

Vol. 46, No. 10 (Oct. 1, 1975)

Date : 7/17/26, 7:32 AM

<https://nla.gov.au:443/tarkine/nla.obj-334765460>

Copyright varies by issue and article

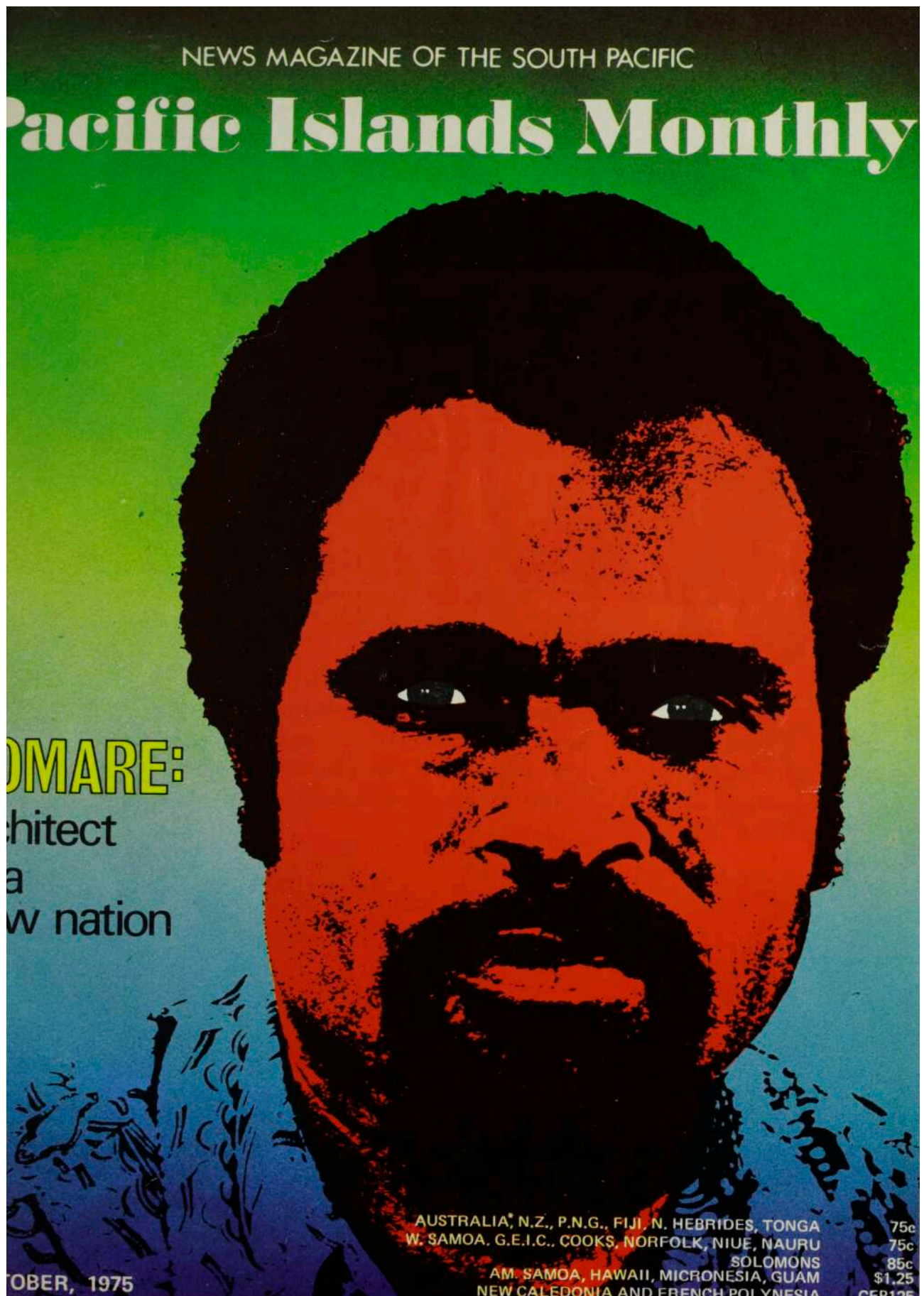
Reason for copyright status: Serials have an open range of dates.

Copyright status was determined using the following information:

Material type: Literary, dramatic or musical work

Copyright status may not be correct if data in the record is incomplete or inaccurate. For more information regarding Copyright in Library Collections visit <http://copyright.org.au> and <https://www.library.gov.au/services/copyright-library-collections>

The National Library of Australia supports creativity, innovation and knowledge-exchange but does not endorse any inappropriate or derogatory use. Please respect indigenous cultural and ethical concerns.



An economy car shouldn't be cheap.



TOYOTA COROLLA

We put more than economy into a Toyota.
We build them to be comfortable. We build them to be safe.
And we build them very carefully . . . so that they'll last.

Before you buy your next car, check with your Toyota
dealer. He has a lot of economical models to choose from.
But no cheap ones.



TOYOTA 1000

TOYOTA CORONA

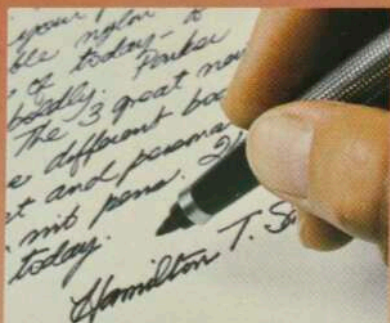
TOYOTA CELICA

TOYOTA MARK II

TOYOTA

PAPUA, NEW GUINEA: ELA MOTORS LIMITED, Scratchley Rd., Badili, Papua. U.S. TRUST TERRITORY: MICROL CORPORATION, P.O. Box 267, Saipan. FIJI ISLANDS: AUTOMOTIVE SUPPLIES CO., LTD., G.P.O. Box 355, Suva. AMERICAN SAMOA: BURNS PHILP (SOUTH SEA) CO., LTD., Pago Pago. WESTERN SAMOA: BURNS PHILP (SOUTH SEA) LTD., P.O. Box 188, Apia. GUAM: RICKY'S AUTO CO., P.O. Box 1458, Agaña. NEW HEBRIDES: NEW HEBRIDES MOTORS LTD., P.O. Box 18, Vila. SOLOMON ISLANDS: MENDANA ENTERPRISES (S.I.), LTD., P.O. Box 174, Honiara. TAHITI: NIPPON AUTOMOTO, B.P. 545, Papeete. COOK ISLANDS: COOK ISLANDS TRADING CORPORATION LTD., P.O. Box 92, Rarotonga. NAURU ISLAND: NAURU COOPERATIVE SOCIETY. GILBERT & ELLICE ISLANDS COLONY: TARAWA MOTORS, Box 36, Bairiki, Tarawa. NORFOLK ISLAND: MARIE'S NORFOLK TOURS, LTD., P.O. Box 276, Timor. SANG TAI HOO, Sang Tai Building, Dili. NEW CALEDONIA: SOCIETE IMPORTATION AUTOMOBILE DU PACIFIQUE, Rond Point du Pacific (Station Total) B.P. 438, Nouméa.

Parker refillable nylon nib pens. The three great new writers of today.



These are the greats of modern, expressive writing. They make your every word carry weight.

They're Parker refillable nylon nib pens, always identified by the distinctive arrow clip.

They come in ink colours of red, blue, green, black, and three cartridge refills are included in each price.

From the top: There's the basic model that lets you choose from red, black, green or blue cases.

The middle one has a 'seventies' look with its stainless steel case.

Then there's the sterling silver Parker 75 model, a luxury to give one or get one.

Ask to try one. See how they help your writing flow as freely as your thoughts.

 **PARKER**
World's most wanted pens



066.P.296D

PACIFIC ISLANDS MONTHLY

FOUNDED BY R. W. ROBSON IN 1930

PUBLISHED MONTHLY BY

PACIFIC PUBLICATIONS (AUST.) PTY. LTD.,
29 ALBERTA STREET, SYDNEY, N.S.W. 2000.
Postal Address: G.P.O. BOX 3408, SYDNEY,
N.S.W. 2001.

Telegraphic Address: PACPUB, Sydney.
Telex: 25168.

TELEPHONES: 61-9197, 61-7101, 61-4369.

Publisher: Stuart Inder.

Director of Advertising: Alan Batt.

PACIFIC ISLANDS MONTHLY

Editor: Stuart Inder.

Assistant Editor: John Carter.

SUBSCRIPTION RATES:

"Pacific Islands Monthly" is airfreighted to the majority of subscribers and agents in the Pacific Islands and the U.S.A.; copies to the Cook Islands, Nauru, Niue, Micronesia and Guam go by surface mail.

Australia (including Lord Howe and Thursday Islands), New Zealand, Papua New Guinea, Fiji, New Hebrides, Tonga, Cook Islands, Western Samoa, Gilbert & Ellice Islands, Norfolk Island, Niue and Nauru: \$9.00 (local currency); Solomon Islands: \$10.00 Aust.; American Samoa, Micronesia and Guam: \$12.00 U.S.; Hawaii and U.S. Mainland: \$15.00 U.S.; New Caledonia and French Polynesia: 1,500 C.F.P.; United Kingdom: £6.50; Japan: 4,000 Yen; Elsewhere: \$11.50 Aust.

REPRESENTATIVES

Fiji: Advertising and Distribution—Fiji Times & Herald Ltd., 20 Gordon Street, Suva. Telephone: 25-601. Telex: FJ 2124.

Papua New Guinea: Advertising and Distribution—PNG Post-Courier, P.O. Box 85, Port Moresby. Telephone: 25-9899.

French Polynesia: Distribution—Hachette Pacifique, 10 Ave Bruat, Papeete.

New Zealand: Pacific Publications, C.P.O. Box 2229, Auckland.

United Kingdom: The Herald and Weekly Times Limited, 8-10 Clifford's Inn, Fetter Lane, London EC4A 1BU. Telephone: 01-831 6041. Telex: London 21989.

Japan: Advertising—Universal Media Corporation, C.P.O. Box 46, Tokyo. Telephone: 666-3036.

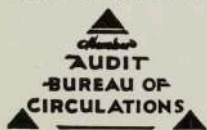
Victoria: Advertising—Pacific Publications (Aust.) Pty. Ltd., Herald and Weekly Times Building, 2nd Floor, 61 Flinders Lane, Melbourne, 3000. Telephone: 652-1565.

Hawaii and U.S. Mainland only: N. Grogan, 3354 Hayden Street, Honolulu, 96815. (Send change of address notices, Form 3579 and new subscriptions to P.O. Box 2193, Honolulu, Hawaii, U.S.A. 96805.) Second class postage paid at Honolulu, Hawaii.

Copyright ©, 1975,
Pacific Publications (Aust.) Pty. Ltd.

Printed by The Harbour Press, Chalmers Street, Sydney.

Registered at the G.P.O. Sydney for transmission by post as a newspaper—category B.



Vol. 46, No. 10
October, 1975



Up Front with the Editor

I don't know whether it has anything to do with the death wish which appears to be inherent in human nature, but the most frequent question I get asked by people who wonder about the future of Papua New Guinea is, "Do you think there will be a blood-bath up there?"

The answer is, "No I don't". I have never thought it in the 20 years I have been following Papua New Guinea affairs, and I have no reason to change my mind with PNG's independence.

For the record, I used to be asked the same question about Fiji, but when Fiji independence came and went without blood-letting, people stopped asking, and you never hear it now. There were also predictions about the social chaos that would follow Western Samoa's independence and Nauru's independence. But when the Samoans and the Nauruans refused to oblige the Jeremiahs, those predictions have died too.

Why it is that people are not more positive and constructive in their approach, I will never know.

EVERYBODY has said it, and it's true: "How sad that Sir Donald Cleland died virtually on the eve of the independence of the country he did so much for and chose to live out his days in".

Don Cleland was buried in Port Moresby with State honours. In a personal tribute to him in an article in the Papua New Guinea Post-Courier, Sir John Gunther, who as his second-in-command for so many years knew Don Cleland better than most men, tells how Cleland was a modest man who got impatient with pomp and ceremony and forgot to take his medals when he was presented to the Queen in Canberra in 1954, although another administrator of a small Australian possession not only wore his, but pinned them on a morning suit!

On more serious matters John Gunther added: "Personally, I believe a colonial civil servant must on occasions think he has a conflict of loyalty. Appointed by the metropolitan government to administer its colonial policies, he is nevertheless appointed to advance the welfare of the colonial dependents and if a direction is in conflict with that wel-

fare the Administrator has to decide how to react.

"Donald Cleland found that in the later years of his administration he disagreed with those who spoke for the Australian Government. He reacted in the strongest possible terms. But he never reacted without a punctilious examination of all aspects of the directive and his reaction to it. He had a "sixth sense" for any likely political ramifications and here he served Australia well. His legal training gave him an analytical mind, his military training allowed him to see attack and defence, and counter attack".

When one considers that Sir Donald Cleland's main term as Administrator of Papua New Guinea was in the heady days of conflicting pressures from Territories Minister Paul Hasluck and the Australian Cabinet, a very strong PNG Public Service, a growingly vocal Legislative Council and from Dr John Gunther himself, I think history may record that Don Cleland was the most able of the country's colonial administrators.

THERE was another death in Port Moresby not long before Independence whose ripples were felt over a wide area. Rev Percy Chatterton's "Chrissie" slipped away after a long illness. She had been 50 years a missionary in Papua.

"Her end was peaceful and as far as one can tell, without pain", writes Percy in a sad letter. "Yesterday, after an early morning service in the Hanuabada Church, we took her back to her beloved Delena and buried her there. The Delena people had some time ago expressed a wish that she should be buried there and I gladly agreed, as I felt sure that that was what she would like best.

"For her it can only be regarded as a merciful release. For me it means a period of readjustment. For nearly three years now my thrice-daily visits to the hospital have been the centre of gravity of my existence; now I have to find a new one".

I'll best remember Chrissie Chatterton for the fey Scots humour she shared out with the tea and biscuits around their small kitchen table during many visits I made over many years.

—Stuart Inder

PACIFIC ISLANDS MONTHLY—OCTOBER, 1975



Packed with features from front to back, Pioneer's new CT-F9191 cassette deck stacks all the cards in your favor. A balanced combination of precision and convenience created by Pioneer to beat even the best reel-to-reel decks at their own game.

The CT-F9191 starts out by delivering top performance via access to the front. The newly designed tape carriage employs hexagonal reel shafts plus win-link stays. The cassette is completely visible for checking tape movement and direction (a Pioneer exclusive). And since there's no rattle-ejection mechanism, changing tapes is a "snap."

In the CT-F9191, two motors provide the key to stable tape transport. An electronically controlled DC motor with built-in generator guarantees accurate record/play tape speed. A second motor for high speed fast-forward and rewind. As a result, wow and flutter is no more than 0.07% and speed deviation is precise within $\pm 1.0\%$.

Next, a high-performance ferrite-solid head and a Dolby* Type-B noise reduction system join to increase the S/N ratio to more than 62dB.

Operating the CT-F9191 is easy. Feather-touch user-oriented controls activate solenoid circuits thereby eliminating inconvenient mechanical

linkages. After that, an advanced Memory Rewind device permits quick location and playback from any point on a pre-recorded tape automatically. There is an automatic chrome-tape detector plus separate BIAS and EQ selection. And for making music tapes with wide dynamic range, an LED peak level indicator reacts instantly to warn of any distortion +5dB over the reference level.

Next in the series, the CT-F7171, 6161 and 2121. Created for those who want to play, but with a deck that's loaded slightly less. Of course, the stakes are lower as well.

Pioneer's new front-loading cassette decks. A full house of outstanding features. No matter how you play them, you'll wind up with a winning hand in every suit.

	Cassette Position	Drive System	Control Operation	Tape Selector	Wow & Flutter	Signal Noise Ratio	Frequency Response
F9191	Vertical	2 motors	Solenoid activated	Independent BIAS, EQ, (automatic chrome tape selector)	Less than 0.07% (WRMS)	Dolby OFF: 52dB Dolby ON: 62dB (normal tape over 5KHz)	25 - 16,000Hz 35 - 13,000Hz (± 3 dB)
F7171	Slanted 30°	1 motor	Mechanical	Independent BIAS, EQ	Less than 0.10% (WRMS)	Dolby OFF: 48dB Dolby ON: 58dB (normal tape over 5KHz)	30 - 13,000Hz 40 - 12,000Hz (± 3 dB)
F6161	Slanted 30°	1 motor	Mechanical	Independent BIAS, EQ	Less than 0.12% (WRMS)	Dolby OFF: 48dB Dolby ON: 58dB (normal tape over 5KHz)	30 - 13,000Hz 40 - 11,000Hz (± 3 dB)
F2121	Slanted 30°	1 motor	Mechanical	Independent BIAS, EQ	Less than 0.12% (WRMS)	Dolby OFF: 48dB Dolby ON: 58dB (normal tape over 5KHz)	30 - 13,000Hz

Dolby is a trademark of Dolby Laboratories, Inc.

