Bob Paul, but what they have there (PIM, Sept., p. 75) is a pig of ballast.

We had 15 tons of them in *Arthur Rogers*, and believe me, when they were lifted out for cleaning, those holes were very necessary. After a few years in oily bilge water, a piece of rope through the holes was the only way to shift the slippery pigs . . .

TOM HEPWORTH.
Reef Islands,
Santa Cruz.

● *Tom Hepworth refers to our story about the discovery of what could have been relics of Captain Cook on Tanna, New Hebrides, by Discombe and Paul recently.*

FIJI POLICE BAND

Sir,—As an ardent admirer of the Band of the Royal Fiji Police Force, it is with some regret that I note the departure of its Director of Music, Superintendent James Hempstead, upon the conclusion of his contract. I'm sure that many thousands of Australians who have visited Fiji on cruise ships will recall the magnificent welcome and farewell that they were given by the RFP Band on the wharfside at Suva and countless more Australians will recall the several very successful tours that the band has made to Australia during the past four or five years.

Under the direction of Mr. Hempstead the band has attained a high degree of excellence and versatility that would be hard to match amongst similar brass bands anywhere in the world.

May I add my congratulations to Assistant Superintendent Viliame Bale as he takes over as bandmaster, and may the band of the Royal Fiji Police continue to delight and thrill its audiences throughout the Pacific under his direction.

GARRY W. RAE.
Broadway, Sydney.

BIBLIOGRAPHY

Sir,—Continuing by interest in a part-time bibliographical project I began while serving in Hawaii during the past three years, I wonder if any of your readers would be willing to assist by furnishing information (title, author, publisher, date) of books/booklets printed or issued in their area prior to 1900.

C. D. SHOKES.
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Lincoln, Nebraska 68503,
USA.

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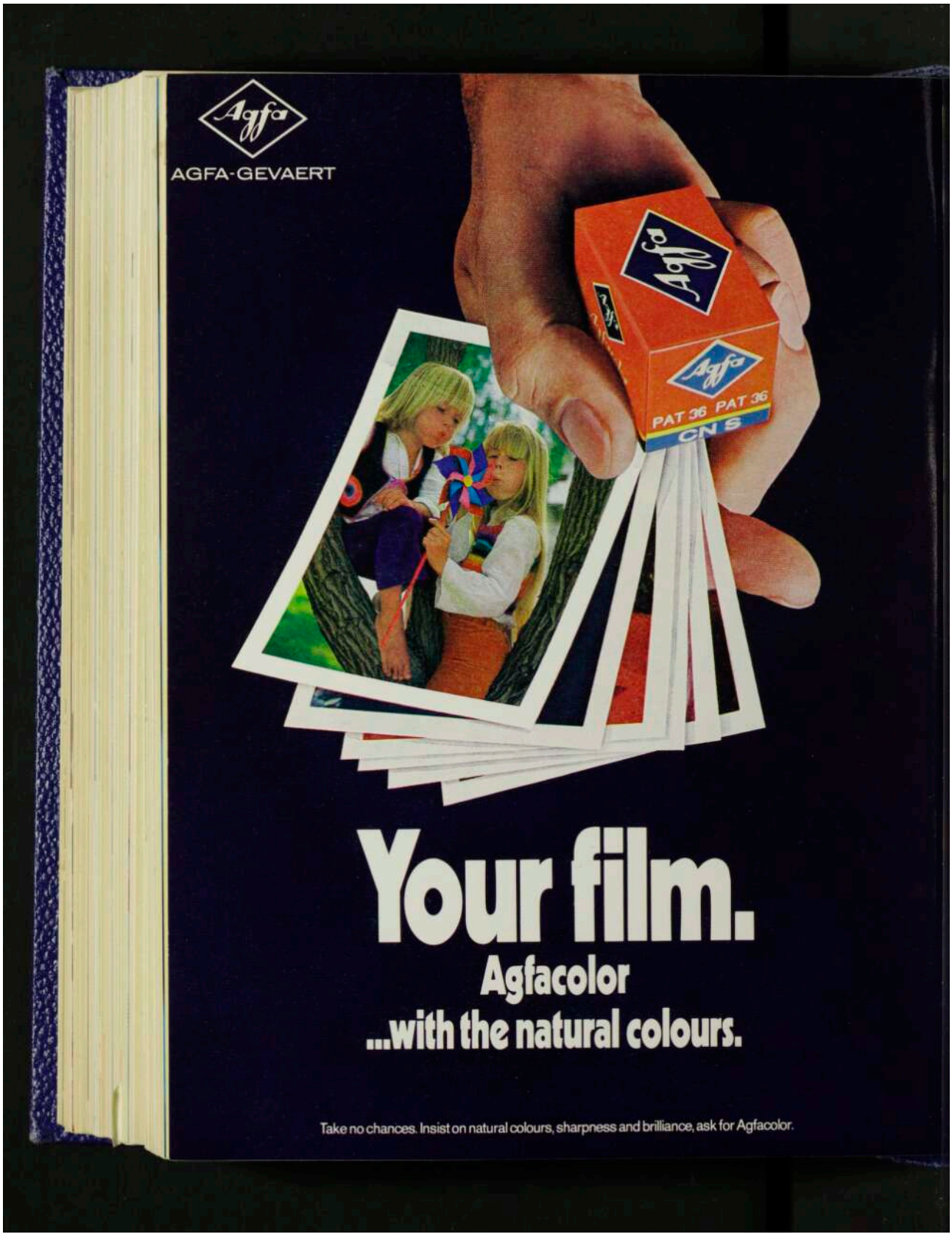

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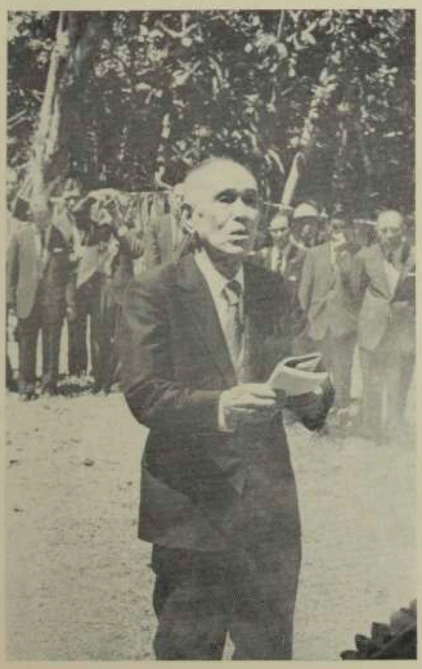
The flag of the Rising Sun and banners bearing tributes to the dead flutter around the improvised altar and, below, 82-year-old Vice-Admiral Jinichi Kusaka, Commander of the Japanese Imperial South-east Area Fleet from Rabaul and Admiral Yamamoto's second in command, invokes the spirits of the dead.
Photos: Ted Marriott.



Harvesting war fruit on Guadalcanal Plains

From a correspondent in Honiara

Eighty ageing Japanese ex-soldiers scoured the Solomons in October digging up the fruits of war—the bones of their comrades who perished in the Guadalcanal Campaign.

The Japanese war dead in the Solomons numbered about 24,000. Many were buried where they fell. Their graves were unmarked. It was remarkable that the remains of nearly 7,000 of them were recovered in the month-long search by the Japanese Government mission. But more remarkable still were the feats of memory performed by the veterans. Many of them were able to point unerringly to the spot where comrades had fallen and been hastily buried.

The services of the local people were also obtained—for a fee. Hero Jacob Vouza volunteered information on the exact location of a number of graves and, although all the American war dead had been officially disinterred and reburied near Honolulu at the war's end, at least one American skull was sold to the Japanese for 50c and joined the rest on the funeral pyre, the smoke from which drifted over the Guadalcanal Plains on an October day, to be followed the day after by the smoke of incense from the improvised altar at Tambea.

About 200 people, Japanese, officials of the BSIP Government, locals and visitors attended the memorial service, government-sponsored and non-denominational, but with a Buddhist priest to bless the altar, keep the incense ascending and, when ceremonial permitted, photograph the scene.

Some of the ashes go back to Japan, but the greater amount was buried at the Tambea Village Resort, 28 miles from Honiara, and a memorial post erected bearing in Japanese and English the legend: "Erected by the Japanese mission for the recovery of soldiers' remains, October, 1971. In memory of those Japanese and American soldiers who lost their lives in their country's cause." A strange feature, perhaps, for a tourist resort, but who knows when Japanese tourists won't predominate in the area?

See, "The race is on," p. 41.

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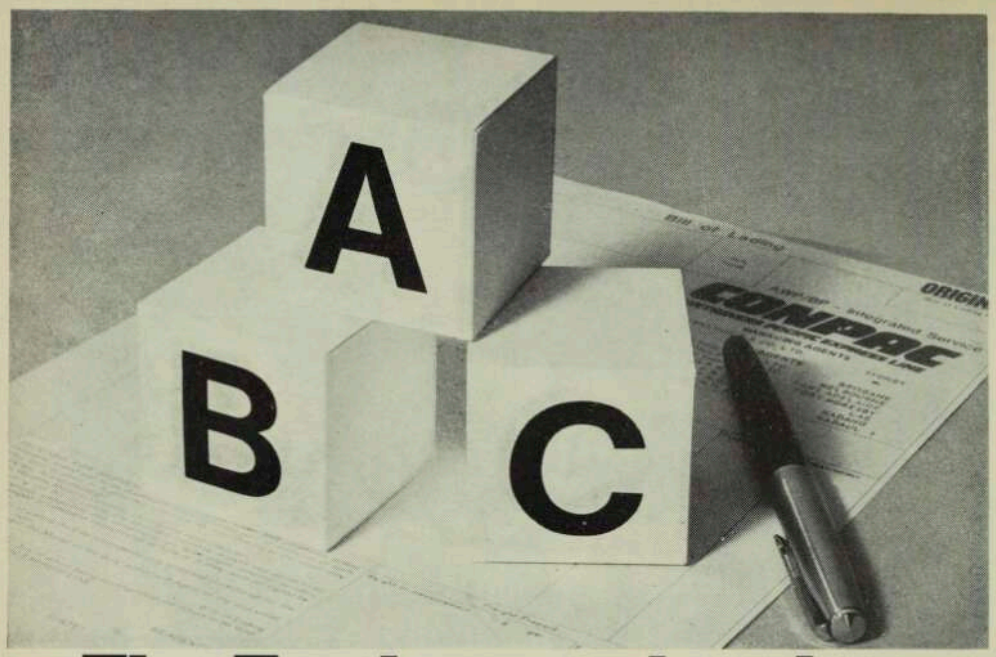

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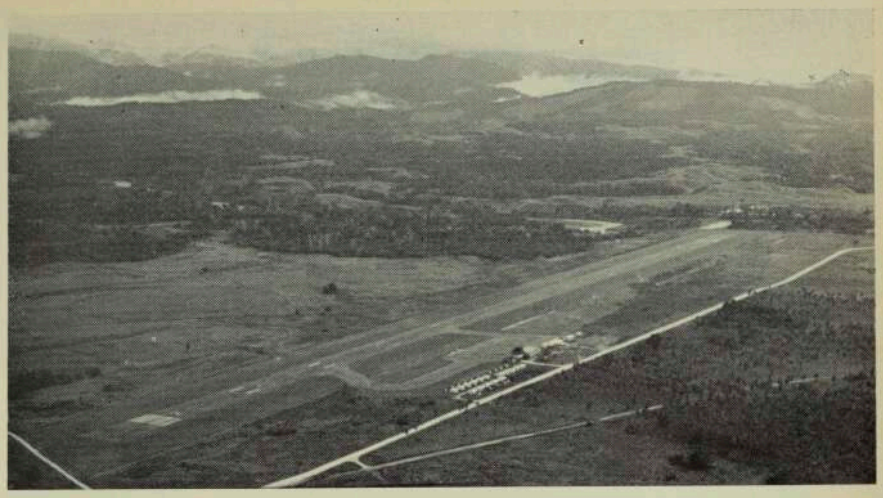

Honiara was made by Henderson Field, today an international airport with a growing traffic. The present capital did not exist until after nearby Henderson was developed as an important wartime base. This recent picture is by Capt. A. G. Shearer.

THE RACE IS ON BUT THE COST MAY BE MORE THAN THE PRIZE

By JUNE WOOD

The race is on! I feel it as strongly as if I had seen the starter's flag. The Solomons have now had more than a year with an elected majority in the BSIP Governing Council; the end of 1971 will see the last public service member leave the council and a Solomon Islander established as chairman.

The cry of the politicians is internal self-government by 1975, and this has support among the electorate. The race towards self-determination has started and the pace will surely accelerate as the goal looms closer. Those who have, in other territories, seen the old flag run down to be replaced by the new, recognise the familiar pattern of independence taking shape.

It is only 11 years since the first BSIP Legislative Council came into being with a very few appointed Solomon Islanders. It may seem a short time to gain sufficient experience to govern, but in politics, where memories are notoriously short, 11 years is long enough.

Nobody could deny that all does not seem quite ready for this step. Many Solomon Islanders feel that unless education is somehow speeded up, scarcely enough educated people will be available by 1975 to fill the administrative posts; professional and technical posts must lag behind even more.

● MRS. JUNE WOOD has left Honiara after many years in the BSIP. In this article for PIM she surveys the recent past and makes predictions for the future.

The Sixth Development Plan, with its struggle to implement an economic policy, is now under way and taxation rises are gloomily forecast. If this happens, the belts of some will have to be tightened, and the cold fact that independence is going to cost more may not be welcome to some. But I do not think this will deter those bent on self-government by 1975, and perhaps it is right that, having once started the race, nothing should be allowed to stop it.

The politicians have plenty of critics though, and there are signs that voters want their money's worth from what some obviously consider an expensive luxury. The voice of the moderates is also heard, mainly from the areas outside the capital.

The main worry here is that independence will break down custom. There are fine new buildings in Honiara and pretty mini-skirted girls working in the offices. There are a dairy and a museum, but in the districts there has been little change. People there cling closely to their particular custom and feel a need to belong, in the fullest sense, to their own line. They do not want to lose their own custom or adopt anyone else's. There seems little identification yet with the idea of a nation.

The sure solution to this problem would be a strong leader: one whose breadth of character and strength of personality could unite east and west Solomons under the common cause of nationhood despite the differences. He would need to be moderate enough to be accepted by the majority, but strong enough to carry the faint of heart along with him.

It is difficult to foresee a settled future for the Solomons without such a person, but even in these modern times it is not possible to produce "instant" leaders. There is no sign yet of a new personality emerging. There is a hope that next year's elections might bring one forward, and there is always the possibility that increased responsibility may awaken one lying dormant in the present council.

There is a desire among many to change the mode of government to a ministerial system based on Westminster, which they think would work better than the existing committees. It is doubtful whether such a change would meet the critics of the present

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Chinese worried

system, whose main complaint is that decisions are made at committee level without reference to the rest of the House. But after all, somebody has to make the decisions, be he minister or chairman, and to drag everything into debate across the floor of the House would effectively bring the wheels of government to a grinding halt.

The Chinese community is naturally apprehensive about the future. Many Chinese have worked long hours, and still do, to build up their businesses. Solomon Islanders complain that the Chinese do not treat their labour properly and have little desire to integrate.

The biggest fear though is that they are taking business opportunities away from the indigenous people. The observer is bound to feel sympathy with both sides of this particular fence, and Solomon Islanders would do well to learn by the mistakes of other countries. By turning out the expatriate "middle-man" some countries have found themselves without such vital agents as exporters or processers for their raw materials. Such services take time and skill to build up again.

Training in management and marketing for Solomon Islanders has already begun under the development plan, but it may be some years before the full effect is felt. It could be financially disastrous to throw out the baby with the bathwater in the Solomons, however aggravating the baby may be.

The way Fiji handles her citizenship problem over the next few years will doubtless have some influence on what happens in the Solomons.

How does the expatriate civil servant fit into the changing pattern? The civil service is traditionally good for a knock in any country, and here especially it is healthy to be able to have a go at what is often regarded as the stumbling block to progress.

Despite the criticisms that "re-treads", fresh from the vast corridors of power in larger countries, do not always manage to adjust their steps to the shorter passages of the Solomons, and the cry that some who have served only in the Pacific do not always welcome the experience of those from elsewhere, the present civil service is by no means the bogey man that its severest critics would have us believe. Relations remain good, despite a few slanging matches in governing council, and seem likely to continue so.

The Solomon Islander's confusion over the role of the civil servant is understandable. On the one hand he wants all the expert advice and help he can get, and generally he realises it. On the other hand he cannot help feeling that to have too many expatriates in the Solomons is holding back the localisation of key posts. However, even if progress is slower than many would wish, the localisation programme is going forward.

The tourist authority has taken to describing the Solomons as the "Happy Isles" in its brochures. The signs are that they could continue in that state after 1975, despite some inevitable upheavals. Few Solomon Islanders would seriously disagree that the Solomons have earned that title under British protection, even taking into account some sharp clashes with authority in the past.

And no expatriate, who has lived in these beautiful islands and who has experienced that reserved welcome which sometimes so rewardingly gives way to warm friendship, could ever look back on the Solomons and the Solomon Islanders with anything but affection and gratitude.

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MR. FIXIT, THE ISLAND AGENT – AN INSTITUTION THAT HASN'T CHANGED

By JOHN CARTER

In the rapidly-changing Pacific Islands' scene one institution has changed not at all—the Island Agent, who is all things to all his clients, even Father Christmas to their children. But his role in the Islands' development, his importance as a link between the Islands and the outside world has never been recognised.

He's been around now for 80 years, as Mr. Fixit in the lives of storekeepers and families in almost every Pacific island from New Guinea to the tiny atolls of Micronesia. As agent, he arranges for supplies of almost everything and anything wanted in the Islands—the balls of twine, the pencils, the toy, the all-purpose knife, the chewing gum, the vase of artificial flowers, the dozens of different things jostling each other in a store window at the side of the dirt road miles away from the tourists' playgrounds.

The storekeeper has just received a letter from his son in a school in Australia picked for him by the agent. Another storekeeper is purring over the dividend cheque from an Australian company, fruits of a wise investment arranged by the agent.

A woman is on her way by plane to a Sydney hospital. She's never been away from her island home before. She's worried and apprehensive, but her storekeeper husband isn't at all concerned. It's a minor operation, and his agent is handling everything. He'll meet the plane, take her to hospital, visit her on visiting days and take her back to her plane when she's ready.

The list is endless and on it are almost all the good turns and services one human can do for another. It's service with a smile and no bill at the end of it.

Who are these agents? There are dozens of them, not hundreds, many with names well known in the Islands, but it's their names and not their activities which are known to most people. Though they deal in commerce and charge a commission, they're mainly a family affair.

Sydney has more than its share of the best-known ones who, over the years, have become an essential part of the Island scene.

Ray Law, of Nelson and Robertson Pty. Ltd., who's been round the Islands since 1947, says: "Some think the changing times will spell finish to the Island agents; that we are a dying race. We don't think so. We think there will always be room for the agent, and the families who, through the years, have been helped by us, will echo that."

Here's Ray's definition of the Island Agent—"one who is prepared at all costs to procure whatever his client requires and maintain goodwill without consideration of the profit side."

Exaggeration? Salesmanship? Bull? The record speaks for itself.

The Island Agent was born almost by accident, fathered by a good turn. Bob Tait, of W.S. Tait and Co. Pty. Ltd., of Sydney, first in the field in the 1880s, tells how Mr. William S. Tait, his grandfather, was in New Caledonia as guest of Mr. Tisdale, manager of the Vallon du Gaz works. There were few tourists then and links with the outside world were tenuous so that he was something of a rare bird to local merchants he met.

When he was ready to return to Sydney, the merchants handed him a long list of articles they wanted from Australia. They got what they wanted and the list gave Mr. Tait an idea and the idea created the firm of W. S. Tait and Co., Island Agents. There were thousands of merchants in the Islands, all wanting something which island traders and importers did not handle.

Mr. Tait set out to supply a need and succeeded. Others followed. There was plenty of room. Now the Tait family has ties of friendship, and of blood, with many families in New Caledonia and Fiji. The Cakobaus, for instance, have been Tait guests, and New Caledonia gave Bob Tait his mother, his father Cedric marrying into the well-known Unger family.

The pattern is the same with all the agents. They all have the same slant on the job, and all of them agree that it's not the 2½ per cent. commission that matters most. As one put it, "How can you charge 2½ per cent. on meeting some youngster at the airport and taking him to school?"

George Millar, who's been sailing, flying and even canoeing round the Islands for more than 30 years for Kerr Bros. Pty. Ltd., doesn't talk about himself but he's voluble when underlining the part the Island Agent plays in the development of the Islands.

Island agents, he said, have introduced competition into trading by helping to keep prices at a realistic level so that the big trading companies have been unable to create monopolies. By investigating for clients various processes of manufacture they have helped Island people to develop their

Ray Law . . . we're not a dying race.

Bob Tait, whose grandfather started it all.

George Millar . . . Islanders are nice sorts.

own industries. They've carried out preliminary economic surveys on projects to determine viability, usually on various crops, have investigated markets for those crops and even gone into the Customs angle to cut costs.

"In fact," said Mr. Millar, "the agents have done everything there is to do in the development of a territory and for what can only be described as a nominal fee.

"Speaking for all agents I say that if you compare the commission rates charged by us with those charged by export agents throughout the world, you will find the Australian agents work on a very low margin. In the case of many selected clients, the Island agents finance their businesses in the Islands. He trusts his client and very rarely is let down. Sometimes the client wants to invest. We are able to line him up with the right investment, and, from that angle, we are helping Australia because the Australian Government is trying to encourage investment in this country."

Here's another angle. Millar's company is agent for the GEIC Wholesale Society which was short of trained staff. The society asked Kerr Brothers for help and Kerr Brothers now give society employees six months' training in Sydney. One returned to the colony in June. The society pays the trainees' wages but all other expenses are paid by Kerr Brothers. They haven't charged 2½ per cent. on that!

There are rewards though, as George Millar explained. "The Island people are a nice sort of people. Rarely do you get any objectionable ones. We find them very hospitable. Maybe too hospitable, with the limited time you have to spare when you are in the Islands. You can't accept all the invitations you get."

Mr. John Connor, of C. Sullivan Pty. Ltd., tells a similar story. "You get to the stage when this business becomes very personal. Over the years you not only become good business acquaintances but very good friends. I can go to Noumea for two days or two months and I wouldn't know what it was to have a meal by myself. Once in Noumea for three weeks, apart from breakfast, I had only one meal in the hotel. I have yet to hire a car in any of the islands. They always insist on lending you theirs."

From a pin to an anchor is the gamut of their trade, but in many cases it's more outlandish than that.

Denis Sullivan recalled buying a racehorse, transporting it from Noumea to Samoa and then hiring a jockey to ride it. A few weeks ago, Sullivans shipped a horse to Honiara.

"I reckon we've sold everything to the Islands, and so have all the agents, even ships and aeroplanes," he said.

Another agent sent a coffin to New Guinea. It arrived in good time. Its intended occupant was still alive. Coffins have often been on the order form and some times the agent has to arrange for the transport of a body.

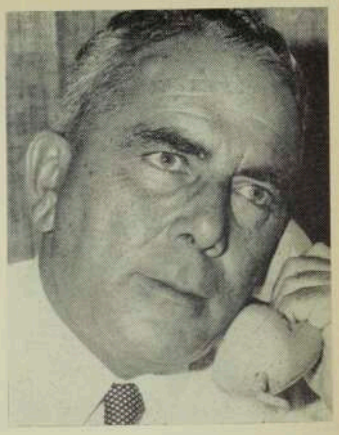
"We have to be careful about that," he said. "Seamen are superstitious about corpses on board so we label them 'Laboratory specimens'."

One order received by Kerr Brothers was for bull semen to improve the cattle strain in New Caledonia. Kerr Brothers had to organise transport in special, refrigerated containers, take a veterinary officer to the artificial insemination centre on the NSW south coast. There were masses of paperwork and an entry in red in the ledger. In cash terms, it was a dead loss. The ampules of semen were valued at $3 each. Kerr Brothers got the usual commission.

"You can make money on, say, 100 cases of meat, but on this sort of thing you don't make anything. It's a service to your client."

George Millar produced a bulky file and said: "This is all connected with a child of one of our clients. We are arranging for the child's schooling, and the child hasn't even started school yet. You can't assess that in terms of money, but we are fostering something for the future.

"We look after that child and when he eventually takes over we will have in the Islands someone who thinks highly of us and of Australia."



Denis Sullivan . . . from a pin to an anchor.

Dealing with the same angle, Ray Law related how Nelson and Robertson Pty. Ltd. arranged for the education of children of Chinese storekeepers in New Guinea.

"Before the Chinese in New Guinea became naturalised, there was always a terrible lot of travel documents and taxation clearance certificates to see to, but we handled all that. In the early days, children called into the office and asked us to help with their letters home, but the schoolboy of 20 years ago is the businessman of today and he doesn't forget."

Who, other than the Island Agent, would tackle some of the jobs clients expect done?

Ray Law again: "Somebody in New Guinea sends for a piece of machinery, sometimes only a very small gadget but it's wanted urgently. It might take the agent all day to get it and cost a mere 10c. He gets his commission on that 10c! Without the agent to fossick around and find that piece of machinery, somebody in New Guinea would have been seriously handicapped. You'd be amazed how many times that goes on. We must have 10 requests a week for articles costing less than $2 to go out by air freight."

As several of the agents pointed out, the system makes for simpler documentation for the Island storekeeper. Orders for many types of goods all go on one document.

"It is more economical to confirm orders through an Island agent than have the bother of taking out their own shipping documents," said one. "It is far more economical for the consignee in New Guinea, say, to get a consolidated bill of lading with

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lines from 10 or 11 different manufacturers on one bill rather than having to deal with 10 or 11 sets of documents."

Documentation, according to George Millar, is something which plagued the agent and the customer hardly ever in the good old days.

"Then a man's word was his bond," he said. "The newer breed are more sophisticated. There are still those whose word is their bond, but there's a greater reliance on documents rather than on a handshake.

"The trust in the old days, to my knowledge, was never misplaced. It was possible, even up to a few years ago, to pass New Hebrides Customs entries for our clients in the out-ports. We did this, not only to help our clients but also to help the Customs Department because when we did it they got their declarations and payment of duty more promptly. We paid the duty on behalf of our clients. I don't think you would find that anywhere else in the world.

"It has all been discontinued today. Clients, whether at out-ports or not, must pass their customs declarations or use the Customs agent at the main ports of Vila or Santo. In those days too, there were no trade commissioners fostering trade. The old-established agents did the work. The client would inquire about tin tacks or whatever you like and ask us to send details. Naturally, we promoted Australian goods. We still do."

The agents have a beef—the faster the speed of travel, the slower the mail.

Said one: "In the old days, the ship came in to Sydney on time, stayed for a week and in that time you got your mail, worked on the orders, had the goods delivered to the wharf, got all the documents and the ship sailed with the goods for the client—all in a week. Now, even with air mail, it takes from five to seven days for orders to reach us from New Guinea. Fifty years ago, it took 72 hours to sail from Sydney to Noumea. Now it takes that and longer."

It takes a lot to surprise the Island Agent. He's used to the strangest of inquiries and the weirdest of letters, coming as they do from relatively unsophisticated islands.

But there were some raised eyebrows in one Sydney agent's offices in 1940 when an order was received from a storekeeper in Noumea. It was for a large consignment of special toilet paper which would have angered the Nazis if it had gone into circulation. The storekeeper wanted pictured on each slip of paper the Fuhrer Adolf Hitler with his tongue out!

Geoff Hughes . . . sold 10,000 shovels.

Roger Pelletier provides a classic example of helping the Islanders.

"Of course," said the agent, "we told our client that it was no go, but with great reluctance."

The same agent got another order from the same place which he was delighted to fill—for thousands of gallons of wine. Traditional sources in France had dried up, or been blown up. Australian wine became popular in New Caledonia. The agents don't send a drop there now.

Geoff Hughes, of Peter Jackett and Co., tells about the huge order he managed to clear just after the war—10,000 shovels at a farthing each. They were snapped up by a planter in the New Guinea Highlands, an eccentric who used to keep a suitcase stuffed with money beside his desk. It was so full that he had to jump on it to close the lid. But there was nothing eccentric about his business acumen. The natives had plenty of money from war damage payments and they eagerly bought the shovels—at £1 each!

Another firm was inundated with orders for a particular brand of cleansing fluid. The goods were despatched with the agent still wondering what natives in the middle of the bush wanted with cleansing fluid. He discovered that the natives liked the colour of the label on the tin.

It's not all one-way traffic, of course. Island agents are also willing to help the Islanders to dispose of their goods in Australia. Roger Pelletier, of Ballande (Aust.) Pty. Ltd. has a classic example. When France was defeated in 1940, New Caledonia lost its nickel markets and was in serious trouble. Roger's father, Maurice, contacted Mr. Essington Lewis, BHP's managing director and at that time Director-General of Munitions, and persuaded him that Australia should buy New Caledonia's nickel.

There are others not mentioned here but all play their part. Peter Fisher, of Peter Fisher Trading Pty. Ltd., Sydney, is a comparative newcomer to the Island scene who is becoming a familiar figure among Micronesia's far-flung atolls. There's S.E. Tatham & Co. (since 1924), and, prominent among the New Zealanders is W. H. Grove and Sons Ltd., of Auckland who have been around since 1896. Their hands will be full maintaining links between their client friends in the Islands and the thousands of Islanders who pour into New Zealand every year. There are also the big merchanting firms like Carpenters, Burns Philp, Morris Hedstroms—not strictly Island agents but with representatives always ready to do a good turn for the Islander.

What sort of man makes an Island Agent? Bob Tait gives the formula. He must be bi-lingual, stable and reliable—the Islands can wreak havoc on a man out for a good time and hang the consequences. He must have a good presence, be acceptable to the clients and able to get on a close, personal basis with them; he must have a large measure of initiative as he has to operate away from base; have a sound knowledge of the business and of his company's policy and ethics, and be able to communicate with his clients.

There's at least one more necessary attribute—to be able to produce rabbits from a hat, which is easier than making a fortune out of a 2½ per cent. commission.

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NEW GUINEA'S NEW WRITERS WAVE THE BANNER OF NATIONALISM

By DON WOOLFORD

Papuans and New Guineans are beginning to write creatively. Since 1968 there has been a steadily increasing stream of works, particularly plays, poems and short stories.

Much of it is derivative; the quality is uneven and most of what so far has been written is probably more important historically and politically than artistically. But it is almost certainly the genesis of a distinctive body of literature, owing something to the West, something to Africa and the American Negroes and something to the territory's own traditions. And its main message to date is clear: the writers are emerging as leaders of the territory's still embryonic nationalist movement.

Rejection of imposed Western values and demands for rapid political advancement are among their main themes. For as long as the white man has the power, most of them agree, New Guineans will be unable to rebuild their shattered self-respect and manhood.