PIONEER

Australia

Pioneer Electronics Australia Pty. Ltd.,
8-184 Boundary Road, Braeside, Victoria
3195, Phone: 90-9011, Sydney 93-0246,
Melbourne 52-8213, Adelaide 433379,
Perth 76-7776

Fiji Islands

Pathe & Company, G.P.O. Box No. 362,
Suva, Fiji Islands Tel: 22258

Guinea

Hagemeyer (Australasia) B.V., P.O. Box
No. 90, Lae, Papua•New Guinea Tel: 42-32 00

Rabaul

Hagemeyer (Australasia) B.V., P.O. Box
No. 63, Rabaul, Papua•New Guinea Tel: 26 33

Port Moresby

Hagemeyer (Australasia) B.V., P.O. Box
No. 1428, Boroko, Port Moresby,
Papua•New Guinea Tel: 5 61 44

Madang

Hagemeyer (Australasia) B.V., P.O. Box
No. 673, Madang, T.P.N.G. Tel: 24 45

New Zealand

Tee Vee Radio Ltd., Maidstone Street
Auckland, New Zealand Tel: 763-064

Norfolk Island

Burns Philp (Norfolk Island) Ltd.,
Norfolk Island, South Pacific

New Hebrides

Burns Philp (New Hebrides) Ltd.,
Vila, New Hebrides

Nauru Island

Jacob Enterprises, P.O. Box No. 4,
Nauru Island

Tahiti

Ets. PERFECT, B.P. 594, Papeete,
Tahiti Tel: 20 407

New Caledonia

Menard Freres, B.P. 123, Noumea,
New Caledonia Tel: 52-22

American Samoa

Transpac Corporation, P.O. Box 1477,
Pago Pago, American Samoa 96799
Tel: 633-5224

Rarotonga

South Seas International Ltd.,
P.O. Box 49, Rarotonga
Cook Islands Tel: 2327



Scotts
household products
give you real value
for your money.

For twenty five years Scotts have been helping out
in homes throughout Australia and the Pacific.
Washing dishes. Cleaning. Keeping germs and dirt at bay.
All with quality products at sensible prices.
Scotts household products. Big on value
and big on quality for 25 years.





So Superior It's Sensational !

Discover the easy, delicious way famous chefs use to
enhance the flavor of meat, poultry, fish . . . casseroles, stews and gravies.

There's no substitute for "vintage flavor"

Kikkoman — the preferred soy sauce.



KIKKOMAN SHOYU CO., LTD.

Nihonbashi, Tokyo 103, Japan

PACIFIC ISLANDS MONTHLY—OCTOBER, 1975

5



The Mazda B1600 pickup. A truck-load of fun and economy.

Whatever you want in a pickup, the B1600 delivers it. With performance. With economy. With style.

Consider the things we build into it so you can get more out of it. The 1600cc overhead cam engine, for instance, is a lot like the one you find in some sports cars. Yet ours just sips gas. And the important things like the heavy duty suspension system and the safe, sure braking system make operating the B1600 a joy.

Want a sporty pickup for the fun of it?

Or just for its carry-all capabilities?

Test drive the Mazda B1600 pickup.

The truck-load of fun and economy.

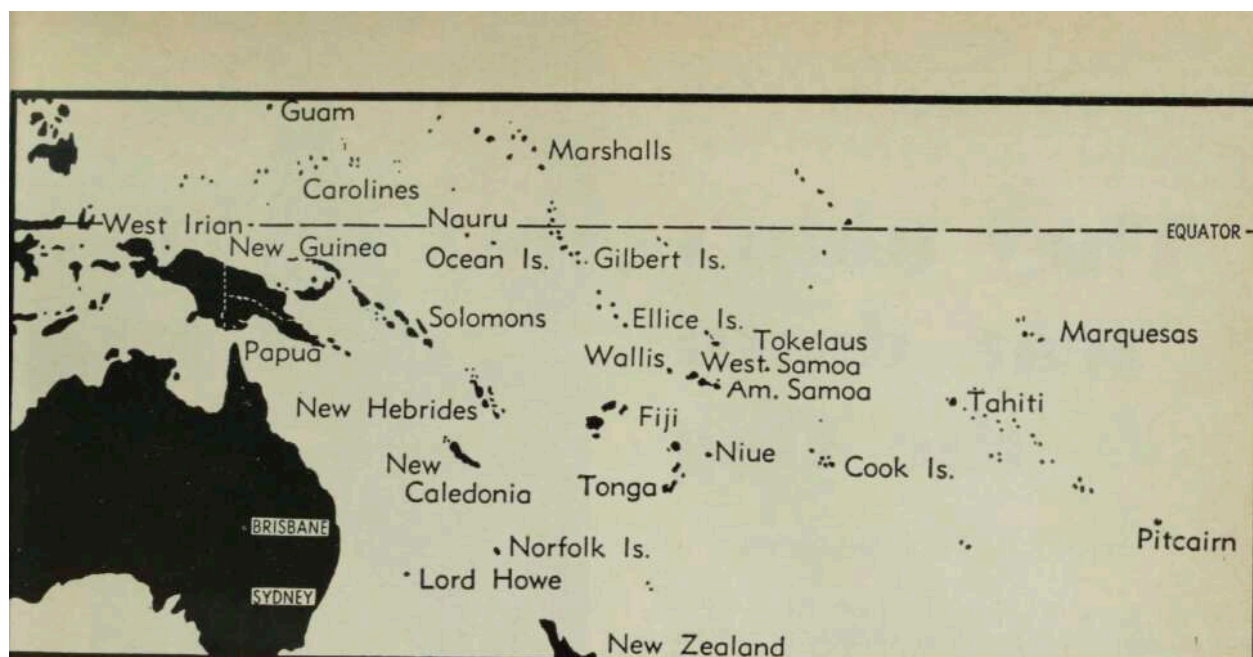
mazda

© 1975 Toyo Kogyo Co., Ltd.



FUJI ISLANDS Niranjans Autoport Ltd. G.P.O. Box 450, Suva TEL: 22691 NEW CALEDONIA Société Rivière et Bernanos, 27, Rue de Sebastopol, Noumea
PAPUA NEW GUINEA P.N.G. Associated Industries Ltd. P.O. Box 1394, Boroko TEL: 55788 NEW ZEALAND Mazda Motors of New Zealand Ltd. Otahuhu, Auckland, P.O. Box 22-472 TEL: 69-099
NORFOLK Duncombe Bay Garage, P.O. Box 220, Norfolk Island TEL: 2097 B.S.I.P. Solomon Motors Ltd. P.O. Box 20, Honiara TEL: 313 TAHITI Comptoir Polynésien, B.P. 628, Papeete.

The trademark MAZDA in this advertisement stands for AUTOMOBILES MAZDA as far as France and her territories are concerned.



Vol 64 No 10 OCTOBER, 1975

In This Issue

Pacific Islands Monthly

GENERAL

Good Australia-French relations	27
PIM's founder is 90	29
5 die in aftermath of ship fire	73
Island agent for 55 years	81

AMERICAN SAMOA

Controversial television film	23
Opposition for Air Polynesia	69

COOK ISLANDS

25th anniversary	27
Port for Atiu	67

FIJI

Transport report	13
Independence film in Papua New Guinea	27
Quieter time on wharves	69
Profit out of property	81
New partners in copper search	81
Further development at Deuba	83

FRENCH POLYNESIA

Nuclear tests	12
Isle's name restored	25

GILBERT & ELLICE ISLANDS

Valu separates	12
Governor hits at Britain	21
Bank on reef	71

NAURU

EC meeting	13
------------------	----

DEPARTMENTS: Up front with the Editor, 2; Tropicalities, 27; Editor's Mailbag, 31; Magazine section, 55; Books, 60; Pacific Transport, 67; Cruising Yachts, 74; Business and Development, 77; Produce Prices, 85; Shipping and Airways Information, 87; Lands Deaths, 93.

NEW CALEDONIA

Newspaper news	28
----------------------	----

NEW HEBRIDES

National Party's boycott	13
Big job for Mr du Boulay	25
Nationalists routed in election	39

NORFOLK ISLAND

Evidence to Royal Commission	21
Question for Qantas	69

PAPUA NEW GUINEA

Independence celebrated	8, 9, 10, 11, 12
Style of Prime Minister	15
New nation searches for its identity	19
Fountain controversy	27
Fiji independence film shown	27
Man who steals the show	43
Gold in cultural heritage	45
Arts role for small industries	46
Art for PNG promotion	46
Reminiscences of a district commissioner	55
How radio came to the islands	58
First Papuan announcer	59
Japanese-made vehicles preferred	67
New shipping laws	69
Bad credit risk	77
Budgeting for self-reliance	77
Another timber project	78
Possible K500,000 loss	78
Ok Tedi strike may be big	79

Wales to open PNG subsidiary	79
Do it yourself plan	83
Huge Bougainville contract	83
Death of Sir Donald Cleland	93

SOLOMON ISLANDS

Tentative time-table for independence	23
Exodus of Chinese	25
Birthpangs of new Solomons	37
New trading vessel	74
Steel barge purchase	74
Tourism growing	84

TONGA

New patrol boat	71
Infant bank thrives	79

US TRUST TERRITORY

Flooding problem	27
Marianas capital argument	29
Air Micronesia earnings drop	71

WESTERN SAMOA

Opposition for Air Polynesia	69
Economic ups and downs	79

OUR COVER

Prime Minister Michael Somare, architect of a new nation, Papua New Guinea; a portrait by PIM's own art department.

Australia's flag comes down for the last time in Port Moresby, at sunset on Independence Eve.

They didn't tear down the flag

From STUART INDER, in Port Moresby

It was radio which really took the news of independence to Papua New Guinea on September 16. A vast hook-up by the country's National Broadcasting Commission, planned for three months, reported it to an estimated 1.5 million of Papua New Guinea's 2.6 millions scattered across ridges, valleys and beaches.

At one minute past midnight they heard the brief proclamation of independence by the Governor-General, Sir John Guise, preceded by speeches by Prime Minister Michael Somare and lesser leaders. And, for the next

two days, they had detailed reports or direct broadcasts of the festivities in the national capital and the main towns. Most of PNG's population does not live in the urban areas. Even those who do, who had a village

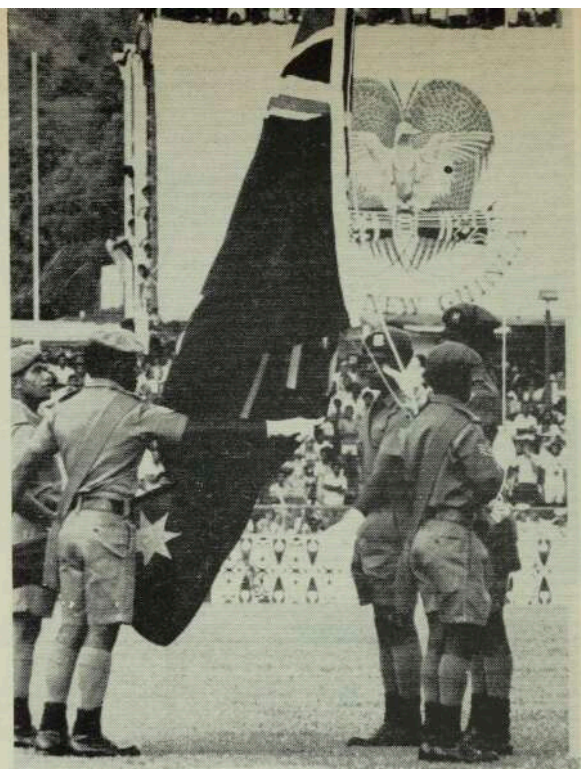
to go to, had gone home—to be back in the womb, as it were, at a momentous time.

So in fact Papua New Guinea has had two kinds of independence celebrations: the quiet grass-roots independence of the vast majority, and the busy, efficiently-organised, smooth-running celebration in the national capital, dominated by VIPs from 37 nations and by white faces.

Both celebrations have been a success. After nearly a century under Australian influence of one degree or another, the Australian flag came down with due deference—"we are lowering it—not tearing it down", Sir John Guise said—to be replaced by the already familiar scarlet and black flag with the soaring yellow bird of paradise.

National unity for the occasion was not disturbed by the secessionists in Bougainville or Papua, although there were some fears that followers of the Papua separatist movement of Papua Besena had started the fires which had blackened some Moresby hill-sides only a fortnight before official exhortations had been made to "keep Moresby green" for independence. The culprits were almost certainly young vandals not politically orientated, and in any case rain fell in time to make Moresby green, if also unseasonably hot.

The presence of the vandals highlighted one of the many problems that won't go away merely by the act



It's now Independence Hill

A church leader used pidgin English to bless the national flag at the Port Moresby ceremony which set the seal on independence.

"*Mak bilong bung wantaim long mipela*" (The mark of unity of you and me) said Bishop Herman Topaivu of the Roman Catholic Church, one of two chaplains who bowed their heads to bless the brilliant bird of paradise flag.

Then the flag was raised above the tree-studded hill where PNG will one day build its national parliament.

Independence Hill will be the official name of the area where the formal flag-raising ceremony was held.

The ceremony followed the formal lowering the previous day of the Australian flag after nearly a century of colonial administration in PNG.

A cloud of gas-filled balloons in the red, gold and black colours of the PNG flag rose beside the hill at the conclusion of the ceremony.

Huge crowds—far greater than anticipated—created congestion on the roads and foot tracks leading to the ceremony. They stood on undulating ground where the coarse grass and sparse eucalypts are reminiscent of inland Queensland rather than of the Pacific Islands.

The area is at Waigani, an outer Port Moresby suburb, site of PNG's national civic centre which is still under construction in partly-cleared land.

During World War II, the area was dotted with fighter dispersal bays, and it was from one of these—near the new Supreme Court building—that the cloud of coloured balloons was released.

Some of the access roads were sealed only five days before in the rush to get the area ready for the independence celebrations, and during the ceremonies bulldozers and graders stood silently at some of the approaches.

of independence—that is, the shortage of work in the towns for school dropouts, with resultant crime, particularly theft. Another problem was highlighted by the presence of World Bank officials among the hundreds of VIP guests, mixing in this case business with pleasure. The World Bank admits PNG has great potential, but doesn't want to give the new nation borrower status, insisting on an Australian guarantee, and even in the midst of the celebrations there was undercover resentment among many PNG government officers at this lack of faith in a new nation (see report on p 77).

The visitors poured in on all kinds of aircraft. The Islands delegates were a roll-call of the South Pacific Commission.

They included President Hammer DeRoburt of Nauru, Sir George Takobau, Governor-General of Fiji, French Governor in the Pacific Mr J.-C. Eriau, Prime Ministers Ratu Sir Kamisese Mara, Fiji, Sir Albert Henry, Cooks, Prince Tui'pelehake, Tonga, Tupua Tamasese Leolofi of Western Samoa, Chief Minister Solomon Mamaloni, of the Solomons, together with the Governor, Mr D. C. Luddington; and Naboua Ratieta, of the Gilbert and Ellice.

Mr Fred Bettham, secretary-general of the SPC, was there, together with a huge delegation from Australia, led by Governor-General Sir John Kerr, Prime Minister Gough Whitlam, and politicians of all persuasions. Old PNG hands included the surviving Administrators from Colonel J. K. Murray, former university vice-chancellor, Sir John Gunther, and ex-chiefs such as Sir Horrie Niall, J. K. McCarthy and Ivan Champion.

Sir Paul Hasluck didn't make it, and former Australian Territories Minister Andrew Peacock actually visited Moresby, but left for Iran two days before Independence, to the chagrin of some of his local supporters who thought he could have organised himself better.

Principal guest, Prince Charles, heir to the British throne, seemed a little bit more correct and formal in public than the Pacific has known him, although he unbent during a three-day tour of PNG after the main celebrations.

There was a sparkling exhibition scene-stealing on Independence Day itself when Imelda Marcos, first lady of the Philippines, managing to look light and beautiful despite a thickening waistline, arrived on the biggest aircraft of them all, a stretch C8, with the biggest entourage of them all, about 40, most of them security men who surrounded her in flying wedge wherever she moved. She arrived late and from the

wrong direction for the flag-raising ceremony, unpardonably late for the State opening of the National Parliament by Prince Charles, thus interrupting the proceedings, and at a formal presentation by foreign diplomats of their credentials to Sir John Guise later that day she so outraged one of the diplomats by attempting to take precedence that he walked out, and returned on his own later. Fortunately her visit was brief.

Not even the wife of the President of the Philippines could overshadow the obvious fact that PNG's independence was an Islands occasion. There has been a widely-held view that Papua New Guinea is not of the South Pacific, but is oriented towards the politics and economics of the Philippines, Indonesia and Japan. That view was shattered by the special warmth of the welcome for Islanders by Prime Minister Michael Somare, together with the Islands style of the festivities, and clear political expressions of where PNG stands in relation to the South Pacific, made in various speeches over the three days of celebrations.

For most of the formal occasions, colour was added by 400 students from Sogeri Senior High School, representing groups from each PNG district, some of each group wearing traditional dress, others in specially designed outfits displaying hand-

(Continued next page)

Young admirers of the handsome Prince Charles at the Port Moresby festivities. He seemed to have a special eye for the girls.



WOMEN'S YEAR

In a day of serious national business the newly-installed Governor-General, Sir John Guise, knew the right note to strike on Independence Day.

He told official visitors from more than 30 countries, and the big crowd which saw his installation, that he came from the Milne Bay area of PNG where the authority of traditional leadership was respected.

Sir John said, "Where I come from in the Milne Bay District we follow the mother, never the father, in our traditions. This is because women are the bosses in Milne Bay—they are the power, make no mistake!" The crowd enjoyed the speech.

Sir John will obviously be a successful Governor-General. He has already entered into what could be described as an "informal formal" style, and is very popular with the crowds (see also story p 43).

On Independence Day he was honoured with a higher degree of knighthood—from a KBE to a KCMG (Knight Grand Cross of the Order of St Michael and St George).

In the same Honours list, the PNG Chief Justice, Mr Justice Frost, and the PNG National Librarian, Mr John Yocklunn, were created Knights Bachelor.



Above, a traditional costume at the celebrations, with a big smile for independence. Right, Prime Minister Somare with Adi Lady Lelea, wife of Fiji's Governor-General, Ratu Sir George Cakobau.



printed designs typical of the districts. They took part in the official welcomes to visitors and the traditional gift exchanges. Easily the most photographed member of that group was topless Mary Veata, 16, in traditional costume from Kairuku. And perhaps the shyest, and most attractive, was 17-year-old Sharon Nicodemus, a Trobriand girl with the typical grass mini-skirt of the area and, of course, topless.

For some of the noisy and colourful traditional dancing exhibitions before Prince Charles the scene stealers were a group of Manus dancers who performed bumps and grinds to the beat of drums, and one special, joyous dance with even more obvious expressions of physical intimacy, to the great delight of the earthy Papua New Guinea crowd.

During the celebrations Prime Minister Somare broadcast from Port Moresby through the South Pacific Peacesat telecommunications satellite hook-up, making it clear that PNG shared the hopes and the problems of the rest of the South Pacific and that PNG intended to develop its strong links there.

He said in that broadcast that PNG had a unique position in that PNG was like a bridge between the South Pacific and SE Asia. But a day later, at his first press conference as Prime

Minister, he made it clear to specific questions that he did not consider PNG to be northwards looking—it was an "integral part" of the South Pacific, and had that very day applied for membership of the South Pacific Commission.

Prime Minister of Fiji, Ratu Sir Kamisese Mara, told me later that he was left in no doubt that PNG recognised that it was a South Pacific nation.

Certainly now it is not an Australian satellite. In my few days in Moresby I have heard at all levels expressions of real independence—in particular a determination to see that Australia realises that it and Australians have no more rights or privileges than anyone else. There is a feeling in the air that PNG has no intention of relying on Australia's assistance any longer than it can help and that the days of over-riding Australian political and economic influence in this area, and particularly the Australian method of doing things, are gone.

The new style in PNG is best illustrated by a luncheon I was invited to attend in Government House on the day after independence. This is the beautiful and historic old residence once occupied by Sir Hubert Murray, and the guests were the heads of the PNG government departments, in-

cluding the Police Commissioner and Defence Force Commander. But the guests of honour, seated at the head of the table, were the leaders of the Papua people of that immediate Port Moresby area—the elders of Hanuabada, including Lord Mayor and Mrs Mahuru Rarua, Mr and Mrs Rarua Tau, Mr and Mrs Tau Lakani, Mr and Mrs Rei Vagi, with apologies from Mr and Mrs Paul Toua.

Except for the guests of honour we were invited to sit at any seat we chose at the table, and to begin the excellent lunch without formality. Sir John, as it happened, was last to sit and last to begin eating. It was a relaxed and friendly occasion, and in the middle of the meal Sir John stood and announced the reason for it.

"We are here," he said, "to pay honour to the *kwara dubuna* [the household heads], to the people who made the peaceful entry of the visitors to this area possible such a long time ago. It is they who gave the land upon which this Government House is built. They are welcome to visit here, and to move through the grounds, or to stay the night if necessary. We honour them now, and I ask them that, should it be necessary, that they use their influence to see that this building is retained."

We stood and drank a toast to the people who had made it all possible.

Mr. Somare's target is 'national self-reliance'

Prime Minister Mr Somare plans to continue running his country as he finds it despite legacies of long colonial rule.

A new national self-reliance will be his main target, drawing on what he calls the commonsense of the people. But there will be no tearing down of institutions, ideas or systems simply because they were inherited from a colonial past.

Mr Somare said this at a press conference in Port Moresby only hours after the birth of independent Papua New Guinea, ruled for nearly a century by Australia.

"It would be a wrong decision for any leader to try to get a big axe and chop existing things down," Mr Somare said.

Newsmen from his own country, from Australia, and from the world at large had asked him if he intended to remould a society emerging from the patterns of long colonial-type administration. But there was no suggestion of a new broom sweeping clean—there won't even be a cabinet

reshuffle in honour of independence and no policy changes are planned.

His answers showed there was still a trace of bitterness that Australia was not maintaining the level of aid which he believed had been promised.

But he shrugged off the bitterness with a belief that he had all the more incentive to work for internal self-reliance—and that his country would be the better for it.

Mr Somare said that until Independence Day when PNG had been under Australian administration, PNG had a similar position to the Australian states in being entitled to some specific measure of aid.

"But now, as the Prime Minister of an independent nation I have changed my attitude—we have no prerogative to say what aid Australia should give us," Mr Somare said.

The result would be a true sense of independence in PNG, coupled with the need to be self-reliant.

Mr Somare forecast a low-key initial approach to foreign relations, and said there was no doubt that his country was an integral part of the Pacific community.

He spoke of good relationships with Indonesia and Australia which he believed would continue to exist. But he said, at the same time, that he would "deal with the dispute over the Queensland-PNG border at a time to be fixed".

The dealings would be with Australia, because PNG had no part to play in Australian relationships with its states.

● There was temporary drama in the 1,700-mile Brisbane to Port Moresby Independence Air Race, staged by the South Pacific Aero Clubs, Port Moresby, when one of the contestants ran out of fuel and was forced to land on a beach in the Gulf District. Fortunately a helicopter happened to be nearby, who supplied him with fuel and picked up his passenger so the plane could make a light-weight takeoff. A total of 44 planes and 150 people took part in the race, which ended on Independence Day. First prize in the VFR section was taken by Mrs Jan Mackay, of Melbourne, and in the IFR section by Tony Schwerdt, of Adelaide. Mrs Mackay, flying her Piper Commanche, is an experienced pilot with 1,500 hours of private flying. Two Papuan New Guinean pilots took part. They were Joe Walames, with Air Niugini, and Leo Glaslas, of the Civil Aviation Agency.



... and what about the rain?

Kairuki "rainmaker" O'ongu Mangaiva (pictured above doing his stuff), got some unexpected results when he was brought to Port Moresby by James Mopio to help wash out the independence celebrations. Mangaiva makes rain with magic which involves use of herbs and his ancestors' relics, after lighting a fire, and Mopio, who is president of the Papuan Liberation Movement (not to be confused with the Papua Besena) wanted him to make rain because Mopio feared there might be fighting between secessionists and nationalists at independence, and a rainstorm would satisfactorily dampen everybody's enthusiasm for fighting. There was some rain over the holidays, but hardly a washout. But meanwhile, local publicity given to Mangaiva's magic annoyed Mekeo dancers from the rainmaker's area, who considered they were being "rubbished" and refused to send their team to take part in the big Moresby singsing.

What happened to the war?

From GUS SMALES in
Port Moresby

This may be a sentimental question but whatever happened to the war?

Among the tributes in official speeches to those who helped to make Papua New Guinea free no reference has been made at all to the fighting of 1941-45 or to those who were involved.

Yet 10,000 Australians lie in war cemeteries outside Port Moresby and at Lae and Rabaul. And many PNG people suffered in the war which was a landmark in keeping PNG open for future independence.

Some say that Mr Somare does not want to offend the Japanese whom he has frankly liked since he had a Japanese schoolmaster in Wewak as a boy.

Others say the new PNG wants a non-military image.

But, I suspect that the general feeling is that it was not PNG's war, that it was a long time ago and that it's best to forget it.

Independence Highlights

Highlights from Papua New Guinea's Independence celebrations:

- A two-ton 33-ft-high statue of steel and a 12-ton rock were tributes to independence. The statue is a free sculpture titled *Strength and Unity* by the Papua New Guinean fine arts designer Jeffrey Musuwadoga. It was unveiled in the grounds of the PNG University at Port Moresby. The 12-ton rock was brought from a river bed near Lae and mounted as a symbol of solidarity in Lae.

- At Mendi in the Highlands of Papua, organisers of independence dressed a young girl in the PNG flag and chained her to a post with plastic chains. To symbolise independence the chains were cut. The girl released a bird from a cage.

- One of the oldest examples of cultural symbolism in the national celebrations was provided by a traditional Chinese dragon imported a few weeks ago by the PNG Chinese community. The 80-ft long dragon, held by 12 men in its body and one in its head, danced through the streets of suburban Port Moresby.

- A group of guests at a reception stroked the legs and feet of the Prime Minister. The incident—symbol of reverence for leadership—was at a reception in Mr Somare's electorate at Wewak, on the PNG north coast. He had returned there after attending the celebrations in Port Moresby. Prince Charles and Fiji Prime Minister Ratu Sir Kamisese Mara were also guests at the reception held by the Second Battalion of the Pacific Islands Regiment. The 300 guests met in a thatched building decorated with flowers and palms on the shores of the Bismarck Sea. Mr Somare was talking to a group of people when an elderly man came across, knelt near him, and stroked his feet. Later other men came across, stroking Mr Somare's legs and feet, speaking to him briefly, and then returning to their companions. The men said afterwards, "The legs and feet carry a man where is going. That is why they are important".

- More than 1,500 police were on duty in Port Moresby during the celebrations. The average man worked 14 hours a day. Many had meals brought to them. The general view was that the police performed with great credit at a difficult time, particularly in crowd control.

TUVALU, THE NEW MINI-STATE

The Gilbert and Ellice Islands Colony, for more than 80 years a British colony, divided on October 1 into the Gilbert Islands, which looks for early independence, and Tuvalu, the small group of Polynesian islands to the south of the Gilberts known as the Ellice Islands which has opted for continued rule by Britain.

Outnumbered by the Gilbertese by seven to one, the Ellice Islanders feared domination by the Gilbertese once the colony had become independent. They voted in a referendum in 1974 to separate from the Gilberts and become a British colony with the name of the Tuvalu Islands. The split, however, is in name only until January 1, 1976. Until then, the two groups will continue under the same administration. With the coming of the new year, the Tuvaluans will transfer their administrative headquarters to Funafuti.

The Tuvalu House of Assembly was scheduled to operate from October 1 with an executive body of three ministers including its chief minister.

France's biggest bang!

From AL PRINCE in Papeete

All was nearly ready on the French Polynesian atoll of Fangataufa at September's end for France's second underground nuclear test of the year, sometime in October. The test, code-named Hector, follows by about four months France's first underground explosion, Achille, at Fangataufa on June 5.

Officially, France is not saying how powerful Hector will be or when it will be conducted. Even 54 visiting journalists from France, Australia, New Zealand and Fiji could not find that out during an eight-day visit to French Polynesia, including the testing sites of Fangataufa and Mururoa, sponsored by the Centre for Pacific Experiments.

One reliable source, however, indicates that Achille, the first underground blast, was a mere infant, designed more to test the underground site with a safe baptism explosion. Although France has already announced that it is moving back to Mururoa for further tests, it wants to leave Fangataufa in style with a really big blast. Hence, Hector may well turn out to be the biggest blast France has ever conducted above or below ground. Only time, and a very short period of time at that, will tell how accurate this guess is.

Meanwhile, some of the visiting journalists returned from their escorted tour of the test sites—the first France has conducted in several years—with a variety of impressions and many of the nagging questions that they arrived with and left with, still unanswered. One immediate im-

pression is the huge amount of money France has spent to develop its testing facilities, which only went underground this year. Another impression is how pleased the French officials are with what they have accomplished, particularly with their first underground explosion in June.

The visiting journalists left little doubt that the French officials were constantly on stage. The newsmen saw and photographed just about anything, including two top French officials swimming in a lagoon right next to where the June test was conducted. But is that what the journalists came to see? The only exciting thing about being at the test site is knowing that you are standing at "point zero" where the last test was held or the next will be held. As for the rest of the site, it looks exactly like what it is—a flat, desert-like atoll in the middle of the blue Pacific with a tower like an oil drilling rig sticking up. France could just as well be drilling for oil on Fangataufa as testing nuclear devices underground, from the looks of the site.

But what can one expect? After several years of absolute silence about its testing programme, France has now gone 180-degrees in the opposite direction by actually picking up the tab to bring journalists half-way round the world just to personally examine the French Pacific testing facilities. Under such circumstances, there is probably no government in the world that is going to be completely candid about something as controversial as nuclear testing.

And there are, probably, not that many journalists in the world who are going to knock themselves out on their first, and perhaps only, free trip to Tahiti to try to find out what is really going on with the French nuclear testing programme. So both sides gain. France gets the exposure, but does not get embarrassed. The journalists get their free trip, take some photos and file stories.

Of course, there were some

journalists who did ask some potent questions, which were either politely referred to the French Defence Ministry in Paris or to French Polynesia Governor Daniel Videau, who happened to be in Paris at the time. And some journalists wanted to know how safe the tests really are. But as one newsman from Australia said, "Only a physicist would know".

A BOYCOTT IN THE NEW HEBRIDES

The six members of the New Hebrides National Party, who won seats in the first municipal elections in Vila, boycotted the first meeting of the new Vila Municipal Council recently.

They said they would not attend meetings until complaints they had made concerning the electoral campaign were dealt with.

The Resident Commissioners, who were at the meeting, pointed out that there was a standard procedure for dealing with complaints. Their complaints were being dealt with, they said.

In the meantime, however, those candidates declared elected were regarded as the legitimate representatives of their electorate, and their work would, in no way, be invalidated whatever decision was reached by the Electoral Committee on the complaints.

The work of the council could not be delayed as there were many urgent and important tasks awaiting its attention, the Resident Commissioners said.

The National Party is in a 3-1 minority on the council.

SPC ON NAURU

The 15th South Pacific Conference was scheduled to open on Nauru on September 29 and continue until October 10.

Newly-independent Papua New Guinea will, for the first time, speak for itself and will become the ninth participating government, a role which belonged only to the metropolitan governments until Island territories became independent. PNG's delegation will be led by Foreign Relations Minister Sir Maori Kiki.

Secretary-General Fred Betham, of Western Samoa, completes his term of office in October and his successor is almost sure to be Dr Macu Salato, of Fiji, who has the backing of Australia, Fiji and New Zealand. Up to September 20 there had been no other nominations.

Who gets the plums in Fiji's transport pie?

From ROBERT KEITH-REID in Suva

Fiji taxi owners have a long-standing pet hate: U-drives, or if you prefer it, rental cars.

U-drives, they contend, take too much business that should rightfully be going to the taxis.

As a seeming afterthought they tend to add casually that it's a pity that most rental cars are owned by foreign companies.

Actually, it's the afterthought that is the real crux of the matter; the taxi men would like to be running big U-drive fleets themselves.

Hardly a session of the Fiji House of Representatives goes by without some backbench MP, usually of the Opposition, getting up to berate rental car barons on the taximen's behalf.

One such occasion was in March, 1971, when Mr Chirag Ali Shah, a veteran of the Opposition, National Federation Party, which makes a vote-catching point of worrying about the worries of taxi owners, rose to demand a select committee to "inquire into the grievances of the taxi owners of Fiji".

Were local people getting their "fair share" of the business Mr Shah wanted to know.

And, more to the point, to what extent had the transport industry in general and the rental and hire car trade in particular "fallen into the hands of expatriate firms or expatriate companies".

Answers to Mr Shah's queries have come 4½ years later with the publication of a select committee's report.

The information dug out by it was what everyone mostly knew already. The rental car business certainly is almost completely dominated by outside interests.

But who runs practically all Fiji's taxis and bus services? The committee's figures speak for themselves.

Of 514 U-drives being operated by 27 firms at the end of 1973, 308 were owned by five European firms; 173 were owned by 15 Indian proprietors; 12 by four Fijians; and 17 by joint Fijian-European or Fijian-Indian concerns.

Of 74 hire cars (rental cars including a driver) 50 were owned by seven Europeans; 18 by 13 Indians, and five by two joint venture concerns.

But if Indian transport operators

feel compelled to complain about European dominance of the U-drive business, other figures in the committee's report are presumably grounds for complaint by non-Indians.

Of 734 buses in service at the end of 1973, 670 were owned by 58 Indian firms; 20 by two Fijian companies, three by one European firm and 41 by a joint European-Indian company which has since reverted to 100 per cent Indian ownership.

Of 957 taxis in service at the end of 1973, 907 were owned by 664 Indian proprietors; 20 by 19 Fijians; six by five Europeans and 24 by seven other proprietors.

In view of the committee's terms of reference it might be thought that such figures could have caused Indian taxi owners some embarrassment.

The committee was asked to decide if existing legislation was adequate to "secure reasonable opportunity for local people of all communities to participate in the industry". And also if it was preventing monopolies "either local or expatriate in any sector or sectors" of it.

But if the taxi men feel embarrassment they have not shown any sign of it. In fact some were gratified by some of the committee's 147 recommendations.

One is that the Fiji Government should stop issuing any more U-drive car licences to foreign-controlled rental car companies, although those already established in Fiji should be allowed to keep the number they already have.

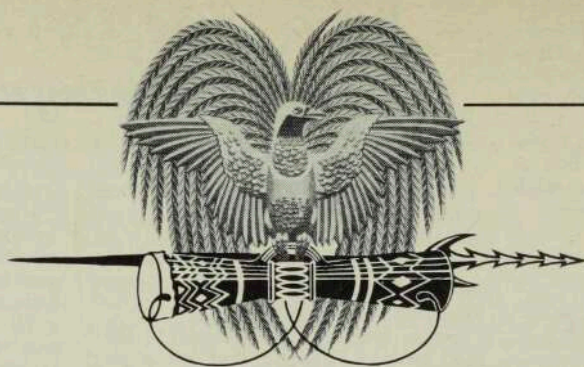
Licences for chauffeur-driven hire cars should be abolished since this type of rental car is merely "a dignified form of taxi", the committee says.

According to the committee, foreign involvement in transport has not harmed local interests so far. But the time has come when locals have acquired all the expertise from foreign operators they need to be able to run road transport fleets efficiently themselves.

The nine-man committee, including six members of the House of Representatives, is not entirely sympathetic to wailings from taxi owners. It suggests that the taxi industry should take a look at its own faults.

Taxi businesses would be much more efficient if taxis had two-way

Continued on p 94



"Papua New Guinea is now independent. The Constitution of the independent state of Papua New Guinea, under which all power rests with the people, is now in effect. We have at this point in time broken with our colonial past and we now stand as an independent nation in our own right. Let us unite with the Almighty God's guidance and help in working together for the future as a strong and free country."