The movement probably began with the publication in 1968 of Albert Maori Kiki's autobiography *Kiki: Ten thousand years in a lifetime*.

Kiki is a remarkable man. In 30 years he has moved from Neolithic life on the Purari River to the world of administration, politics and trade unions and today is one of the territory's best known radical leaders.

His book is the story of his extraordinary transition, told with a mixture of bitterness and humour. The Australian is often condemned. Some administration officers "took local girls to their compound, stripped them naked, hosed them for 20 minutes then slept with them and kicked them out immediately afterwards'.

Later, when he fully entered the white man's world, his life was full of "slow, nagging, continuous protests against discrimination".

Kiki, although he has moved into a new life with assurance, remembers the old with affection and still draws strength from it.

Christianity, despite years at a mission school, has left little mark. "To this day, talking to a tree or a river is more important to me than sitting down and listening to somebody else talking about God."

Kiki largely set the pattern for what followed. From the university, teachers' colleges and senior high schools a steadily growing trickle of writing emerged. So far one novel, more than a dozen one-act plays and a large body of poetry and short stories have emerged. The novel, which Jacaranda published last year, is *The Crocodile*, by Vincent Eri.

John Wills Kaniku, author of the controversial play "King Toi", a story about a school dropout. A teacher at Badihagwa High School in Port Moresby, he has written eight plays and at present is working on his first full-length novel.

Like Kiki, Eri is a Gulf District man who has succeeded in the white man's world. One of the first graduates of the university, he is now acting Director of Education.

The Crocodile is largely concerned with the impact of Western culture and law on a Papuan village. The villagers' reaction is an ambivalent mixture of bewilderment, resentment and attraction. The *kiaps*, the main visible agents of change, symbolise arrogant and unfeeling superiority. One patrol officer, reclining on a canoe as press-ganged villagers paddle him up a river, swats at flies and complains: "The blasted flies—why won't they leave me alone; why don't you buzz around the smelly Kanakas?"

Later when Hoiri, the central character, returns from involuntary war service, he has the money he made carving artifacts for American soldiers confiscated by an ANGAU officer and is paid off—with five sticks of tobacco.

Finally, as Hoiri is led handcuffed to court, he hopes his son will go to school and "grow up to understand the things that baffle me".

Eri's bitterness is understated compared with some of the young playwrights and poets, most of them university students, who have been published in the last two years.

Kumalau Tawali is perhaps the most lyrical, least explicitly political, of the university poets. From Manus Island, the home of the territory's most famed mariners, most of his imagery is connected with the sea. His best known poem of protest, *Niu*—a contraction of Niugini—is a gently sardonic allusion to the conservative Highlands view of Australia as a parent:

You are the baby that crawls too long;
All the others are walking—
What has your mother been doing with you?

In *The Bush Kanaka Speaks* he examines race relations:

The *kiap* shouts you are ignorant.
But can he shape a canoe,
Tie a mast, fix an outrigger?
Can he steer a canoe through the night
Without losing his way?
Does he know when a turtle comes ashore to lay its eggs?

Tawalis is more obviously bitter in his play *Manki Masta*.

The hero, Poro, is a simple villager who is forced to become a houseboy so that he can pay his tax. His employer, Mrs. Jones, has lines like, "I know too much of their ignorance . . . sometimes I wonder if they have any brains at all". The white man is also scarified in John Waiko's *The Unexpected Hawk* and Leo Hannett's *The Ungrateful Daughter*. Waiko's play concerns the removal of a village, enforced against the wishes of the people for the convenience of the local administration officers.

It contains pieces of Australian enlightenment like—District Commissioner: I prefer them to remain Bush Kanakas. Some of these coastal people are getting too damned bigheaded for their own bloody good.

Kiap: Yes, they go to school for a few years and they think they've become Europeans.

Continued on p. 111

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* Footnotes

WITH PERCY CHATTERTON
in Port Moresby

STABLE POLITICS YES, BUT NOT AT ANY PRICE

"WHAT is the use of being rich? When a man gets rich, he often wants more and more and is never satisfied with what he has. Therefore being rich isn't a good thing."

These words are from a letter written by a New Guinean high school student and published in the *Papua New Guinea Post-Courier*. The writer is probably unaware that the Greek philosopher Epicurus, and not long afterwards the anonymous Jewish author of the book of Ecclesiastes, were saying exactly the same thing over 2,000 years ago.

The theme of this young man's letter was the burning question of land tenure—communal or individual—and he has some very decided views on it. "Individual land ownership is not good," he writes. "It will destroy the traditions of our country."

On the same day on which this letter was published, an older and more sophisticated compatriot of its writer — an indigenous bank officer — added his bit of heresy in the course of a paper read at a seminar on "Localisation" held in Port Moresby.

Referring to the frequently-aired suggestion that localisation of the economy will lead to a falling-off in efficiency and production, he said, "I do not think we Papuans and New Guineans see a fall-off in the rate of growth of the economy as necessarily a disaster in itself. Economic development in Papua New Guinea ought to aim to produce a better life for Papuans and New Guineans."

It was "by no means clear", he added, that the quality of life was directly correlated with the pace of economic growth.

A few days after this I received a letter from a young Paguinean whom I do not think I have met, but who has apparently heard of me. He writes, "I think you can understand how I feel every time I hear all these non-Melanesians pontificating from on high about what should be done with our country. They see everything from the point of view of their technological culture to which it seems they are even prepared to sacrifice the very continuation of the human species for the sake of a brief span of further technological development. What do they know about the outlook of a native New Guinean? Is it such a crime to want to sit under a palm tree and do nothing for a while except simply take time to enjoy life? Is economic strength and expansion really so much more important than domestic contentment and tranquility?

"My feelings about these matters are so intense that I must tell *someone*, so that at least the protest will have been voiced."

My correspondent was writing from Bougainville, and has probably heard about the river in which the fish are going to be poisoned by the effluent from the copper mine.

A few months ago on this page I suggested that it was time that Paguineans started questioning the "western" concept of the good life, and asking themselves, "What is progress, for us?"

It looks as if a few, at any rate, are beginning to do so. More power to their pens.

During the last few months, we have heard repeated calls from investors and would-be investors for "political stability" in Papua New Guinea.

Well, I want political stability in Papua New Guinea too. After all, I live here and want to go on living here. But not political stability at any price.

During the last 25 years, we have witnessed some pretty horrible examples of support being given by the "free" world to regimes which were plainly corrupt, cruel and tyrannous, for no better reason than that they were "anti-communist". I suspect that some of the business tycoons who

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have been calling for political stability in Papua New Guinea wouldn't really care how undemocratic and oppressive that stability was so long as their investments were safeguarded.

A New South Wales-based civil engineer now visiting Papua New Guinea has warned his fellow engineers that they may be in danger of bringing science without wisdom to communities which have wisdom without science, and of imposing unsuitable projects on village communities. This gentleman endeared himself to me by having a kind word to say for the Rigo Road.

The Rigo Road runs eastward from Port Moresby parallel with the coast for about 70 miles to Rigo and on for another 20 miles or so to the Kemp Welch River. From time to time New Guineans, brown and white, have had hard things to say about it. "What is the use of it?" they have cried. "It doesn't go anywhere." "A sheer waste of money."

However, the author of the *bon mot* quoted above points out that a study of this road has shown that in the first three years after it was built the value of garden produce sold in Port Moresby from the Rigo area was greater than the cost of building the road.

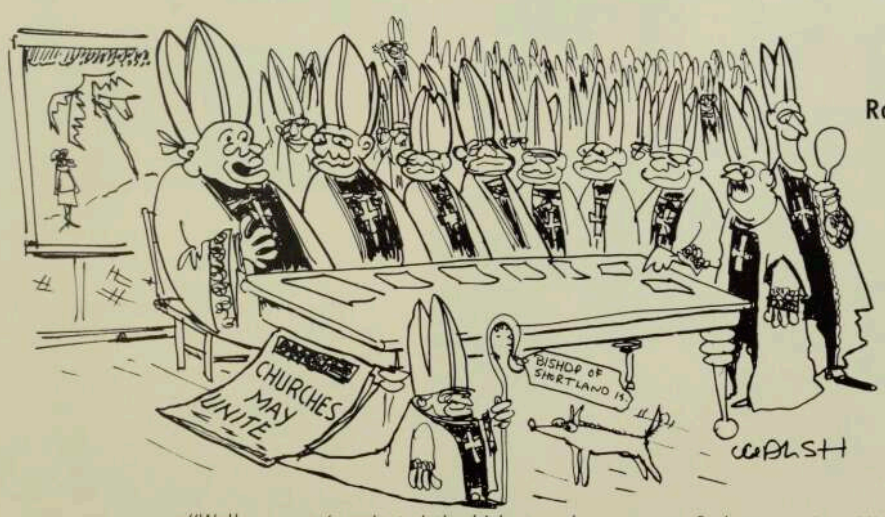
This is not only a vindication of the soundness of the exercise, but also an argument for extending the road further eastward to the fertile Cape Rodney area, an extension for which Scotty Uroe, MHA for Rigo-Abau, has been clamouring for years.

Among the small crumbs of comfort which the Papuan ministerial delegation brought back from its recent meeting with the Minister for External Territories in Canberra was the information that the exploitation of the hydro-electric potential of the Purari River, which flows into the Gulf of Papua, is again a live issue.

For me, this news touched off memories. Fifteen years or so ago, when my wife and I lived at Delena, on the Papuan mainland just opposite Yule Island, an organisation calling itself New Guinea Resources set up its headquarters on the island and began an extensive survey of the hydro-electric potential of all the major rivers flowing into the Gulf of Papua, from Yule Island westward, including the Purari. It was generally understood that their quest was being financed jointly by the Australian Government and bauxite mining interests.

I saw a good deal of the NGR personnel in those days and found them very pleasant neighbours, if "neighbours" is the right word to use for people from whom one is separated by two miles of often rough sea. (In Papua it often is.) Then one day they came across the Sound to say good-bye. Quite suddenly they had been ordered to pack up and return to base. And that was the last we heard of it all. The mass of painstakingly-accumulated data which they had assembled was presumably tucked away in a filing cabinet somewhere, and has been gathering dust since.

Papuans cannot but wonder whether it would have stayed there undisturbed for 15 years, during which World Bank Reports, UN Visiting Mission Reports and Five-Year Plans have piled up on our desks, if the Purari River flowed from its source on the PNG border northward through New Guinea instead of south through Papua.



PIM cartoonist Rob Walsh looks at the localisation issue.

"Well, now we've elected the bishops, where can we find some priests?"

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From the Islands Press

News item in the 'BSIP News Sheet':

A special kind of custom feast has been reported by Mr. Joel Kikolo, Guadalcanal Council member for Mbirao ward, given by the 76-year-old chief of Nakambitihi village. According to Mr. Kikolo it is custom in the Guadalcanal bush areas for an old man to give a feast for his friends and relatives as a kind of farewell when he feels his life is coming to an end. At this feast, in the bush area above Marau, guests ate 34 pigs.

Extract from a PNG Government Press release on the Commission of Inquiry into Alcoholic Drink:

The present problems caused by drinking could only be solved by reducing the consumption of alcohol, according to Pastor R. W. Richter, of the Seventh-day (Adventist) Mission in Lae.

News item in the New Hebrides 'British Newsletter':

The assessors and chiefs of North Ambrym report that a two-year tambu on visiting the Ambrym volcanoes, which was recently lifted, has proved very successful. Because of the relative inactivity of the volcanoes, the biggest yam ever seen in North Ambrym has been grown. The yam, 9½ ft long, was grown in the garden of Atata of Hawor village. Atata was the man who picked the leaf which imposed the tambu two years ago. The people of North Ambrym believe that the volcanoes behave like men, and easily offended men at that. During a recent visit to one of the volcanoes the editor was assured by his guides that the volcano was disturbed by his visit and was showing its displeasure by making more noise and smoke than usual.

Notice under a cinema programme in the Nauru news bulletin:

The public is advised that the above films are being passed as not suitable for children unless they prefer their children to see them.

Extract from editorial in the 'Melanesian Messenger':

"Love the Expatriates (aliens)". Give them food and clothing, treat them as your own people. This is from the Bible, the Book of Deuteronomy, and is called a Word of God . . . The Solomons owe a lot to expatriates, we still need them and always shall. They must not come to fight or rule us, to take our land or destroy our way of life, or just make money and go, or to outnumber us. But to teach and help us, they should be welcome. Yet "expatriate" is almost a dirty word. They must all go say some. I am one, I came when I was 23 and am now 93. I wait rather anxiously to be kicked out.

Extract from editorial in 'The Fiji Times' on 'Wasted hours in the Senate', criticising senators for introducing frivolous motions:

The Senate is seeking to have all parliamentary proceedings broadcast in full. If it were not for the heavy cost involved, this is something to be welcomed, as it would show the people of Fiji, or those who could be persuaded to listen, the true quality of much of those proceedings. A suggestion the proposed committee might consider is that at regular intervals throughout every live parliamentary broadcast a voice should announce what that debate has cost Fiji's taxpayers so far. From this might come pressure to impose on Parliament limitations on the length of speeches and in rules of procedure that would discourage the wasting of time on frivolous topics, a discipline which the members of neither house have so far been willing to adopt of their own accord.

Letter in the PNG Department of Information's 'Our News' from John N. Lapeap, Kavieng, New Ireland District:

I disagree with what Bonisi Sibunakau said in the July 15 issue of "Our News". He asked why we keep Europeans in the territory. As a matter of interest to him, I don't think we are stopping the Europeans from going because they were sent here on authority to help us. I think Sibunakau, or one of his friends might have been ill-treated by their teachers. If he had thought carefully he would have found he was wrong in insulting the Europeans. Europeans are here to help us and teach us new things so we must respect them and treat them as guests. I think Mr. Sibunakau is going back to our grandfathers' revenge of payback. What will happen if the Europeans suddenly moved out of the territory? Who will take their places?

From 'Nilaidat', students' newspaper at the University of Papua New Guinea:

The distinguished and well-publicised female gardener who joined our staff this year might be interested to learn that it is not considered good manners at this university to address students (even if they have been naughty and walk on the grass) as "HEY BOI!". She may even find, as the sun sets on the glorious days of being a Colonial super-missus, that addressing any adult Niuginian male as "Boi" will earn her a swift kick in the backside instead of a servile endurance.

Letter from Barnabas Maesubua, Vureas High School, Lolowai, New Hebrides, in the 'BSIP News Sheet':

In every News Sheet I read letters from one-talks all over the Solomons about independence. I oppose some of my friends when they ask for it in three of four years time . . . Are we ready to say goodbye to Britain? We should ask ourselves this question. None of us Solomon Islanders own big businesses. This means we cannot look after ourselves. Who will be supplying firearms, clothing, medicines? Do we manufacture all these? We will end up worse than our grandfathers. From reading the letters it is clear that you live in town and have seen a few changes in town areas and then say we are ready for independence. Stop! Look back to our poor people in the villages and see if they are ready. Don't just think of the towns. I suggest we don't want to rush with independence for this will only increase crime and our country will be an unhappy country and the end of it will be war, brother against brother.

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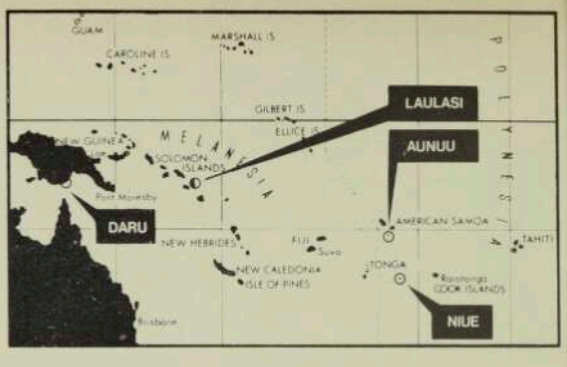

Small island world

A closer look at some of the less-publicised specks in the Pacific.

Above, a village bathroom at Daru, with an unwilling victim. Below, even at low tide, the children of Daru Island, Western Papua, find plenty of interest along the foreshore. Photographs are by Jocelyn Burt, who wrote the story opposite.

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Daru is an island outpost, lying just below the mouth of Papua's great Fly River delta, where muddy waters from the interior of Papua New Guinea empty into the Gulf of Papua. The Torres Strait islanders regard Daru as the "stepping stone to New Guinea", but the New Guineans regard the island as "the end of the road".

Papua New Guinea mainland people appear to go to Daru only to work—to teach school or to work with the PNG Administration in other tasks—but Daru these days also gets a ration of tourists from Australia, who make the 120-mile flight from Thursday Island in a chartered six-seater for a day on Daru. The visitors get an unforgettable view of Torres Strait on the way, with its myriad of islands and reefs dotted over a blue sea, which turns to browny grey as Daru approaches.

Daru, six square miles, is flat, with interior grasslands, and mangroves surrounding it. In the wet season the grass grows so high that the Australian eucalyptus trees appear to be lost in it. There are no sandy beaches on Daru—only stones and mud—and the outrigger canoes are left stranded when the tide is out. But the Daru children have a lot of fun even though they are poorer, like their parents, than the people of Queensland's Thursday Island.

Trade is brisk enough in Daru's waterfront stores, where tins of Sunshine Milk are likely to be lined up alongside Bacardi rum and packets of Aspros. The climate is steamy, and down at the Cerberus Arms—Daru's sole pub, built opposite the modern Catholic Church — the lunchtime crowds are downing pies and sausages with the help of "stubbies" of cold beer. There are no women among them, and the drinkers look tough, with sunburnt faces, but they're friendly to strangers.

Daru is the last resting place of Papua's most famous missionary, James Chalmers, who was killed and a portion of him eaten in the nearby Gulf district in 1901, and whose grave in the town is well looked after by village people to whom the famed "Tamate" is only a legend.

The village people live in shanties of galvanised iron and timber built on stilts—not things of beauty. Daru is not beautiful, whether you consider it the stepping stone to New Guinea or the end of the road.

Will Laulasi lose its remoteness?

By JOHN HAY

Laulasi village on Malaita in the Solomons is a rare discovery for the tourist. In a shrinking world, with most people busily exchanging their heritage for the plastic age and the dollar, the 300 villagers of Laulasi have discovered the novelty of cashing in on a primitive culture.

And yet, there is nothing of the slick throughput of many South Sea Island tourist traps, but a genuine attempt to entertain tourists and demonstrate their age-old arts — the making of shell money, dances seen nowhere else and a unique pagan ritual of shark worship.

The village, one of the largest in Langa Langa lagoon, is 90 minutes run by launch from the small, steamy administrative centre of Auki. The villages are built on man-made coral islands about the size of a suburban block, and are self-contained fortresses. Originally, they were built for defence against the warlike people from the Malaita hills, who feared the water.

Laulasi village was established about 300 years ago and is typically Melanesian with its steamy smells, its pigs roaming the people-wide lanes between the houses and its atmosphere of a brooding heat explosion.

There is a generation gap at Laulasi. On one side there are those

At top, a priest poses for his picture outside one of Laulasi's three temples, and, below, Laulasi women stage a cookery demonstration.

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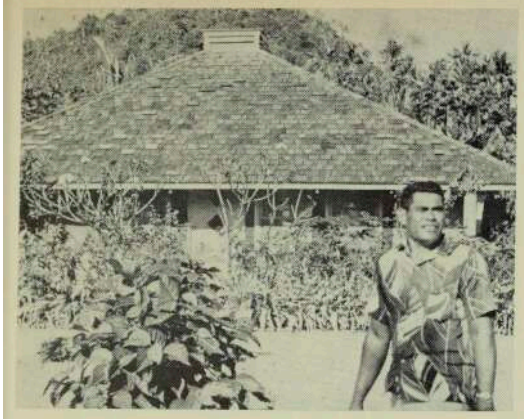


● Left is one of the shingle-roofed houses which the Aunuu people have made available for tourists, and below is one of Aunuu's peaceful beaches with the main island of Tutuila looming on the left.

There will be no Waikiki on Aunuu

From a Pago correspondent

like our guide, young Peter Buaoka, an airline booking clerk, one of the new generation, educated and a trained mechanic. On the other, the primitives like his father, Timei, a pagan priest, said to be 102 years old. Rheumy-eyed Timei once worked on a Queensland sugar plantation, a victim of the blackbirding days. He nods wisely but understands little as Peter shows us the pagan temples and explains the rituals.

He shows us the open, blackened rock oven where once a month pigs are killed, roasted and offered as a sacrifice to the sharks which, bidden by the priest in an ages-old ritual, swim into the lagoon through a gap in the reef. The eerie thing is that no sharks are seen in the lagoon between sacrifices and no villagers have ever been taken by sharks.

There are three temples in the village, each with its rows of skulls keeping silent watch, and a shell money "factory" where the Laulasi people make the most of the two worlds, the primitive and the modern. There, the women, using the factory production line principle, chip, grind and drill the shells, some to be used in bride price arrangements and for circulation throughout the Protectorate; the rest for the tourist.

The men add the finishing touches to the strings of shells and also take charge of the sales division of the operation.

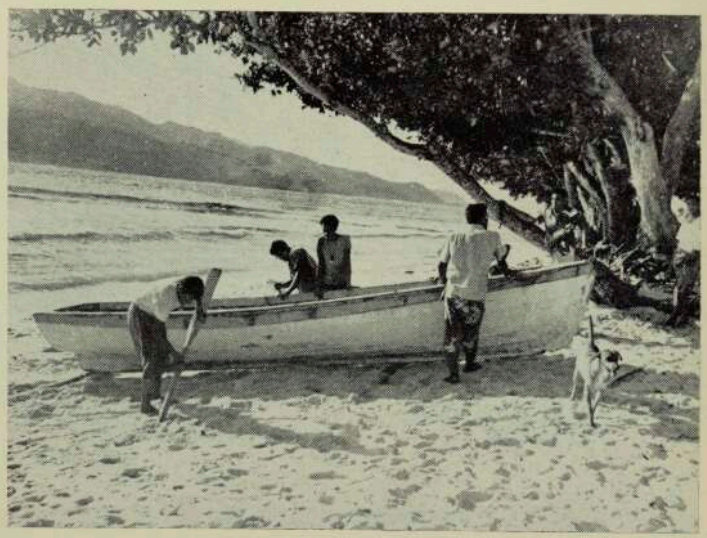
This is one concession Laulasi has made to the world outside. There will be others as the old people pass on and the young ones, educated and sophisticated, take over. Then modern ideas will build a bridge and Laulasi will no longer be an island.

ANYONE who thinks it's impossible, without travelling for hundreds of miles, to get away from traffic and telephones, has never heard of Aunuu in American Samoa, which doesn't have any of either.

Aunuu is a small island which lies about a mile off the south-eastern tip of Tutuila, American Samoa's main island, and its 500 residents are beginning to cash in on their isle as a miniature tourist mecca.

Prime mover behind the project is High Chief Lutali Lolo Lauvao, a prominent Samoan business leader and political figure. Although many Aunuu residents travel by long boat to Tutuila to work, Lutali feels that tourism can do a lot for the little island's depressed economy and, since facilities are limited, there is little danger of it becoming another Waikiki.

He assembled the people of Aunuu several months ago and laid out a plan based on the theory that first things must come first. Following that theory, the people pitched in in Samoan fashion and completed a sewer system which gave every family a flush toilet. Then Lutali inventoried the homes and worked out plans where vacant ones were refurbished and families could double up on weekends. In the end the people ended up with seven clean, modern homes which can sleep about 16 visitors. The initial appeal was made to residents of Tutuila which has traffic



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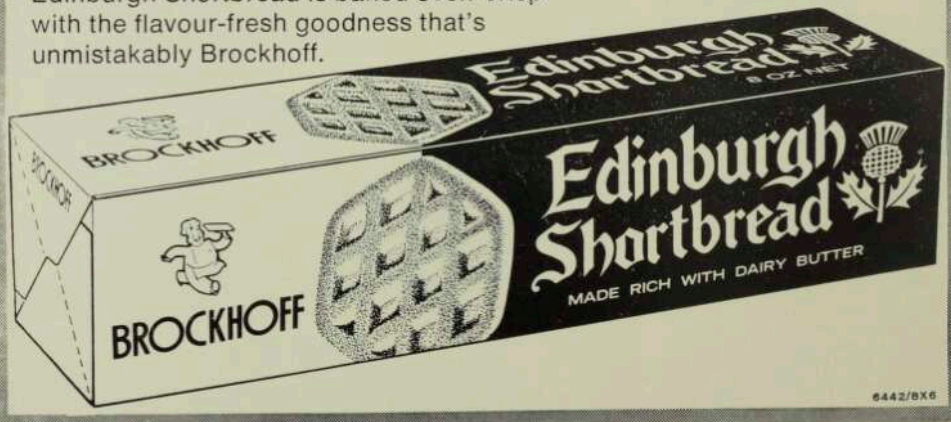

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Peace, quiet and 'real' Samoan life

Continued from p. 57

and telephones and suffers from urbanism pangs.

Many visitors who come to Aunuu on weekends are contract employees of the American Samoa Government. In good weather they can make the trip between the two islands by longboat, but most of them try to ride the government's cruiser to Aunuu and go over the reef to the sandy beach by small boat.

When they reach Aunuu the visitors all become "chiefs for a day" and the island's people join together in showing them what real Samoan life is like. There's Samoan food and entertainment. Aunuu actually offers a great deal, not the least of which is peace and quiet. There are long sweeps of sloping, sandy beaches that are safe for swimming. And some of the visitors take a try at reef fishing. The southern side of the island is made up of two heavily wooded hills which offer interesting hiking to a marshy, quicksand area lying between the two hills.

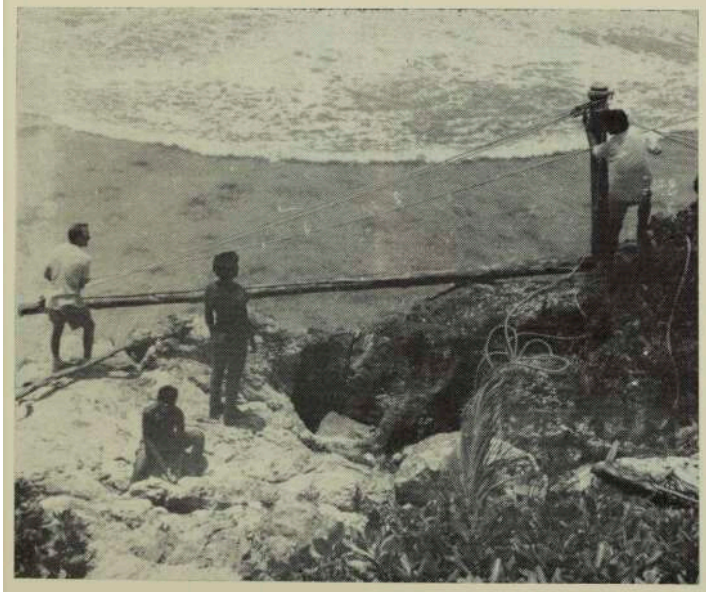
The island abounds with Samoan myths and legends and the local people are happy to share them.

So far, the tourists have come only from Tutuila. Ninety-two visited the island during the Labour Day weekend. Local tour companies have approached Lutali about bringing packages of outside tourists, but he is delaying on going that far. Last year the power cable between the two islands broke and Aunuu's electricity is being provided by a single generator while a new cable is fabricated in Germany. As a result, the island's water pumps are idle at times.

When this problem is corrected, Lutali said, Aunuu will be ready for more tourists and for those who come from outside Samoa.

At the moment, the programme is working with an experimental rate structure running from $8 to $12 per day and Lutali is seeking expert advice on what a fare rate should be. He emphasised that he has taken pains to involve all of the Aunuu people in the programme and all will benefit from the profits of tourism.

"I don't want just a few to corner the trade", he said.



Niue tries a new way

All the men of Niue are fishermen, and fish is the major source of protein on this island 300 miles east of Tonga. For centuries the young men have built their dugout outrigger canoes and carried them down the steep cliffs to the sea (above), but lately they have been introduced to a canoe crane (left) which enables them to drop the canoes into the sea with less effort.

The crane is the idea of Farquhar Flaval, a Volunteer Service Abroad worker from New Zealand, who put it into practice as a leisure-time job. His special task involves a coconut development project.

Niue is an up-lifted coral island surrounded by cliffs and with no lagoon. Its few tiny beaches are exposed to the fury of the open sea. There are ancient canoe routes down the cliffs, sometimes cut through rock worn smooth by many feet. At times there are wooden ladders to enable

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the men to get their canoes to the sea. They "park" them on the cliffs, with coconut palm fronds to protect them from the sun.

Village people at Lakepa, where Flaval has been living, were doubtful about the crane idea when Flaval started on it, but—Niue fashion—they were helpful when the time came to build it and test it. They then accepted the crane as being quicker, safer and easier than clambering down a ladder.

Flaval plans to build another one.

The canoe, as important to the peoples of the Pacific Islands as the wheel to the peoples of the land masses, figures in Niuean legend as the bringer of the coconut.

Writing in the government-sponsored *Tohi Tala Niue*, T. Moresi snr., of Alofi North recalls that the "coconut was brought here by two people, Levei-Matangi and Leveifua-lolo. They travelled on a two-man canoe on their voyage to an island called Manua. On arriving at the island they were given some coconuts to drink, and on drinking they felt the sweetness of the milk and the delicacy of the meat of the green nuts. They were very thankful and praised that new thing.

"Before returning to their island, Moa, the King of Manua, gave them the coconut and said, 'This coconut is for you, take back and plant, and it will provide you with delicious food'.

"That is the meaning of the word 'Niue'. It was originally 'Niue Faikai' but later changed to 'Niue Fekai' which means a gift. That is also the reason why our island is always hospitable up till today."

Another legend links the island's coconuts with Tonga, relating how a young man from the island of Motu Sefua married a Tongan princess and brought his bride and the coconuts from Tonga to Niue.

Legends are usually founded on fact and Niue's beginnings are believed to date back more than 1,000 years to two main migrations, the first from Samoa and then one from Tonga.

The Cook Islands are also thought to have helped to people the island and, even today, the population is divided into two groups, those in the northern villages and those in the southern villages.

The legend related by T. Moresi, snr., however, appears to link Niue with Samoa and the Cooks. The tradition of the Cooks is that they were invaded about 800 years ago by two warriors, Karika, of Manu'a in Samoa, and Tangiia, of Tahiti.

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Another birthday has come up. In July we celebrated PIM's 41st birthday. This time it's OUR birthday, YESTERDAY'S 20th birthday. PIM, in December, 1951, started this column under the heading "Do You Remember?", and turned back the pages of PIM, December, 1931. So now we've come full circle and qualify for mention in YESTERDAY which concentrates on the stuff that short memories are made of and not the dog-eared pages of history.
Twenty years is long enough for anybody's cranial pigeonhole, but just this once we'll quote from "Do You Remember" which is a sort of Day before YESTERDAY.
"European planters in Western Samoa," the 40-year-old item runs, "are bitter regarding the high wages they must pay their Chinese labourers (3/6 a day). In no other country where Chinese labour is employed is the rate so high. Some planters suggest a more acceptable source of labour would be found in the Gilbert and Ellice Islands."
Or, "With the low prices ruling for coconut products (£14 a ton), efforts are being made to find new uses for the coconut. An important development is reported from the Philippines where scientists have demonstrated the practicability of using coconut oil for diesel engines. Opinion has been expressed that this will revolutionise the coconut oil industry."
Well it didn't, and the groans of the copra planters still echo through the land.