—Proclamation of Independence by the Governor-General, Sir John Guise, September 16, 1975.

"Our task now is to find a way of life that suits our own people and at the same time will equip us to take our place in the world family of nations. From our rich resources and traditions, from shared experiences and varied skills, we will strive to create in our new nation a distinctive Papua New Guinea society. . . . As a united people we will achieve our goals, with the stability of our background to support us, and the richness of the earth to provide for us."

—From an Independence Day address by the Prime Minister, Mr Michael Somare.

**Papua New Guinea Office of Information
Port Moresby**

PRIME MINISTER SOMARE: CONCILIATION IS HIS STYLE



If Papua New Guinea Prime Minister Michael Somare's just-published autobiography does nothing else, it makes clear that the belief he has in conciliation, which has been so apparent in his handling of the many problems leading up to his country's independence, is a belief that is basic and deep-rooted in him.

Born into the Sana section of the Mat clan, in the Murik Lakes area of Papua New Guinea's Sepik, he was taught from a boy that his clan had "the magic of peace". Every clan had its own magic, and the magic of his clan was that it knew about peace, that it knew how to invite people" (because you couldn't win people by being angry with them).

"My people taught me that men are equal and should have equal opportunities", he writes in his autobiography, *Sana*. "Disputes can be solved by discussion, and decisions should be arrived at by consensus. A man must protect himself against evil attacks, but once he has publicly exposed his enemy he must not think of any further revenge.

"My people believed that almost any dispute could be settled by talk. They believed in reconciliation rather than retribution. Even in cases of witchcraft or suspected witchcraft it was considered wrong to retaliate. You defended yourself by exposing the evil-doer. Exposing his machinations to the public rendered him helpless".

Although born in Rabaul, where his father happened to be stationed

as a policeman, and where he lived for his first six years following his birth there in April 1936, Somare regards his home village as Karau, in the Sepik. Today he holds the Sana, the chiefly title of his clan, passed to him from his grandfather, via Michael Somare's own father, Somare, who died in 1972.

But that came much later, and meanwhile young Somare was to enjoy what he recalls as a pleasant, fairly carefree boyhood during the Japanese occupation of New Guinea.

He had been taken back to the Sepik by his father just before the Japanese struck in 1942, and when the Japanese eventually occupied the Murik Lakes, young Michael went to a Japanese school for nine months or a year (he can't recall exactly). It was his first schooling, and he enjoyed it, and he enjoyed the Japanese schoolmaster. The Japanese in that area were a good lot, he recalls, who respected local women and didn't plunder the food gardens.

The local people were sorry to see them forced out by the advancing Australians, and when they did go there was no more schooling for young Michael for some time, for

Michael Somare wearing "yamdar" decoration during his clan initiation in the Sepik in 1973. He believed it was "essential to establish my identity at home and that I receive the wisdom and strength that my elders were willing to pass on to me from my forefathers".

Australia didn't provide a school in his area. This was the time when Australia was picking up the pieces after the war and many areas suffered serious neglect, to the lasting detriment of Australia's reputation.

When the young Michael finally went to school again at Boram, then Dregerhafen, he was obviously a bright student, if inclined to be talkative, and was in time selected for a 12-month teacher-training course at Sogeri, near Port Moresby. This was followed by his first school-teaching job in New Ireland, then over the next few years in the Sepik and Madang.

The turning point in his life came in 1961 when he was selected for a crash course in political education in Port Moresby so that he and other young teachers could explain to local populations the election procedures of the PNG Legislative council.

It made him politically aware, and when, after another stint at teaching, he became an announcer-reporter with the Administration-run Radio Wewak, seconded from the PNG Education Department, he found an outlet for his growing interest in the policies and methods of colonial government.

He was finally and irrevocably

PIM's editor, Stuart Inder, reviews Sana, the autobiography of Michael Somare, published in September by Niugini Press, Port Moresby, our copy from Jacaranda Press, 20 Falcon Street, Crows Nest, Sydney, price \$4.95.

Whatever your irrigation problem, the answer is in here!

There are two ways you can get the benefit of Dunlop/IBC's 86 years of experience in irrigation for all types of country: send for this free booklet, prepared by our irrigation experts; or call your local Dunlop/IBC branch, and speak to the experts yourself! Either way you'll benefit from the advice and assistance of a company that's long been leader in irrigation. With Australia's largest range of pumping, water handling, and water conditioning equipment. Post the coupon now. Or call. The sooner you do, the quicker you'll reap the benefit.



FREE 12 page booklet from:



send me free Irrigation Booklet

NAME:

ADDRESS:

Indicate if for school project ☐

QLD.: Dunlop/IBC Ltd.,
Station Road, Yeerongpilly,
4105. Phone 40 9011.

VIC.: 795 Springvale Road,
Mulgrave, 3170. Phone
560 6222.

S.A.: 98 Churchill Road,
Prospect, 5082. Phone 44 6944.

N.S.W. Distributors: Flexhide
Pty. Ltd., 536 Botany Road,
Alexandria, 2015. Phone
699 8444.
990-994 Hunter Street,
Newcastle, 2302. Phone
69 1688.

TAS.: J.S.W. Products,
186 Charles Street,
Launceston, 7250. Phone
25 312.

W.A.: Westralian Farmers
Co-Op. Ltd., Railway Parade,
Bassendean, 6054. Phone
79 1671.

LBQ 1717

activated the day that the then Minister for Territories, Mr C. E. Barnes, froze the salary scales paid to local public servants (that is, black public servants). It had been decided by Australia that PNG should operate on a salary structure the emerging national government could afford in the future. From then onwards, those given new appointments as local public servants were to receive salaries about half of those currently being paid to expatriates for the same job.

"This new rule angered all of us", he writes. "There was probably no other single issue that made Papua New Guineans more aware of the injustices of colonialism".

He comments:

"I knew that some expatriates were making a lot of money in our country. But they paid their employees poorly. In all towns Europeans reserved the best land for themselves in so-called 'high covenant' areas. Papua New Guineans were isolated in their poorly built compounds. With the new salary scheme it became practically impossible for any Papua New Guinean to move into one of the more comfortable houses.

"I was on the old public service salary and was therefore able to live in a good flat. But when the salary adjustment came, those who were employed after me, and who were often better educated than I, found it impossible to afford this kind of accommodation. I did not think this was good enough. I became angrier and angrier and spoke out very loudly at that time.

"The government did not like it at all, and I became very unpopular with them. My boss wrote several letters of complaint to Port Moresby. He said that each time I read the news there were political overtones to it. This was correct, of course, but I did not think that, at that time, the history of our country, a civil servant should keep out of politics". His sense of anger grew after he was sent to the Administrative College in Port Moresby to do a matriculation course, for there he met many like-minded Papua New Guineans such as Albert Maori Kiki, Avera Rea, Jack Karakuru and Ebiaewale (who was president of the Students Representative Council at the Port Moresby Teachers' College). More records that at the college they had the advantage of "some outstanding teachers", such as David Kenoweth, "Tos" Barnett, Cecil Mel and Ted Wolfers, to whom, he says "all of us owe a great deal". There, the like-minded people formed The Bully Beef Club, an in-

THAT SPECIAL TOUCH

A continuing theme in Prime Minister Michael Somare's autobiography is his regard for the country's artistic heritage. He tells how on one occasion he gave an angry dressing down to a missionary who destroyed an artifact. He said some Murik villages had been completely pillaged, their festivals had ceased, their initiations discontinued, their sacred works of art, burnt or stolen or sold. He said he had consistently encouraged elders to keep up the ceremonies, to protect and preserve PNG's heritage.

"We do not wish to become a nation of black Australians. Only if we learn to understand the value of cultures will we be able to bring to the task of modern nation building that special touch that will allow us to build a unique country".

formal study group to inform themselves on political affairs.

That early group made Albert's house (he is now Sir Maori Kiki, PNG Minister for Foreign Affairs) the breeding ground for politics.

"Sometimes we were late for classes because we had spent the whole night arguing", he admits. "Often we did not finish our assignments".

The "Special Branch"—that rather inept organisation sponsored by the Australian Government which had the job of keeping an eye on potential trouble-makers, took an interest in their affairs.

"There were very few educated Papua New Guineans then", he recalls. "Only a few of us could see and understand what was actually happening, and it was our duty to tell the people".

So back in Wewak again on his radio job he continued, deliberately, to speak up against what he regarded as injustice and to be heartily involved in union affairs, until his departmental chief decided to bring him back to Port Moresby, where they could "keep an eye on him". So they "promoted him" to a new headquarters position, which under the new salary scale actually meant he had to take a salary cut!

He says now that in more ways than one it was the best thing they could have done for him. He found himself in Port Moresby, in the

centre of political activity, at a time that the first PNG House of Assembly was on the boil and elections for the Second Assembly of 1968 were not far off.

He was soon up to his neck in politics, became one of the founders of the Pangu Party on June 13, 1967, and stood for his Sepik district on the Pangu ticket for the 1968 Assembly, campaigning boldly for early self-government. He took his seat after a poll count which put him far ahead of his nearest rivals.

There is fascinating material in the autobiography on how the small group of Pangu party members laid the foundations in that second Assembly for the success they had in forming a government at the beginning of the third House in 1972. Pangu members rejected posts as assistant ministers, which they could have had, because they believed their long-term future lay in forming an effective opposition.

He gives us a detailed account of how, after the 1972 elections, he worked to form what is still today the National Coalition Government, and the first Independence government. He was unopposed in the 1972 poll.

"When I look back on the formation of the National Coalition", he writes, "it seems that the one thing that worked significantly in our favour was the United Party's overconfidence that they would form the government, and their comparative inactivity in lobbying additional support".

Pangu, despite its small numbers after the votes were counted, refused to concede the elections to the United Party and went out to enlist sympathisers and to commit the yet uncommitted. It attracted the Mataungans, the People's Progress Party and Dr Guise's independents and put together a saleable package.

This autobiography indeed reveals that one of Somare's strengths has been his respect for priorities and for the grass roots of the problem. Despite what might appear to be overwhelming odds he refuses to give up, and pushes through; if he can't tackle the problem head-on he works it around the edges, using the old Sana magic!

Although the new Prime Minister takes his story almost up to the present he does not give us the whole picture. There are some significant omissions. There are also signs of haste in the production of the final chapters (not really surprising considering the number of political problems he has had to deal with without having to produce an autobiography

on the side!) But his omissions are clearly not due to haste: there are some secrets he obviously intends to keep to himself in the present political climate.

He does not hesitate to praise former Australian High Commissioner Les Johnson, or Rev Percy Chatterton ("the expatriate member who was always ready to give us warm and intelligent support in the House . . . it will be a long time before people in this country forget Percy Chatterton, and I will always feel warm towards him"). There is nothing politically difficult about saying that now, but what are his feelings about Sir John Guise, now the Governor-General, and John Kaputin, the Justice Minister he sacked, and people like Leo Hannett, and Father John Momis (who "had always preached national unity").

It would be interesting to know, for instance, whether Sir John Guise was created Governor-General as a result of a secret deal between Mr Somare and Dr Guise more than 12 months ago, which is what has been suggested elsewhere.

But these relationships are obviously too recent and too close; they are continuing relationships, and

Prime Minister Somare has too much political sense to unburden himself in public on matters like these.

Presumably, we will have to wait until the Prime Minister becomes the elder statesman, and we can read his memoirs.

But, meanwhile, what does Papua New Guinea's new Prime Minister think of the future, and the immediate political past? Here it is, in one of the last chapters of his most readable book:

"The conflicts and tensions between various groups, sometimes moving them to the brink of secession, have been one of our most difficult problems. Like most other third world countries that have thrown off colonial rule and been faced with the problem of forging numerous language groups and cultural traditions into one nation state, we are faced with two options.

"We could create an all-powerful central government and force dissident groups to fall into line, using force if necessary. Our other option is to adopt a tolerant attitude towards local interests and to recognise the existing variety of patterns.

"The first alternative is relatively easy for a government willing to rely

on force. But it is highly undesirable because it means imposing on the people a way of life based on some abstract ideology that is alien to them. The government would necessarily remain remote from the people.

"The second alternative is far more difficult, but it is the only way possible for this country. It is a difficult way because the central government may often appear weak. It puts the central government into the awkward position of having to arbitrate constantly between different local interest groups and between different regions of the country.

"It involves the danger that, if the government cannot resolve the issues and local pressure groups become too strong, the country could fall apart. However, it is the wise way to take and the one congenial to our own conditions. It allows the government to decentralise many of its powers. It enables people in the villages to make decisions on issues that are going to affect their lives directly. It allows for a good deal of experimentation with local government structures, and the government is in a position to accept and support patterns of village government alternative to the Australian-introduced council system".

Do you want to do business in New Zealand?

Ask the bank which has 40% of the banking business in New Zealand

The BNZ can give you full information on buying or selling in New Zealand and overseas. Full information on investment, movement of money, transfers of dividends etc., is also readily available.

There are offices everywhere, more than 400 in fact. Whatever your financial or trade needs, the BNZ can help you.



Bank of New Zealand

Wellington - International Division, Box 2392.

Sydney - GPO Box 507, Sydney, N.S.W. 2001.

Melbourne - GPO Box 528E, Melbourne, Vic. 3001.

Tokyo - Mr G. Scott, Bank of New Zealand Representative Office, Japan, Suite 240, New Tokyo Bldg, 3-1, 3-Chrome, Marunouchi, Chiyoda-ku, Tokyo 100.

Singapore - Mr R. F. Warren, Bank of New Zealand Representative Office, South East Asia, 4th Floor, Ramayana Bldg, 45/47D, Robinson Rd, Singapore.

London - PO Box 402, London EC4.

Fiji - 25 Victoria Parade. Also at Labasa, Lautoka, Nadi, Sigatoka, Ba.

New nation searches for its identity

From LEE MCKENZIE in
Port Moresby



A line-up of national dress "ideas" at the competition.

It pays to be choosy when only the best will do. That goes double for Papua New Guinea searching along many different roads for a national identity and the marks of unity. Its readers think a new name, a national anthem and a national dress will help.

Which is one reason why the National Broadcasting Commission's audience has been bombarded for weeks with the five "finalists" in the national anthem competition.

This daily airing was not a good idea. Comment was unfavourable. Funereal and depressing, "missionary hymns", "colonial and dull", "un-Melanesian" were some of the criticisms. The judges retorted, "These anthems need to be played and understood overseas, it's no good using instruments native only to PNG," to justify their choices. "Would the French translate their Marseillaise?" queried one critic. The "forlorn five" in a poor second to the widely-known and used song Papua.

Anyone who heard the broadcast from the South Pacific Games in Guam featuring the PNG women's basketball team's lusty, proud rendition of Papua, would stick to this as a "winner".

Despite its strong Papuan flavour, national theme could be added with several language versions.

So PNG's anthem competition appears to have suffered the same fate as the Australian brave try—to remain dormant, if not moribund.

That old perennial showed up, a new name for that unwieldy inheritance "Papua New Guinea". Since the 60s names like Pagini and Para-

disea have been bandied about. The ruling political party grabbed one contender, "Pangu", first.

One loyal public servant proposed "Somare" after Mr Somare. His idea was rubbished as too like Somaliland or smacking of dictatorships. So the old handle stuck for the time being.

The government was not downhearted and pursued their policy of fostering unity and national pride in a national dress competition, organised by the YWCA.

Then Chief Minister Michael Somare, in tailored "lap-lap", collarless shirt and leather sandals told the audience before presenting the prizes that "our people when overseas look like second-rate Australians".

The winner, second and third place-getters were pictured next day in the Post-Courier. It was refreshing to see

Visitors' rules

Busameng village near Salamaua in Papua New Guinea, which for years has encouraged tourism, is getting worried about the intrusion of visitors. So village leaders have drawn up a set of rules to counter the situation.

Under the rules, presents of beer and spirits to the villagers are banned, photographs cannot be taken without permission, and any visitor who strays from the clearly-defined walking paths will be reported as a trespasser.

the new Police Commissioner Pious Kerepia from Buka, Bougainville, in second place wearing handsome civilian gear.

Then seven prominent women protested that they would not accept the official dress. It was "a Samoan-Fiji design", they said. Mrs Dawa Lynch, a member of the Public Service Board said, that, now, "we'll look like second South Pacific Islanders".

The group wore their version of national dress for press pictures. Their clothes were just as suitable and attractive to the bemused readers. However, the uniform fashion in PNG is the ubiquitous T-shirt and skirt or jeans!

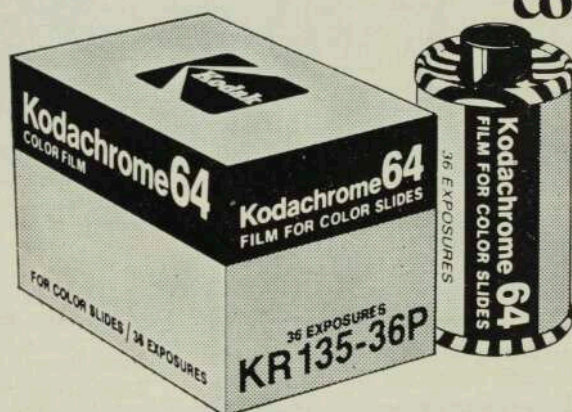
A mercifully shortlived Independence Song competition saturated the sound waves in a last gasp venture a fortnight before September 16. Although normally faithful to national radio, which has proved a matchless disseminator of facts and fancy, listeners began switching to short wave.

"Bring back our pops", screamed the kids. These songs reminded some sufferers of television commercials in their repetition and penetrating effect.

What a relief to enter the tranquil aftermath of independence. The citizens can concentrate on Find the Ball, free from the urgent decision-making which ruffled their daily lives.

The odd missing pieces will, no doubt, fall into place by a process of natural selection, once the "competition fever" has subsided.

Tried the new Kodak film yet? **Kodachrome 64** color slide film*



This new film has a new emulsion that will give you bright greens, reds and blues. In addition you have the flexibility of a fast film rating (ASA 64) to help you take good color shots even under dull or difficult light conditions. Try it soon and see the difference for yourself. It's in the familiar yellow box, at your local island photo dealer.



KODAK (Australasia) PTY. LTD.

Ask for Kodachrome 64 film-the slide improver

*Available in sizes to fit 135, 126 and 110 size cameras.

"Kodak" and "Kodachrome" are registered trademarks of KODAK (Australasia) PTY. LTD.

K61 4948

Meanwhile . . . in other Islands

GEIC GOVERNOR HITS AT BRITAIN

The Governor of the Gilbert and Ellice Islands, Mr John Hilary Smith, recently brought a touch of realism to the, so-far, rather one-sided argument about self-government for the Banabans on Ocean Island. At a press conference in London he lashed out at his employer, the UK Government, for failing to attempt a refutation of the Banabans' arguments.

Mr Smith, setting the record straight, confessed he was on the side of the GEIC administration in the argument. And he said in plain words that he did not think Ocean Island had much of a future once the phosphate was mined in the next two or three years.

Once all the phosphate was mined, Ocean Island would be uninhabitable, he said. "There was no water; water had to be shipped in by British phosphate Commission ships. There was no anchorage, and the GEIC administration could never afford to maintain ship moorings.

"In fact, it is rather miserable", he said. There was no water; water had to be shipped in, but about 100 of the Banabans had left. They could not get out fast enough".

Mr Smith explained that the Banabans did very nicely out of royalties from Ocean Island phosphate. They personally received 15 per cent of phosphate proceeds, plus land rents and tonnage royalties.

Out of the latest budget of \$19 million for the GEIC, \$15 million is to come from phosphate revenue. The GEIC expects to get \$50 million from phosphate in the next two years before deposits are exhausted. If the Banabans got that money, the rest of the GEIC people would suffer great hardship.

Mr Ted Rowlands, Under-Secretary of State at the Foreign and Commonwealth Office, was in the GEIC in September. But his government is carefully keeping out of the argument, leaving any independence question solely one for the GEIC Government, which has rejected the Banabans' claim.

The second phase in the multi-million dollar action brought by the Banabans against the British Phosphate Commissioners is expected to start in the High Court in London

in November before Mr Justice Megarry.

Mr Justice Megarry has heard evidence and addresses on the first claim, for between \$5 million and \$10 million, sought by the Banabans, who alleged that the BPC on Ocean Island, failed to replant mined land, and mined unleased land.

He then adjourned the hearing so that he could visit Ocean Island. This was on the 66th day of the hearing.

The suggestion that the judge visit the island was first proposed in April, but was opposed by the BPC and the British Government, on the grounds that the advantage would be outweighed by the disadvantage in costs (estimated at about \$400,000) and delay to the hearing. The judge may also visit Rabi Island in Fiji where the Banabans were resettled.

HAPPY DAYS FOR NORFOLK?

The Royal Commission, which is being conducted by Australian judge Sir John Nimmo into the future status of Norfolk Island, is unearthing an assortment of facts, many unconnected. One hints that the island may have a prosperous future; that it is sitting on a tremendous reservoir of fresh water and that there may be oil in sedimentary beds off the east coast.

A witness, retired oil engineer Mr Gordon C. Duvall, of Cascade, told Sir John that near sea-level there appeared to be a thick, water-saturated zone holding very considerable quantities of fresh water. The amount had not been calculated, but 64 inches of rain recorded in 1974 would produce thousands of millions of gallons of fresh water. Mr Duvall, who also said there could be oil in sedimentary beds off the island's east coast, added that Norfolk had been part of the continent of Gondawana-land, which existed 200 million years ago but broke up.

Another fact which emerged was the "completely intolerable" tax burden being carried by Burns Philp according to the company's financial adviser, Mr H. L. Thomas, who said the amount of tax demanded from the firm jeopardised the future of its trading activities on the island.

Because of various taxes stemming from the 1973 Income Tax Act,

Burns Philp was assessed at 82.6 per cent of its profit from its island trading in 1973, 75.4 per cent in 1974 and the 1975 assessment would be more than 70 per cent.

After tracing the history of the company on the island, since its ships first started trading there in 1895, Mr Thomas said representations to the Taxation Department had drawn the comment that the company was an unfortunate casualty of an act designed to plug a loophole exploited by other companies.

Mr Thomas also said the Taxation Department has not taken advantage of its powers of discretion, except to make the company pay the highest possible taxation. The Australian company tax of 45 per cent (reduced to 42½ per cent in the latest budget) made a reasonable profit doubtful. There was also a withholding tax of 30 per cent from any dividends paid.

That Norfolk Island, with local self-government, would best be served by remaining a territory of Australia, was the view of the retiring Administrator, Air-Commodore E. T. Pickerd.

Air-Commodore Pickerd, wearing his "private" hat, said in evidence that the present constitutional relationship with Australia should be preserved, but modified to provide for a Norfolk Island Executive Council. That council would administer the island for the Australian Government. There was a need for evolutionary change to meet current social and economic conditions for the next decade.

At present, Norfolk Island was experiencing dynamic changes in most facets covered by the commission's terms of reference. Some of those changes would need to be developed, others accommodated and many needed to be stilled. But all should be subject to codified control, preferably by local legislation, Air-Commodore Pickerd said.

● *The Royal Commission expects to hear evidence from a number of Australian Government departments and about 20 private individuals and organisations at a sitting scheduled to start in Canberra early in October.*

Late in August, the Royal Commissioner and his staff, left Norfolk Island for about 10 weeks. Transcripts of evidence given in Canberra will be flown to Norfolk Island. Sir John Nimmo will probably return to Norfolk Island later this year to hear further evidence.



**Why not give them
Instant Sunshine Milk?**

It dissolves in seconds to
make rich, creamy milk that
has essential vitamins A & D,
plus Calcium~just like fresh milk

**Instant Sunshine
dissolves in seconds**

Nestlé



NLS6769PIM

'GHOST' WALKS IN PAGO PAGO

From FELISE VA'A in Pago Pago

On October 19, 1974, NBC-TV telecast a programme on American Samoa as part of its new "Weekend" series. According to many witnesses, who viewed the programme here, the programme tended to derogate the status of the territory as well as Governor John Haydon, who left American Samoa in October, 1974.

Whether NBC deliberately planned to slander the governor and his administration, as Governor Haydon maintained in a subsequent complaint to the National News Council of the United States, is, as the council put it, a moot point.

In its written decision regarding the governor's complaint, the council stated: "We do not find or imply that Governor Haydon's administration of Samoa, or the entire American presence there, has been beneficial, or otherwise. There are clearly various opinions on both questions".

However, the council found sufficient evidence to conclude that the "distortions and misrepresentations (in the NBC programme) go well beyond any that could be justified under the rubric of robust journalism".

And to that extent the council found that Governor Haydon's complaint against the programme was justified.

In his complaint to the council, Haydon claimed the NBC film was viciously slanted and untrue.

The film's "consistent and deliberate use of erroneous material makes it appear obvious that the producer and NBC came to American Samoa to make a film that would be controversial and would serve to give their new 'Weekend' series a good kickoff", Mr Haydon said.

As a result of the complaint, the council viewed the controversial film and held a public hearing at which expert testimony was taken from the famed anthropologist on Samoa, Dr Margaret Mead, and from many other government and ex-government officials who had worked in American Samoa.

Then it came out with a decision stating that "a television producer is not required, in producing a documentary, to meet the test of absolute fairness".

"Under the principles of free

speech, the council believes he is entitled to very considerable latitude in determining which facts he will stress and which he will play down or totally ignore", the decision stated. "The result may not be altogether fair, balanced or dispassionate, but the disadvantages of what is often described as robust journalism are surely preferable to any attempt to suggest a standard that is probably unattainable in any case.

"We must, and do, have confidence that a free interplay of biased views is likelier to produce effective guidance than a determined effort to compel adherence to a highly hypothetical objectivity", the decision stated.

The council, however, was of the opinion that "while great latitude must be accorded to television producers . . . that is not to say that there is not, or ought not to be, a limit to the degree of distortion and misrepresentation that a producer can indulge in".

The council was of the firm belief that the NBC documentary on Samoa "clearly exceeds that limit".

One of the major instances of misrepresentation pointed out by the council involved a comparison of American Samoa and Western Samoa.

Western Samoa, the council decision states, "has 10 times the area, and is capable of sustaining itself economically".

"Political and economic solutions perfectly suited to Western Samoa are simply not applicable to American Samoa, according to expert after expert, and the documentary's clear implication to the contrary is seriously misleading", the decision stated.

The council pointed out that it was not the comparison with Western Samoa or any other single assertion in the documentary that led to the conclusion. It was the overall effect of a series of distortions and misrepresentations in the production, writing and editing, "effectively contradicted by impressive witnesses".

NBC declined an invitation from the council to take part in the public hearing. Its reply was: "NBC News is interested in maintaining standards of fairness and objectivity; but NBC News does not believe that any purpose is served by debating comments such as those made by Mr Haydon except before the Federal Communications Commission, to which NBC, as a licensee, is accountable".

Though it is now a year since he left the territory, John Haydon's ghost still haunts the place.

TIME-TABLE FOR SOLOMONS 'DAY'

The Solomon Islands government has drawn up a tentative time-table which will lead to independence in July or August, 1977. First step is internal self-government on November 1, followed by a general election about the middle of 1976. This will be followed by a constitutional conference in London, attended by members of the Legislative Assembly, about November, 1976.

The Legislative Assembly has set up a constitutional committee to settle details of the government when the country becomes independent. (See earlier report, page 37). The committee will aim at planning the "best kind of national government to suit the country" and be accepted by the Solomon Islanders; how to guarantee powers to local councils, and how best to smooth the path to independence. The constitution is expected to reflect traditional values, and say how to protect the country against individual or group monopoly of power.

Not everyone is in favour of a general election about mid-1976. During the August session of the Legislative Assembly, Mr Ashley Wickham moved that a general election be held within five months. He claimed the people had lost confidence in the government; some in the public service were disillusioned and were resigning.

Although the people generally accepted the idea of self-government, they feared independence and would not accept it. The government should go to the people.

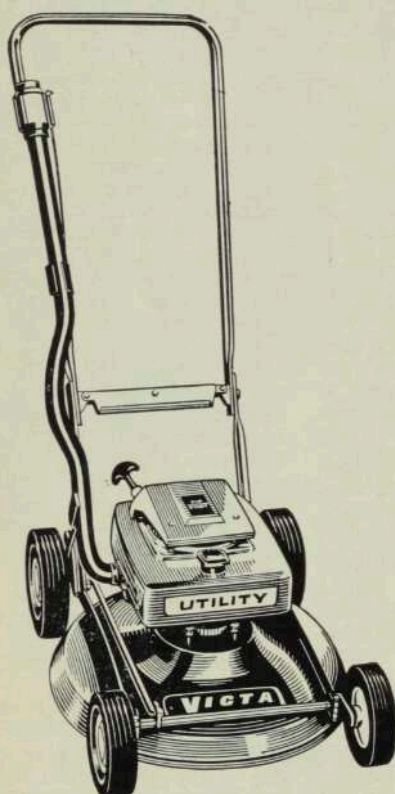
Another difficulty ahead of the government is in the Western District, which has threatened to fly its own flag if the government approves the present design. The Western Council, meeting at Gizo, described the frigate bird and the golden chain design as meaningless, and not a true picture of the Solomons.

The councillors preferred a design by a schoolboy, Eddie Daiding. This showed six stars for the six councils, and the Solomons coat of arms for the four districts. The coat of arms truly showed the background and cultures of all the Solomons people, they argued.

Meanwhile, despite a visit from Bougainville's leading secessionists, Mr Mamaloni and his government maintain a strict neutrality, the Chief Minister having, reportedly said he left it to Somare and Bougainville.

VICTA

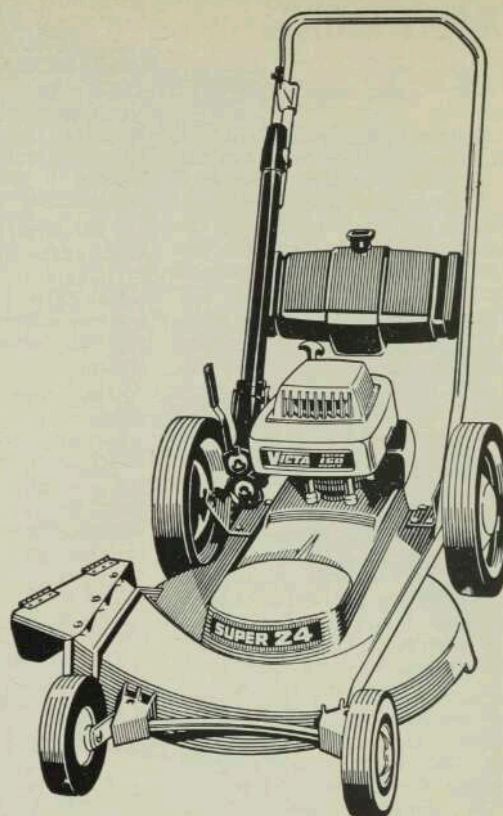
URNS GRASS INTO LAWN



UTILITY 160

**THE "WORK HORSE" OF THE
VICTA RANGE**

A tough but lightweight mower without grasscatcher, a model designed to do a superb grasscutting job—on meadows full of weeds or on a fine lawn. It cuts close up to trees and fences and is the lightest Victa mower of all to use. Available with either a 125 c.c. Victa 2-stroke engine or with the Victa 160 c.c. 2-stroke engine—Folding handle and single-lever simultaneous height adjustment are other features that make this lowest priced VICTA a popular mower.



SUPER 24

**THE BIG MOWER FOR
BIG AREAS**

The big mower from Victa. It takes a full 61 cm wide bite into and cuts a smooth swath over large expanses of grass. It is the mower for municipal parks and gardens, sports grounds, road-side growth control as well as home owners with large areas of land. The lightweight construction of the mower makes it easy to manoeuvre and the giant rear wheels ride rough ground effortlessly. Two free-swinging blades on the cutting disc absorb shock when hard objects are encountered.

zip up & away
with VICTA

EXODUS FROM THE SOLOMONS

Coming independence in the Solomon Islands and a wish to get a better education for their children, are the main reasons behind an exodus of Chinese from the country. About 200 have left in the last four years, and another 60 are preparing to go. Most of the Chinese go to relatives in Australia, Canada and the US. Mr Stephen Yee, chairman of the Chinese Association said other reasons were a lack of benefits for elderly people, strong competition from local business and the attitude of some Solomon Islanders to Chinese people. "Politically, it is not very favourable for Chinese people here," he said.

Mr Yee, however, was at odds with the Solomons Chinese Association, which said it had full confidence in the government. The association felt sure there would be many Chinese remaining, who would continue to be loyal to the Solomons. It was true that Chinese had been discredited and discriminated against in some ways, but they had continued to help in developing the country.

The association wants to establish closer relationships and better understanding with the government and all sections of the community.

Statements made by some Chinese as individuals had been misinterpreted and had misled the public, the association said.

The Permanent Secretary for Education and Cultural Affairs, Mr Francis Bugotu, commenting on allegations about discrimination against Chinese in the schools, said the education opportunities were the same for all Solomon Islanders.

BIG JOB FOR MR. DU BOULAY

Mr Roger du Boulay, British Resident Commissioner in the New Hebrides, has been appointed the Queen's Vice-Marshall of the Diplomatic Corps, responsible for the organisation and smooth running of the Court of St James. At the same time he will be in charge of the protocol and ceremonial department of the Foreign and Commonwealth Office, which deals with all matters of protocol and ceremonial connected with royal matters and royal visits, and with the privileges and immunities of the Diplomatic Corps. This department also deals with the organisation of ministerial conferences in Britain, and all visits abroad by British ministers.



Temaeva, winner of the cup for the best dance group.—Photo: Al Prince.

TAHITI'S FETE SHINES AGAIN

TAHITI'S annual fete, according to one analysis, has finally found its proper place once again after having suffered a bad name in recent years, with its prestige sinking to nothing more than a drinking bout and hardly anyone caring.

And, in August, with all the outrigger canoes back in their districts, the flower leis wilting in the sun and the grass skirts used in the dance competition up for sale, there was time to take a more unemotional look at this year's fete. Although there were some complaints that the top prizes for the dancing and singing competition continue to be shared by only two groups, there was general agreement that this year's programme was tops in the quality and quantity of competition.

But a fete costs a lot of money to stage. And with Tahiti worried about world inflation in general and the prospects of its first fiscal budget deficit, it is interesting to note that the Tahiti Tourist Development Board (the government office of tourism) spent 26 million French Pacific francs on this year's fete.

According to Alec Ata, director of the tourist board, this represents about 10 per cent of the board's 268 million-franc-budget. And in addition to the 26 million francs spent on Tahiti's fete, another 1.2 million was spent on fete programmes in the Leeward Islands of Bora Bora, Raiatea and Taiaa.

A week after the regular fete was over, Hotel Tahiti Travelodge and La Caravane de Bonheur, a sports association, held a mini-fete, offering a two-day, condensed version of the regular fete. This turned out to be so successful that the hotel announced it plans to make this an annual event.