Yesterday

Back to 20 years ago when life was beginning to quicken in the Islands and the winds of change were beginning to blow.
One gust which PIM recorded in December, 1951, was the opening of the new PNG Legislative Council, the first council of the combined Papua and New Guinea Administrations, the first to have elected members—though there were only three and those were Europeans—the first to be anything other than a sounding board, and, as PIM pointed out, "it was the first time that all classes in the territory had had an opportunity of really getting face to face with the Administrator and his departmental heads in a survey of territories affairs."
On the new council were: Ex-officios D. M. Cleland, Claude Champion, J. H. Jones, Dr. J. T. Gunther, Ivan Champion, H. H. Reeve, W. C. Groves, C. C. Marr, E. P. Holmes, J. B. McAdam, W. W. Watkins, T. P. M Byrne, H. L. R. Niall, J. K. McCarthy, J. R. Foldi, S. Elliott-Smith. Elected members, D. Barrett (New Guinea Islands), C. M. Jacobsen (New Guinea Mainland), E. A. James (Papua). Nominated, non-officials: Missions, Revs. D. E. Ure, J. Dwyer, F. G. Lewis. Native members, Merari Dickson, Aisoli Salin, Simogen. Non-official members, B. E. Fairfax-Ross, Mrs. D. R. Booth, J. B. Sedgers. The Administrator, Colonel Murray, was the president. There are still a lot of those old hands around today, although a number are now dead.

One of the first measures the new council gave its approval to, and shocked the planters in the process, was a new export tax on rubber of a penny on every sixpence of the price in excess of 2/6 a lb.

We've said this before, but it's still a surprise when we turn up examples every month—how history, incidents and things repeat themselves. This time, it's Rapa, that little-known island in French Polynesia. Last month PIM had two pictures of Rapa and a review of a book on the island, probably the first time it's been mentioned for years. But 20 years ago PIM had a story about Rapa. An Englishman named Fillylove was on a visit there. PIM recalled that Rapa was once described to the world as a Mecca for Men, and that, "it was supposed to have a dozen willing females for every male and there was nothing for any man to do once he got there but sit about and be waited upon by gorgeous native Dorothy Lamours." We know now how things have altered in 20 years. Many would now ask, "Who's Dorothy Lamour?"

But all that was just light reading. There were plenty of serious incidents to record—Mounts Benbow and Marram devastating Ambrym in the New Hebrides with volcanic eruptions, tax dodging in Fiji—about 3,000 people were dodging the £2 a year residential tax—deaths of two Norfolk Island women, Mrs. Phoebe Christian (45) and Mrs. Olivia H. Quintal (31) killed when a stove exploded at the Ball Bay whaling station (now gone) and the gaoling of a "Messiah" in New Guinea, Paliau of the Admiralties, an ex-police-sergeant who had started a cargo cult. He was said to have five wives, which wasn't illegal, but they gaoled him for six months for adultery, which was illegal. Today he's a respected member of the PNG House of Assembly.

There was also a lot of deaths of Island people that month, among them Lady Barker, wife of Sir Alport Barker, then proprietor of "The Fiji Times" and, until a few days before his wife's death, Mayor of Suva; Sir Peter Buck, famous Pacific ethnologist and Director of the Bishop Museum in Honolulu, Mr. Dan Costello, one of Fiji's well-known six Costello brothers, Mr. R. McWilliams, of Santo, Mr. A. J. Tattersall, formerly of Samoa, who photographed almost every historical event in the territory for more than half a century, including the 1889 hurricane, the Samoan wars, the coming of the Germans and the Mau rebellion, Mr. Stanley Ralph Foy, of Rabaul, and Captain Victor Brisson, of Noumea.

A PIM contributor was doing some pants kicking 20 years ago and the butt of his anger was the BSIP Government. Under a heading "The Isles of Unwisdom", he belaboured the Administration, complained of the decline of the copra industry, the price of rations and the cost of transport and, at the end, asked, "Who here is the latest fool? Is it the white man who invests his money, gambles with his health in an effort to develop the Islands; or the Administrator who frustrates him and does nothing practical for the native and ignores the coming collapse? After me the deluge!" There was no deluge, and on page 41 of this month's issue, PIM sets its sights on the Solomons of today, and tomorrow.

Well, that was PIM's Pacific 20 years ago this month, sunshine, rain, laughter and tears, and, to end it, here's a few figures on liquor consumption among the 200 Europeans and 6,000 part-Europeans in Western Samoa. PIM reported that in the nine months to the end of 1950, the Western Samoa Government sold, for "medicinal purposes", 2,024 gallons of whisky, 544 gallons of brandy, 1,007 gallons of gin, 338 gallons of rum, 72 gallons of liqueurs, 272 gallons of port and sherry, 65 gallons of vermouth and 21,907 gallons of beer and stout. Western Samoa was technically a "dry" country with a permit system for "medical reasons". Because of the terms of the UN trusteeship, the indigenous Samoans weren't allowed "medicine".

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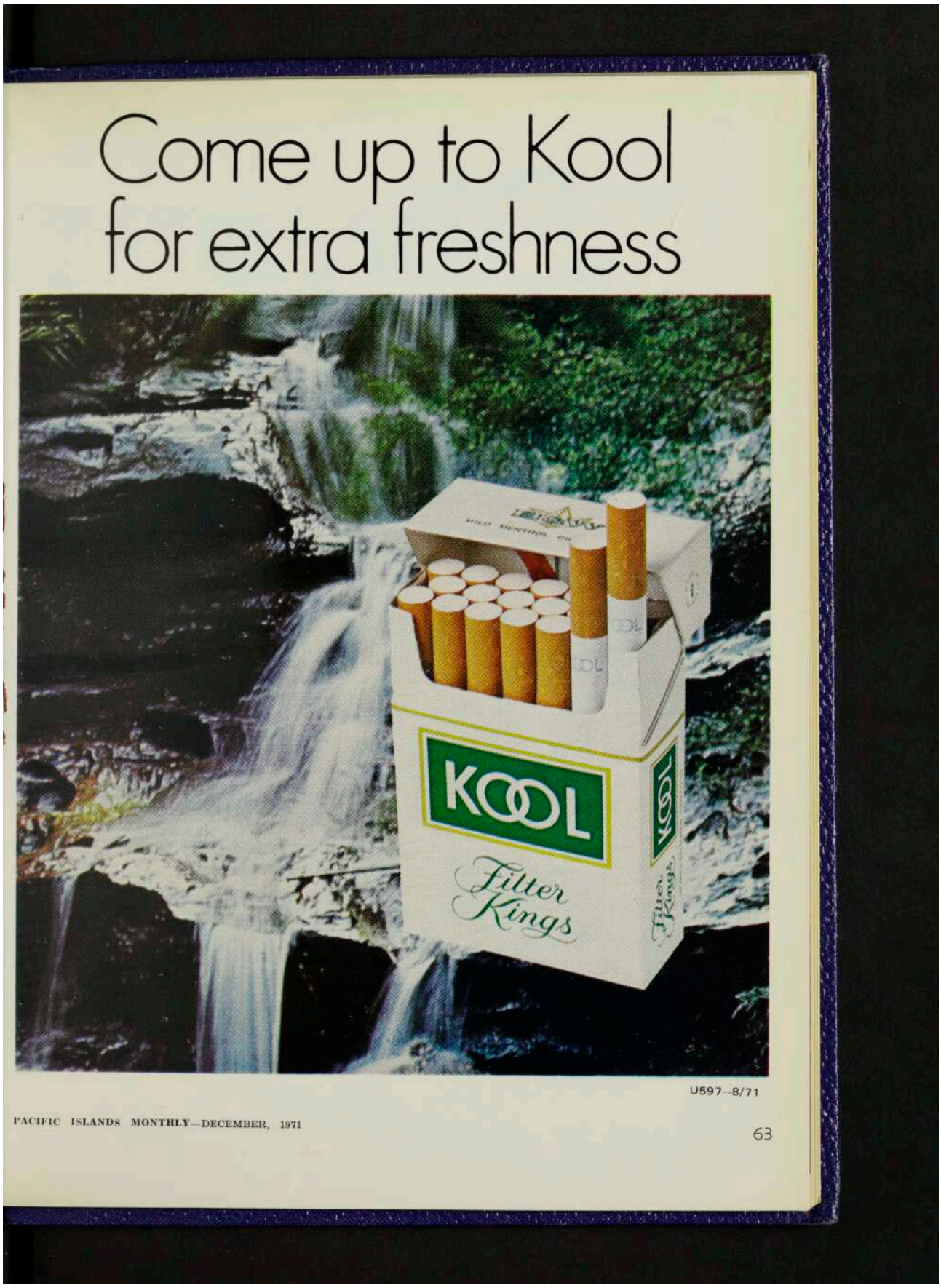

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Skyvan

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Or New York, Djakarta, Buenos Aires.

64

PACIFIC ISLANDS MONTHLY—DECEMBER, 1971

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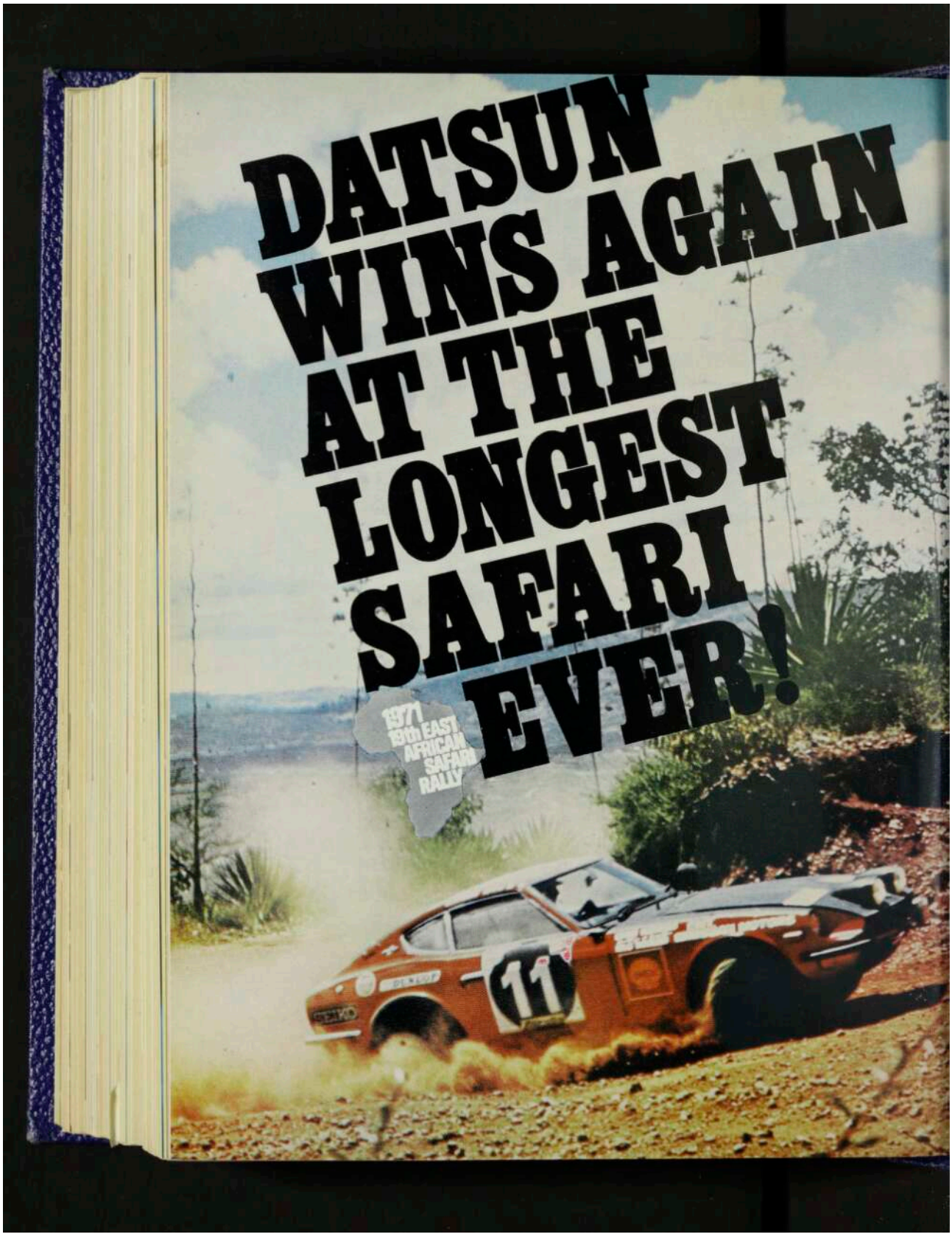

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Rally ho!

The searing sun of South East Africa '71 blazed down upon the drivers of 113 cars as they raced across burning sands, dried sloughs, plunging straight over tumbling weeds and dried bones turned white under the dry and ofttimes steaming heat of the desert. Car by car dropped out, sometimes due to mechanical failure, ofttimes tumbling end over end landing against solid embankments, or cracking into large boulders hidden by the drifting sands until there were only 32 entrants left in the 1971 East Africa Safari. A battered, white silty-sand covered Datsun 240-Z driven by Edgar Herrmann and Hans Schuller covered the 3,900 mile course which included 620 of the toughest miles thru Tanzania ever driven in a rally competition...to sweep a winning stake of 1st, 2nd & 7th in outright, class and team events...for the second year in a row.

In 1970, a very wet year for rallies in East Africa, the Datsun 1600 SSS ploughed through gully washes, swift moving shallow streams, through torrential downpours... to come in 1st, 2nd, 4th and 7th in outright, and 1st in team and class event. A great victory!

Sweltering heat prevailed in the 1969 East Africa Safari Rally in the world's toughest, gruelling jungle-to-mountain 3,100 mile course—and the Datsun emerged triumphantly as the top winner—sweeping 1st through 6th places in class event, outright 3rd and 5th and taking 1st in team event. An unparalleled triumph!

Datsun research and engineering has come a long way since they entered their first African Rally in 1963 with two Datsuns completing the course, although there were no prizes that year.

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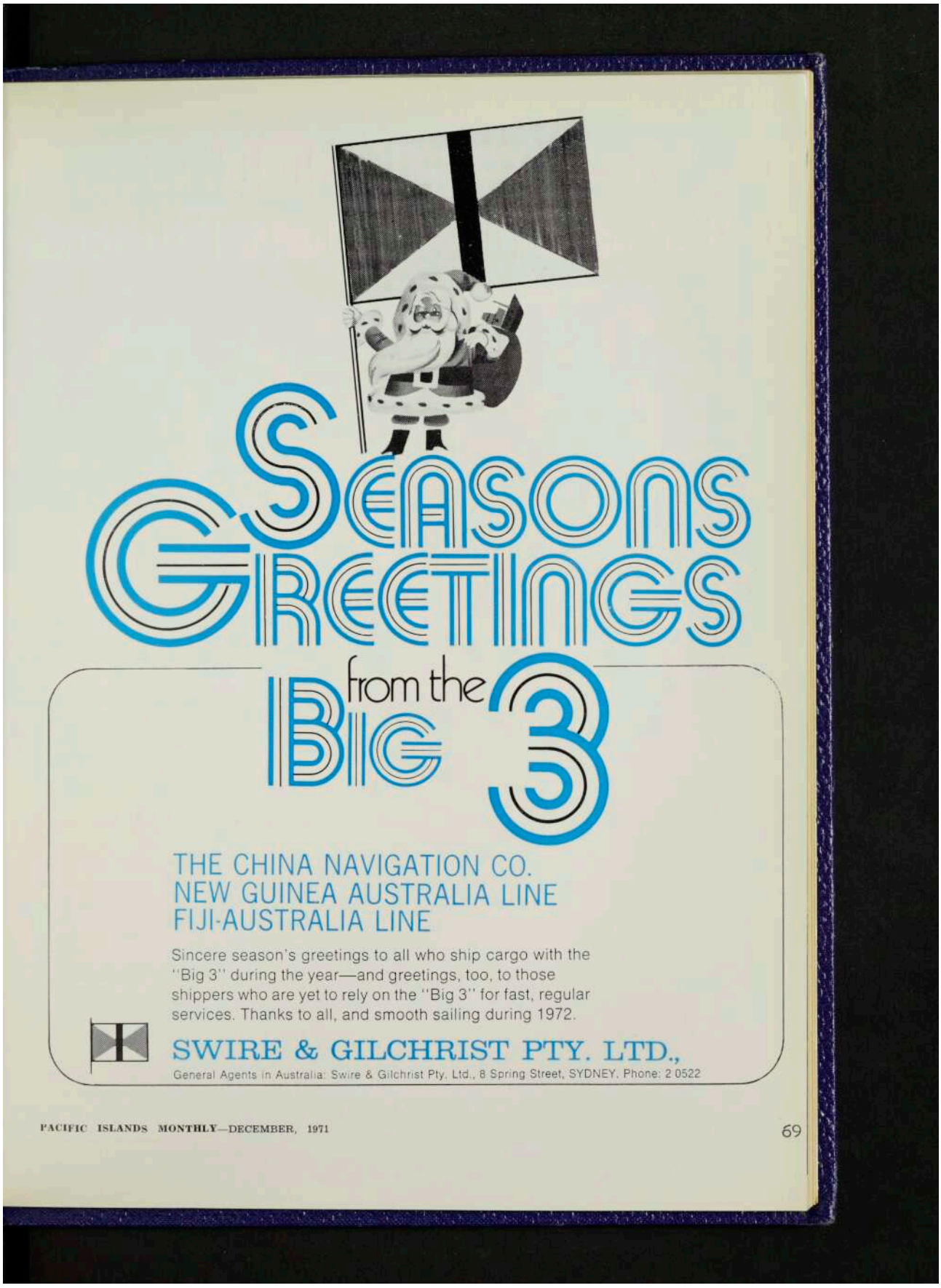

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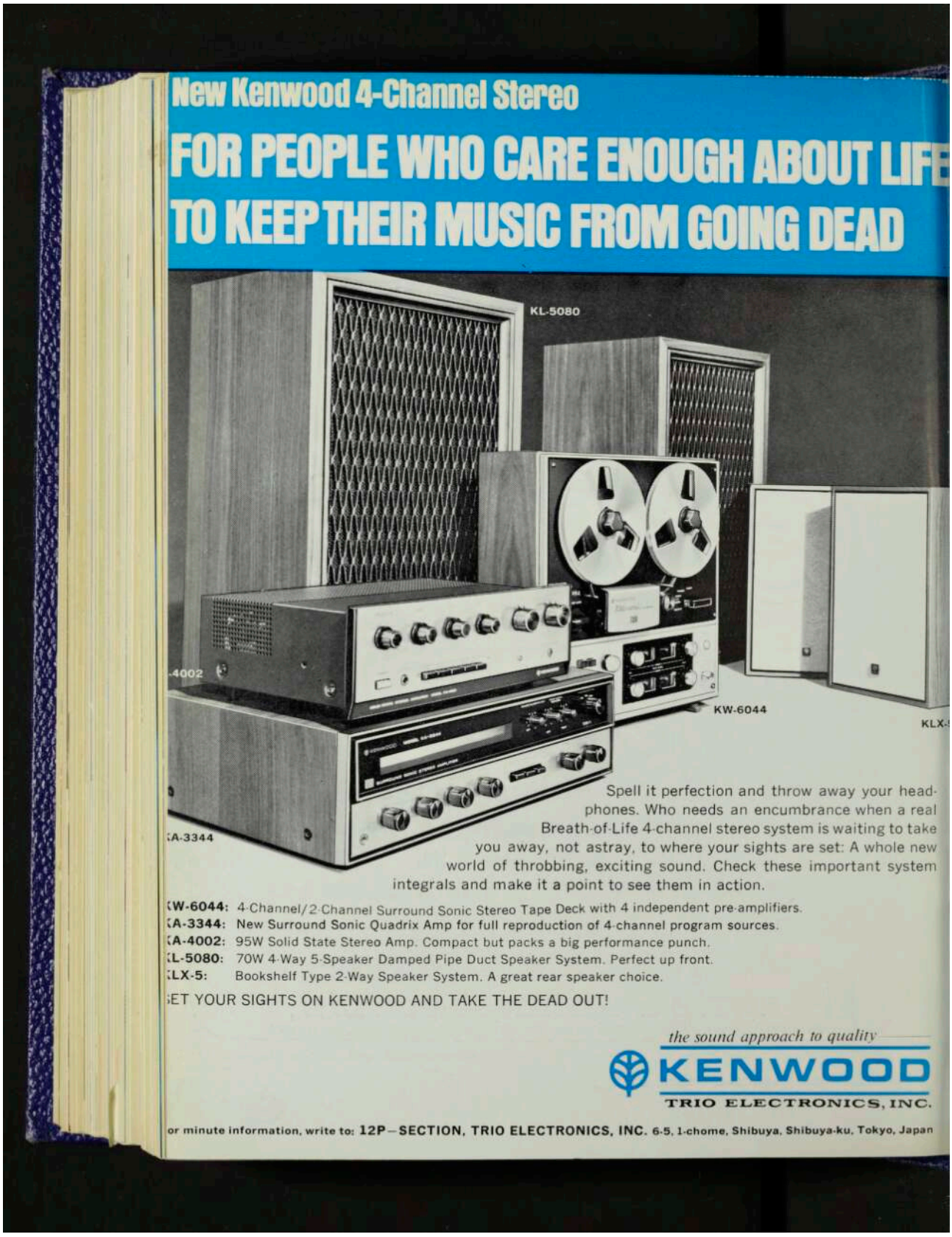

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Magazine Section

When the Norfolk Islanders were 'elegant, petted, indolent'—and had no future

What is the future for Norfolk Island, the Australian territory off the east coast of Australia? Currently the Norfolk Islanders—some of them the descendants of the "Bounty" mutineers—are asking this question of the Australian Parliament, and not for the first time in their long history. They want a greater measure of self-government, of the kind they once had. But, even back in 1884, when they had great authority, there was serious concern about their future, as a confidential report from official sources at the time illustrates.

Captain Cyprian A. G. Bridge was an experienced Royal Navy officer attached to the Australian station in 1884, and in command of HMS *Espiegle*, one of Her Majesty's ships responsible for keeping the peace in the Western Pacific at a time when there were no responsible governments in most of the island groups.

In May, 1884, he was sent to Samoa and Tonga to report on events there, and en route visited Norfolk Island, where *Espiegle* anchored off Kingston for a day, from May 27 to the 28th. He purchased beef and fresh vegetables and continued on his way.

On May 31, at sea, he wrote the following confidential report on conditions on Norfolk, which included some comments of his own about his concern for the future of the islanders. The report was sent to Commodore James Erskine, commander of the Australian station for the Royal Navy, at Sydney.

Captain Bridge was no stranger to Norfolk Island. Earlier he had spent some time there to compile a report on the possibilities of establishing a port.

Captain Bridge rose to the rank of Rear-Admiral. He wrote the introduction to the popular edition, in 1914, of Sir John Barrow's famous "Mutiny on the Bounty".

This is what Capt. Bridge said:

CONFIDENTIAL
NORFOLK ISLAND
MAY, 1884

In 1856, people to the number of 194 arrived from Pitcairn's Island. In 1858 two families went back to the latter island; and in 1863, four more families went back. The members of these six families amounted to between 30 and 40 persons. Not including the clergy, pupils, etc., of the Melanesian Mission, the present population of Norfolk Island is as follows:

	Males	Females
Married couples	68	68
Above 14 years of age	47	51
Under 14 years of age	102	114
Absent pro tem.	18	3
Strangers	5	0
Total males	240	236
Total females	236	
	476	

The oldest man on the island is Mr. Buffett (senior), aged 87. He is in full possession of all his faculties and looks about 68. He landed at Pitcairn Island from a merchant ship about 1821. The Revd. Mr. Nobbs, the

Kingston, Norfolk Island, today. The gaol walls can be seen on the foreshore, but the buildings themselves have gone since Captain Bridge's visit. Roofless building on the left was the old officers' mess, destroyed by fire last year and soon to be restored. In the foreground are the tops of the underground silos of convict times. In the distance, Nepean and Philip islands.

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They made their own laws

venerable pastor of the settlement, is now 85, and in very feeble health.

There are at present on Pitcairn's Island 98 persons. To this number the 30 or 40 who returned to the island 21 and 26 years ago have already increased. It therefore appears that in 28 years the population of the two islands has been multiplied by nearly three.

In May, 1884, Mr. Buffett (junior) informed me that only 13 of the original surnames remained, and that there were many new ones. It is, consequently, likely that some of this increase is due to immigration. But, not to mention, for the present, other facts, the parallel triplication of the inhabitants of Pitcairn's Island, where only an insignificant immigration can have occurred, shows that it is at least probable that the addition to the population of 1856 is due almost entirely to natural increase. Judging from the size of the actual families, this will continue at least for some time.

The total effective acreage of Norfolk Island is stated to be 8,600. Not quite 180 acres are under cultivation. The rest is pasture land—in other words, land exactly in the state in which it was when handed over to its present possessors in 1856.

Kumeras (the Maori sweet potato), yams, maize, and potatoes, besides ordinary kitchen-garden stuff, are grown. Oranges, bananas, apples, Chinese date-plums, and rose-apples are reared. In May, 1884, a large quantity of fine-looking bananas were being sent to the Bay of Islands by an American whaler.

There are 2,000 sheep, 1,346 horned cattle, and 267 horses on the island. The sheep are shorn, and the wool exported; it fetches 1s. 7d. a lb "in the grease". Beef is sold to passing vessels for 4d. a lb "put on board". Sheep are sold for 14s. each. There are many turkeys, ducks, and other poultry. Turkeys are 8s. a pair, ducks 3s. a pair, and fowls 3s. a pair. Horses are occasionally exported to Noumea.

In the season "black" whales are caught. The season of 1883 is said to have been a bad one. In that of 1882, 18 whales, producing 70 tuns of oil, worth £25 a tun, were caught.

The landing stage at Cascades, although concreted, is little changed since Captain Bridge's day. There is still no harbour at Norfolk and ships have to stand off, either here at Cascades or on the opposite side of the island, at Kingston, depending on the direction of the weather. Captain Bridge once reported on the necessity for a harbour.

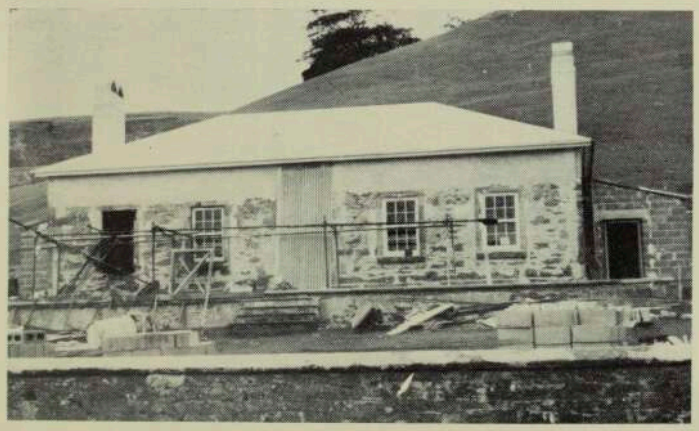
The sale of fresh meat and live stock to vessels probably is considerable. One of the inhabitants stated to an officer of HMS *Espiegle* that a week rarely passed without a vessel calling. Many of these, however, are whalers cruising; and arrivals of ships direct from any neighbouring colony are rare, and occur irregularly. There are in the island about 40 wheeled vehicles.

Every male over 25 years of age is by right a member of the Popular Assembly, which meets once a quarter, and on other occasions if specially summoned. The Assembly makes laws which, to become valid, require the assent of the Governor of New South Wales, who is also Governor of Norfolk Island.

A magistrate, who is the principal authority on the island, is elected annually on the 26th December, and enters on his office on the 1st January. He presides in the Assembly, and is invested with limited criminal and civil judicial powers. Should the necessity of trying persons charged with serious offences arise, the Governor of New South Wales is empowered to constitute a tribunal for the purpose.

There is practically no budget of Receipts and Expenditure, and no taxation. A "tax", or rather subscription of 15s. per family, is raised as an addition to the resident Surgeon's salary. It amounts to about £58.

There is an "Island Fund", derived chiefly from the sale of Government



Only in recent years have the authorities recognised the importance of the old colonial, convict-built dwellings on Norfolk Island. This house in Quality Row is one of a number currently being restored. A book by an Australian architect in charge of the restoration work is reviewed in this issue of PIM.

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Melancholy appearance of settlement

lands to the inhabitants, and of cattle, sheep, etc., to passing vessels. Out of this the salary of the Surgeon (£150) is paid.

Public works are maintained by a system of corvees. Every male resident over 18 has to give three and a half days' labour a month for six months out of the 12. This labour is principally expended on the roads, which, nevertheless, are badly kept. Fines are imposed for certain breaches of the law: e.g. 5s. for shooting pheasants in the close season.

The Melanesian Mission of the Church of England has its headquarters on the island. Besides the Bishop, there are seven clergymen, one layman, several ladies (wives of the clergy), and about 120 boys and 30 girls from different Melanesian Islands. These numbers vary, as the majority of the clergy are at their stations in Melanesia during great part of the year, and many pupils are sent home at the end of each summer.

The Mission clergy have the right of citizenship, but they do not interfere in island politics. Their help appears to be always at the disposal of the inhabitants; and during the present year, when supplies of certain provisions have run short, they have given of their own stock to those most in need of them.

No vessel has brought supplies to the settlement since December, 1883, upwards of five months ago. As a consequence, there was at the time of our visit a great scarcity of tea, sugar, flour, and stores of that kind. In addition to some small presents of these articles made by us individually, I was able to permit, at the request of Mr. Francis Nobbs, the Magistrate, the purchase of about 130 yards of serge and 90 yards of flannel from the ship's stores, and about 150 lb of flour and 100 lb of sugar from our "ship canteen".

That the people are in no danger of starvation the enumeration of the live stock and vegetable products of the island given above will be sufficient to prove. But that, being within four or five days' sail of Auckland and the same of Noumea, and little more than a week's sail of Sydney, they should permit themselves to be in want of articles that have become as necessary to their comfort as they are to our own, is a symptom of their condition which, I submit, is worthy of consideration.

In the midst of an abundance of certain necessaries, there is an approach to starvation of a certain kind. A little flour and some tea were begged of me, in order to keep an aged and respected resident alive.

Some of the more enlightened inhabitants do not conceal their conviction that the race is physically deteriorating. The superior *physique* of the elder men is apparent to the least discriminating observer. Two or three cases of idiotcy have lately appeared.