Meanwhile, Ata announced that the Tahiti Tourist Development Board is now working on plans to hold a South Pacific dance festival in Tahiti next April, hoping that such a spectacle will attract a substantial number of tourists to help beef up what is normally a bad month for tourism here. The tentative plans call for bringing dance groups from the Solomons, Fiji, Bali, the Philippines, Peru and Brazil. But as Ata noted, "Many difficulties lie ahead".



Feel Free. Mix BACARDI rum any way you want.

BACARDI and the Bat Device are registered trademarks of Bacardi and Company Limited. BAC 4924/75

**CONGRATULATION And BEST WISHES
To The People Of Papua New Guinea
On The Occasion
Of The Proclamation Of Independence**

We are conducting exploration and researches in prospecting of oil and gas. We expect to contribute greatly toward the prosperity of you and your country through this enterprise.

PNG PETROLEUM CO., LTD.

No. 11 MORI BUILDING, 11 AKEFUNECHO, SHIBA-NISHIKUBO, MINATO-KU, TOKYO, JAPAN

P.N.G. PETROLEUM PTY., LTD.

BOROKO SQUASH ARCADE, HUBERT MURRAY HIGHWAY, BOROKO, PAPUA, NEW GUINEA



Tropicalities

Rich soak the poor

"A classic example of the rich people getting richer at the expense of the poor people," said Micronesia Congressman Herman R. Guerrero in Saipan around the middle of August.

But the congressman wasn't talking about money. He was talking about water, lots of it, which, he said, was flooding the houses of the people on Saipan.

He blamed the new, luxurious Continental Hotel for the flood, alleging that in the current rainy season rainwater was flowing from the hotel's car-park and into the houses on a nearby estate.

Mr Guerrero said the water collected on the hotel roof and then ran off on to the car-park. There had never been similar flooding before the hotel was built.

Another hotel, the Inter-Continental, which is nearing completion nearby, might cause more flooding, the congressman suggested and complained, "While the rich owners of the Continental Hotel are sitting high and dry, its neighbouring poor are suffering, low and wet".

Artist gives PNG 'the bird'

An Australian artist producing a bird of paradise fountain for Papua New Guinea Independence cut his working design into pieces and freighted the pieces to Brisbane towards the end of August.

His action was the climax to a controversy which arose because an Australian instead of a Papua New Guinea national was designing the fountain. The artist, Mr Hal Holman, of Port Moresby, said "I've cut up the bird with a hacksaw. He's dead, and wrapped up in an eight-foot bundle, and as far as Papua New Guinea is concerned he stays dead and finished".

Mr Holman plans eventually to

reassemble the design model, which has already been exhibited in Port Moresby, and will attempt to attract interest from tourist and civic authorities in Queensland.

He said "a great fuss" was made of the fact that Papua New Guinea was the home of the bird of paradise, but Queensland had two species of its own. For that reason he believed there would be Queensland interest in his design.

Mr Holman, who formerly worked for the PNG Government, initiated the idea of the fountain and submitted his plan to Cabinet which approved the design, and at least \$40,000 towards the cost was promised in public support—mainly from the PNG Chinese community.

The final design was to have been in bronze or stainless steel, 35 ft high, and with streams of water lit from below forming the bird's plumes.

Mr Holman said the project had ground to a halt because of the public controversy and because of some "white-inspired jealousies".

Song and dance in the Cooks

The 10th anniversary of self-government in the Cook Islands was a gay affair, particularly in Rarotonga which was crowded with visitors. A clean town, if you can call the business centre a town, gardens and orchards in full bloom provided an appropriate backdrop.

There was a week of song and dance. Teams from the various islands competed for two major prizes—the Duke of Edinburgh Cup for the outright winner of the High School events and the Air-NZ Trophy for the winner of the senior events. Tereora College won the Duke's cup, and Manihiki Island the Air-NZ trophy.

The Cook Islands National Art Theatre, formed in 1969, played a dominant role in the celebrations. It worked with the various clubs, encouraging them to perform traditional numbers of a high standard. The efforts of the performers, and the reception given them by the big crowds, left no doubt that CINAT has done a remarkable job since its formation.

Fiji model of independence

A film on Fiji's independence celebrations in 1970, which has been screened in many countries, helped to allay the fears of Papuans that independence for Papua New Guinea would bring war between expatriates, Papuans and New Guineans.

After the film had been shown in Port Moresby and in many villages, a Central District Government liaison officer, Mrs Rosa Lailai said the people had been very surprised to see that Independence Day was a time of festival and celebration, and not war.

"Many villagers had thought that there would be a big fight to chase all the expatriates away to gain independence," Mrs Lailai said.

"The people have told me that Miss Josephine Abaijah had said this sort of thing to them. However, they were very pleased to see Fiji's independence film showing people of different races, religions and cultures taking part in the celebrations together.

"It has taken away many of the people's doubts and fears about independence."

French VIP visitor soon

The French Ambassador to Australia visited New Caledonia late July and called the Noumea press together to tell them that relations between France and Australia are now excellent, after the nuclear protest era.

The ambassador, H. E. M. Treca, took up his Canberra post only two months previously and was on his way to Paris where he was expected to discuss plans for French Prime Minister Jacques Chirac to visit the South Pacific in November.

Mr Treca emphasised that a "page has been turned" and that trade between France and Australia is increasing considerably. The ambassador felt Caledonian tourist revenue could be improved if less expensive accommodation was available for



Modern Science can do Wonders for Your Skin

The beauty of your skin really begins down under the surface, where the tiny oil and moisture glands maintain a fine balance by releasing just the right amounts of natural fluids to nurture the complexion and keep it soft, supple and always with a youthful, radiant glow.

Early in life, nature supplies these vital secretions in abundance. But with the passing years they slow down, and the complexion thirsts for oil and moisture to supplement the dwindling natural supplies. Without them the skin will soon lose its plumpness and resilience as tiny lines and other tell tale signs of age make a premature appearance.

Beauty secrets revealed

Cosmetic chemists formulated a tropically moist oil blend with the remarkable ability to assist nature, by supplying never failing quantities of vital oil and moisture to the skin. This important scientific breakthrough is helping women all over the world achieve and maintain a youthfully smooth and radiant complexion. The unique beautifying fluid is available from pharmacies here as Oil of Ulan. It quickly penetrates into the surface layer of the skin and merges readily with the natural fluids, achieving the level necessary to maintain a soft, naturally beautiful complexion.

To keep your complexion smooth and radiant, generously apply a film of Oil of Ulan over your face and neck every day. It is helpful to every type of complexion because as well as maintaining a balanced level of vital oils and moisture it also sets up an invisible film on the skin surface to protect against harsh weather elements and the dehydrating effects of artificial air-conditioning. Used as you would a make-up base, Oil of Ulan moist oil blend not only beautifies and helps protect the skin against wrinkle dryness, but ensures that your make-up smooths on easily and stays soft and matt. Stroked on again at night, paying special attention to the neck and chin line Oil of Ulan will nurture the skin all through the night while you sleep.

Skin care experts advise

Every time you laugh, squint, grimace or smile, you stretch the delicate skin around your eyes. Therefore this area is particularly prone to lines and wrinkle dryness and needs the gentle care of Oil of Ulan. This moist oil blend should be gently fingerprinted on, in an anti-clockwise motion starting from beneath the eyes and extended onto the temples. Oil of Ulan gently penetrates and helps restore the delicate oil and moisture balance which keeps the skin soft and beautifully smooth.

Australian visitors in Noumea. The ambassador underlined the role of New Caledonia in creating a favourable impression for France in the Pacific, with cultural activities such as the summer schools each January for visiting Australian and New Zealand teachers.

Some articles in the Noumea press have continued to be hostile towards Australians. However a Noumea correspondent believes Mr Treca's reference to the importance of growing French trade with Australia could alter this attitude.

The March visit to Australia and New Zealand of Mr Olivier Stirn, French Minister for Overseas Territories, underlined the fact that France is keenly interested in obtaining Australian uranium and in selling French aircraft and other goods to Australia and New Zealand. Mr Stirn also said that French Prime Minister Jacques Chirac intended to visit Australia and New Zealand this year.

Island nights in NSW

The Country Women's Association of New South Wales has gone all Island-conscious, an association correspondent told PIM. Each year, the association studies a country. This year they chose the Islands, ferreted out all the information they could about them and then held an Island day to demonstrate and test their knowledge.

There was doll-dressing in Island costumes, with points for authenticity, a quiz and a display of Island dancing and singing. It all helps to foster friendship, but PIM has another suggestion for the Country Women's Association.

How about ending the year's study with a whip-round for a donation to present to some needy cause in the Islands?

Voix du Cagou closes down

One of the Caledonians' strongest critics of the French Administration has been subdued with the closure of a once-popular weekly newspaper, Alain Bernut's Voix du Cagou. It was an organ of Bernut's party in the Territorial Assembly, the Mouvement Populaire Caledonien, and it was started by Bernut when he was elected to the Territorial Assembly in July 1967 and left the weekly Journal Caledonien.

Most Caledonians are now weary of the autonomy struggle. This re-

duced Bernut's advertising support and made the paper unprofitable. The MPC party, which has two members in the Territorial Assembly, has indicated it may publish a monthly political bulletin from the beginning of next year. Before the end of this year, the party plans to send a delegate to Paris to make official contact with the French Socialist Party.

A new radical weekly has been appearing since early this year. It is *Les Caledoniens* (The Caledonians), published by J-P Caillard, who has studied at university in Paris and is the son of a well-known Caledonian doctor.

Les Caledoniens devotes its pages to the cause of Caledonian protest movements supported by students and "kanakas". The paper claimed on its front page early July that its printers had been subject to "the worst pressure from their advertising clients as well as from our gubernatorial super-prefect"—a reference to opposition from the local French Governor.

The paper attacks the latest political "reform" proposed by Paris, leaving essential powers such as army, justice and police in the hand of the French authorities. Needless to say the paper carries no advertising. This kind of outspoken comment doesn't attract them.

As a further indication of the pressures existing in the Caledonian Press, Michel Gerard, editor of the Islands daily *La France Australe* went into hospital late in July allegedly suffering from "serious depression".

Michel Gerard had been under stress for several months over conflict with the French/Australian majority shareholders, the SLN Mining Company.

R. W. Robson's national day

Papua New Guinea's Independence Day, September 16, which now becomes PNG's National Day, also happens to have been the 90th birthday of R. W. Robson.

A New Zealander, he has for all his long life been involved in Pacific affairs, and he's as energetic today as he was when he started PIM in 1930, followed soon after by the *Pacific Islands Yearbook* and the *Handbook of Papua New Guinea*.

Unexpected help from Papua New Guinea kept PIM alive in its early days. "Pale and undernourished", he recalled recently, "my enterprise staggered along for a year or two,



R. W. Robson . . . 90.

and then looked near to death because cash came in only slowly, while the printing bills had to be paid every month (today the popular term for it is a "liquidity problem").

"And just when it seemed I would have to sell control of the enterprise it was a New Guinea goldmining man, whom I had known only a little while, who offered me a loan of a couple of thousand pounds without any written security whatever! After that we never looked back".

It's no doubt one reason why R. W. Robson has always had a specially soft spot for Papua New Guinea.

Arts festival going ahead

Organisation is well advanced for the Second South Pacific Festival of Arts, to be hosted by New Zealand, at Rotorua, from March 6 to 13 next year.

Sixteen of the 23 countries and trust territories in the Pacific region, invited to send participants by the NZ Prime Minister, Bill Rowling, have said they will take part, and, at this stage, the total overseas contingent is expected to be around 1,000 people.

Groups expected to take part include, so far, the Cook Islands National Art Theatre; the Dance Theatre of Guam; Gilbertese dancers and visual artists from New Hebrides.

The Solomon Islands contingent will definitely involve dancers and the bamboo band, with other projects, such as carving, painting, contemporary arts and pan pipe music, under consideration.

Fiji intends to send its team of 250 by chartered Jumbo jet, and

the Gilbertese are considering travelling in their own ship.

Events will be staged indoors and outdoors at a number of venues, and there will be emphasis on visual art displays and the crafts.

The festival will embrace singing, dance, painting and sculpture of the Pacific peoples, displays of woodcarving, tapa work, and, possibly, stone-working and decorated pottery. It is hoped there will also be demonstrations of games and pastimes, like the dart game from Niue, wooden bowls from the Cook Islands, kite-flying and wrestling.

The Auckland Institute and Museum has agreed to arrange a comprehensive exhibition of arts and artifacts representing many Pacific Island countries, and a special display is coming from UNESCO in Paris.

Following the week-long festival in Rotorua, it is proposed that overseas participants visit various parts of New Zealand, in five groups representing Polynesian, Micronesian and Melanesian cultures, for a further week.

Competing for a capital

Although the Marianas is slated to pull out of the Micronesian constitutional setup and become a commonwealth component of the United States, some Marianas people want to have their cake and eat it.

They want their island of Saipan to become the future capital of Micronesia. But nearly everyone in the Trust Territory wants his island to have the honour.

Palau in the Carolines was the first to offer a home to the administration once the Micronesians know where they're going. In fact, the Palauans demanded that the capital be set up in their district and offered land as a free gift to the central government.

Then Yap, also in the Carolines, put in a plea. Truk and Ponape, two more Carolineans, went on the list, Truk arguing that it had the strongest claim because of its central position, and the Ponapeans pointing to Ponape's abundance of land and water.

Others backed Kusaie, Carolines, which becomes a separate district in 1977.

The Saipanese, however, were thinking of something more mundane than friendships. Their delegate at the constitutional convention, Luis Limes, said that many Saipanese would lose their jobs if the administration moved from its present home on Saipan.

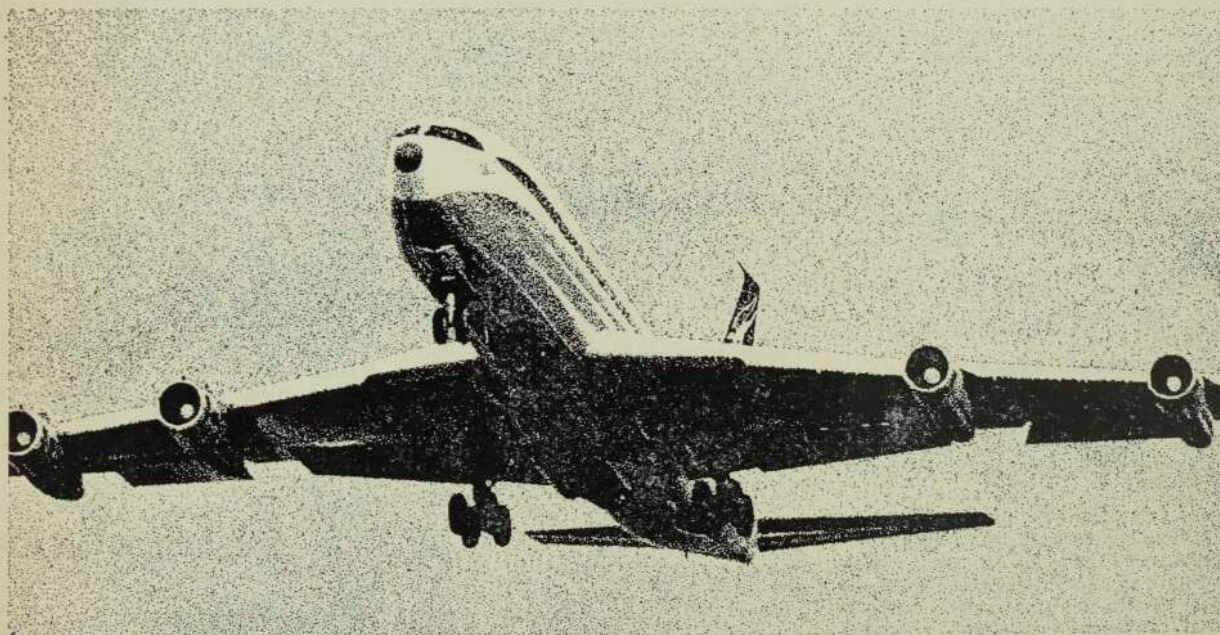
Qantas, Australia's airline salutes Papua New Guinea on Independence Day.

It's a great occasion for both of us. Because your country and our airline have had a long association together.

During World War II, our "biscuit Bombers" dropped food and supplies, and after the war, we helped set up your internal air network.

In 1967 Port Moresby became part of the Qantas international network. Then, in November 1973, we were there to help Air Niugini. After independence, our two airlines will together link Papua New Guinea and Australia.

On this your Independence Day, we wish you all the best.



QANTAS



LB1.2611

The Editor's Mailbag

"THE CHURCH IS WED"

I refer to Mr J. Garrett's version of this year's Assembly of the Presbyterian Church of the New Hebrides headed "Wooing the church in the New Hebrides with elections in mind" (PIM July).

Mr Garrett is not known to me but his fabricated report shows clearly his political bias towards the British Administration and the New Hebrides National Party.

Mr Garrett in his quest for political mileage paid little attention to the facts. I would like to correct a few of the errors in Mr Garrett's report before showing my own political bias.

1. I attended the Assembly of the Presbyterian Church as an observer for the Nagriamel movement who had in fact been invited by the assembly to attend. This was explained to the assembly. I did not explain to the assembly that I "was along to fill the assembly in on the recent land deals in South Santo . . ."

2. The details of the joint venture agreement between Chief Buluk (not Puluk" as spelt by Mr Garrett) and local French company were only provided in response to a question from the assembly.

3. This "land deal" (as Mr Garrett refers to call it) did not concern and in South Santo; it is land in the Tanfo village area.

4. Mr Garrett's article suggests some clandestine reason for the presence of the two Resident Commissioners at the assembly. In fact, the Resident Commissioners were also at the assembly in response to an invitation from the Presbyterian Church.