An infusion of new blood by carefully-guarded immigration is advocated by some who perceive the growing evil of the present system of intermarriage. I was told by a person qualified to form an opinion that the cattle and sheep of the island were falling off in quality, owing to neglect of the ordinary methods of the stock-breeder.

The appearance of the settlement is melancholy. Fine buildings are falling into ruin; not only those which are too large—such as the old convict prisons—for the use of the present inhabitants, but also smaller buildings which would make admirable dwellings.

Several families, I was informed, huddle together in one or other of the cottages, which are built in rows, and which probably formerly housed prison-warders and subordinate officials. The roads, notwithstanding the labour expended on them, are not in as good order as might be expected. The whole place has an air of extreme slovenliness. An excellent description of orange is grown; from want of proper attention, though retaining its size and juiciness, it is now nearly without flavour.

The foregoing statements—everyone of which is made on what would be admitted to be high authority—will have conveyed some idea of the material condition of the community. Its moral condition seems also to have deteriorated.

Observers worthy of credit are of opinion that the high reputation for moral purity of all kinds enjoyed by the Pitcairn Islanders was never quite deserved. Making full allowance for all possible exaggeration, there is good reason to believe that they were considerably superior in this respect to their Norfolk Island descendants.

There is something so attractive in the history of these people and in their external manners that a visitor is predisposed to attribute to them qualities which they, probably, but seldom possess.

The stranger arriving from Australia is at once struck by the absence of any accent in their English, which—except for a slight drawl, apparently an inevitable result of the mixture of our section of the Teutonic family with a coloured race—they pronounce perfectly. The accuracy of their diction is complete.

They have inherited from their ancestresses in full perfection the well-bred elegance of manner of the Polynesians. A bare-footed man, with nothing on but a shabby shirt and pair of trousers, sitting at a mess-table, manipulating his knife and fork with unimpeachable propriety, expressing himself in English with accuracy and even elegance, and behaving with a graceful dignity in which the best-born Englishman could not surpass him, is a spectacle that is both unexpected and nearly sure to prejudice the visitor in favour of a community able to produce such a being.

Nevertheless, with the graceful demeanour of the Polynesian they have inherited his indolence and procrastinating habits. The act which led to the first settlement of Pitcairn's Island [the mutiny on the *Bounty*] was of a character to completely vindicate its original founders of the male sex from any suspicion of want of energy.

NEW SETTING FOR PITCAIRN TREASURE

When the people of Pitcairn Island left their original home and landed on Norfolk Island one of the treasured possessions they brought with them was a small collection of hymns.

They are all part of the history of Pitcairn and Norfolk but there was a danger of their being lost. The old manuscripts were tattered, many almost illegible and some had disappeared. The task of gathering up the fragments and collating them was begun by the late Arthur Morris, of Norfolk Island, husband of Grace Gabbutt, but he died before he could complete the job.

The Rev. Roger Gregson and Tom Lloyd, the island's printer/publisher (Greenways Press), continued the project and the result is the slimmest of hymn books *Hymns of Norfolk Island* containing eight of the islanders' favourites with the original music. One, *Gethsemane*, was written by Driver Christian and the Rev. G. H. Nobbs, and another, *Oakleigh*, was written by Gustav Quintal. Of course, the *Pitcairn Anthem*, which is sung on June 8, Anniversary Day, is included.

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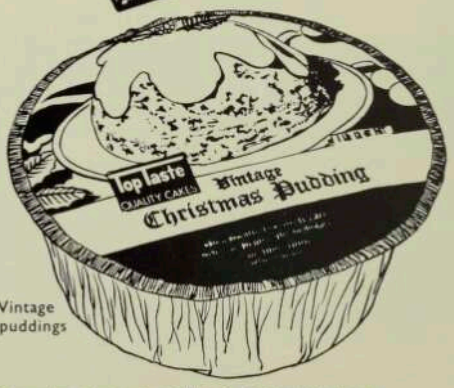

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"Kinder to let them die out"

But they were not the ancestors of all the present inhabitants.

Early in this century strangers from merchant vessels were admitted into the young community. A knowledge of the more remote Pacific Islands will have convinced anyone who possesses it that even the best behaved white men who voluntarily settle in them are generally amongst the least energetic of their kind. So that on both sides many of the islanders have descended from an exceptionally indolent ancestry.

The condition of the island is, therefore, hardly matter for surprise. I learnt that the failure of the last whaling season was not caused by scarcity of whales, but by want of efficient guidance and supervision.

By their own free admission, many of the islanders abstain from strong drink only because they cannot get it.

The virtue, the possession of which was supposed to be the peculiar merit of Pitcairn's Island amongst the islands of Polynesia, is now by no means universal amongst the people, and is probably much less common than formerly. It was mentioned that —to use my informant's phrase—"unnecessary immorality" was far from infrequent.

Where there is nothing to prevent those who have not the gift of continency from marrying almost just when they please, it is no very unusual sight to see a bride already pregnant at the altar.

The good qualities of the islanders, their gentleness, orderly conduct, submissiveness, prevent the self-regarding virtues, temperance and charity, from flourishing rather than encourage them. They seem to be deficient in moral robustness, which is so often wanting in Polynesia. On this account it is to be feared that good advice, however freely given, would have but little effect.

For several years they have enjoyed the unusual advantage of close neighbourhood to a society of well-born, refined, high-principled Englishmen and women, leading a life of singular devotion and self-sacrifice. Yet, unless it has diminished the speed of their moral decline, they appear to have derived no great benefit from it; except, indeed, it be in a material direction, as it has probably led to more frequent opportunities of sending abroad for supplies.

I trust that it will not be thought improper if attention be invited to our responsibilities to these people.

To the British Navy they owe their origin. Though that origin was the result of the most serious offence against our discipline possible, the offence has long since been more than condoned.

For 60 years the islanders have been treated by us like petted, if not spoiled children. Gifts have been lavished on them in great profusion, and then they have been left pretty nearly to their own devices for long periods. It can hardly be matter for surprise if, in spite of the surrounding abundance, they are likely to become mere polite claimants of the bounty of visitors.

In consequence of his great age and infirmity, the islanders have already lost the wise guidance of the venerable Mr. Nobbs (senior). It is really painful to contemplate their future if they are not fortunate enough to find a suitable successor to him.

The qualifications for the post would be such as fortunately have not been unfrequently combined in the persons of officers in Her Majesty's Navy, viz., purity of life, energy of character, tact, experience in the management of bodies of men, and a practical acquaintance with the handling of ships and boats. To be the husband of a sensible wife would also be a very desirable qualification.

The difficulty would lie less in finding the man than in finding the means of supporting him. A capable and industrious man of high principles and aims going amongst them might preserve this interesting community in its former purity, might supervise a system of immigration that would introduce new blood into it, and might so develop the resources of the island as to secure its inhabitants against the want of any reasonable comfort, and raise sufficient funds to support a proper establishment for their government and instruction.

On this very Norfolk Island there is a company of disinterested gentlemen and ladies who have resigned every worldly advantage in order to spend their lives in endeavours to christianise the cannibal inhabitants of certain islands with which England, after all, has but little concern.

To further the efforts of these noble-minded persons, our countrymen in England and in the Colonies subscribe some £5,000 a year. A few months since the highest lady in New South Wales laboured earnestly and successfully to establish a bazaar, the proceeds of which were added to the funds of this Mission; and of honourable women, not a few cheerfully underwent the fatiguing work of acting as shop-girls day after day that money might be sent to evangelise the savages of Melanesia.

Probably if their case could be inquired into and its state made known, equal interest would be taken in the cause of preventing the deterioration of a people whose souls are presumably as precious as those of cannibals, and for whose existence and subsequent petting, not to say spoiling, we are responsible.

If nothing can be done to help the Islanders to stop the moral and physical deterioration threatening them, it would be kind to allow them to die out. That they will do so before very long is more probable than their late rapid increase may seem to imply.

That they are still prolific is evident enough; but a curious check is likely to be put upon their reproduction. More than one-fifth of the population is composed of individuals of the age of puberty who are still unmarried.

One of the elders stated to an officer of HMS *Espiegle* that the girls were beginning to refuse to marry the young men. If this be the case—and the statistics show that it is not improbable—the cause may be found in an instinctive repugnance on the part of the members of the more perceptive sex to ally themselves with men with whom they are already intimately connected in blood.

ISLAND'S HISTORY ON MICROFILM

Historical documents of Norfolk Island interest are still being turned up. On a recent visit to the island, Robert Langdon, executive officer of the Pacific Manuscripts Bureau of the Australian National University, microfilmed these documents among others: ● A diary begun on Norfolk Island by John Buffett on June 8, 1856, the day the Pitcairners arrived in the *Morayshire*. ● A journal of whaling voyages in the bark *Canton*, from 1881 to 1902, and in the bark *Petrel*, 1887, kept by Norfolk Islander Robert Edward Buffett. ● An account book and diary kept on Norfolk from 1881 to 1902, and in the Solomons from 1905 to 1921, by trader Charles H. Buffett. ● Runs of Norfolk Island newspapers of the thirties, the *Norfolk Island Weekly News* and the *Norfolk Island Times*. John Buffett's diary was written in a Commissariat register of Norfolk's convict era, which apparently Buffett found in one of Kingston's deserted buildings when he came ashore from the *Morayshire*.

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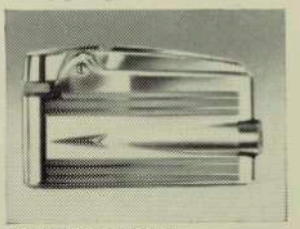
My boy friend gave me
the dinkiest lighter you ever saw.
So dinky, I can't get flints
small enough to fit it.
Another boy friend gave me a lighter
he got on the Continent.
When it's empty, you throw it away.
I can't remember which I finished
with first. Him or it.
I've got eighty-three books of matches.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

Somebody please give me a Ronson

One of these will do very nicely

***Milady** gas lighter*

***Comet** gas lighter*



***Adonis** slim gas lighter*

***Empress** gas table lighter, in onyx*

To givers of Ronson gas lighters. A filling can last for months. Re-fuelling lasts 5 seconds. The lighter – with its adjustable flame – could easily last forever.

RONSON

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Book Reviews

DISCONCERTING PROBLEM OF THE ISLANDERS WITH TWO HOMES

The people of Ocean Island—the small phosphate isle 160 miles east of Nauru, near the Equator—have lived since 1945 on Rabi Island in the Fiji Group, in an environment radically different from that of their homeland.

Rabi is nine times as large, six times as high and five times as wet as Ocean Island. On Ocean, the people were a special community of landholders and workers on an island thriving with industrial activity. On Rabi they feel they have been reduced to the status of exiled copra cutters and gardeners whose home estates have been nationalised, and they carry a chip on their shoulder.

How the Banabans, as they are called (Rabi is sometimes spelled Rabe, and it is pronounced Rambi) got to this state of affairs, and what they think about it, is described in detail in Martin Silverman's *Disconcerting Issue*: Meaning and Struggle in a Resettled Pacific Community. Dr. Silverman is Associate Professor of Anthropology at Princeton University, and his book is mainly the result of studies he made on Rabi in 1961 and 1964.

On his lengthy 1964 visit I met Dr. Silverman, then doing his PhD. With my wife and family I had been invited to Rabi by the hospitable Banabans while they put their point of view, and Silverman, the only European besides ourselves on the island, had learned the language and obviously had the confidence of the islanders. His objective book is a valuable study of their background, which will tell them more about themselves than they themselves know.

It's a unique story of a struggle for identity of people with a "two-island culture", and Dr. Silverman offers no solutions. The struggle continues, with the Banabans at this moment still demanding justice from a British Government and a phosphate company which they believe have cheated them of their birthrights.

By coincidence, *Disconcerting Issue* appears (from Chicago) at the same time as *Three Islands*, by Maslyn Williams, has been published in Melbourne by the British Phosphate Commissioners to commemorate the 50th anniversary of the BPC, 1920-70.

The former is a highly-technical anthropological treatise which examines the profound effect of the BPC operations on the Ocean Islanders. *Three Islands* is a short popular history, in the form of a tribute, of the development and work of the BPC on Ocean Island, Nauru and Christmas Island (in the Indian Ocean).

Maslyn Williams is not unsympathetic to the problems of the Banabans, and his history is not the dull, one-eyed account of a perfectly-protected business monopoly that probably would have emerged from the pen of a less skilled or less dedicated writer. But naturally the stress is on the BPC view, which results in some contradictions between Williams' and Silverman's accounts of events.

Williams, for instance, gives support to the company view at the time (the company being the forerunner of the BPC) that an early Resident Commissioner, Quayle Dickson might have been more useful to everybody including the Banabans if he had administered the affairs of the then Protectorate instead of trying to tell the phosphate company its business. Silverman sees Quayle Dickson as

The traditional dances of the Banabans are rarely seen today except on their home ground of Rabi Island, in the Fiji Group. These girls were part of a dance group which recently paid its own expenses to perform a series of concerts in Fiji's main island of Viti Levu to raise money for the Fiji YWCA. — Photo: Bal Ram.

having been forced to interfere with the company's actions so as to safeguard the Banaban interests from company officials "who were clearly concerned with keeping the mining going efficiently, exporting cheaply and getting more land when needed, all with a minimum of interference from the Banabans and the local government".

The company considered "the Banabans a nuisance and the government a meddler". Quayle Dickson was apparently transferred as a result of company pressure, but his replacement fared no better in a position where he was expected to serve two masters with opposing aims.

Williams refers to an Ocean Island king (the original phosphate deal having been made with him), but Silverman shows there was never a king, and that almost ever since the first "contract" (made with some members of one tribe) the Banabans have vocally been calling for a better deal. Nobody has ever really listened to them, or understood their attitude to land, or accepted the fact that they don't distinguish between surface and sub-surface land rights (any official arguments attempting to distinguish between the surface and sub-surface they regard as deception).

Silverman's book stresses the problems and the injustices that arise because of the arrogance of Westerners in believing they know it all.

"Circumstances over which the Banaban people," writes Silverman, "had little or no control brought about a situation in which they were compelled to make explicit both to themselves and to outsiders what their custom was and what their history was. Outsiders made interpretations based on this information, their own preconceptions, and their own interests. The interpretations made by outsiders moulded the people's own conceptions, which were then an input to subsequent interpretations by outsiders, and so forth in an unending series."

Today the Banabans are mixed-up, still attempting to deal with the problems posed by owning two islands and being involved with three nations, a colonial government and a new dominion.

That kind of trouble doesn't make it any easier for them to discover who they are. Although they are confused and divided, Silverman feels that, painfully, a Rabi identity seems to be emerging with a measured acceptance for the need of centralised planning. — *Stuart Inder.*

(DISCONCERTING ISSUE. By Martin G. Silverman. University of Chicago Press. $US13. THREE ISLANDS. By Maslyn Williams. Published by the British Phosphate Commissioners, Melbourne. No price).

LEGENDS OF POLYNESIA

Just at the end of World War II, when many people round the world were yearning to "get away from it all", an American writer, William S. Stone, produced an evocative and amusing book about Tahiti and Huahine called *Tahiti Landfall*.

The book was the fruit of a decade of residence in the Society Islands; and just as Frederick O'Brien's *White Shadows in the South Seas* caused a minor exodus to the Pacific after World War I, Stone's *Tahiti Landfall* probably did the same in the late 1940s.

However, whereas O'Brien followed up *White Shadows* with a couple of other South Seas best-sellers, Stone was little heard of again in the Pacific literary world.

It seems, though, that Stone kept up writing on his adopted islands, for the University of Hawaii Press has now brought out an attractive volume of tales by him entitled *Idylls of the South Seas*. It is a posthumous work, as Stone died in Honolulu in January, 1970 (PIM, March, 1970, p. 157).

The tales are based on legends from a variety of Polynesian islands. They are told through the mouth of an old Tahitian called Tetua, who was also the narrator in a previous volume, *The Ship of Flame* (New York, 1945).

"The intention here," the author said in a preface, "has been to present a group of legends in such a way that they might have living reality for a reader who had little or perhaps no personal familiarity with Polynesian peoples or Polynesian islands. . . ."

Because of his fine gift for evocative writing, Stone has probably succeeded in his aim as well as any *popaa* writer ever could.—RL.

(IDYLLS OF THE SOUTH SEAS. By William S. Stone. $US6.50).

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BOOK OF UNFACTS ON THE FRENCH PACIFIC

Just as the world in general needs a good, five-cent cigar, so does the Pacific world in particular need a reliable, up-to-date reference book, in English, on France's two most important Pacific territories, French Polynesia and New Caledonia.

In *The French Pacific Islands*, by two American academics, Virginia Thompson and Richard Adloff, I thought, when I first saw it, that the Pacific world had got what it wanted.

The FPI is a solid-looking tome of 540-odd pages, brought out under the imprint of the University of California Press. It claims to be, and is, a unique source book on contemporary political, social and economic institutions in French Polynesia and New Caledonia.

It has an ample bibliography, bristling with references to obscure French works.

It has numerous footnotes, citing articles of recent date in such journals as *PIM*, *Le Monde* and *Marches Tropicaux*, which give the impression that the authors are really on the ball—up-to-date with their reading, knowledgeable, with their fingers on the pulse of Pacific affairs.

The fact that I had never previously heard of Virginia Thompson and Richard Adloff did not perturb me, for the dust jacket stated reassuringly that they had previously collaborated on three books on French Africa and one on South-East Asia.

Some of their chapter headings filled me with eager anticipation.

Here, at last, I thought, was the inside story of the French Pacific by a couple of people who knew; and I began at the beginning—an introduction of five pages. It was all unexceptionable stuff, with a bit of seemingly-accurate crystal-gazing at the end:

". . . because Polynesia has become the site for France's nuclear-weapons tests and New Caledonia's nickel has assumed international importance", the authors said, "the two island groups are experiencing an unprecedented prosperity at the same time as a curtailment of such political privileges as they previously enjoyed . . . France clearly intends to keep New Caledonia and French Polynesia, the most distant remnants of its once far-flung empire . . ."

I hurried on to Chapter I—"Land and History (in French Polynesia)". But here some of the authors' statements began to stick in my gullet.

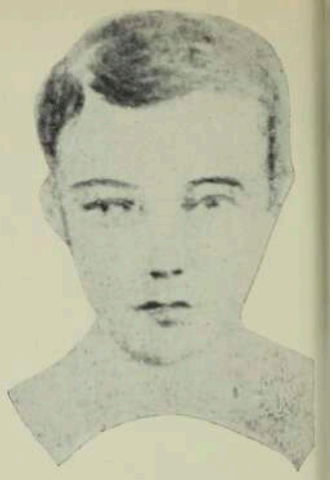
First they repeated a famous old furphy that Captain Cook had estimated the population of Tahiti at 240,000, whereas, in fact, the figure he arrived at was 204,000.

Three paragraphs further on, after misspelling the words *raatira* and Maiao, and trotting out a couple of non-existent Tahitian words, they stated that Cook had named the Society Islands in honour of the Royal Society of London, when, in fact, his reason was that they "lay contiguous to one another."

However, I would have been prepared to overlook these things if the authors had not gone on to say that Cook had made friends with "Tu, prince of Papeete"—a place that did not exist until at least 30 years later!—and that Tu had annexed Mahetia—a misspelling of Mehetia, and an error of fact, anyway!

Only half a dozen lines later there was another howler—that the first LMS missionaries to land in Tahiti did so on March 7, 1796, when, in fact, the date was March 6, 1797.

Then there was the statement that Pomare II was converted to Christianity in 1818—rather than 1813—



The young Pomare III

followed by an assertion that "two of the most aggressive English missionaries—Pritchard and Ellis"—prevented two French Catholic missionaries from gaining a foothold in Tahiti in 1836, when the truth is that Ellis left the Society Islands in 1822!

After a few more ghastly errors of this kind, the authors brought their survey of French Polynesia's early history to a merciful, but highly-inadequate end, and I turned

Preserving Norfolk Island

"With imaginative planning" it is hoped that Norfolk Island's unique buildings, ecology and history will be preserved, writes Australian architect Philip Cox in his *Building Norfolk Island*, an intelligent, attractive and informative book published by Nelson at $5.95.

The volume, in which he combined with photographer Wes Stacey, should certainly help draw attention to the value of the buildings on this Australian island, 1,035 miles from Sydney, but whether imaginative planning will be followed by all the work and money needed to do the right thing, is another matter. The book itself shows graphically how much of the early architecture has disappeared. And it shows us something of what has gone up in its place, such as "the typical, depressing example" of what private enterprise has accomplished at Burnt Pine, the dreadful shopping centre.

Cox believes that today the island is at the crossroads. Much restoration work is being carried out by the Administration, particularly on houses in Quality Row, Kingston, and Kingston, he says, "represents to Australia and New Zealand a unique Georgian Military Establishment set in an arcadian landscape which is to date unhindered by later development". But "this also may be threatened", he thinks.

Building Norfolk Island is a history book, with the main points of Norfolk's colourful story all there, but it's history seen through the eyes of an architect. Stacey's fine contemporary photographs are reinforced with early pictures and sketches, and architectural plans and drawings not seen before.

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to the section on New Caledonia hoping, charitably, that that, at least, could not be so bad. But, alas, it was.

The authors began by claiming that the credit for discovering New Caledonia was disputed between partisans of Bougainville (who never got nearer to the place than Malekula, New Hebrides!) and Captain Cook.

Then, in the next breath, they averred that Cook—a doughty Yorkshireman—had named his discovery New Caledonia because it "so resembled *his native Scotland*."

A few lines further on was the statement that Louis XVI of France ordered La Perouse to explore New Caledonia and "assess its economic potential," whereas La Perouse's instructions merely stated that he was "to coast along the western shore" of the island and satisfy himself "whether it be one single island only or a cluster of several."

Other wildly-inaccurate or misleading statements followed, so that I was inclined to view the rest of the book with a jaundiced, hypercritical eye.

However, some of the other chapters are, I am glad to say, considerably more accurate.

The chapters on recent politics in both French Polynesia and New Caledonia, for example, are, as far as I can detect—without having some of the authors' sources at my fingertips—quite reasonable summaries of events.

But always there are enough small, noticeable errors to make one suspect that there might be more, and bigger ones. The surname of the Tahitian politician Frantz Vanizette is always spelled with an 's'; Georges Ahnne has an 'n' missing from his surname; and the political parties *Pupu Here Aia* and *Pupu Tiama Maohi* are both spelled wrongly.

On p. 356, there is a positively classic booboo of this kind: the Prime Minister of Fiji, Ratu Sir Kamisese Mara, is described as Sir Ramisesi Ratu!!

But the item in the book that I read with the greatest relish was contained in a chapter on "Education and Cultural Activities" in French Polynesia. It is there stated that: "It was in Moorea that the LMS mission set up two schools at the turn of the [19th] century. Among the Polynesians who began attending them in increasing numbers was young King Pomare III. Because the main purpose of the mission schools was to train Polynesians for the ministry, teaching was done in the vernacular. The LMS schools continued to flourish until the English missionaries were superseded by those of the Societe des Missions Evangeliques de Paris, who had not embarked on their educational work in the islands until 1842."

Now, the facts of the matter are these. The LMS school that Pomare III attended—the celebrated South Seas Academy—was not set up until 1824. Polynesians did not attend it in "increasing numbers". Pomare III was the only child of his race accepted—a fact that caused Commodore Wilkes of the US Exploring Expedition to criticise it severely on racial grounds. Its purpose was not to train Polynesians for the ministry, but to give an education to the missionaries' children, and this was done in English. Finally, the LMS schools were not superseded by the Societe des Missions Evangeliques in 1842, but in 1863 (as the authors correctly state elsewhere in their book).

It would be easy to go on and multiply the list of errors of this kind. But that would be spoiling the fun for anyone who wants to buy the book and find them for himself. — *Robert Langdon.*

(THE FRENCH PACIFIC ISLANDS. By Virginia Thompson and Richard Adloff. University of California Press. $US16.75).

RISING VALUE OF ISLAND STAMPS

Precious stones apart, and mining shares having taken a spectacular dive, nothing gladdens the collector's heart so much these days as stamps which have maintained a steady appreciation in price.

Some, especially those from certain Island territories which have annoyed the philatelists by blatant attempts to flood the market, have moved not at all. But others have risen appreciably, and sharing in the latest rises are the better grade stamps of the Australasian area.

The 1972 edition of *The Australasian Stamp Catalogue* is notable for its new four-colour cover and its hundreds of price revisions, mainly in the Commonwealth specimens which are spectacular. The series of four featuring aboriginal art, issued on September 29, are a case in point.

There are more than 300 price changes recorded in the Australian Commonwealth section, and the Papua New Guinea issues, particularly in the 1968-70 period, have risen steadily. The old states issues are marking time, and Nauru, Norfolk Island, Christmas Island, Antarctica and Cocos Island are more or less static.

(The Australasian Stamp Catalogue, 1972 ed., Review Publications Pty. Ltd., Dubbo, NSW, Australia. $1.25.)

Clever medical textbook

In tropical countries Man is a natural target for an incredible number of parasites. A variety of flies, bugs and other insects like to feed on his blood. Some, mosquitoes for instance, add insult to injury by simultaneously injecting him with other parasites causing malaria or elephantiasis. And then there is a long list of 'worms'—tapeworms, hookworms, round-worms—as well as the microscopic fauna that can take up residence in the gut.

All of them can produce conditions in Man which, while not necessarily causing death, may drain stamina and vitality to such low ebbs that the person becomes a husk of himself and a liability to his fellows. Most parasites can be effectively fought with simple precautions in cooking, toilet and sanitation.

Parasites of Man in Niugini sets out to describe the anatomy, way of life, the effect on Man, and the geographical incidence of the diseases they produce, of all the important parasites. It is a very good textbook for students of the subject, with clear diagrams and illustrations, graphs and so on, together with a straight-forward and comprehensive text.

It is also a rather unusual textbook because it is aimed not only at medical students and practitioners but local councils in New Guinea and the general educated public there, of all races. It therefore includes much material in the form of local anecdote as well as interesting moments from the history of the subject which usually do not find their way into a teaching text. One is, in fact, entertained while being instructed and the authors as well as the publisher must be congratulated for this achievement alone.—*John Simons.*

(PARASITES OF MAN IN NIUGINI. By W. H. Ewers and W. T. Jeffrey. The Jacaranda Press. $6.95).

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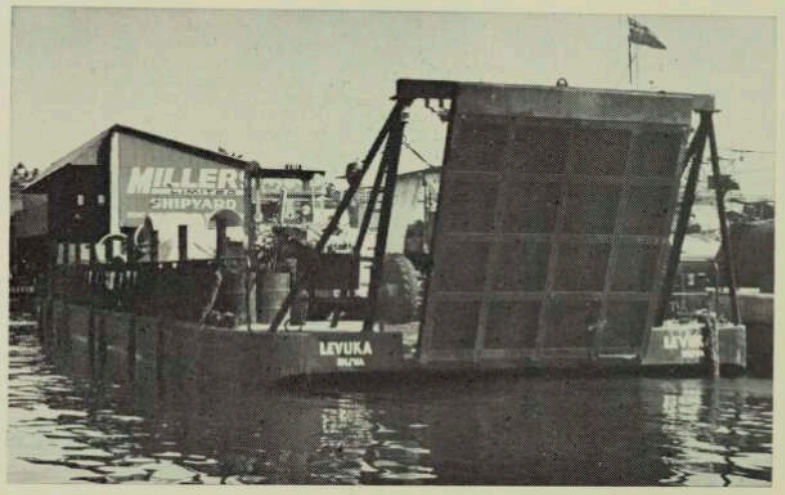

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Pacific Shipping

Happier days on Noumea's waterfront

From HELEN ROUSSEAU in Noumea

Ferrying tourists from the big ships anchored in midstream will be a thing of the past in Noumea's port by next July, completion date for a multi-million dollar port extension scheme which will give the New Caledonian capital new wharves, deep water berths and a dockers' canteen and rest hall.

The extensions will provide two berths for regional trading vessels, one wharf for medium-sized passenger boats and two deep water berths able to take such liners as the *Iberia* and *Oriana*, which, at present, have to anchor in midstream and ferry their passengers to a small jetty which has now become the starting point of the vast port extension project.

The new wharves will thrust out at right angles to the present wharf, beginning at its northern end and crossing the harbour towards the Isle of Nou.

This initial project will be completed by July, 1972, although some sections will be ready earlier. Eventually, it is hoped that further extensions will be possible, linking Noumea to Nou Island completely, bridging a straight-line distance of half a mile.

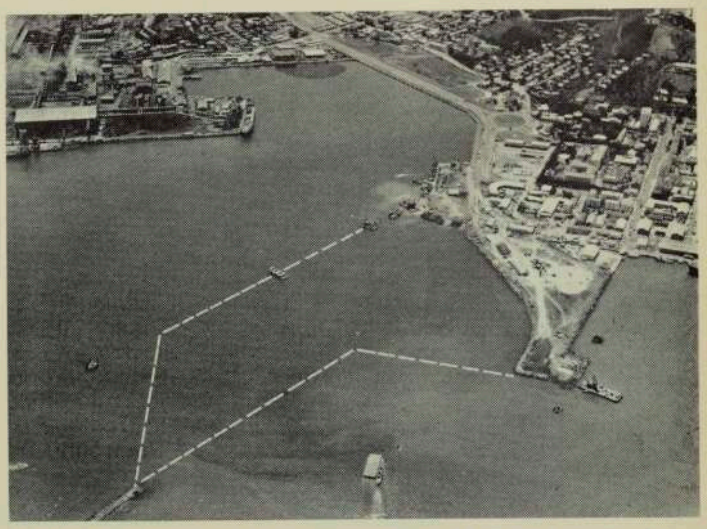
The first new wharf, known as the *Quai FED*, will be finished by next February, to take medium liners such as the *Kuala Lumpur*. Built on the inner harbour side of the extensions, immediately adjacent to the present wharf, the *Quai FED* will offer only a short wharf for loading operations. The remainder will be a bulwark of huge rocks against the sea. Some misgivings have been expressed locally over the effectiveness of this wharf, which is costing about $US3.5 million, including a grant from the European Development Fund (FED). This wharf was planned before the Port Authority was established in 1968 and its construction is being supervised by the Public Works Department in Noumea.

The main new berthing facilities will, however, be facing the outer harbour. Closest inshore are two berths for regional traders such as the New Zealand *Holmburn*. This wharf is already built but being used as a base for extending pylons across the harbour. The next two berths are in deep water, offering a length of about 1,000 ft in 33 ft of water. Behind, there will be 30 acres of open storage zone, besides two warehouses of nearly 54,000 sq. ft each. In addition, alongside the *Quai FED* there will be a welcome innovation for tourists—a visitors' reception hall, for which tenders were to be called at the end of November. It is hoped this building can be started next April and be completed by July.

The Port Authority has obtained $US6 million loan money to build its new wharves, while a further $3 million is awaited to finance extra buildings.

But trade is growing fast in Noumea so the Port Authority decided in October to build a third deep water berth, in 36 ft of water, adding another 500 ft to the new wharf. Finally, by linking up with the Isle of Nou, there would be space for three more berths, making a total of six, with the possibility of providing space to work container ships. Finance is now being sought for this project, which, Mr. Louis Chaumont, Port Authority director hopes, will find a "rapid solution". Once this third deep water berth is available (say in December, 1972), it would be possible gradually to shift vessels away from the present wharf, which dates back to 1938. Eventually, it is proposed to abandon this wharf to let expressway traffic bypass the already congested streets of Noumea.

Meanwhile, the northern end of the Noumea waterfront is rapidly undergoing a considerable change of contour. The extensions out into the harbour require more than 123,000 cu. ft of filling daily. Some is supplied in the form of slag from the Societe Le Nickel smelting works nearby. Other filling comes from the hills that are being bulldozed down in the Ducos industrial zone, while



Dots outline area to be filled in from Noumea to Isle of Nou tip in foreground. Inner harbour is on right with nickel smelters and outer harbour at left.

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in the future it is thought that schist could be brought from the Isle of Nou.

The new wharf is being built by the French construction company CITRA. Among the new buildings involved, a canteen and rest hall for dockers were built by the Australian construction company Wowic Industries, at a cost of more than $A200,000. This building is equipped to provide 600 meals twice daily, to cater for a maximum of 600 dockers, working on the main quay and at the nearby nickel wharves.

If dockers, shippers and tourists can all be satisfied, then 1972 should see much happier days on the Noumea waterfront.

LAST TRIP FOR 'DOROTEA'

The *Dorotea*, chartered in May by Messageries Maritimes from Rederi ab Frederika, of Stockholm, will make her last trip from Australia to several Pacific Island groups in December. She will then be returned to her owners.

To replace her, Messageries Maritimes will bring one of their own ships, the *Grange*, 8,000 tons, out from Marseilles. She will remain indefinitely on the Australian ports-Noumea-Suva-Lautoka-Vila-Santo run.

Name change for Union Steam Ship Company after 96 years

Thomas Nationwide Transport, of Australia, and a consortium of New Zealand companies are expecting a smooth takeover of the Union Steam Ship Co. of NZ Ltd., from the P and O Company on January 1. On that day the USS Co., a name known throughout the Pacific for 96 years, will become Tasman Union Ltd.

The new owners will be TNT (NZ) Ltd., a Thomas subsidiary, and New Zealand Maritime Holdings Ltd. About 30 NZ companies will take up shares in NZ Maritime Holdings. Two of NZ's biggest timber companies, NZ Forest Products Ltd. and Tasman Pulp and Paper Ltd. have each subscribed $1 million.

Mr. E. H. P. Abeles, managing director of TNT, is the first chairman of Tasman Union; Sir Reginald Smythe, managing director of N.Z. Forest Products, is deputy chairman.

No dramatic operational changes have been announced, but there is sure to be some rationalisation. One change is that P and O have taken over the booking of passengers for their own ships from the USS Co. in New Zealand. A spokesman for TNT, asked in Sydney about Transport Union acting as P and O agents in a number of Pacific Islands ports, said that was a matter for P and O, the future of those agencies was to be discussed.

"If they wish us to retain the agencies I am sure they will ask us", he said.

A prediction by PIM in October (p. 101) about the future of P and O agencies in the Pacific Islands produced a reaction in Auckland, where the report appeared to be misread, and in Suva. PIM had suggested that P and O agencies might pass to another P and O subsidiary, the NZ Shipping Co. Ltd., now P and O (NZ) Ltd., for which Burns Philp are Fiji agents.

P and O (NZ) Ltd. put out a statement in November saying that P and O, London, "had confirmed there is no present intention of changing P and O agency representation in Fiji."

The future of the Holm Shipping Co., a subsidiary of the USS Co. is still undecided. Holm controls 11 ships, a number of which trade to the Pacific Islands. The company is anxious to retain and expand these services.

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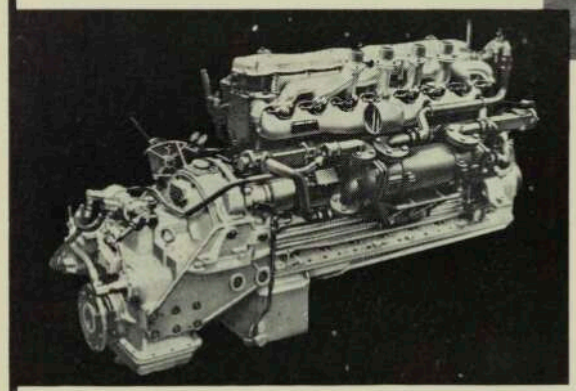

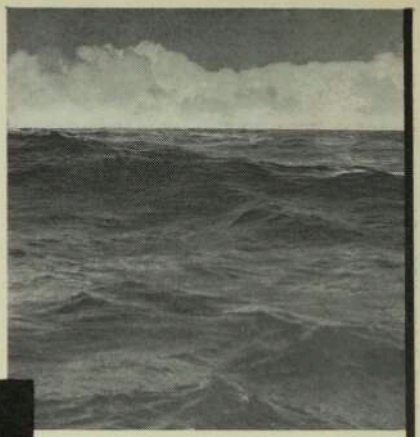

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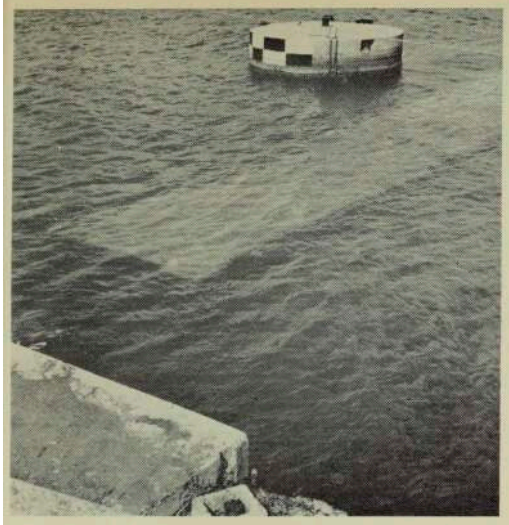
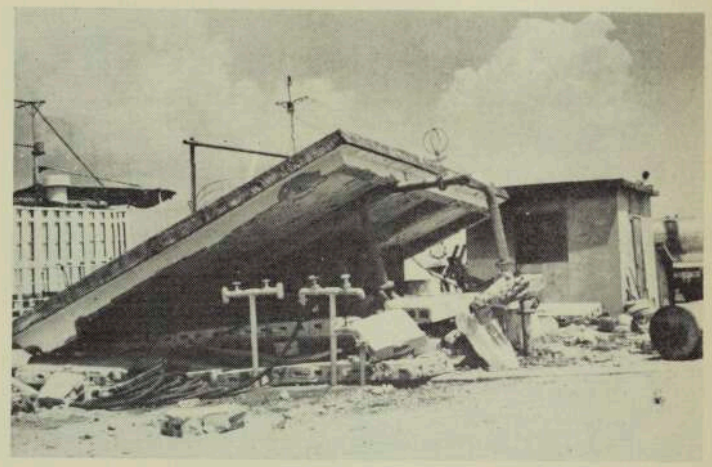


Santo was all shook up

The earthquake, which hit the northern part of the New Hebrides on October 28, left the port authorities at Santo with a problem—what to do with a sunken wharf. As the picture on the left shows, the small ships' wharf slid under the waves and is now seen as a grey rectangular object several feet below the surface and, presumably, a danger to shipping. The main wharf was badly cracked but work has gone on as usual. Buildings and machinery at the South Pacific Fishing Company's factory at Palekula, seen below, were badly damaged, walls collapsing like a pack of cards. One man was killed by falling rock and a boy was injured when packing cases plunged through the wall between his bedroom and a storeroom. Water supplies at Luganville were cut off and the Sarakata bridge, the main bridge between the town and the airport, dropped about six inches and moved about three feet to one side. Repairs on the bridge were expected to begin before the end of November. It was planned to use heavy jacks to lift the bridge and move it back into alignment. One of the walls of the CFNH store collapsed and the Hotel Corsica was badly shaken, much of its crockery and furnishings being damaged.



NZ SEAMEN COOKED THEIR OWN GOOSE

Island produce growers expected to lose thousands of dollars through a strike by New Zealand seamen early in November. At the same time, businessmen in the South-West Pacific were starting to look away from traditional suppliers of perishables in New Zealand.

The NZ Government took firm action and deregistered the seamen's union which had committed a number of irresponsible acts over several years, so much so that they were immediately isolated. The NZ Federation of Labour refused to back them in their strike, and the leader of the NZ Labour Party came out against them.

Cargo for the islands built up on the wharves while the extent of damage to perishable cargo in the three Union Steam Ship Company ships, *Tofua, Waimea* and *Taveuni*, was assessed. These three ships were all stranded, fully laden with inward produce, in Auckland. There was particular concern for the *Waimea* as she had a dry cargo of 7,000 melons from Nukualofa. Some fruit and vegetable cargo was under refrigeration, but even then there was serious danger of spoilage.

After deregistration, the seamen decided to resume work. Fiji businessmen criticised delays in delivering cargo from New Zealand and Burns Philp switched from NZ to Australia for perishable goods.

The seamen cooked their own goose. Through deregistration they lost all their benefits. They now have to form a new union, which will have to negotiate new awards.

A mission farm project in Western Samoa was forced to make gratuity payments to NZ seamen because the union insisted that NZ cattle were carried in USS Co. ships, instead of in a large ship belonging to another company. It had been decided to ship the cattle to Western Samoa in USS Co. ships in three lots of 400, but the USS Co. did not have suitable ships.

The Crusader Line, with a larger ship, was able to take the cattle, and the USS Co. agreed. But the seamen did not. The cattle were sent in USS Co. ships in small lots, with the seamen demanding and getting gratuities of about $8,000.

Meanwhile, a group of NZ MPs, who made a goodwill tour of the Islands, are urging the government to ensure more regular shipping services to the Islands. Their leader, Mr. H. R. Lapwood, did not make it clear whether they wanted more services or rationalisation of existing services. The number of ships operating NZ to Fiji and points east has grown recently.

The Union Steam Ship Co. (to become Tasman Union) has three ships covering Fiji, both Samoas, Tonga and Niue; Sofrana has just launched a NZ-Tahiti service, and

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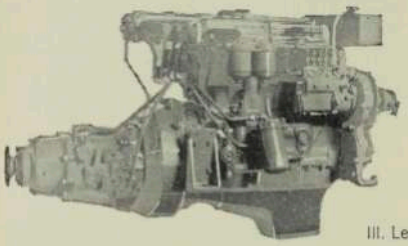

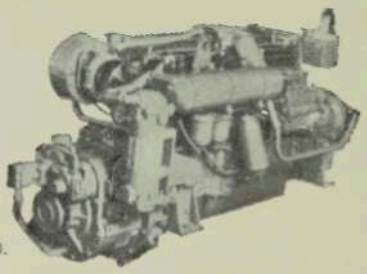

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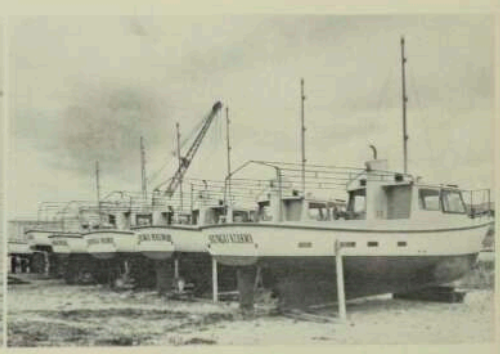

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here is an extra ship running to the Cook Islands during construction of Rarotonga Airport. In addition, Holm Shipping Co. will continue to run the chartered *Luhesand* between NZ and Tahiti. A few weeks ago it was thought that this ship might have to be returned to her West German owners.

Several Pacific Islands governments have been talking informally about launching a regional service, which would almost certainly cover Fiji, Tonga and Western Samoa. If established, such an enterprise could cut into the USS Co. services.

NEDLLOYD PUTS UP FREIGHT RATES

Importers in Fiji, Western Samoa and Tonga, and ultimately consumers in those countries, are about to be hit by another rise in freight rates. The latest impost, in force on January 1, is by Nedlloyd, which operates from Dutch, Belgian and French ports to the South Pacific.

The shipping line blames substantial increases in fuel prices, and operating and stevedoring costs for the need to lift the rates by 15 per cent. The increase does not include the ruling 5½ per cent. currency adjustment charge, which will remain in force till further notice.

ANOTHER SHIP FOR THREE ISLANDS

New Caledonia, Norfolk Island and Lord Howe Island will benefit from a service introduced by the enterprising Karlander Line in conjunction with Societe Maritime Caledonienne. The 3,500-ton *Salamaua* has been transferred from the Sydney-Brisbane-Lae run to the new service, which will originate in Sydney.

The *Salamaua* has about 300 tons of space for freezer and cool room cargo. She is a sideport loader, which means that in her two main ports, Sydney and Noumea, she can be operated with fast unit loaders. The *Salamaua* will leave Sydney every 16 days for the three islands.

Previously Lord Howe and Norfolk were serviced on a four to five-weekly basis from Sydney with the *Sletfjord*, which also took in Vila and Santo, and occasionally Honiara. The *Sletfjord* will now go on to a temporary Sydney-Brisbane-Lae service.

Societe Maritime Caledonienne has sold the *Jacques del Mar* (formerly BP's *Tulagi*) to Far East interests. The *Jacques del Mar*, for which Karlander was agent, made her last run from Sydney to Norfolk Island and New Caledonia in November.

ANOTHER WAGE RISE FOR PNG SEAMEN

Papua New Guinea seamen, serving in ships operating between Australia and PNG, have been granted their second wage hike in less than three months. The first, agreed to in September, and made retrospective to July 1, gave deckhands $32 a month (previously $26) with proportionate increases for bosuns and quartermasters.

The latest rise, operative from October 21, sends deckhands up another $12 a month to $44. Other new rates are $59 a month for seamen with a year's satisfactory seatime (previously $36), $68 for seamen with three years and more (up $30), and appropriate rises for leading seamen and senior ratings.

Negotiations under Labour Department chairmanship were by China Navigation, Karlander and Mr. Albert Maori Kiki, a union leader. At the September hearing, the shipowners asked the department to encourage seamen to form a union, so that they would have someone with whom to negotiate. Apparently this union has not yet been formed, hence the presence of Mr. Kiki, who is prominent in PNG union affairs, as seamen's spokesman.

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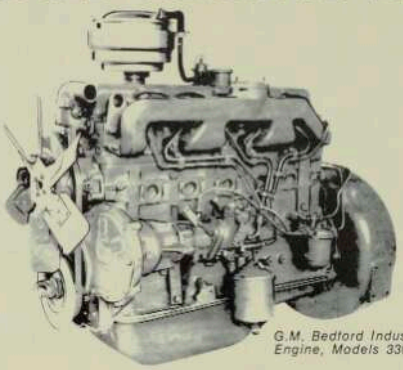

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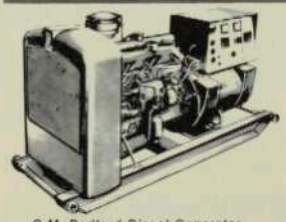

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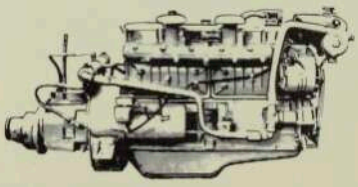

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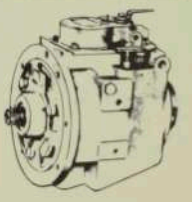

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BIG LOAN FOR PNG PORT PROJECTS

The PNG Government is negotiating with the World Bank for a loan of up to $11 million for port development projects in the territory. The projects will include a 600 ft wharf extension at Lae, reclamation of two to three acres at Port Moresby's cargo storage site, the overseas wharf at Alotau and coastal installations at Kieta. The loan would also finance a $500,000 scheme for specialised stevedoring equipment and training for indigenous port staff.

PORT COMMISSION FORMED IN FIJI

A Ports Commission in Fiji will examine all port and wharf facilities and make recommendations for their future administration and development. It will also study the existing port labour organisation in Suva and Lautoka, and decide on the future handling of labour.

A further point for it to look at, will be cargo handling. It will recommend whether a cargo-handling organisation should be formed. If the commission decides that an independent port authority is needed, it will be asked to submit recommendations on how it should be financed.

The Fiji Government will ask the governments of Singapore, Jamaica and Malaysia to second shipping experts to sit on the commission. The Seamen's and Dockworkers' Union and the Fiji Employers' Consultative Association will each have a representative on the commission.

MOANA ROA'S' FATE IN THE BALANCE

The future of the New Zealand-Cook Islands service with the *Moana Loa* should be known in December. Indications are that she may only trade for another 12 months.

Her cargoes have declined steadily during the last year, and particularly in the August, September and October trips. Whereas the *Moana Loa* once virtually had a monopoly in the service, she now has competition from three other ships. The loss of $346,527 in the last financial year, and the continuing decline in her fortunes, will provide the key when the NZ Department of Maori and Island Affairs considers whether she should continue to run to the Cooks.

BANABANS LOSE NEW FISHING BOAT

The Banabans of Rabi Island, Fiji, will have to buy another small craft for a fishing project they plan to launch. The *Tekokona*, 32 ft, which they bought about three months ago for $18,000, was smashed in an accident at Millers wharf in Suva about mid-November.

A steel-hulled Korean fishing ship, the *Nam Hae 253*, snapped her moorings while her engines were running and crashed into the stern of the plywood *Tekokona*. The *Tekokona* was ready for sea after an extensive overhaul.

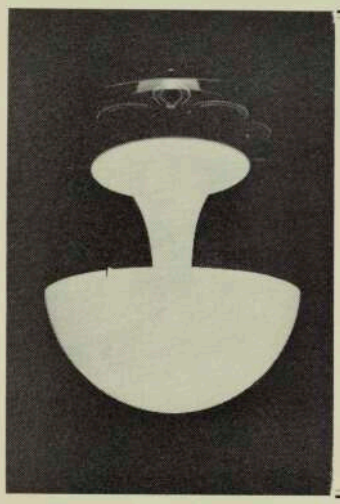
The accident happened only about an hour before the Banaban crew arrived to take over the *Tekokona*.

The Banabans were philosophical about the loss. Mr. Tekosi Rotan, general manager of Rabi Holdings, owners of the *Tekokona*, said the people would buy another boat so that they could get on with their project.

BETTER HARBOURS FOR MARSHALLS

Several of the Marshall Islands now have better harbours following completion of demolition projects, which involved dredging and widening channels for small boats and ships. The projects cost about $25,000.

Channels were blasted at Ailinglaplap, Airok, Jaluit, Pinglap, Ebon Taka, Namorik Namorik, Mejit Mejit, Ailuk Enjie, Uterik Uterik and Watho Watho.



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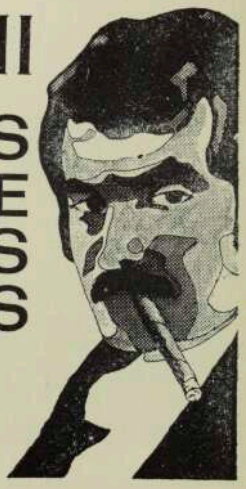

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Cruising Yachts

● *UNDINE*, trimaran, is beached on Ogea Island, Lau, Fiji, after hitting the reef off the island about midnight on October 14. On board were owner, Karl Redell and his wife Rebecca. They were on their way to Suva from Tonga. They are from California and had planned to be away from home for five years. Mr. Redell is hoping to repair the *Undine* so that he can sail her to Suva for repairs. The port and main hulls were badly damaged.

● *VLAAG*, 19 ft sloop, sailed by lone Dutchman, Ivo van Laake, 24, will wait in Fiji for the end of the hurricane season next April before ending a world cruise. He left San Francisco about three years ago and has taken his time, calling at Honolulu and Tahiti. He is not sure of his movements after Fiji—he is sailing at leisure, and enjoys sailing alone.

● *KARLOO*, 30 ft Waterwitch class sloop from Melbourne, with owners Geoffrey and Ruth Goodman aboard, spent two months cruising in Tonga before arriving at Suva, Fiji, in July. Since then they have circumnavigated Viti Levu and Ovalau, and planned a visit to Kadavu before leaving from Suva for New Zealand towards the end of November.

● *VICKI LYNN*, 36 ft trimaran which left Rarotonga in mid-October for Fiji and New Zealand with Canadians Ernie and Lee Crampton on board, returned to Rarotonga a week later for repairs. The steering cable broke when the yacht was 250 miles west of Rarotonga and Mr. Crampton sailed the jury-rigged vessel back in 3½ days. He said that this was the first time they had ever had to turn back in almost 12,000 miles of cruising.

● *ANDANTE*, 34 ft American yacht, arrived at Rarotonga from Bora Bora and Honolulu on October 30. On board were Mrs. Martha Campbell, her son, Ian, Jim Doughty and Jim La Pierre. Calls were also made at Tahiti and Moorea. Plans were to visit New Zealand for four months then sail to Tonga, Fiji, Samoa, Australia, South Africa and the Mediterranean.

● *BOUNTY*, yacht, spent the weekend October 30-31 at Samarai, Papua, and Lance H. Wilkinson, of Samarai, told PIM he had the pleasure of piloting the *Bounty* around the neighbouring islands fishing and taking on water at Kana Kopi. *Bounty* left for Cairns in Queensland in November. "If they enjoyed Samarai as much as I enjoyed their company and hospitality it should be a good boost for Samarai in cruise yacht circles," wrote Lance Wilkinson.

● *BLANQUITA*, yacht with Bob Amos as owner-skipper, is on the way to Japan and hopes to drop anchor there next April. *Blanquita* spent almost a year in Fiji and, with Colin Burgess, of NZ, and Prakash Lachan, of Fiji, as crew, is making for Japan via Santa Cruz, New Hebrides, Solomons, Carolines, Marianas, and Bonins.

● *SEA WYF I*, yacht (Hans and Ruth Sachse), well known to all cruise yachtees in the South Seas, has given place to *SEA WYF II*, which the Sachses have built in nine months of hard work at Newport Beach, California. *Sea Wyf II* is a 32 ft double-ended sailing craft (Atkin design) with fibreglass hull and decks and interior of teak. She has a 22 hp Albin diesel engine and a cruising range of 700 miles.

● *SHAULA*, 40 ft yawl, arrived at Rarotonga from the Tuamotus and Tahiti on November 13 with a family from Seattle, USA, on board. They were Gordon and Dorothy Crawford and their three daughters Nina, 11, Jada, nine, and Kelly aged seven. Travelling with them were Sidney and Claudine Jordan who left the yacht at Rarotonga. *Shaula* was built in Vancouver, Canada, and the Crawfords' voyage has taken them to Mexico, Honolulu and the French Society Islands. After re-provisioning at Rarotonga, they plan to sail to Fiji and New Zealand.

● *LUANE*, of San Francisco, 28 ft by 8 ft by 5½ ft cutter, arrived at Whangaroa, NZ, on October 21 from Nukualofa via the South Minerva Reef area. This yacht was built in Sweden in 1946 and later shipped to San Francisco where she cruised coastwise under other ownership. Now manned by two young engineers, Topper Hermanson and Garry Whipp, the yacht cleared San Francisco in May, 1970, on the present voyage. After cruising the Hawaiian Islands and working there for a year, the crew signed on a PanAm stewardess, Miss Elizabeth Robinson, for the passage to Papeete direct.

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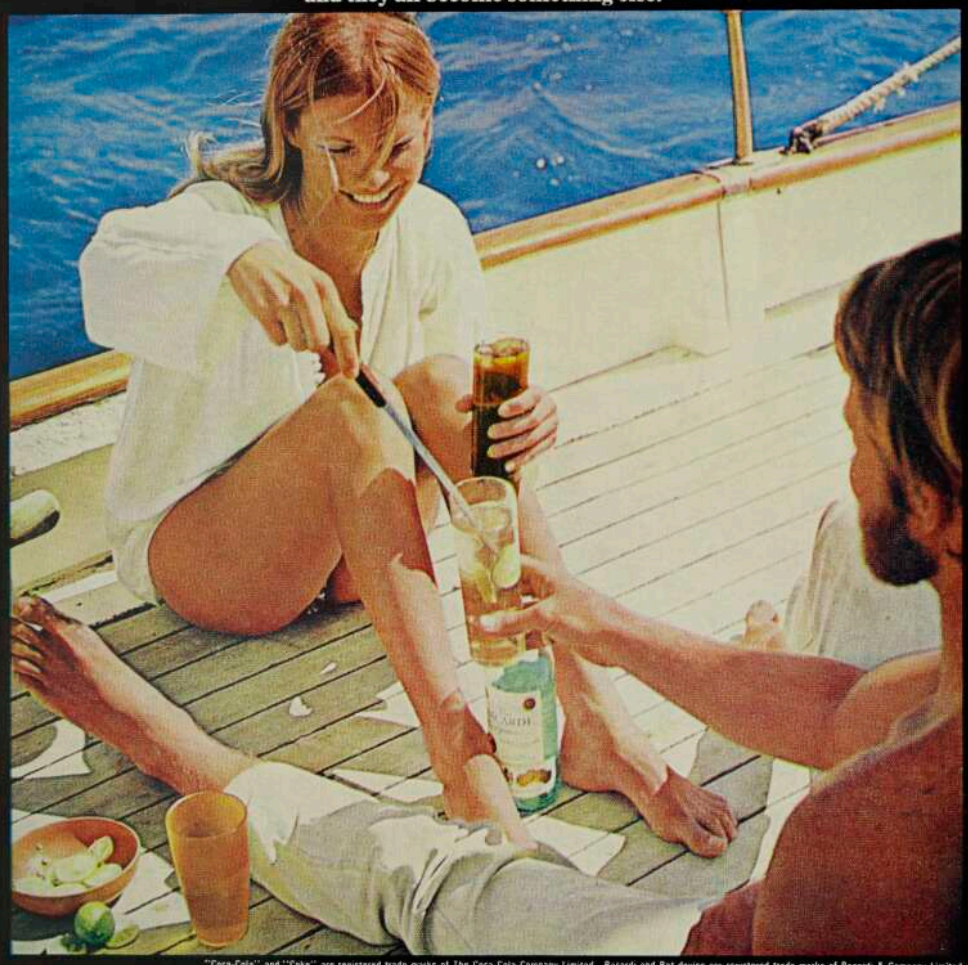

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PACIFIC ISLANDS MONTHLY—DECEMBER, 1971

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Business and Development

Trade war on two fronts

A trade war on two fronts is looming between Fiji and Australia. One battle is over Japanese cameras with Australian dealers being accused of trying to pirate Fiji's lucrative share of the duty-free trade by taking over distribution rights.

The other is over flour with an Australian millionaire flour miller accusing his fellow millers of exploiting the Pacific Islanders. There is a move to cut the Australians out of Fiji's flour market with the building of a flour mill in the dominion by a Bombay company, Wallace Flour Mills.

Presumably, the Australians as camera distributors would force the Fiji dealers to sell at a fixed price.

It's long been known in Fiji that Australian business circles resented the sound of Aussie money pouring into the tills of the duty-free traders in Fiji from the thousands of Australian tourists in Fiji.

Commonwealth Customs have put the screws on several times to cut the number of duty-free cameras, radios, even television sets which are bought in Fiji by Australian tourists with a consequent loss of sales by Australian shopkeepers. Latest move was to limit to 12 lb the weight of duty-free, tape recorders and record players allowed into Australia, and to 4 lb the weight of radios, a move which the Japanese hope to counter by producing ultra-light models.

No one in Australia had thought up anything to stop Fiji hogging the camera market and selling to Australians cameras at less than half the price of the same models in Australia—not until now. The latest move is by the Australian dealers who are now striving to take over Fiji distribution rights and have made approaches to the Japanese camera manufacturers.

"Dirty underhand tactics", accuse the Fiji traders who stand to lose more than $1.5 million a year in camera sales alone if the Australian dealers can block the duty-free trade.

According to Mr. P. B. Stinson, of Stinsons Ltd., of Suva, who sells Canon and Yashica cameras, an Australian dealer had approached the Canon manufacturers who had turned him down. Stinsons, however, had lost the Bolex agency.

Morris Hedstrom Ltd., Fiji distributors of Nikon and Olympus cameras, described the Australian move as a "definite threat" and said, "We know that our equivalents in Australia dislike intensely the fact that Fiji has duty-free cameras because it cuts into their sales. We probably sell twice the Nikons they sell."

Next gambit by the Australian dealers, which has really riled the Fiji traders, was to tell the Japanese that Fiji dealers were not competent to service the cameras they sold and hence, presumably, were not fit to sell them.

A Japanese Camera Industry Association three-man mission landed in Fiji in November to check this but they refused to comment on their findings.

Mr. Ben Jannif, managing director of Caines Jannif Ltd., Fiji distributors for Minolta and Konica, said his company and Stinsons had repair services as good as any found in Australia and accused Australian dealers of charging ridiculous prices for repair jobs which Fiji dealers did for nothing.

The Fiji Government has also got into the fight. Prime Minister Ratu Sir Kamisese Mara warned at the November Australian trade fair in Suva that Australia was in danger of losing trade if it damaged the business of others in the search for more business for itself. Loss of earnings in Fiji's duty free goods sector, for instance, could impair the country's ability to pay for goods it wanted from other companies with a resultant loss of orders.

In Australia, the principal of one distributor of Japanese cameras said that an association known as the Japanese Camera Importers' Association was very concerned at the business being lost to Australia through Australians buying in Fiji. The association was "trying to protect Australian trade".

Asked what the effect would be in Fiji if Australian firms secured distribution rights for Japanese cameras in Fiji, he said Fiji would still get cameras. He did not think there would be any attempt to enforce resale price maintenance, because he did not think it would be possible.

He said the cause of the trouble in Fiji was that Indian firms were prepared to work at practically nil margins. They had never really put on an adequate profit. They tended to be cheaper than anybody.

On the flour front, Australian millionaire miller Mr. Asher Jedlin, managing director of Crest Mills, which has a small stock feed mill near Suva, charged that political

PNG retains European entry

Papua New Guinea's export market in Britain is safe for the next seven years.

In the first real breakthrough since Britain began negotiations over the terms of her entry into the European Common Market, the negotiators in Brussels agreed on November 24 that Britain could continue imports from PNG during the five-year transitional period, with a promise of a review of the position before the period is up.

This is the only major concession that Australia has been able to achieve for herself or dependent territories. It comes after months of prolonged pressures exerted by the Australian and PNG governments. The PNG Administration made many appeals and sent people direct to Europe to put the territory's viewpoint.

Britain at present takes 30 per cent. of all PNG's exports, mainly of copra, cocoa, tea, coffee and palm oil.

The deadline is January 1, 1978, but Sir Con O'Neill, Britain's chief Civil Service negotiator, believes that reasonable arrangements to keep the market door open for PNG will be made when time runs out.