5. The relevant land was not "acquired from individual land proprietors". The land was in fact leased from Chief Buluk who is recognised as the sole owner according to Custom law.

6. Mr Garrett's suggestion that many people are asking how much of the money will flow on to the individual family proprietors and how much will remain in the hands of a few at the top who sealed the deal" is below contempt. "The few at the top who sealed the deal" were the two parties to the agreement, Chief Buluk's eldest son and the entire Nagriamel committee. Their signatures were witnessed by 10 Custom law chiefs from surrounding islands. The sealing of the deal" in fact took place at a public meeting in

front of an estimated crowd of 4,000 people. The only cheque to change hands was handed by the writer to Chief Buluk and this represented the first year's rental and the premium of the lease. I understand that this money has been applied for village community improvements.

Whether or not the Presbyterian Church "stresses it is not *officially* for any one party" in the New Hebrides is academic.

I would suggest that there simply is no room for "wooing the church in the New Hebrides". So far as the Presbyterian Church is concerned, it is already firmly wed to the National Party.

If you do not accept this then look at the list of National Party candidates for the elections; listen to a few sermons and ask the "man in the street" in Vila what church the National Party controls.

As a Presbyterian I was ashamed at this year's assembly to see an elderly New Hebridean pastor literally shouted down by other politically-minded clerics when he advocated that it was improper for the church to be involved in politics.

It seems of little concern to the Presbyterian Church that people are turning away from the church because of the political preachings of some of its younger pastors.

It is obvious from correspondence between the writer and the Presbyterian Church in Australia that the New Hebrides Presbyterian Church has the full backing of the Australian church.

It is now openly admitted that the World Council of Churches contributes handsomely to the funds of the National Party. It is understood that the other major contributor to the National Party's funds is Tanzania.

I would suggest to the editor of Pacific Islands Monthly that if PIM wishes to retain its credibility for objective reporting it should insist that its various correspondents in the South Pacific provide their names. Articles signed "Vila correspondent" are likely to be mistaken as a reflection of the editor's views.

The "Vila correspondent" who has contributed generously to PIM over the last year is in fact an executive member of the National Party. The PIM coverage of New Hebrides politics over the past year has been distinctly one-sided and anti-French.

The largest political parties—Nagri-

*Here is Pacific reading
for all tastes!*

ISLANDS IN THE SUN

The Islands in the Sun books each give you more than 120 pages of beautiful colour plates of island scenery, people and art, together with an accurate and objective commentary of the geography, history and political background of the islands with which they deal. Available now are Tahiti, Fiji, New Caledonia, Bora Bora and New Hebrides. Splendid as gifts, souvenirs, or for your own library!

Price: \$6.95, plus \$1.20 postage within Aust., \$2.00 overseas. USA \$US11.95 posted.

THE LOST CARAVEL

By Robert Langdon

A book which shatters many traditionally-held views on the Polynesians. A fascinating Pacific whodunnit for the general reader, and of real importance for the serious student. Langdon argues, in 368 pages with many plates, maps and illustrations, that the survivors of a Spanish ship wrecked in Polynesia in 1526, were responsible for great changes in Polynesian society.

Price: \$14.50, plus \$1.50 postage within Aust., \$2.70 postage elsewhere. USA \$US24.00 posted.

MARINE SHELLS OF THE PACIFIC

By Walter Cernohorsky

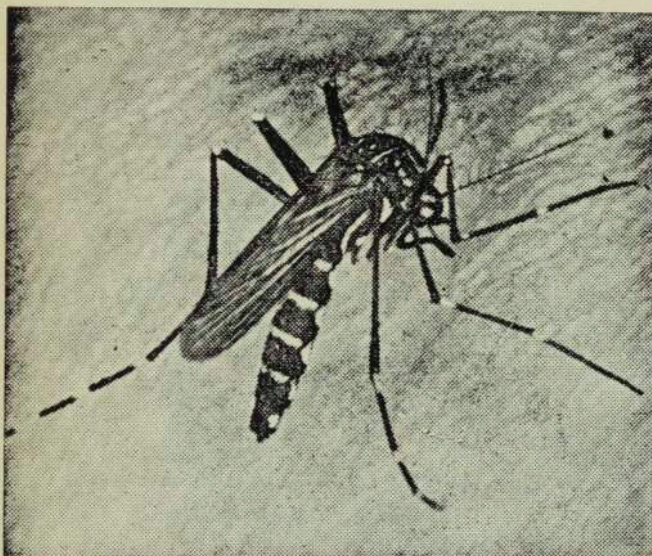
For serious shell collectors, this 412-page Volume II of Cernohorsky's works has been long recognised as a "must". It describes more than 400 shells found in the Pacific, and tells you how to find, arrange and photograph them. Ask also for details of his earlier volume.

Price: \$13.00, plus \$1.50 postage within Aust., \$2.70 postage elsewhere. USA \$US21 posted.

Concentrated Pea-Beu is lethal to flies, mosquitoes and all insect pests . . .

Yet so pure it's safe to spray anywhere

With tropical weather providing ideal conditions for prolifically-breeding flies and mosquitoes, serious outbreaks of disease can be spread by swarms of these insect invaders. Once more, householders are urged to combat this threat to public health by killing every disease-carrying insect seen. A.N.I. Research Chemists are constantly at work world-wide to ensure that Pea-Beu aerosol insecticide is effective in eliminating flies and mosquitoes from households. Pea-Beu is specifically formulated to contain pyrethrins, one of the most powerful insecticidal ingredients known — deadly to mosquitoes, and all insect pests and yet harmless to man and his pets.



The Deadliest Traffickers of Disease

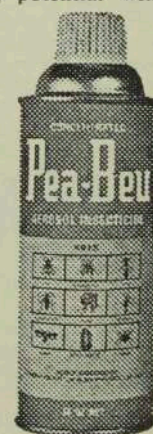
Four centuries ago flies were suspected of spreading tropical ulcers. Modern pathologists have proved they spread a whole list of infections, ranging from mild but unpleasant stomach upsets to infective hepatitis, bacillary dysentery, typhoid and persistent amoebiasis. Worse still, flies transmit crippling scourges such as cholera, smallpox, poliomyelitis, ophthalmia and trachoma. A highly efficient method of fly extermination is to use powerful Pea-Beu aerosol insecticide. A few short bursts of Pea-Beu in a room will kill all flies on the wing. The permeating action of Pea-Beu also spreads into hidden

corners of the room, thus eliminating any hidden insects.

The mosquitoes' record is just as grim. Besides wrecking your night's rest with their irritating whine and inflicting painful toxic bites, mosquitoes pass on many serious diseases including malaria, hepatitis, dengue and yellow fever, disfiguring elephantiasis and encephalitis.

Total Killing Power with Total Safety

Controlling these dangerous disease-spreaders demands rapid destruction wherever they appear. Long-term research was needed to formulate the insect spray that combines high killing potential with complete safety for users, as powerful Pea-Beu aerosol does. Pea-Beu is particularly effective as the wide action spray ensures total coverage of any room. Pea-Beu's efficient spray seeks out and destroys insects before they have a chance to bring irritation and illness to your family.



Pea-Beu the safe, powerful insecticide

amel and UCNH—have barely been mentioned by PIM correspondents when dealing with New Hebrides politics. I notice that Mr Garrett did not even have the courtesy to mention that the president of UCNH, Mr Remy Delaveuve, was present at the Presbyterian Assembly.

In the article headed "Perfidious Albion Again!" (also PIM July) your "Noumea correspondent" asserts that the French admit "the superior influence of the British over the indigenous people in the Condominium". I challenge your Noumean correspondent to provide his authority for this assertion. Perhaps he could also provide his name. Certainly, this "superior influence" is not obvious to the writer after living in the New Hebrides for four years.

DAVID CURTIS.

Vila,
New Hebrides.

NEW HEBRIDES LAND LAWS

In order to have the Fleming papers on the subject of unifying land laws acceptable by both the British and French Governments, a lot of facts had to be omitted and covered up with what outsiders pretend to think are the cause of resentment and frustration among indigen-

ous New Hebrideans over Custom lands and lands in general.

The Fleming report claims that the factors causing the above-mentioned feelings among New Hebrideans are:

- Having no title to their land;
- Not being able to participate to any great extent in land development, the potential of which has been apparent over the past few years and,
- They cannot borrow on the security of their land and therefore cannot enter into business arrangements or partnerships involving development schemes, using their registered land.

There is no mention of alienated land whatsoever. This is the true cause of resentment and frustration among New Hebrideans. However, it has to be left out deliberately as the Fleming papers would be rubbished should they ever have anything to say about alienated land.

New Hebrideans are frustrated not for the reasons given in the Fleming report, but because they feel and know that their Custom lands are being unjustly alienated by outsiders. Some scandalous measures adopted in alienating land in the New Hebrides are still being described in the Joint Court as just.

The awareness of injustice on land matters had, at times, initiated in-

cidents such as destroying Ernest Young's fence in Santo; disputing land with Peacock in Santo and Efate and barring the way of the French High Commissioner with a barrier of barbed wire and people with placards.

To produce a unified system on land matters acceptable to indigenous folks would require re-examination of the judgments passed in the Joint Court. Often, these judgments were passed in favour of only one party while completely ignoring the other. Others seemed to have been influenced by outsiders.

Outsiders are pushing out New Hebridean owners of land by persuading the Joint Court to pass judgments in their favour and giving them the right to own what does not belong to them.

P. J. ROAN.

Vila, New Hebrides.

NAURU HOUSE

The article by Melbourne columnist John Stevens (PIM, July, p 15) on the Nauru House office structure being erected in that city represents a typically nationalistic viewpoint prevalent throughout the world, especially in the attitudes of the big and powerful states towards those

@ BEKAERT means MILES OF FENCES



- ★ CHOICE OF STYLES
- ★ FIRST QUALITY
- ★ GALVANISED OR PLASTIC COATINGS

BEKAERT is the leading European wire-mill with a yearly capacity of over 350,000 tons of high quality wires and wire-products and all kinds of ornamental, welded or chain link fences.

For further information or supplies contact:

The BEKAERT people for the Pacific Islands.

KERR BROTHERS PTY. LTD. 65 York St., Sydney, N.S.W., 2001.

***Total service on...
plumbing supplies ~~Fast~~***

WATSON & CRANE

**are organised to fulfil your needs
wherever you are in the South Pacific**



You can get all you need from one supply source: water taps, valves, copper tube, tools and a host of other fittings and related plumbing equipment for domestic, industrial and multi-storey buildings.

Watson & Crane Pty Ltd have over 20,000 plumbing items in stock at their central warehouse located at Waterloo, NSW, Australia.

Years of experience in handling

and shipping right throughout the South Pacific add up to another big reason for you to deal with Watson & Crane Pty Ltd.

Representatives call regularly at New Guinea, Papua, the Solomons, New Hebrides and Fiji Islands to personally discuss your requirements and appropriate credit arrangements.

Write, cable or telephone today for complete plumbers' supplies service.

Watson & Crane Pty. Ltd.

**1037 Bourke Street, Waterloo,
NSW 2017.**

Phone: Sydney 699-1333.

Telex: AA 25548.

Cables: "Watcrane" Sydney.



Pacific Island distributors of Crane Enfield copper tube for water, sanitation, engineering, refrigeration and air conditioning.

Letters

that are small, weak, and almost invariably populated by dark-skinned races.

This country is one of the worst offenders in this respect.

To refute the inference that this development is an exploitation of the Australian people, let's look at the balance sheet.

Nauruan benefit:

- Rental income from office and store spaces (less four floors for their own use).

Australian benefits:

- Jobs for the predominantly Australian work force constructing the building;

- Material, supplies, and equipment sales for Australian business firms;

- Modern, air-conditioned working environments for Australian business and industrial firms and their employees (equal facilities which have been sadly lacking for Nauruan employees on the island);

- Various and sundry taxes to be levied by Australian government entities;

- Upgrading the appearance and amenities of a section of the city by providing a spacious plaza (which generates no income).

Since the top four floors of the edifice will be occupied by employees of Nauru organisations (including a number of Australians) busily engaged in buying and shipping Australian goods to the island, it appears that Australia should be damned glad that the Nauruans decided to put the building up in Melbourne rather than in Tokyo, Taipei, Hong Kong, or Singapore.

A. HANSVOLD.

Seattle, USA.

COOK ISLANDS STAMPS

My purpose in writing to you is not to criticise Dr Coppell's extremely interesting article about the Cook Islands stamps (June, p 37) but to contradict to a certain extent his statement that "the Cook Islands Philatelic Bureau has made great use of current events when producing new issues and overprints".

In fact most events of local significance have been overlooked by the American philatelic agency solely responsible for the design of the Cook Islands stamps.

As an instance of unfortunate oversight, I may mention the tri-

umphal visit of Queen Elizabeth II early last year. But other important occasions were also missed: the adoption of the new Cook Islands flag, the inauguration of the Rarotonga International Airport, the start of the direct jet service operated by Air New Zealand between Auckland and Rarotonga, the promotion of the tourist trade, etc . . .

The establishment of the Cook Islands National Park has been very much in the news of late months. If and when the project is carried out, can we expect the Cook Islands Post Office to issue a series of pictorial stamps, including some aerial views, likely to do justice to the scenic beauty of Rarotonga?

In the meantime, there is no lack of philatelic topics in the Cook Islands and, for my part, I would be only too pleased to add to my collection some colourful stamps depicting a typical dancing-team, various local productions, etc. That would be a bit of a change!

ROBERT ROUSSEAU.

Paris,
France.

ANY HELP?

The Gadjah Mada University in Yogyakarta has for a number of years maintained a Department of Anthropology within the Faculty of Letters. Until recently, the department has been almost exclusively concerned with studies of the Indonesian archipelago. Now, though, with the help of an Australian staff-member, they have set up a programme of Oceanic studies which will enable students to learn about

the diverse peoples of the Pacific from Malaysia to Easter Island, and from Tasmania to Hawaii.

However, the programme has been hampered to date by a lack of books, journals and periodicals. A number of prestigious journals have kindly donated subscriptions for current issues, but there is still a need to obtain back issues to complete the collections. This is an expensive proposition far beyond the available funds.

I wonder if any of your readers might be able to help the Anthropology Department? Money donations to help offset the cost of the journals would be greatly appreciated.

In addition, I would be glad to enter into correspondence with anyone who might have books or old issues of journals which they would like to give the department.

DR MASRI SINGARIMBUN,
Anthropology Department,
Gadjah Mada University.

Yogyakarta,
Indonesia.

APOLOGIES TO THE MEKEO

The "Highlands warrior" on PIM's July cover does not come from the Highlands, but from somewhere very near Bereina in the Central District of Papua. We Maiva people, and our neighbours, the Mekeo of the Bereina sub-district, take great pride in our way of dressing up for ceremonial occasions. I can only say that I find this error most disappointing in your otherwise fine magazine.

T. O. GODWIN (MRS)
Nightcliff, NT, Australia.

Get to grips with
SWIBO
THE NEW LONGER-LIFE
KNIVES THAT HAVE THE EDGE
OVER ALL OTHERS

Swiss design and
manufacture

OBTAINABLE
FROM THE
LEADING
BUTCHER
SUPPLIERS

Sole Importers:

PETER FISHER
TRADING PTY. LTD.

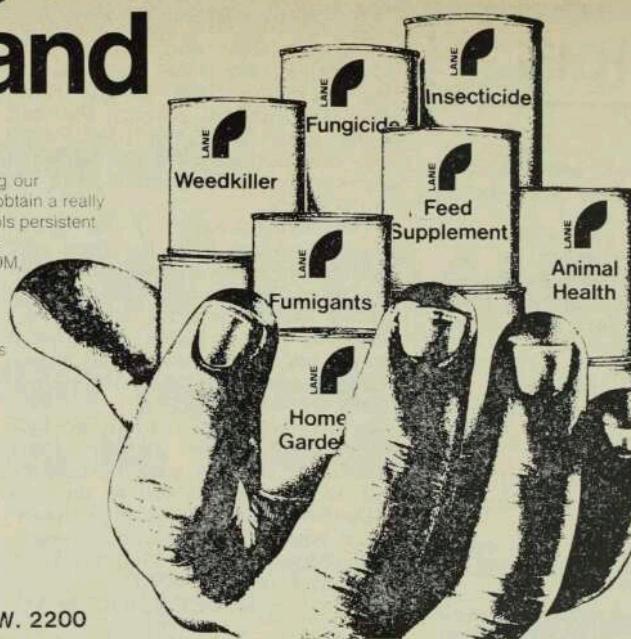
321 Pitt Street
SYDNEY
Telephone 26 1109



Let Lane lend a hand

These are some of the products which are keeping our customers prosperous. From this range, you can obtain a really effective herbicide such as M.S.M.A., which controls persistent grasses and sedges in coconuts and bananas, or a short, residual, quick-acting insecticide like DIBROM, which controls fruit and vegetable insects and mosquitoes, sandflies and midges.