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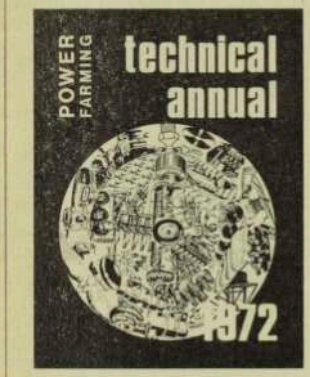

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pressures in Australia were stopping him from shipping grain to Fiji at $30 a ton less than the price at which it is now landed.

Fiji and other Pacific Island countries were being exploited when they bought Australian flour, grains and sharps, he said. It was all the work of the Australian Country Party which had "sabotaged" the wheat industry so that it could win support from the farmers by getting wheat subsidies for them. Political influence was also behind his failure to charter small ships to carry bulk grain and primary products to Fiji. He could not use his own 480 ft Sydney Harbour wharf for grain exports and was forced to ship grain more expensively in sacks in ships operated by companies on high cartel prices.

The Fiji Government had two offers to build a flour mill in Fiji which would make the dominion self-sufficient in flour and its by-products, one from Gillespie Brothers, the Sydney milling and baking group; the other from Wallace Flour Mills of Bombay. The government chose the latter and an agreement has now been signed. The government also offered a three-acre site in Suva's Walu Bay industrial area for the mill and production is expected to start in about 18 months.

The mill could, when production increased, export flour to the other Island territories. It would be several dollars cheaper than the Australian flour.

A company formed to run the mill, Suva Flour Mills Ltd., will offer local shareholders a 49 per cent. stake in the $1 million project.

Mr. Jedlin is also interested in buying into the firm.

Another India-based firm moving into Fiji is Victor Apparels Ltd., of Bombay and Delhi. It has taken a 10 per cent. share in Rollex Hosiery (Fiji) Ltd., which plans to open a clothing factory at Nausori. Adi Lady Lala Mara, wife of the Prime Minister, is a director of Rollex Hosiery.

FOOTNOTE—Latest move on the camera front has been made through Australian newspaper advertisements claiming Australians have advantages in buying cameras before going overseas. To counter two admitted advantages of buying overseas (no sales tax and a haggle over price), C. R. Kennedy (Sales) Pty. Ltd., Asahi Pentax stockists, stresses that cameras bought in Australia have a one-year international guarantee and a two-year Australian guarantee on service. The firm also offers a "haggle" in the shape of a non-fixed retail price, so the buyer "may also bargain in Australia".

The earthquake which shook the northern part of the New Hebrides about 5 a.m. on October 28 wrecked the new store belonging to Comptoirs Francais des Nouvelles Hebrides. The picture shows the store open to the world, with the end wall completely shattered.

An elusive Oildorado

From ALF SANFT in Nukualofa.

There had been warnings against over-optimism when the hunt for "Oildorado" started in Tonga with the spudding in of Kumifonua 1 on October 5, but it was still a great disappointment when the well was abandoned on November 2 with the drill head 5,525 ft below. Kumifonua 1, the experts announced, was as dry as a bone. There wasn't even gas.

The decision by the six-member consortium to abandon the first exploration well near Nukualofa was made within days of King Taufa'ahau and his Queen inspecting the drill site for the first time after their return from a state visit to India.

According to the chief geologist, Mr. John van Deldan, the main section, beyond the upper coral formation and water zone, consisted of a thick layer of hard grey rock of ancient volcanic origin which could be more than two million years old.

The decision to abandon operations at this moderate depth came as a mild shock and disappointment to many observers on the shore, especially as they now know that the depth reached of a little over a mile is the maximum capacity of the present rig, the only one brought to the island.

Extensive electrical logs were taken and a seismic velocity check shoot carried out before the well was plugged.

Preliminary study of the results had made it clear that drilling at a second prepared site near Fua'amotu Airport, on the south coast of Tongatapu is not recommended and will not now be carried out. This setback cannot be interpreted too seriously either way at this early stage but it will serve to dampen any over-optimism here and abroad about Tonga's oil prospects.

Discussions between the Indian State Minister for Petroleum and Chemicals Mr. Sethi, and the King of Tonga were widely reported. Mr. Sethi offered the King assistance in designing and building an oil refinery in Tonga.

The head of the Indian Oil and Gas Commission undertook to train Tongan technicians at the Institute of Petroleum Exploration at Dehradum. It was during these discussions at Delhi that the King is reported to have said, "If oil is struck, Tonga will become the Kuwait of the Pacific". Whereupon the Indian authorities offered to buy crude oil from the kingdom.

Work began in the middle of

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November on a second exploration well three miles from Nukualofa.

Meanwhile, if there isn't exactly oil fever in Fiji a few brows were flushed the day after Tonga's Kumi-fonua 1 was abandoned when it was reported that a substance like oil had been bubbling up from the seabed near Malake village on the island of the same name off Rakiraki on Viti Levu.

Three Fijian women who went for their daily swim found the water bubbling and frothing and turning a deep brown. Geologists were investigating.

Dairy factory to open in A. Samoa

Meadow Gold Samoa Ltd., a subsidiary of the Chicago-based firm of Beatrice Foods Co., plans to open a dairy manufacturing plant in American Samoa.

The new plant, which will be housed in the old General Supply Building, is expected to produce 8,000 gallons of milk and 400 gallons of ice cream a day. Other products will be cream, cottage cheese, sour cream, yogurt and fruit juices.

Samoans will be offered shares in the new company.

Mr. Watson has plans for Cooks

Cook Islands' semi-retired Scots-born tycoon, Mr. Willie Watson, is back in Cambridge, NZ, after a six-months world tour, planning further enterprises for his adopted islands group. With the opening of the airport at Rarotonga late in 1972 he sees a big future for the tourist industry.

Speaking to PIM as he passed through Sydney, Mr. Watson said he owned waterfront land at Avarua, where he proposed to erect a three-storey building, to cater for tourists' needs. On the ground floor there would be shops, a licensed restaurant on the first floor, and on the top a flat for himself and his wife when they leave NZ each year to winter in Rarotonga.

But this project is dependent on a liquor licence for the restaurant. With tourists passing through the Cooks at an annual rate of 30,000 to 40,000 a year he considers licensed restaurants are a "must".

Mr. Watson believes there will be a big influx of tourists from New Zealand, because both countries use the same currency. New Zealanders would be able to take money freely to spend in the Cook Islands, but faced restrictions when they planned to go to other countries.

He also considers tourism would

Mr. C. H. Carpenter.

give a fillip to the citrus industry. There would be an increased demand for oranges, and there would also be a market for mandarins, which now go to waste.

Another industry which could flourish with the opening of the airport would be tropical flowers for export. These could be sold, almost garden fresh, in New Zealand and Hawaii.

Mr. Watson, although now in his 70s, still has a refreshing outlook on life, and obviously is still quick to see commercial oportunities.

A new Bank of Tonga

Tonga is to have a bank again—the last one having survived for only a short time last century after it was established by the Rev. Shirley Baker, then Tonga's Prime Minister. The new Bank of Tonga will be more substantial, consisting of a consortium of the Tonga Government, the Bank of Hawaii, Bank of New South Wales and the Bank of New Zealand. Top officials from the three banks met with the Tongan Government in Nukualofa in November to discuss the details.

Tonga had announced as long ago as December, 1968, that it intended to establish a bank—but that announcement said the kingdom was "near agreement" with the Bank of Hawaii, and there was no mention of other banks.

In November, Tonga's Minister of Finance, Mahe 'Uli'uli Tupouniua, said the reason for the inclusion of Australia and New Zealand was Tonga's long-standing trading relations with them; the United States had been invited in "because of the fast-growing tourist industry with that country". With three overseas banks participating in both capital and management, Tonga would "have a balanced banking institution to assist in the overall development of the economy", he said.

● The Marianas District became the only district in United States Trust Territory to boast two banks, the Bank of Hawaii and the Bank of America, with the opening on November 1 of a branch of the Bank of Hawaii on Saipan.

Support for separate PNG currency

The chairman of W. R. Carpenter Holdings, Mr. C. H. V. Carpenter, is known to be a supporter of the need for a separate currency for Papua New Guinea. At Carpenter's annual general meeting in Sydney in November he got very close to asking for it out loud.

Discussing the drop in world commodity prices associated among other things "with the uncertainties of the world's fragmented currency relationships", Mr. Carpenter said that these difficult trading conditions accentuated some of the disadvantages under which PNG traded. It was unable to match the currency manipulations of its competitors—some of whom had devalued, thus cheapening their export prices. Others had held their currencies at the American dollar rate of August 13.

"In all cases, PNG has had no opportunity to combat this," said Mr. Carpenter. "Having no currency of its own, it has had to follow Australian currency.

"To allow the exports of PNG to compete effectively on world markets, it appears essential that the country should have the ability to counter currency manipulations which threaten its basic industries."

Experts' valuation differed by $19,000

Two land valuers estimated the value, for rating purposes, of land reclaimed from the sea and now occupied by the Suva Bowling Club on Queen Elizabeth Drive. Their estimates differed by more than $19,000.

One valuation made for the council was for $19,680. The other made for the club was for $20. The club's appeal in the Suva Court against the City Council's valuation of $19,680 was allowed by the magistrate, Mr. V. H. Vivian, who pointed out that the land was restricted in its use to that of a bowling club.

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W. Samoa looks for 'easier' loans

Faced with a constantly deteriorating agricultural exports situation, Western Samoa is now reaching out for membership in various world financial institutions to make borrowing for development purposes easier.

Over the last 12 months, the government has been sending representatives overseas to negotiate for membership in the International Monetary Fund, the World Bank and its affiliates especially the International Development Association.

And, according to the Minister of Finance, Tofa Siaosi, such membership is practically a certainty and the only thing now needed is passing of the enabling legislation.

"Membership of the International Monetary Fund will allow Western Samoa immediate drawing rights of foreign exchange in the event of a national catastrophe or an unexpected shortfall in our export receipts," the minister said.

Membership of the World Bank has little attraction for Western Samoa at the present time as this organisation's loans are all made on conventional terms, but membership of the World Bank allows membership of the International Development Association which offers some of the "softest" term loans available anywhere.

Govt. wants to control airline

The Western Samoa Government has, at last, decided to support Polynesian Airlines in its efforts to re-equip with modern aircraft—but, it has also insisted that it must buy controlling interest in the airline, which is the country's national flag carrier. It is not known yet what the reaction of other shareholders will be to the government's proposal for acquiring control.

Fiji hikes its airport landing fees

Landing fees for aircraft on international flights arriving in Fiji will rise by about five per cent. from next January.

This is the first increase since 1969. The Ministry of Communications, Works and Tourism says it has become necessary because of upgrading costs at Nadi Airport.

The new scale per 1,000 lb of aircraft weight for international and domestic flights is: Weight not exceeding 30,000 lb, 31c and 28c; from 30,0000 lb to 50,000 lb, 51c and 45c; from 50,000 lb to 100,000 lb, 75c and 65c; exceeding 100,000 lb, $1.50 and $1.30.

The increased charges will mean that it will cost about $25 more to land a Boeing 707 at the airport and about $52 more for a Boeing 747. The present landing fee for the 707 is $488.48. It costs $1,016.73 to set a Boeing 747 down at Nadi.

Airline officials say that despite the increase, the Nadi fees will still be considerably lower than those charged by airports in Australia.

Clearing way for Lord Howe airstrip

A start on laying an airstrip on Lord Howe Island will be made in March or April, 1972. Before then five families whose properties are on, or adjoining, the proposed area of the strip will have to be rehoused. And, of course, the Commonwealth Government still has to "ante up" the funds.

A number of officers from several NSW Government departments flew to the island late in November to speak to the people who are to be resettled, and to try to arrange housing elsewhere for them. A senior officer of the Public Works Department, who will be in charge of work on the airstrip was also in the party.

COPRA SITUATION

(Continued from p. 25)

expected total production for 1971 to top 25,000 tons (1970 production was 24,216 tons).

Mr. Smith said the board had, buttressed the primary producer from the full realities of the world market by subsidies drawn from accumulated reserves. The prices in the BSIP had consistently been higher than those paid in the region. Mr. Smith also announced the removal of the $7 a ton export on copra, as a measure to help the industry.

He said the 10 per cent ad valorem duty would remain, and to ensure stability there would be no further changes in duty before 1975. Meanwhile money would be spent on improving the industry (new plantings, fertiliser, training, etc.) equal to the amount of the duty collected.

Copra Board prices would be extended to points outside of Honiara and Gizo (taking into account freight differentials and commissions), and credit would be made available to planters.

Mr. Smith said with this new government help the planters had the opportunity to redouble their efforts to increase production, which would help the protectorate's economy. Plantations should re-invest their profits within the territory.

In New Guinea, prices fell so low that the Minister for External Territories, Mr. C. E. Barnes, approved in principle an increased rate of bounty from the Copra Fund. The bounty was expected to be $10 a ton, from December 1, to give growers an expected final return of an average of $125 a ton. The board will meet again in February to consider copra prices for December-February.

Fiji expects some unemployment because of the depressed state of the world copra market. A number of planters have decided not to cut copra till prices improve.

Island Industries closed its coconut oil mill in Suva for three weeks in November because of a shortage of copra.

The chairman of W. R. Carpenter Holdings, Mr. C. H. V. Carpenter, said at the company's annual general meeting in Sydney in November that Fiji should benefit in 1971/72 from higher revenue in the sugar and tourist industries, and through capital investment, all of which should alleviate the effect on Fiji's economy by the fall in world copra prices.

There was a despairing cry of, "The copra industry is dead in its present form" from one of Fiji's leading planters, Mr. J. V. Tarte, of Taveuni on November 25.

"We are only living on hope at the moment, and the situation is desperate," he said, and then suggested a remedy—a switch from copra production to the manufacture of coconut by-products such as coconut cream and milk.

He said, "Two or three factories on Taveuni could handle everyone's production and there would be no fluctuation of price". He added, "Plantations are going back to bush and are not being cared for because people have no money to put into that sort of thing".

In the US Trust Territory, Marshall Islands co-operatives officer Eric Pyne (who is also well-known in PNG) said in November that copra "could still be the TT's top export earner", despite the declining world prices and the movement of islanders away from plantations to the district centres. But incentives were needed if the potential was to be tapped — and nowhere was it being tapped at the moment. Tourism, with an estimated 1971 income of $US2.4 million, is No. 1 income earner for Micronesia. Copra is No. 2, with exports of about $1.6 million.

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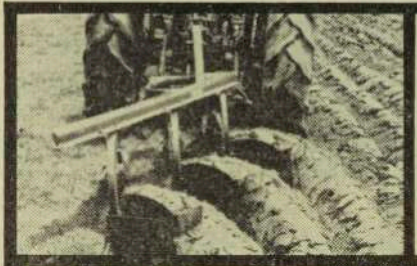

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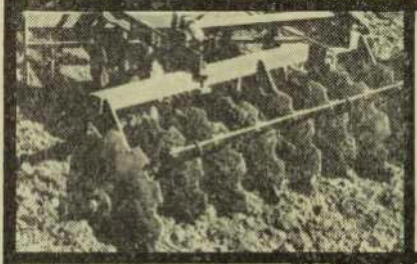

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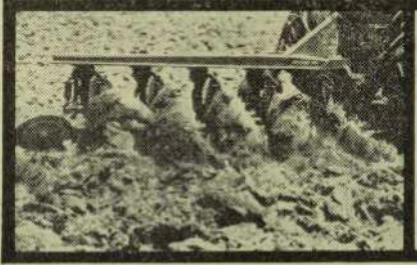

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COPRA

Copra industries are controlled through copra boards in NG, the Solomons, the GEIC, both Samoas, Fiji, Tonga and the US Trust Territory. New Hebrides, the Cooks, French Polynesia and New Caledonia don't have boards and copra is either sold individually by growers to overseas buyers or used for local making of soap, etc.

The boards were born after World War II and their functions, which vary among territories, include orderly selling overseas, maintaining stabilisation funds, raising government revenue and developing copra on long-term bases.

NEW GUINEA: — The board, with planters' reps, directs distribution and sales and pays planters. 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, $103 per ton; FMS, $100 per ton; smoke-dried, $98 per ton.

FIJI:—The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. Prices recently were: 1st grade $F93.25; 2nd grade, $F83.25, CAS, $F63.25.

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 to planters $56 properly dried and $28 for undried, fresh-cut.

TONGA: — All copra is sold to the board which sends it to Europe and the open market. Recent prices to growers were T$74.40 1st grade, and T$62.40 2nd grade, per ton. Per coconut 1.2c.

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, $100; 2nd grade, $96; 3rd grade, $86 per ton, BSIP ports (Honiara, Yandina and Gizo).

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 (CFP) are used in New Caledonia, New Hebrides (Jointly with Australian dollars), Wallis and Futuna Is., and Fr. Polynesia. French Bank, Sydney, on Nov. 24, quoted; Selling, Noumea and Papeete, 113.74 Pac. francs to the $Aust.; Paris-London: Buying, 13.7500 francs to the £ (commercial—export and import transactions). 13.53 francs to the £ (financial—nearly all other transactions). Also £ equals 250.0454 Pac. francs; 5.50 CFP to 1 metropolitan franc.

Exchange rates are fluctuating because of the international currency crisis. Banks should be approached for daily quotes.

GILBERT AND ELLICE—2½c per lb (1st grade); 2c per lb (2nd grade).

NEW HEBRIDES: — Copra sold direct by planters to France and Japan. Official market price on Nov. 17 was $53. Marseilles 92½ French francs (per 100 kilos) Oct. 22.

COOK IS.:—Copra goes to Abels, Ltd., of Auckland, who operates NZ's copra crushing mill. Prices for Oct. 1 to Dec. 31 were fixed, subject to freight adjustment, at $NZ147.48 1st grade, hot air dried, $NZ145.39. 1st grade, sun dried, and $NZ143.85 standard grade.

US TRUST TERRITORY:—board pays $US112.50 per ton, grade 1; $100 per ton, outer islands.

OTHER PRODUCE

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote F35c (4 in. to 7 in.) to F40c (9 in. to 11 in.) lb depending on quality.

Honiara.—Live slugs, over six inches, black—six for 10c, other colours—12 for 10c.

CHILLIES.—Solomons, Honiara, Tabasco, grade one, dried 22c per lb; long red, grade one, dried, 12c per lb.

COCOA.—Islands rates are based on Ghana prices. Ghana price on Nov. 23 (Nov./Dec. shipment) was spot £stg187 ton, c.i.f., UK, Continent.

Nov. 24, Quote No. 1: In store Rabaul, export quality, $290 per ton, delivered ex wharf Sydney $365. Quote No. 2: Best quality ex wharf Sydney $380 (Jan./Mar. shipment); in store NG ports, $300 (Jan./Mar. shipment).

W. Samoa.—No recent quotes.

Solomons.—4 cents a lb delivered to a fermentary, 3 cents a lb at buying points.

COFFEE.—PNG: October 25, good quality, A grade 38½c per lb; B grade 36½c; C grade 34½c, Y grade 34½c (ex-store Sydney).

W. Samoa.—Recently, WSTEC ground and dried beans, 49 sene per lb (wholesale).

CROCODILE SKINS.—Honiara: $1.89 to $2.25 per sq. in.

GREEN SNAIL SHELL.—$350 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.**—Penrhyn, 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.):—**PNG:** Dried brown, 112 lb bags, $123 a ton, 40 lb bags, $133 a ton; vitamin enriched white, 56 lb bags, $136.50 a ton; all f.o.w. Sydney/Melbourne. **Pacific Islands:** Calrose med. grain, white, 56 lb bags, $A128-$A133 a long ton. Kulu long grain white, 56 lb bags, $A164-$A167 a long ton. All prices f.o.w. Sydney/Melbourne.

RUBBER.—PNG price is based on Singapore rates which on Nov. 18, were: No. 1 RSS prompt shipment (Malayan cents a kilo), b 96.75, s 97.00; Dec., b 95.50, s 95.75; prompt, b 97.50, s 98.50.

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 4c to 5c per lb (with one buyer offering 7c to 8c).

TURTLE SHELL.—BSI: 20c to $1.20 per lb, depending on size and quality.

VANILLA BEANS. — Prices recently were: White and yellow label processed standard packs, $7.50; green label $7.40, c.i.f., Sydney. **Tonga.**—$14.20, f.o.b., Nukualofa; $14.50, Melbourne.

UK, US QUOTES

COPRA.—LONDON, Nov. 22, Philippines, in bulk, $US163 (Dec. reseller) per long ton, c.i.f,. UK/North European ports; US Pacific coast, b $US137.50 s $US139.

COCONUT OIL.—LONDON, Nov. 22, £stg143 (nom.) (Dec./Jan.).

RUBBER.—LONDON, Nov. 18, No. 1 RSS Spot (per kilo), b 13.55 new pence, s 14.10 new pence (Dec. shipment).

STOCK MARKET

SYDNEY SELLERS

	Oct. 25	Nov. 26
ANG Hold. 1.00	1.32	1.10
Bali Plantations .50	.53	.45
Burns Philp 1.00	b3.10	3.25
Burns Philp (SS) 2.05	3.50	4.00
Carpenter .50	2.08	2.04
Choiseul Pintn. 1.00	b2.60	b2.72
C.S.R. 1.00	4.50	4.24
Dylup Plntn .50	b.62	.56
Fiji Industries 1.02	b1.95	b1.80
Kerema Rubber .50	.10	.10
Koitaki Rubber .50	b.59	.55
Lolorua Rubber .50	b.15	.18
Makurapau Pintn .50	b.64	.66
Maribo Rubber .50	b.12	.15
PNG Motors .50	.50	.48
Plantation Hldgs. .50	.85	.85
Queensland Ins. 1.00	2.85	3.28
Rubberlands, .50	b.10	b.09
Sogeri Rubber, .50	.49	.50
Sth. Pac. Ins., .50	1.70	b1.36
Steamships Tdg., .50	.60	.70
Territory Brewery, .50	.35	.35
OIL AND MINING SHARES		
Bougainville .50	2.30	b1.60
Ctf'g .25	1.35	.80
Buka Min. .10	.02½	.02
C.R.A. 50	5.60	4.60
Cultus Pacific .25	.23	.16
Emperor .10	.35	.32
Highland Gold .20	.13	.13
NG Gold Ltd. .35	b.33	.30
Oil Search .50	.22	.16
Pacific I Mines .25	b.04	.06
Placer Dev.*	20.00	21.00
Southland .25	.60	.50

* No par value

Sydney Stock Exchange share price index for ordinaries on Oct. 25 was 432.58. On Nov. 26 it was 410.78.

Banana hold up

Hold-ups in the shipping services between Fiji and New Zealand, mainly by striking dockers and seamen, are hamstringing Fiji's latest drive to boost its banana exports.

A year ago, Fijian planters at Naitasiri, near Suva, joined with the Agricultural Department to improve the industry, using modern techniques, and achieved a spectacular improvement. Recently, growers have been getting up to 200 56 lb cases of top quality fruit per acre, which is four times better than other growers, but the ships haven't been there to take the fruit to New Zealand, the sole banana market for Pacific Islanders.

Without a banana ship every 14 days, it is impossible to keep the industry going. The fruit is ripening on the stems or being sold on local markets for only 1.6 cents a pound, which is less than the growing cost.

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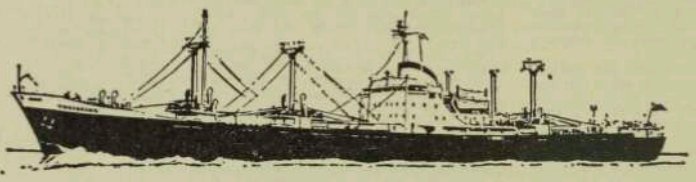
THE BANK LINE

MONTHLY SERVICES

U.K., CONTINENT to PAPUA-NEW GUINEA & SOLOMON ISLANDS
PAPUA, NEW GUINEA to NORTH AMERICA & U.K., CONTINENT
SOLOMON ISLANDS, FIJI, TONGA, SAMOA AND TARAWA to U.K., CONTINENT

☆

U.S. GULF/AUSTRALASIA VESSELS CALL AT FIJI WHEN REQUIRED



FOR PARTICULARS APPLY:

THE BANK LINE (AUSTRALASIA) PTY. LTD., SYDNEY, N.S.W.

FIJI DIRECT SERVICE

The cargo link with the U.K.
Sailings every four weeks

LONDON

To APIA (W. SAMOA) SUVA & LAUTOKA

Also cargo at through rates with transhipment in Suva for Levuka, Labasa, Nukualofa, Vavau, Niue and Pago Pago.

BETHELL, GWYN & CO. LTD.,
Beaufort House, St. Botolph Street, London, E.C.3., England.

BURNS PHILP (SOUTH SEA) CO. LTD.,
Suva, Fiji.

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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).

AUST. - WEST IRIAN

Karlander New Guinea Line with Sfembe operates cargo service every nine weeks from Sydney to Djayapura.

Details: Karlander Aust. Pty. Ltd., 19-31 Pitt Street, Sydney (27-6301).

SYDNEY - NZ - FIJI/TAHITI - UK

Chandris, with Australis, Britanis and Ellinis, maintains 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).

Sitmar 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 Sitmar Line, 22 Bridge Street, Sydney (27-4521).

SYDNEY - LORD HOWE IS. - NORFOLK IS. - NEW CALEDONIA

Karlander operates 16-day service from Sydney to Lord Howe, Norfolk and New Caledonia.

Details from Karlander Aust. Ltd., 19-31 Pitt Street, Sydney (27-6301).

Chargeurs Caledoniens, with the Ville de Noumea operates two-weekly passenger/cargo service Sydney-Noumea.

Details: Hetherington Kingsbury Pty. Ltd., 4 Bridge Street, Sydney (27-1671).

SYDNEY - GEIC - HONOLULU

Columbus Lines operates 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

Polynesie maintains three-weekly passenger sailings—Sydney, Noumea, Vila and Santo.

Details from France Australia, 261 George Street, Sydney (27-2654).

SYDNEY - BRISBANE - NOUMEA

Sofrana, with Capitaine Scott, operates a fortnightly service.

Details from France Australia, 261 George Street, Sydney (27-2654).

AUST. - FIJI - N. CALEDONIA

Fiji-Australia Line's MV Taiyuan offers a regular three-weekly passenger/cargo 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 - US

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 and Ocean Monarch make 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 - NAURU

Nauru Pacific Shipping Lines operates regular passenger/cargo service from Melbourne to Suva, Lautoka and Nauru.

Details from Nauru Pacific Shipping Lines, Wales Corner, 227 Collins Street, Melbourne (654-4977).

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 cargo 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.

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 20/22 days from Sydney to Brisbane, Lae and Rabaul, calling Kavieng alt. voyages; Papuan Chief operates every 21 days from Sydney and Brisbane to Honiara and Kieta; New Guinea Chief operates every 21 days from Sydney and Brisbane to Rabaul and Madang. All are cargo services.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

Amplex NG, with Jette Bue, operates monthly cargo service Sydney-Rabaul-Lae, Fulleborne, Wilelo and Bakada.

Details: Hetherington Kingsbury, 4 Bridge Street, Sydney (27-1671).

AUST. - PNG - BSIP - NEW HEBRIDES

Karlander New Guinea Line's seven cargo vessels call at Brisbane, Lord Howe, Port Moresby, Samarai, Rabaul, Lae, Madang, Wewak, Kieta, Honiara, Gizo, Yandina, Manus, Vila, Santo, Norfolk Island. Three carry passengers.

Details from Karlander Aust. Ltd., 19-31 Pitt Street, Sydney (27-6301).

AUSTRALIA - PNG - NAURU - GUAM

Nauru Pacific Shipping Lines operates five weekly passenger/cargo service from Melbourne to Port Moresby, Lae, Madang, Rabaul, Nauru and Guam.

Details from Nauru Pacific Shipping Lines, Wales Cnr., 227 Collins Street, Melbourne. (654-4977).

AUSTRALIA - GUAM

Karlander New Guinea Line operates a five weekly cargo service from Sydney, via Brisbane, to Guam.

Details: Karlander Aust. Ltd., 19-31 Pitt Street, Sydney (27-6301).

AUSTRALIA - PNG - FAR EAST

Austasia Line, with Malaysia, runs six-weekly cargo/passenger service from Australia to PNG and Malaysia.

Details: Macquarie Travel, 183 Macquarie Street, Sydney (221-3799).

E. and A. Line passenger ships, Cathay and Chitral, make monthly round voyages from Melbourne, Sydney and Brisbane calling at Port Moresby, Manila, Hong Kong, Keelung, Kobe, Nagoya, Yokohama, Tokyo 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 Interocean Lines operates monthly passenger/cargo service with three ships from Djakarta (alt. months), Bangkok, Pt. Swettenham, Singapore to Suva, Lautoka and NZ.

Details from Interocean Australia Services, 261 George Street, Sydney (2-0573); Burns Philp (SS) Co. Ltd., Suva and Lautoka.

FAR EAST - PNG - BSI

China Navigation operates monthly cargo service from Japan and Hong Kong to Wewak, Madang, Lae, Rabaul, Kieta, Honiara, Port Moresby.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

FAR EAST - NEW GUINEA - S. PACIFIC

China Navigation Co. Ltd. operates monthly cargo service 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 cargo service via Panama to Tahiti, Apia, Fiji and New Caledonia; every alternate month from the Continent to Tahiti, New Caledonia and NZ.

Details from Interocean Australia Services, 261 George Street, Sydney (2-0573).

NORTH EUROPE - NEW CALEDONIA

Hamburg/Sued operates monthly cargo services from Dunkirk to 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 operates five cargo services a month from north and Mediterranean European ports to Papeete and Noumea, one returning direct from Papeete, two 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 - FIJI - SAMOA - N. CALEDONIA - N. HEBRIDES

Daiwa Line runs a monthly cargo service from Japan via Guam to Suva, Lautoka, Pago Pago, Apia, Vila, Santo and Noumea.

Details from Burns Philp (SS) Co. Ltd., Suva.

JAPAN - NEW GUINEA

Mitsui and China Nav. vessels provide fortnightly cargo 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,

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with calls at Niue and lower Cook Islands when cargo warrants.
Details from NZ Department of Maori and Island Affairs, Wellington (71-846) or any office of Union SS Co. of NZ Ltd.
Lorena, on charter to CI Shipping Co. Ltd., operates three-weekly freight service from Auckland to Rarotonga and call at Aitutaki alt. voyages. Also calls at Lyttelton.
Details: Silk and Boyd, Box 131, Rarotonga, or CIS Co., Box 448, Auckland.
Jeane 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. operates 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 - NIUE IS.

Union Steam Ship Co. of NZ Ltd. operates three vessels from Auckland. Tofua (passenger-cargo), calls at Suva, Pago Pago, Apia, Vavau, and Nukualofa, Suva, Auckland, every four weeks. Taveuni (cargo only) calls at Lautoka, Suva, Pago Pago, Apia, Nukualofa, Suva, Niue, Auckland, also every four weeks to provide with Tofua a regular alternate fortnightly service. In addition Waimea (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 - NORFOLK - N. CALEDONIA - AUST.

Holm Shipping Co. vessel, Holmburn, operates 26-day passenger-cargo 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 - N. CALEDONIA - N. HEBRIDES - FIJI - WALLIS IS. - NG - BSIP - TAHITI

Sofrana, with four ships, operates cargo service from Auckland and Tauranga (NZ) to Noumea, Vila, Santo, Suva, Lautoka, Futuna, Wallis, New Guinea, BSIP ports and Tahiti.
Details from Sofrana, 57 Customs Street, Auckland (37-2228, 36-4521), P.O. Box 3614.

NZ - FIJI - US

Crusader cargo ships call at Levuka and Honolulu on NZ-US west coast trips.
Details from Crusader Shipping Co. Ltd., P.O. Box 3649, Wellington (46-439).

TONGA - FIJI - AUSTRALIA

Tonga Copra Board vessel Niuvakai 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, cargo only, 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) Co. Ltd., Suva.

UK - PNG - BSIP - GEIC - N. HEBRIDES - N. CALEDONIA

Bank Line operates a monthly direct cargo service from Europe, via South Africa, to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, Vila, Santo, Kieta, 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

MILI, with several inter-island passenger cargo ships, operates regular services out of the US west coast and Japan, via Honolulu and Guam to all major Micronesian ports, including Saipan, Yap, Koror, Ponape, Truk, Kusaie, Kwajalein and Majuro.
Details from MILI, PO Box 468, Saipan.

US - HAWAII/SAMOA - AUSTRALIA

Pacific Far East Line operates monthly service from Los Angeles with the Samoa Bear, Korea Bear, and America Bear to Sydney, Brisbane, Melbourne, Pago Pago and Los Angeles. All carry passengers.
Details from PFEL, 50 Young Street, Sydney (27-4272).

US - FIJI/TAHITI - AUSTRALIA

Bank Line Ltd. operates regular cargo 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 (27-204).
Pacific Far East Line cruise ships, Mariposa and Monterey operate regularly from San Francisco, Los Angeles, Moorea, 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 cargo services from North American west coast 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 707s, operates via Brisbane, leaving Sydney on Thurs., departing from San Francisco on Thurs.

SYDNEY - FIJI - TAHITI - MEXICO

Qantas, with 707s, 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 DC8s, operates weekly services out of Sydney on Sat. and Vancouver on Thurs.

SYDNEY - NZ - HAWAII - TAHITI - USA

Air-NZ with DC8s, operates out of Sydney, via Auckland, to Los Angeles on Wed., Fri., Sat. and Sun.

SYDNEY - FIJI - HAWAII - US

Qantas, with 707s, operates daily services between Sydney and San Francisco via Fiji (except Thurs.) and Honolulu. Additional services between Aust. and Fiji on Fri., Sat. and Sun.
BOAC, with VC10s, operates from Melbourne and Sydney to Los Angeles on Mon., Tues., Wed., Thurs., and Sat. and Los Angeles to Sydney and Melbourne daily except Wed. and Fri.
American Airlines, with 707s, operates three daylight flights from Sydney to Nadi and Honolulu (Sat., Sun., Mon.), returning from Honolulu to Nadi and Sydney Thurs., Fri. and Sat.

SYDNEY - FIJI - HAWAII

American Airlines, with 707s, operates daylight flights Sat., Sun., Mon., returning Thurs., Fri., Sat.

SYDNEY or NOUMEA - US (via FIJI, NZ or TAHITI)

UTA, with DC8s, operates out of Sydney on Mon. and Fri. and Noumea on Mon., Wed. and Sat., NZ on Thurs.

SYDNEY - US (via N. CAL., FIJI, or HAWAII)

PanAm, with 747s, arrives Sydney from Los Angeles, via Honolulu and Nadi, on Sun., Tues. and Thurs. and leaves on return flight the same days.
PanAm, with 707s, operates five days a week return trans-Pacific service out of Sydney and Los Angeles; Mon., Wed. and Fri. flights to Australia go to Melbourne and return to Sydney the same day. Mon. Sydney-LA flight is via Noumea and Honolulu. Jets connect with services to London, Europe and Far East. Jets fly Sydney-Hawaii non-stop both ways Wed., Fri. and Sat.

MELBOURNE - FIJI - US

Qantas, with 707s, operates from Melbourne to San Francisco via Fiji on Tues., Fri. and Sun.

MELBOURNE - FIJI - HAWAII

American Airlines, with 707s, operate daylight flights from Melbourne Tues. and Thurs., leaving Honolulu on return Tues. and Sun.

MELBOURNE - NZ - HAWAII - US

Air-NZ, with DC8s, leaves Melbourne for Los Angeles via Auckland and Honolulu, Wed. and Sat. and returns Wed. and Sun. (from Dec. 22).

NZ - AM. SAMOA - TAHITI or HAWAII - US

PanAm, with 707s, operates out of Auckland, via Tahiti, on Mon. and Wed., and via American Samoa and Honolulu on Thurs. and Sat. Los Angeles and San Francisco.
American Airlines, with 707s, operates out of Auckland to Honolulu, via Nadi on Wed. and Fri. and from Honolulu to Auckland, via Nadi on Mon. and Wed.

NZ - FIJI - HAWAII - US

Air-NZ, with DC8s, leaves Auckland for Los Angeles, via Fiji and Hawaii on Thurs. and leaves on return same day.

FIJI - HAWAII

American Airlines, with 707s, 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 DC8s, operates from Vancouver to Nadi on Mon., returning Wed.

INDONESIA or MALAYSIA - USA (via DARWIN, NOUMEA, NZ or TAHITI)

UTA, with DC8s, operates a weekly service ex-Djakarta to Los Angeles (connection at Tahiti) on Tues. A Noumea-Singapore flight operates on Mon., Tues. (non-stop) and via Djakarta on Thurs.

AUSTRALIA-FAR EAST

SYDNEY - PNG - FAR EAST

Qantas, with 707s, operates services out of Sydney on Mon. and Wed. to Port Moresby and Hong Kong, and return from Hong Kong on Tues. and Sun. via Manila.

AUSTRALIA-NEW ZEALAND

Qantas, Air-NZ and BOAC operate regular trans-Tasman services. Qantas and Air-NZ 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 707s, operates weekly services to Nadi on Tues., returning to Sydney on Wed.

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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 VC10s, 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 DC4s, operates three times weekly. More in holiday periods.

AUSTRALIA - PNG

TAA and Ansett, with 727s or DC9s, operate 14 times a week from Brisbane, Sydney or Melbourne to Pt. Moresby.

TAA Fokkers operate Townsville, via Cairns, for Port Moresby on Mon., returning same day by same route. Tues., Townsville via Cairns to Port Moresby, and Port Moresby to Brisbane, via Cairns, Townsville, on Thurs.

Ansett, with Fokkers, operates Wed. service Cairns-Port Moresby-Cairns-Townsville, and a Thursday service Port Moresby-Cairns.

NEW ZEALAND-PACIFIC IS.

(See also trans-Pacific services.)

NZ - AM. SAMOA

PanAm, with 707s, operates from Auckland to Pago Pago on Thurs. and Sat., and returns on Wed. and Fri.

NZ - FIJI

Air-NZ, with DC8s, operates daily return services from Auckland to Nadi with BOAC, using VC10s.

NZ - FIJI - AM. SAMOA

Air-NZ, with DC8s, operates services out of Auckland on Tues. and Sat. and from Pago Pago on Tues. and Fri.

NZ - TAHITI

UTA, with DC8s, operates weekly from Auckland on Thurs. and returns Wed. Air-NZ, with DC8s, operates weekly, from Auckland on Sun., returning Sat.

NZ - NEW CALEDONIA

UTA, with Caravelles, operates weekly from Noumea on Tues. and returns Wed.

Air-NZ, with DC8s, leaves Auckland Sundays for Noumea and returns same day.

NZ - NEW CALEDONIA - NEW HEBRIDES

UTA, with Caravelles, operates weekly from Auckland to Vila, via Noumea, on Wed. and returns Mon.

NZ - NORFOLK IS.

Air-NZ, with chartered Qantas DC4s, operates once weekly, leaving Norfolk Is. on Sat. and Auckland on Sun.

NZ - FIJI - HAWAII

Air-NZ with DC8s, operates out of Auckland to Fiji and Honolulu on Thurs., and out of Honolulu to Fiji and Auckland on Thurs.

NZ - FIJI - HAWAII

American Airlines, with 707s, leave Auckland for Honolulu, via Nadi, on Wed. and Fri. and return over same route Mon. and Wed.

INTER - TERRITORY SERVICES

CHILE - EASTER IS. - TAHITI

LAN-Chile, with 707s, operates weekly, leaving Santiago Thurs., arriving Papeete Thurs. evening, dep. Fri. evening, arr. Santiago Sat. Stopover Easter Is. each way.

Details LAN-Chile, 11th floor, Carlton Centre, 55 Elizabeth St., Sydney (28-9629, 28-5621).

FIJI - GEIC

Air Pacific, 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

Air Pacific 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

Air Pacific, 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 - N. HEBRIDES - BSIP - P. MORESBY

Air Pacific, with 748s, 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. 748s fly direct

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'Phone 567-031
Telex: 723-407
Cables: 'Freight'

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Papeete.
Cables: 'Morex'

Samoa Agents:
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Pago Pago.
Cables: 'Kneubuhlinc'

Australian Agents:
American Trading Shipping
Co. (Pty.) Ltd.,
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Sydney, N.S.W., 2001, Australia
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Telex: AA20486
Cable: 'Amtraco', Sydney

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to Pt. Moresby from Honiara and return to Honiara same day, staying overnight before flying to Fiji Tues.

FIJI - TONGA
Air Pacific 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).

FIJI - AM. SAMOA - HAWAII
American Airlines, with 707s, operates out of Honolulu to Nadi daily (Mon. and Wed. via Pago Pago), and Nadi to Honolulu (Tues. and Thurs., via Pago Pago).

FIJI - AM. SAMOA - COOK IS.
Air Pacific (chartered by Air-NZ) with HS748s, 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.

HAWAII - AM. SAMOA
PanAm, with 707s, operates from Honolulu to Pago Pago on Wed., Thurs., Fri. and Sat.

HAWAII - AM. SAMOA - TAHITI
PanAm, with 707s, operates to Tahiti, via Pago Pago on Thurs. and Sat. and to Tahiti on Tues. and Sat.

HAWAII - MICRONESIA - OKINAWA
Continental-Air Micronesia with 727s 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.

NEW GUINEA - WEST IRIAN
TAA operates DC3s Madang to Djayapura and return alt. Tues.

PNG - SOLOMONS
TAA operates Fokker and DC3s three times weekly. Wed. aircraft leaves Pt. Moresby for Honiara, returning Thurs. Tues. and Sat. aircraft leave Rabaul for Honiara via Buka, Kieta, Munda, Yandina, returning Wed. and Sun. A daily Fokker also leaves Pt. Moresby direct to Kieta, returning next morning.

TAHITI - US
UTA, with DC8s, operates on Mon., Tues., Thurs., Fri., Sat. (non-stop from Papeete to Los Angeles), and returns the same day.
PanAm, with 707s, operates to San Francisco, via Los Angeles on Mon., Tues. 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 Mon., Wed. and Sat.
Air-NZ, with DC8s, flies to Los Angeles from Papeete on Sun., leaves Los Angeles Fri.

W. SAMOA - AM. SAMOA
Polynesian Airlines, with DC3s, operates between Apia and Pago Pago (four services, Fri.; three Mon., Thurs., Sat., Sun.; two Tues., Wed., all flights 45 min.).

W. SAMOA - FIJI
Polynesian Airlines, with 748s, operates Apia-Nadi on Thurs. and Nadi-Apia on Mon.

TONGA - NIUE - W. SAMOA
Polynesian Airlines, with 748s, operates weekly service from Tonga to Niue, leaving Tues., arriving Niue Mon., leave Niue Mon., arrive Apia same day.

TAHITI - COOK IS.
Air Tahiti with Piper Aztec, operates charter service from Papeete to Rarotonga.

INTERNAL SERVICES

FIJI
Air Pacific, with HS748s, DC3s and Herons operates regular services to Labasa, Matei, Nadi, Nausori and Savusavu.
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 DC4s, Twin Otters and Islanders, operates to Bora Bora, Huahine, Moorea, Rangiroa, Raiatea, Manihi and Marquesas.
Details from Air Polynesie, P.O. Box 314, Quai Bir Hakeim, Papeete, and UTA offices.
Air Tahiti, with light aircraft, operates shuttle service from Papeete to Moorea and charter service to Raiatea, Bora Bora, Huahine, Rangiroa and Manihi.

GILBERT AND ELLICE ISLANDS
Air Pacific, with Herons, operates regular services between Tarawa, Butaritari, North Tabiteuea and Abemama.

GUAM - US TRUST TERRITORY
Continental-Air Micronesia with 727s and DC6s operates regular service connecting Honolulu, Okinawa and Guam with Saipan, Rota, Yap, Palau, Truk, Ponape, Kwajalein and Majuro.
Details from Air Micronesia, Saipan.
Air Pacific Inc. (not connected with the Fiji-based 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.

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NOUMEA—Etablissements Ballande.
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SUVA—Burns Philp (South Sea) Company, Ltd.
LAE/RABAUL—Burns Philp (New Guinea) Ltd.
PORT VILA — Comptoirs Francais de Nouvelles Hebrides.

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Lagoon Aviation Inc. with Grumman Widgeons, operates charter services for the Marshalls district, based on Majuro.

PAPUA NEW GUINEA

TAA operates scheduled services throughout the territory, and has Fokker, DC3 and Twin Otter aircraft available for charter.

Ansett operates throughout the territory.

Aerial Tours operates in Central, Western, Gulf and Sepik districts.

Territory Airlines, a charter and third level airline, operates from Madang, Goroka, Mt. Hagen, Chimbu and Mendi to Highland and coastal centres.

Macair operates throughout the territory.

Bougainville Air Services operates charter and fare services daily throughout Bougainville, in Cessna and Britten-Norman Islander aircraft. Details: Kieta, Phone 159; Buka, Phone 16.

NEW CALEDONIA

Air Caledonie, with Twin Otters, and Islanders operates regular services to Houailou, 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 (Lonorore), Erromanga, Tongoa, Aneityum, Tanna and Vila. Twenty-one direct flights connect with all UTA flights Noumea-Vila and return.

Details from Air Melanesiae, P.O. Box 72, Vila.

SOLOMON ISLANDS

Solair, with Beech Barons and Islanders operates to Auki, Avu Avu, Barakoma, Bellona Is., Fera Is., 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.

'THALLO' BOUND FOR NEW GUINEA

Sofrana recently bought the *Thallo* from Transpacific Marine Ltd., of Auckland. The *Thallo*, which has 43,000 cubic feet all reefer capacity, has been placed on the Auckland-New Guinea service to supplement regular sailings with the *Capitaine Cook*.

The *Capitaine Scott*, which previously traded from NZ to New Guinea, has been placed on a new service—Sydney-Brisbane-Noumea.

The *Thallo*, for some months, was chartered to the Cook Islands Shipping Co. Ltd., to operate a three-weekly service from Auckland to Rarotonga, with occasional calls at Aitutaki. This service has now been taken over by the *Lorena*.

'NIUVAKAI' GOING FOR REFIT

The Tonga Copra Board, in 1972, may have two ships on its Tonga-Fiji-Australia service. The only ship on the run at present, the *Niuvakai*, will go to Japan for an extensive refit after her December voyage.

She will be off the run for several months. The Tonga Copra Board is negotiating for a suitable replacement while the *Niuvakai* is away. When the *Niuvakai* returns it is possible that the chartered ship will be retained on the run.

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APIA: Burns Philp (South Sea) Company Ltd.
PAGO PAGO: B.F. Kneubuhl., Inc.
NUKUALOFA: Tonga Shipping Agency.
SUVA: Burns Philp (South Sea) Co. Ltd.
LAUTOKA: Burns Philp (South Sea) Co., Ltd.
NOUMEA: Agence Maritime Pentecost.
SANTO: South Pacific Fishing Co. (N.I.I.) Pty. Ltd.
VILA: Burns Philp (New Hebrides) Ltd.
HONIARA: British Solomons Trading Company Ltd.
PAPEETE: Etablissements Baldwin.
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SINGAPORE: The Borneo Company (Singapore) SDN BHD.
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New Guinea's new writers

Continued from p. 49

The question of wanting to become Europeans is taken up in *The Ungrateful Daughter*, probably the best piece of theatre written here, with the exception of an uproarious Pidgin farce.

Hannett's answer is an emphatic rejection of the white man's world. The play deals with a white couple who adopt a native girl, Ebonita, and try to turn her into a black Australian.

The foster mother's cry from the heart is: "We love you Ebonita, we love you. We want you to be different from them, to be like us."

Another time she rebukes her with, "You should know better than those native girls". Ebonita's flat reply is "I am a native girl".

Hannett also introduces explicit hatred. Totalabita, a conspiratorial native figure, tells Ebonita: "I too went to school. That was where I learnt to hate. That's where I learnt about equality. When you are ready to cross the threshold they slam the door in your face."

The writer to go furthest is John Kasaipwalova, the leader of the university's Black Power group and the only person in PNG to publicly approve the murder of the East New Britain District Commissioner, Mr. Jack Emanuel.

Kasaipwalova's long poem *Reluctant Flame*—recently won the territory's top poetry award. A few years ago it may have earned him a charge of sedition.

It owes much to men like Baldwin and Fanon, it is studded with trendy Black Panther obscenities, yet it has passages of remarkable power.

It is a plea for the flame of blackness to escape the smothering effect of white culture. The danger is "black stooges yessarring whitishly to make paper our destiny". "White bastardry," he writes later, ". . . your weighty importance has its needle into me." In violence there is release —"firm, beautiful black hands stoning police thugs."

There are two important elements in the writing to date. Firstly, it represents a clearer expression of nationalism than has come from the territory's professional politicians.

It is a sort of cultural politics, akin to negritude, which is developing as fast as, if not faster than, orthodox demands for political advance. If African experience is any guide, the writers will contribute significantly to the nationalist ideology that must emerge if any true unity is to be established.

Secondly, despite obvious shortcomings—particularly the almost universal failure to portray Australians as anything but flat caricatures—it is a lusty artistic beginning.

New Guineans are writing, imaginatively and in their own distinctive idiom, of what most concerns them. As one Papuan poet, Jack Lahui, told a seminar at Sydney's Macquarie University recently: Australians would do well to listen.—AAP

● The International Coffee Organisation has reduced by 13 per cent. the amount of coffee Papua New Guinea may export to countries other than Australia from the period October 1 to March 31. This is the equivalent of about 980 tons, but the PNG Administrator, Mr. L. W. Johnson, said in November he expected there would be no difficulty in handling the whole of the crop, as Australian exports were not affected.

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Deaths of Islands People

Ratu Dr. J. A. R. Dovi

Ratu Dr. J. A. R. (Tom) Dovi, OBE, who died early in November at the age of 63, had a distinguished career, extending over more than 30 years, in the medical service in Fiji.

He was a younger brother of Fiji's famous statesman, the late Ratu Sir Lala Sukuna. As Ratu Sir Lala is remembered for his work in the political arena for the Fijians, so will Ratu Dovi be remembered for his devoted service as a doctor.

He graduated from Otago University, NZ, in 1934. After three years in hospitals in NZ, he returned to Fiji to join the Medical Department.

He served in many parts of Fiji in his career, which was interrupted twice—once by service with the forces during World War II, and the second time, at the request of Ratu Sir Lala, when, for 18 months, he was Deputy Secretary for Fijian Affairs.

On his return to the Medical Department he held posts of divisional medical officer, Eastern, and Central. He retired from the Medical Department earlier this year, but even then continued to work for the inmates of institutions.

He was prominent as a rugby player while at university, and made one of the Otago University senior teams during a period when it was easily the strongest club side in Dunedin.

Politics was not for him to any extent, apart from being a member of the Great Council of Chiefs. But it ran in the family, and even extended to his wife, Adi Losalini Uluiviti, who is a member of Fiji's House of Representatives. A brother, Ratu Tiale (Charlie) Vuiyasawa, was a member of the old Legislative Council, served a term on the Suva City Council and is now a senator.

Apart from Adi Losalini, Ratu Dovi is survived by four children.

Mr. S. H. Wilson

Mr. S. H. Wilson, a prominent planter in the Savusavu area of Fiji, and a former nominated member of the Fiji Legislative Council (1947-50), died at Savusavu in November, aged 85.

He was an active worker for planters throughout his life and founder president of the Planters' Club at Savusavu. He had two properties, Naseva and Oneva.

It was through his persistent efforts that the Fiji Government eventually agreed to build a wharf at Savusavu.

Mrs. M. Refshauge

Mrs Marnie Refshauge, mother of Dr. Joan Refshauge, who was once Director of Maternal and Infant Welfare in Papua New Guinea, died recently in Brisbane. Mrs. Refshauge was prominent in Country Women's Association affairs for many years.

She lived in Port Moresby in the 50s and early 60s. She was made the first life member of the CWA in PNG in 1961, having been an active member of the Port Moresby branch, the first branch in the territory and founded in 1951.

She was seen regularly helping in the CWA tearooms, in the old Church Hall in Douglas St., Port Moresby. She worked untiringly to help to raise funds for CWA buildings in Port Moresby and Boroko.

Mr. Gordon Barry Childs

The death in a motor accident in October at Soraken Plantation, Bougainville, of Mr. Gordon Childs, district plantation manager for the Choiseul Plantations - Burns Philp group of nine Bougainville properties, reduces still further the dwindling number of long-time Bougainville residents.

Gordon Childs had been on Bougainville since 1952, first as a plantation overseer with Choiseul, then as manager of Teopasino from 1953 to 1962, when he took over as DPM.

He left a wife, Helen, a daughter and a son.

Mr. R. A. Khan

Mr. Rahmat Ali Khan, who was a transport industry pioneer in Fiji with a horse and buggy, died in November. He was about 100. He went to Fiji from the Punjab to work in the cane fields and, after serving his indentures, settled on a cane farm at Sabeto, near Nadi.

In the 1920s he bought a horse and buggy and opened a passenger service from Sabeto, operating to Nadi and Lautoka. This venture eventually became M. R. Khan Bros., which now operates a fleet of buses.

Mr. C. M. Smith

A former district officer and plantation manager in New Guinea, Mr. Campbell Mills Smith, of Chatswood, Sydney, died in Concord Repatriation Hospital on October 27 aged 77.

He became a district officer after World War I, but resigned in 1922 and married Ricka, daughter of the late J. M. Rondahl.

He remained in New Guinea as manager of Kulon plantation at Kokopo, later joining the Agricultural Department. In 1933, he left New Guinea for good.

Mr. Raymond Perry Archer

Mr. Raymond Perry Archer, who had lived in Rarotonga continuously since 1945 and was one of the island's "senior citizens," died at his home in Pue on November 19, aged 81.

He was born in Newport, Rhode Island, USA, and during World War I served in the US Army Air Corps and, in World War II with the American Service Administration. He was a tall, jovial man of private means.

He is survived by his Cook Islands' wife, Pupukura, a son and three daughters.

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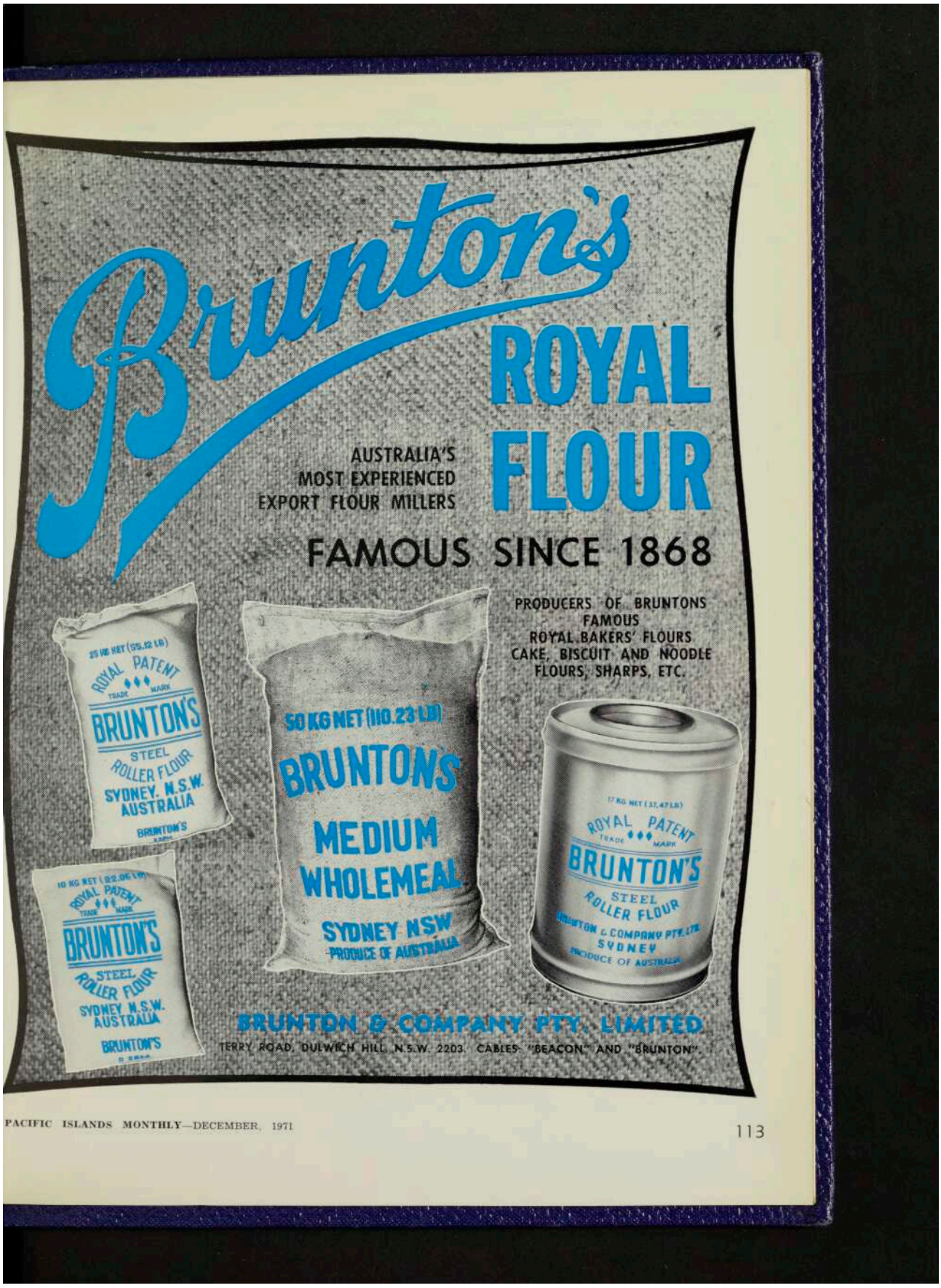

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Postscripts

Niue's loss

They'll miss Arumaki Strickland on Niue. His recent death has left a void it will be hard to fill on that small island to which he sailed from his native Cook Islands when a young man.

He'd already made a name for himself at Rarotonga as manager of the Cook Islands Native Association, as an island councillor and general secretary of the Cook Islands Workers' Union. On Niue he was all things to all men: a baker, then a general merchant, theatre proprietor, bus operator, garage proprietor, and a politician. When ill-health cut short his career in 1969, Arumaki was a member of the Niue Executive Committee with Radio and Post Office portfolios. His most endearing gift, however, was his ability to pour oil on troubled waters.

Colourful PRO

Mr. Jack Hackett, the Fiji Government's public relations officer since 1957, wrote his last paragraph as Fiji PRO at the end of September and retired from the government service. But only from the government service.

He's still writing and establishing good relations — handling publicity for the promoters of the multi-million dollar Pacific Harbour development at Deuba which is about 30 miles west of Suva on the Coral Coast, the official name for Viti Levu's south-west coast and coined by Jack himself.

He worked for the government up to and after the last day of his contract, dictating thousands of words at the South Pacific Conference in Noumea for Fiji's Press and radio. But that's Jack Hackett—always above and beyond the call of duty. He began his journalistic career in north Lancashire in the late 1920s on a lively seaside weekly and became its news editor.

World War II came along and Jack went into the Royal Navy as an ordinary seaman and finished up as a

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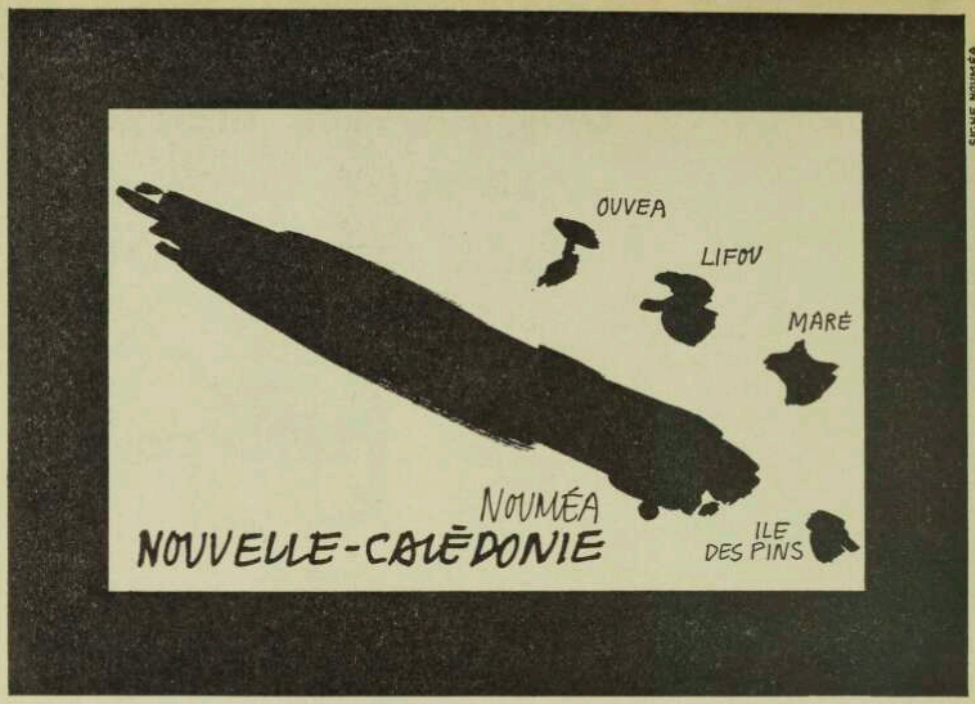

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eutenant with the RN Patrol Service nd Damage Control Section. He re-rned to his old newspaper after emob. and a few years later crossed o the opposition weekly as editor-in-hief. But the Navy had left him ith itching feet and in 1953 he ntered the British Colonial Service n Malaya as Selangor state informa-on officer.

He got a medal there, pinned on y the Sultan of Selangor, and a ommendation from the Director of perations, Malaya. It was during e fight with the communist rrorists, euphemistically called an emergency". Typically, Jack didn't ant to sit at a desk when that was oing on.

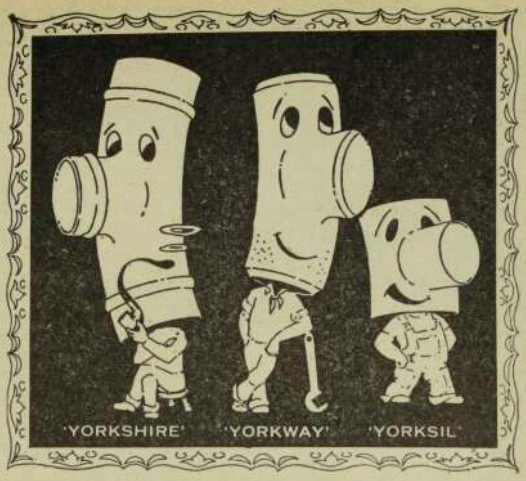
He put on a bush jacket, holstered revolver and went into the jungle here he waged his own wordy war nd won over many a terrorist with is propaganda. He also got the oyal Humane Society Parchment or saving a soldier from drowning. hen he went to Fiji and, for 14 ears, has done a first-class job which as earned him an OBE. His suc-essor as PRO is Mr. George Rawns-y, assistant PRO, who worked with ack in England.

No turtle soup

Hawksbill turtles and some species f birds found in Micronesia have een declared "endangered foreign pecies" by the United States Gov-rnment and a ban placed on their mportation to the United States. he ban even covers jewellery made rom the turtle shell. Birds which re protected include the Palau owl, he Palau ground dove, La Perouse's egapode, the Ponape mountain tarling, the Palau fantail, the Tinian onarch and the Ponape great white-ye.

New faces

There are, as usual, some new aces in the higher echelons of the overnment service on Nauru. Wearers of new faces are Mr. Henry onnell, sub-dean and senior lecturer n law at Monash University, Mel-ourne, the new Chief Secretary; Mr. John Matchett, formerly in harge of the Victorian Education Department's extended post-graduate ourses, who is the new Director of Education; Mr. Frank Norman Martin, new Director of Police who as served in Zambia and on St. Helena; and Mr. R. D. Purdue, for-nerly of the city treasury in Salis-ury, South Australia, who is the new



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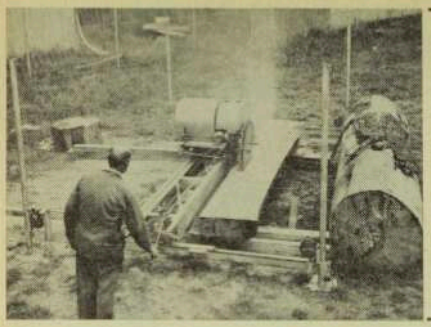

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hief Accountant. One not changing is job is the Chief Justice, Mr. I. . Thompson, who was tentatively pped by PIM's Coconut Radio PIM, Sept., p. 35) for the Chief ustice's job in Fiji. Mr. Thompson, ommenting on the report, said, "I ave no intention, and have never ad any intention, of leaving my ost".

● Jesus Arriola Sonoda, of Saipan, as been appointed an associate judge f the Marianas District Court. He as sworn in by TT Chief Justice Harold Burnett.

● Mr. John Le Gras, who has held anagerial posts in Newcastle and ydney for the Australia and New ealand Banking Group Ltd., has been ppointed manager of the bank's Honiara branch. He took up his ew post from his predecessor, Mr. Harry Mozley, on October 25. Mr. e Gras is an experienced yachtsman nd, with his wife Janette, takes a een interest in water skiing.

● The Rev. Dr. L. D. Fullerton, who spent 21 years with the Methoist Mission in Fiji, has been appoined principal of Theological Hall, Queen's College, Melbourne Uniersity. He will take up this appointnent in January, 1973. While in iji, popular Dr. Fullerton was tationed at Lautoka, Ba, Nausori nd Suva. In Suva he was chairman f the Indian Methodist Mission. He eft Fiji in 1964 and went to the Jnited States for sabbatical study. He had intended to be there for two ears, but stayed for five. In the JS he was also minister of a Methodst church in New York. He returned o his native Australia about two ears ago to become superintendent f the Parramatta Regional Methodst Mission. While in Fiji his main nterest outside his mission work was ugby football. He was a coach, eferee, selector—one of his tasks as selector was to select national eams—and administrator. For many ears he was a member of the mangement committee of the Fiji Rugby Jnion.

For art's sake

The results of long treks off the eaten track and into the bush by art ancier Laurie Marshall in search of native artifacts in the Sepik, New Ireland, the New Hebrides, Fiji, and the Solomons are to be seen in Sydney.

Laurie and his Hungarian-born wife Antoinette have opened a private gallery in Paddington, displaying a large variety of masks, wands, shields, headdresses and the rest of the paraphernalia associated with native ceremonial. Much of it would never have

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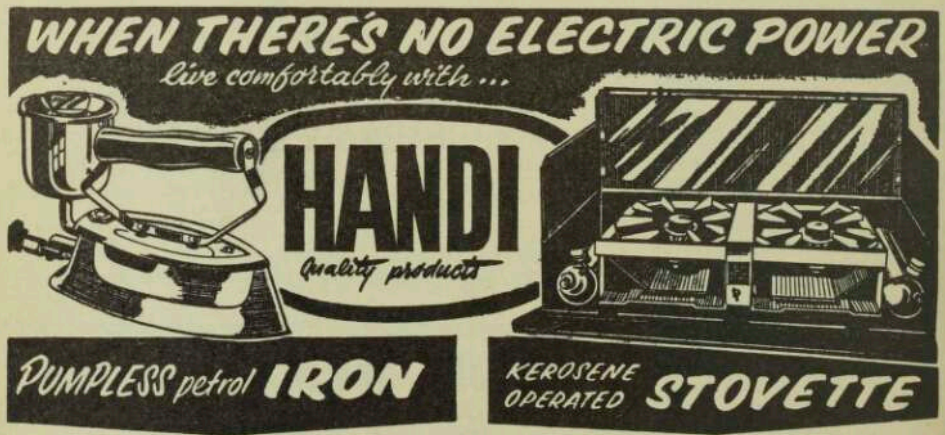

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eft the villages had not Laurie ought it *in situ*, sometimes paying or it before it was used in a cere-nony. Usually, in the past, many of he articles were cast aside or de-troyed after one airing on the village reen. Now, the makers realise there's noney in their art which is true art nd superior to some of the junk hich today passes for art.

"You've got to pay for it, though," ays Laurie. "Gone are the days when ou could get a whole lot of stuff for stick of tobacco, even in the middle f the bush. Some of them even know ow much their creations are selling or in Sydney."

At one place Laurie handed over nore than $1,000. The jubilant vil-agers spent the lot in 24 hours at a ub.

The exhibition was opened by Dr. onald C. Dunham, until recently ead of the UNDP offices for Aus-alia and New Zealand, an American ho knows a thing or two about ative artifacts.

Digging history

Pottery 3,000 years old found in he Reef Islands and on San Cristobal n the Solomons probably belonged to ome of the ancestors of the Mela-esian and Polynesian races.

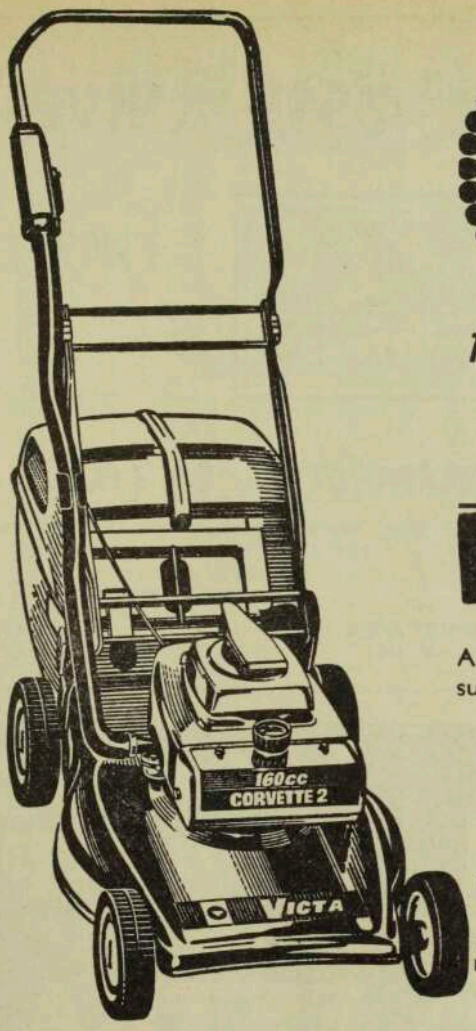
This is the belief of Dr. Roger reen, New Zealand archaeologist and older of the first Captain Cook ellowship, who is attached to Auck-nd University.

Lecturing in Honiara recently, Dr. reen described his finds made in the olomons which, he said, was a "fine lace to dig" but almost an archaeo-gical blank. He had chosen to dig the Eastern Solomons because here were no less than six different ngual groups there.

It was while digging in the Reef lands and on San Cristobal that r. Green found evidence of early ccupation by people whose journey-gs could be traced all through the astern Pacific. They were part of a reat migration of early Melanesian nd Polynesian people about 3,000 ears ago.

The evidence was in the form of ottery fragments of the Lapita period nd similar to pottery found right ross the Pacific. They contained me particularly fine specimens of e early Lapita period decorated with imal figurines and human masks. ests had placed the fragments in the gion of 1,000 to 800 BC.

An interesting point, however, was at these people were definitely not e ancestors of the people living in e Reef Islands and San Cristobal day, who had no tradition of mak-g clay pots. Reef Islanders had



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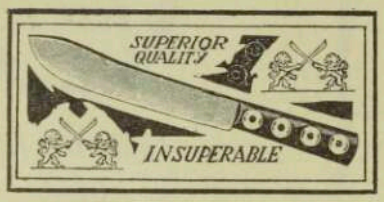

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found pieces of pottery in their gardens and had mistaken them for natural stone.

Some of the adzes Dr. Green found were made of chalcedony, which is not found in the Reefs or in use today. Obsidian was also found on the sites and this was not from the Solomons although its source had not yet been traced.

All the facts pointed to a people who had inhabited that part of the Eastern Solomons 3,000 years ago, trading extensively with other parts and importing clay and stone for working materials; then had moved on.

Dr. Green is still digging in the Solomons although, as he described it, the Solomons bush is most frustrating for an archaeologist. But it will be many years before more than the surface of Melanesian and Polynesian origins has been scratched.

One flag

Fiji's Ministry of Labour has warned that some people who automatically received citizenship on October 10, last year, may lose their citizenship if they have dual nationality.

These are the people who originally became citizens of the UK and colonies by naturalisation or registration by the Governor.

They will lose their Fiji citizenship unless they renounce their other citizenship by May 28, 1972—one year from the date when the Fiji Citizenship Act came into force.

People who automatically became Fiji citizens because of their father's status will also need to renounce any other citizenship they may have acquired by being born outside Fiji.

Very few applications for citizenship have been received from people who are eligible, although they have been living unlawfully in Fiji.

The government has decided that those eligible are Commonwealth citizens who on October 10, 1970, had lived in Fiji unlawfully for at least seven years and aliens who had lived unlawfully in Fiji for at least nine years.

These people were allowed six months from May 28 this year to apply for Fiji citizenship.

Picking the best

On the other side of the coin, Australia's immigration policy—often bitterly criticised in Fiji—was restated recently by Australian Foreign Affairs Minister Nigel Bowen. As others have done before him, he declared that the

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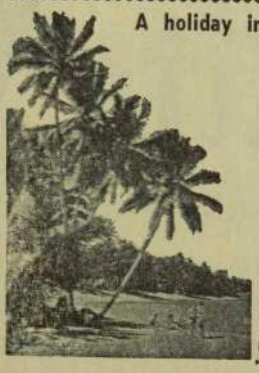

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ld "White Australia Policy" tests ave been eliminated.

Australia wanted to ensure that its nmigrants would fit into the com- unity, a principle not dissimilar om that applied by Fiji in relation immigration, he said. Some coun- ies would not admit a person of a rticular race, but this did not apply Australia.

"If a person is going to be able to into a community adequately, then has a reasonable prospect of get- ng permission to come in", Mr. owen said.

The rarely-aired Australian immi- ation statistics relating to Fiji landers make interesting reading. ey don't of course show how many pefuls have applied and been turned ay. But taking into account Austra- 's willingness to accept only the ofessional or highly skilled appli- nt, the figures do substantiate sug- stions that something of a brain- ain exists.

Between January 1, 1966 and De- mber 31, 1970, Australia admitted residence or accorded resident tus to 382 people from Fiji (ex- ding part-Europeans, as distinct m non-Europeans). The majority re Fiji Indians.

About 100 part-Europeans entered stralia each year during the same riod.

The number of non-European dents other than private students Australia at January 31 this year luded 32 from Fiji, eight from BSIP, four from GEIC, 19 from nga, 12 from Western Samoa and from the New Hebrides.

Private students from Fiji number und 300. No one knows how many gal immigrants from Fiji are in stralia, but the number is substan- . Three were caught in September, in Sydney and one in Melbourne, Fiji Indians, working in factories more than a year. They were t back to Fiji.

Nuclear doom

Will the French nuclear tests at ruroa in French Polynesia—now ed, at least for this year—spell m for the shellfish in the Pacific? nvironmental biologist Dr. ham Baines of the University of South Pacific in Suva, one of most vociferous members of OM (Against Tests On Mururoa) ffs at French claims that radio- ogical checks of pelagic fish have wn coastal fishing regions and rnational waters to be practically of any contamination, apart from attributable to global fallout.

ccording to Dr. Baines, shellfish

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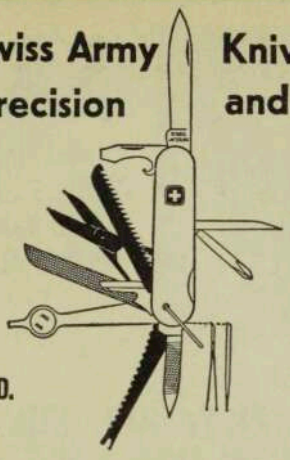

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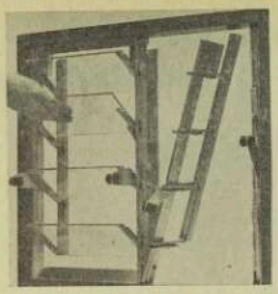

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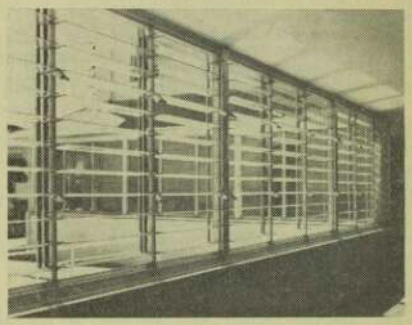

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ie case of the coconut crabs of
ikini Atoll, site of the United States
uclear tests 20 years ago.
"These delicious crabs, once a
elicacy for the islanders, are so
ngerously radioactive that the
ople have been forbidden to eat
em," he said.
This line of thought leads one to
onder about the coconut crabs of
iue Island. They are also con-
lered a delicacy by Niueans, who
e sitting on top of a highly-
dioactive piece of property.
So what about the coconut crabs
Niue? Perhaps some investigation
the question of radioactive crabs
ll be conducted next June when
r. J. C. Yaldwyn, assistant director
the Dominion Museum, Welling-
n, leads a marine expedition to
ue. Himself an expert on crustacea,
. Yaldwyn hopes to be accom-
nied by two marine biologists and
ornithologist.
Avian Mining Pty. Ltd., of King-
n, Canberra, has sent two teams
investigate the possibility of
anium deposits and plans future
estigations. John Barrie, who is in
rge of exploration, describes
ueans as "sitting on top of a vol-
ic mountain".

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ditions that it hasn't given any
er of its ex-colonies, is what
tain has offered in place of the
right economic grants that Fiji
before independence on October
last year.
Before she went independent, Fiji
warned by Britain that she didn't
ex-colonies free grants but would
w them to take up loans on "soft"
ns.
The agreement recently master-
ded in London by Fiji Finance
ister Wesley Barrett amounts to
5 per cent. grant when the dif-
nce between the 5 per cent. in-
st rate and prevailing commercial
rates is worked out.
he actual level of British capital
flowing into Fiji will go up from
million a year in grants received
l last year to $3.6 million a year
oans over the next five years.
he new level of aid, an increase
800,000 a year, amounts to more
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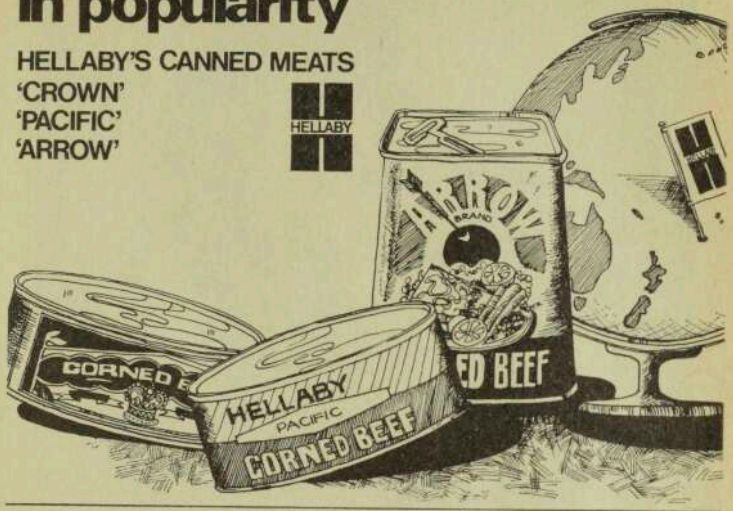

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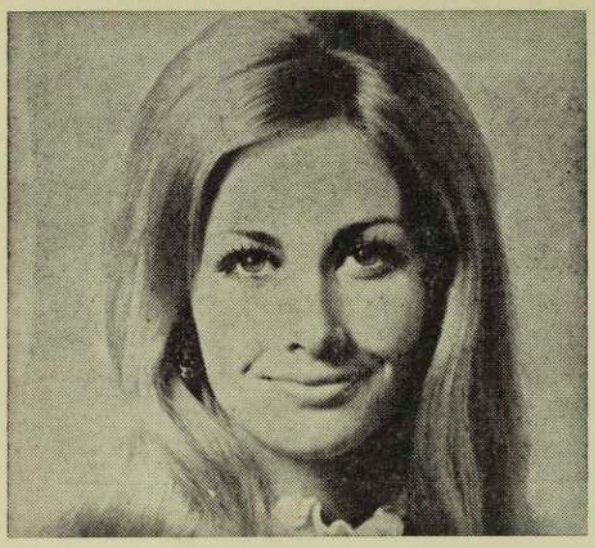

The promise of a younger, lovelier complexion

The beauty of a young, soft, flawless complexion is admired by all but enjoyed by so few women. As girls leave their teens their skin tends to lose its fine, silky smoothness after prolonged exposure to the coarsening effects of sunshine and harsh winds.
The daily use of oil of Ulan, a unique moist tropical oil that gently moisturises your skin, will help you retain your youthful complexion beauty. Moist oil of Ulan so closely resembles your skin's own natural fluids, it enriches starved skin cells at depth because it is absorbed completely and evenly. Daily care with oil of Ulan preserves and actually revives a radiant beauty and velvety smoothness in every woman's complexion. Moist tropical oil of Ulan—available from chemists and beauty counters.

reduces by that amount the borrow-
ings Fiji would need to make on com-
mercial markets where interest rates
are considerably higher. As a rule,
Britain doesn't make aid agreements
of more than two or three years'
duration, but this one will run for
the five years covered by the develop-
ment plan.

Flotsam

The people of Niue have said
goodbye to the *Tofua* which has
turned up regularly every four weeks
for 20 years. Now she has been
replaced by the *Taveuni*, but is ex-
pected to go back to Niue when the
Taveuni undergoes annual survey.

The last voyage was marked with
simple ceremonies, including a fare-
well luncheon on board. The Niue
Government made a gift of frozen
passionfruit pulp to Captain M.
McIntyre and officers of the *Tofua*.
The government's joinery factory is
also making a wooden plaque for
Captain Peter Bennett, master of the
Tofua from 1963 to 1971, to mount
in the cabin of a ship he now com-
mands on the trans-Tasman service.

● The 400-ton, 23-year-old bar-
quentine *Eolus*, one of the last wooden
trading schooners to be built in
Sweden, will leave England for Aus-
tralia at the year-end with a crew
of 56, most of whom have con-
tributed $1,400 each for the privilege
of working the ship.

Trading under sail as a general
cargo schooner for 12 years, the
Eolus was stripped down as a motor
trader in 1960 and brought to
England in 1969. She was refitted as
a luxury, full-rigged barquentine at
Ramsgate.

She will sail to Port Jackson
Sydney, via Lisbon, the Canary
Islands, Martinique, Jamaica, Panama,
the Galapagos, Marquesas, Tahiti, the
Cook Islands, Tonga, Fiji, the Loyalty
Islands, Norfolk and Lord Howe
islands.

Ex-Australian farmer and grazier
Hilary Hanslow, who is chairman of
the Eolus Shipping Co., said she will
remain in the South Pacific and will
cruise from Suva next year, catering
for the luxury tourist market.

● A new combined air-sea cargo
service between Europe and Aus-
tralia, which cuts the standard all-sea
voyage time by more than half, has
been announced by McGregor Swire
Air Services. Consignments will be
sent by air at special rates to Hong
Kong and then by sea to Australia.
The transit time from British and

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lainland European airports will be days, compared with 45 days by a. An associate company, China avigation, which has regular sail-gs between Hong Kong and Aus-alian ports, will operate the sea ction.

● The call signs of all radio ations in Fiji and vessels in Fiji aters, operated or licensed by the vernment will be changed. The RO call sign of the Posts and Tele-aphs Department coast radio station Suva will become 3DP.

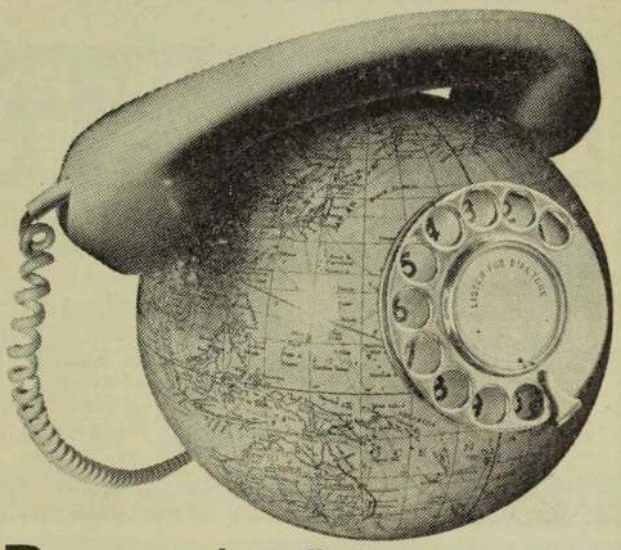
● The New Zealand Shipping Co. d., part of the P and O group, has anged its name to P and O (NZ) d. In the past the NZ Shipping . Ltd. serviced a number of ports the Pacific, but now its role there mainly that of an agent.

● Western Samoa may have a vercraft working as a ferry before end of the year. A licence to erate one between Mulifanua on olu to Salelologa on Savaii has en granted to Mr. Tusi Taualii, merly of Illinois, USA and now Apia. Mr. Taualii said he hoped rent a hovercraft from the nadian company Pacific Hovercraft d. and have the service in opera-n before the year end. The craft uld be capable of making the ssing in less than 18 minutes with passengers and freight.

Next stop Vavau

Tonga's northern island of Vavau ks like becoming a tourists' adise. After a four-day visit re, P. & O's passenger planning erintendent in Australia, Mr. R. Glassford, said he would recom-nd inclusion of Vavau in the ific cruise itinerary by October t year. Vavau, he said, had every-g for the Australian tourist—a d anchorage, magnificent har-r and beaches, good food and lity handicrafts.

● Scandinavian-type log cabins be seen shortly on holiday sites New Caledonia. A Christchurch Z) firm has won a $90,000 con-t to supply prefabricated homes ed like log cabins and made of nanent interlocking boards in inated natural wood. Wall planks the units are made from kiln-d radiata pine. Fraemoh Industries , of Christchurch, will send the es in kitsets all ready for as-bling.



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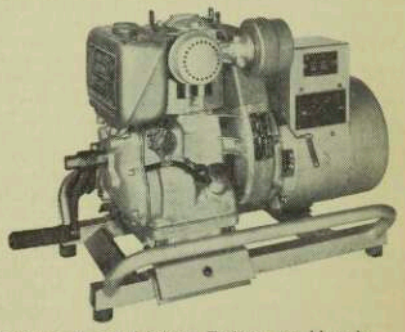

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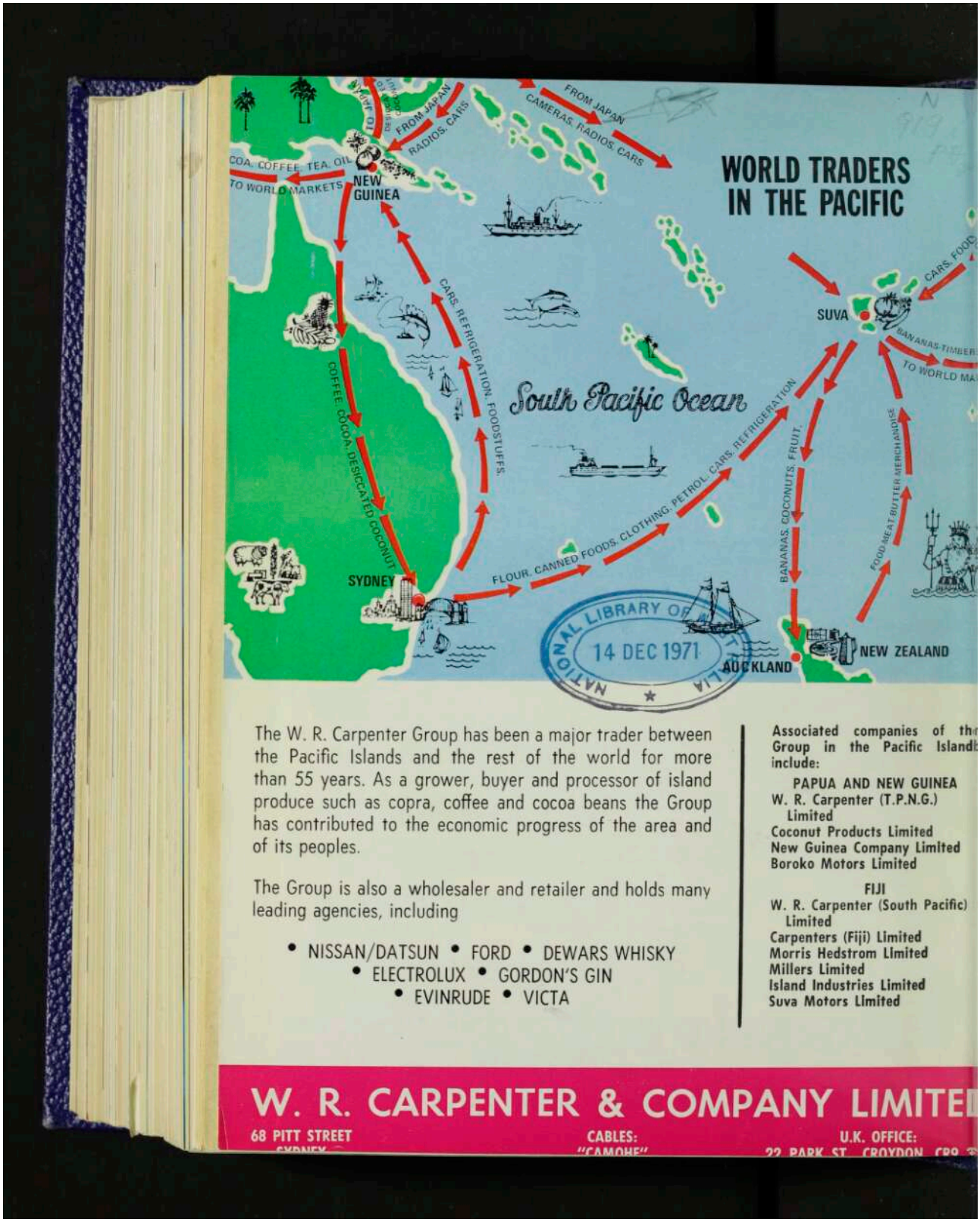

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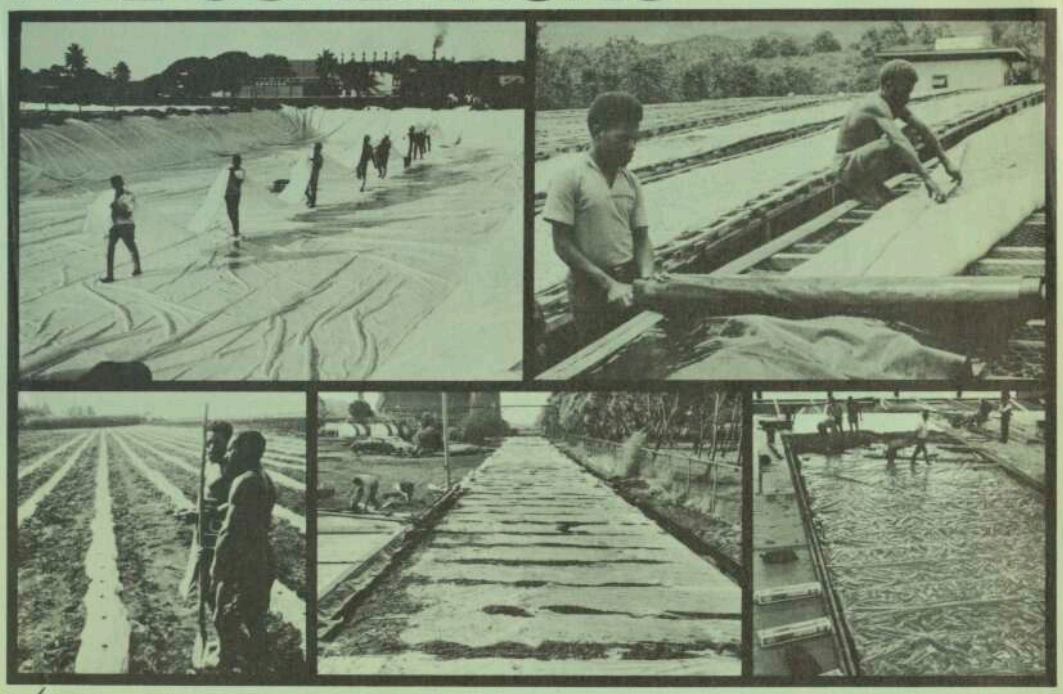

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