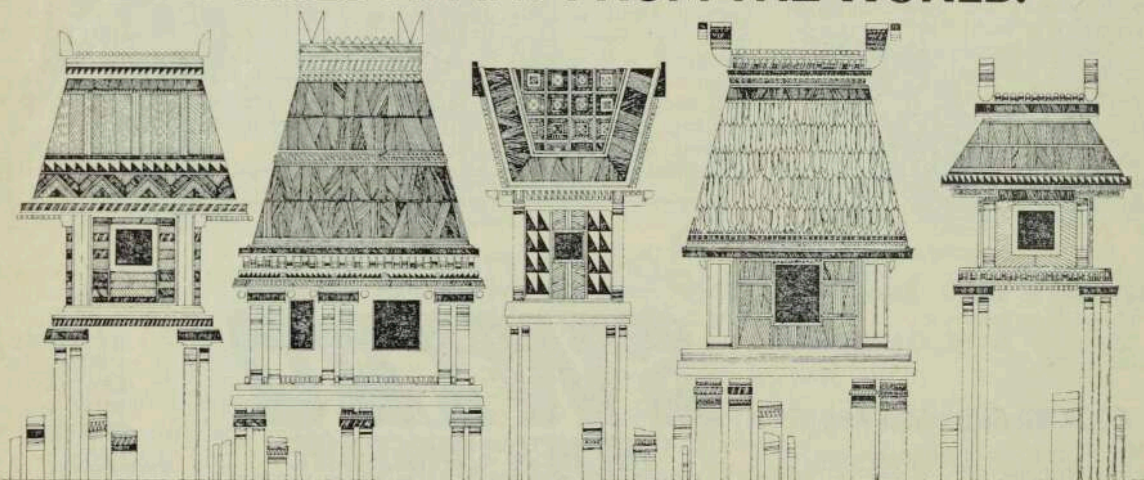
Also, our research facilities and advisory services in the field are among the best available, so drop us a line and let us help you.



Lane Ltd., Export Division,
P.O. Box 59, Bankstown, N.S.W. 2200
Lane (Fiji) Ltd., P.O. Box 89, Suva, Fiji

* Don't forget—Amalgamated Chemicals is now Lane
9859

20 MINUTES FROM THE AIRPORT; CENTURIES APART FROM THE WORLD.



Pacific passengers can step into one of the world's most legendary experiences.

The Regent of Fiji is a beach-front paradise. 300 gracious rooms clustered among towering palms and dazzling orchids. With two enchanted dining rooms. The rousing Meke Lounge. Complete banquet/convention pavilion and duty free shopping.

Outside, the gleaming Vuda—white shore—slopes into wave-free Nadi Bay. Experience our realm of ocean sports. Beachcombing, tennis, or golf. And our own fresh-water pool.

Book space in paradise now. For the night of a lifetime.

The Regent of Fiji—20 minutes from the airport.

POST OFFICE BOX 441 · NADI, FIJI · PHONE 70700 · TELEX (792) 5214
ONE OF THE MANY WORLDS OF REGENT INTERNATIONAL HOTELS



the Regent of Fiji

DENARAU BEACH RESORT

Sydney, Australia Sales Office
No. 1 York Street, 14th floor
Sydney, Australia 2000
Phone (02) 276469

Phone collect for reservations

In Auckland, New Zealand, phone 71909

PACIFIC ISLANDS MONTHLY—OCTOBER, 1975

- The Solomons deleted the name British, anticipating self-government and then independence, with these stamps commemorating the South Pacific Games at Guam. Since June it has officially been known as Solomon Islands.

Birth-pangs of a new Solomons



By KEN McGREGOR, recently in Honiara

The Solomon Islands should have been given self-government in the late 1960s and achieved independence in the early 1970s, the Solomons' soft-speaking Chief Minister, Solomon Mamaloni, believes.

Mr Mamaloni feels that Britain has left it late in the day to divest itself of its Melanesian outpost, but now that London has decided independence is appropriate too much of a rush is imposed.

"The more things like independence are prolonged, the more complications arise", he explained.

"I believe the biggest problem of all with all this is explaining what is happening to the people of the Solomons.

"When we agreed in London that self-government would come between November 1 and December 31 this year, Britain insisted on a 12 to 18 months time-frame afterwards for total independence.

"We fought strongly for a six-months extension over a 12 months target which Britain wanted and that is why you have the mid-1977 independence date".

He pointed to long, hand-written notepad pages on his office desk and explained that he was working on a draft constitution, scheduled to be ready by September.

"We have got rid of a proposed constitution already something like that of the Seychelles or Sri Lanka. Other constitutions are contributing little things. You could say we are looting the Westminster pattern that we are trying hard to blend it geographically. We are scattered geographically and have different

ethnic languages and no uniform culture.

"I have got to think about cultural concepts, values and judgments. Our society is very communal, but we now have had affluent Western cultures over the past 50 years. An aim of our constitution is a mix of the two cultures to a great extent".

Mr Mamaloni admits frankly that one of his major problems has been the quality of European civil servants in the Solomons and subsequent hassles "getting rid of them".

"Expatriate deadwood is a thorn in my flesh", he said. "I know about our system because I was a civil servant myself in 1966.

"I am not very happy but what else can I do? The civil service must remain neutral in politics. I have seen enough suppression of Solomon Islanders in the civil service already. It is about time we elevated a lot of young blood in the Solomons. Europeans like high-sounding official names, status and privileges; Solomon Islanders don't make anywhere near such fuss.

"My intention is not to start an exodus of European people; we need and will need a lot of good technical and professional people from overseas. But Solomon Islanders could be taking over a lot faster. It is the older type of Europeans who will not change—we don't need them.

"There are now four Solomon Islanders who are departmental heads and I am aiming at seeing Solomon

Islanders heading all departments by the end of this year.

"However, this is a tough job. I proposed sometime ago that Solomon Islanders working as understudies, as in Papua New Guinea, should be appointed to learn the jobs of key Europeans.

"The Governor and the Public Service Board turned this scheme down. But Britain wants us to be independent as fast as possible".

He indicated that the major problems of the Solomons were overwhelmingly internal.

"Land and women are the basis of life here and everyone wants them", he said.

"If people are prepared to stay in a subsistence life, then they should shut up and not ask for government services. This is the dilemma.

"Over the years government practices and the heavily-centralised administration of the Solomons have greatly annoyed many people.

"Meantime, the Solomons has to make itself into a much more unified nation. Politically, we have been under an umbrella. We have had a slow rate of economic growth, but we need economic development for true independence. If we really have something; for example, in bauxite at Rennell and Vahgena, and don't make it go, we may be lost.

"And, of course, the government needs a happy relationship with its people, or its economy will be doomed".

Built for the bush. Built to last. Cat 518 log-skidder.



Caterpillar reliability, productivity, availability. Now you can get it all in a wheel skidder. The 518.

A whole new standard in skidder engineering. 120 turbocharged horsepower, 20,400 pounds of working muscle with full articulation and frame oscillation for stability and minimum maintenance.

Single lever "on the go" powershift. Dual rate steering for controlled response at all speeds. An operator's compartment engineered for efficiency with safety features built in for man and machine.

You'll find all the best skidder ideas, plus added refinement and top quality manufacturing that can make the 518 the backbone of your logging operation.

And South-West Pacific Caterpillar dealers will ensure that your backbone stays in top condition no matter how far in the bush you are.

Parts, maintenance, repairs or simple information—we'll see that you get it fast.

So tackle the jungle with the new Cat 518.

Caterpillar Dealers in South-West Pacific.



Lae: Milford Haven
Road, Ph: 42 2355
Port Moresby: Champlon
Parade, Knoedobu.
Ph: 3138 or 2098.
Bougainville: Itakara.
Industrial Park, Arawa.
Ph: 95 9004.

154 Queens Road,
Suva.
Ph: 24 051-4
Cables:
Carptrac Suva
Telex:
Carptrac FG2190
Suva



HD529

A 'rout' for nationalists in New Hebrides elections

From DAVID A. JOFFICK in Vila, UCNH's Assistant Secretary

The New Hebrides, in the towns of Vila and Santo, had their first taste of municipal elections on August 16.

The roll-call was exceptional. In a holiday atmosphere of ordered calm and suppressed excitement more than 80 per cent of the registered voters of both towns went to the polls, and despite the complexity of the cross-voting system, elected their municipal councillors with less than 10 per cent of the votes cast being informal.

The results speak for themselves and represent nothing short of a rout for the National Party (NP) and their platform. UCNH in Vila won with a three to one margin—winning 18 out of the 24 seats contested—and the MANH-Tabwemasana-Nagriamel (MTN) coalition secured 15 out of the 16 seats in Santo. No independent candidate was elected despite the National Party's great efforts to split the vote.

The most astonishing aspect of these elections was the Melanesian support for UCNH in Vila and the MTN movements in Santo as reflected in the results and from photographs of a procession through Vila 48 hours before polling began.

It may be useful to students of local history to learn that UCNH (Union des Communautés Néo-Hébridaises) stands for The Union of the Communities of the New Hebrides and that its steering committee consists of six members, three of which—Melanesians—had participated in the founding of the National Party and had split away to cement the corner-stone of another movement as a result of the overwhelming and irrational radicalism of the first. Of the three, one is the vice-president and the second general-secretary of UCNH.

Regrettably, two of the protestant churches out of the 12 represented in the New Hebrides have adopted a political stance and through the Ecumenical Council, and otherwise, continue to finance the National Party. It is to be hoped that wise counsel will prevail and that these churches will refrain from actively participating in political activity and propaganda from the pulpit.

There has been much said about the successful coalition in Vila and in Santo being French Government-

sponsored, led and directed. Nothing can be further from the truth. Certainly, it has sought pre-election information from the French Residency, but this is no less than that gratuitously offered by certain British public servants to the National Party—including the printing of National Party campaign literature and posters.

Whereas the National Party election campaign funds originated predominantly from overseas, as mentioned earlier and as confirmed during a public meeting by one of its members, a substantial portion of the funds for the UCNH and the MTN campaigns were donated by local "sympathetic friends" and it should not be a surprise that much of this came from the French community. Apart from two British banks, there are no UK interests in the New Hebrides at all—the trust companies, as well as the Australian banks and Burns Philp, having maintained a strict neutrality in this first political contest.

A major source of UCNH funds for the Vila election campaign has been from the sale of party membership cards to the Melanesian and the European population throughout all the islands of the group and this on its own could attest as to its popularity.

The old Advisory Council had a Melanesian majority and both metropolitan governments took exceptional note of the recommendations of this body in matters concerning the forthcoming elections. It was the Melanesian councillors, including members of the National Party, who voted unanimously that the age limit should be set at 21 years despite European opposition. The motion was carried on the Melanesian vote.

During the visit of Mr Olivier Stirn of France and Miss Joan Lestor, of Britain, in November, 1974, a Melanesian member of the Advisory Council suggested that four representatives from the customary chiefs be elected to the Representative Assembly. The ministers had agreed and the numbers were adjusted at the expense of representation from the Chamber of Commerce. Further, the nine representatives from urban constituencies (six from Vila and three from Santo), the six from the Chamber of Com-

AT A LOSS TO COMFORT BABY?

Those distressing symptoms that come with teething troubles—sore gums, digestive disorders, intestinal upsets, can be, if used as directed, safely and quickly soothed with Fisher's Teething Powders. You'll be delighted at what an effective and soothing aid they are to baby—and when baby's happy your upsets and nervous tension will be soothed, too. Fisher's Teething Powders are available from your chemist or store. Fisher & Co., Manufacturing Chemists (Est. 1876) 17 May St., St. Peters, N.S.W. 2044.

PM809/72

INTERNATIONAL DATELINE HOTEL TONGA

"Friendly Hotel" of the "Friendly Islands"

Situated along the Nuku'alofa waterfront. Only five minutes walk from town. Single, double, family suites, airconditioning, and hot and cold water showers. Pool, bar, restaurant, duty-free shop, tour desk and boutique.

Book through your travel agent or write to International Dateline Hotel, P.O. Box 62, Nuku'alofa Tonga. Cable Address: "DATELINE". Represented Overseas by: Charles J. Henry and Associates Pty. Ltd. Sydney and Melbourne.

2976

Primitive luxury (Polynesian style)

Nestled away in the untouched Kingdom of Tonga is new, luxurious "Port of Refuge" International resort. Here is a unique opportunity for your clients to experience the tranquil and relaxed Tongan atmosphere while they enjoy the picturesque surroundings of the new "Port of Refuge". And only a short flight from Fiji.

Reasonable tariffs from \$17.50 with special concessions for children. Agents commission 10 per cent.

Tonga's Port of Refuge INTERNATIONAL RESORT Uava'u Tonga

Cables: "Refuge" Tonga or "Tongatours"
Sydney. Phone: Sydney 85-1603 or 852162

These MF distributors

PAPUA NEW GUINEA

Ela Motors Limited,
P.O. Box 75,
PORT MORESBY

Branches and Dealers
throughout Papua
New Guinea

FIJI, TONGA, WESTERN

SAMOA AND OTHER SOUTH PACIFIC TERRITORIES

Motor Division, Burns Philp
(South Sea) Co. Ltd.,
P.O. Box 355,
SUVA, FIJI
Branches throughout the region

NEW CALEDONIA

Pacific Motors S.A.,
B.P. N 5,
NOUMEA CEDEX

BRITISH SOLOMON ISLANDS

R. C. Symes Pty. Ltd.,
HONIARA, GUADALCANAL

TAHITI

Ets. Donald,
P.O. Box 131, PAPEETE

NEW HEBRIDES

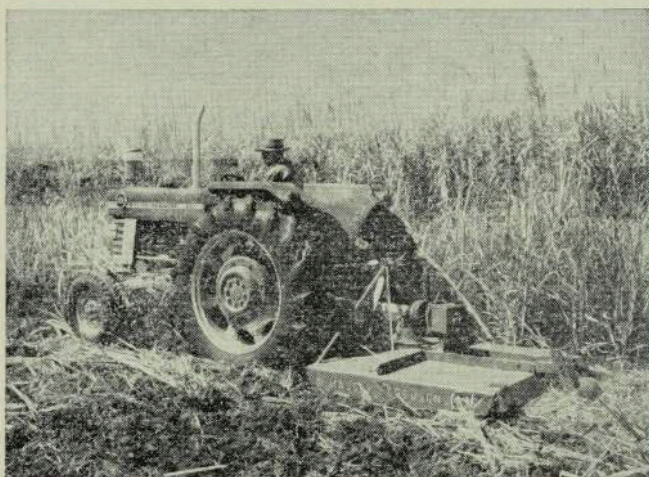
CONDOMINIUM
Pentecost Pacific S.A.,
Santo and Port Vila

can show you how MF slashers keep going in conditions that would stop others short

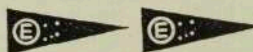
An MF slasher will make short work of any shredding, clearing or cutting job and it takes only a demonstration to prove this. The secret of MF's superiority is the use of a large diameter disc with four swing back blades. The disc utilises the flywheel principle to maintain constant drive revs. so you get a reserve of power to keep going even under the severest cutting conditions. Another advantage of the flywheel is that it drastically reduces horse-power requirement so you don't put the tractor and implement

under stress. That's one good reason to make an MF slasher your first choice, but there are plenty of others too! Like the fully shrouded design of the output shaft that prevents any possibility of wire or other material fouling the shaft to cause damage to the machine. Take your choice from fully-mounted or trailed models in 4, 5 and 6 foot cutting widths. What's more when you buy MF you're not left for dead . . . your distributor backs your

choice of MF with parts and service to keep you on the go at all times.



MFE 74043



MASSEY-FERGUSON... WINNER OF TWO EXPORT AWARDS

NEW HEBRIDES ELECTIONS

merce and the three from the co-operative movements are to be equally split into four from the Melanesian population, four British and four French: the nature and bent of these cannot be predicted at this time.

The numerical Melanesian strength of 34 in the assembly of 42 is not, therefore, in stark contrast to the population as one would imagine. It is representative of the expressed wishes of the old Advisory Council and the present economic forces at play. In fact it could be held that the reverse is very much the case as substantial development investment by private capital will be required in the medium term which risks being unrepresented in the assembly.

It could hardly be expected that a Speaker elected from the ranks at the very first meeting of the Representative Assembly would have the required experience to maintain control over the assembly's deliberations. Legal and other precedence will have to be established in the functioning of this assembly before any real meaning can be attached to the function and role of the Speaker elected from within—in time perhaps, and at the sitting of the Second Representative Assembly such an election, and such a post, may have some real sense.

The future Representative Assembly will have the power to insist on legislation being enacted at the second reading of a Bill if it can garner a two-thirds majority, ie 28 out of 42. Should the matter concern Melanesian welfare and interests, social and economic, this number, as seen from above, can be readily reached.

Should it not, in view of the conciliatory attitude of both governments, reasoned amendments, argument and debate will inevitably achieve the same results—for is this not the purpose of the Representative Assembly?

The political climate at the moment is one of solid work. Having been routed in the urban areas, the National Party will no doubt take its argument for "Independence 1977" to the outer islands. But there, already, it has totally undermined the very purpose of its existence.

The National Party has, continuously, over the last two years endeavoured to break the power of the hereditary and elected chiefs. It has endeavoured to substitute, overnight, age-old custom and social practices with semi-educated and semi-literate teachers and church elders. The discontent sown among

the villages by this divisive influence has resulted in the John Frum and Kapiel custom forces supporting UCNH in the south, and Nagriamel supporting MANH-Tabwemasana in the north. This alliance is therefore not paradoxical, and in fact very certain. For a party which claims it is the "Voice of the People" it has certainly shown itself totally devoid of any feeling for their professed kind.

Another point worth bringing to the attention of the student of New Hebrides politics is that Nagriamel was originally sponsored by the British Residency, and Jimmy Stephens, the leader of the Nagriamel custom movement, could hardly be described as being "intensely jealous" of the man leading the National Party—for the Nagriamel people, and this practically now includes all the islands of the north, have profited enormously, as PIM justly points out, by Jimmy Stephens' wisdom and his alliances—and with American interests to boot!

It is a shame that the country is divided by education. More is the shame that the British output in literacy is below the normally-accepted levels for entry into ordinary secondary schools in Australia, New Zealand or the United Kingdom. However, the French Government is indeed making a great effort to restore the balance with the net result that in a few years time one might well expect the French language to predominate.

One thing, however, remains certain after these municipal elections. The British-oriented radical movement for independence in 1977 has taken a severe pounding by dint of the heavy Melanesian vote. The future, it would appear at the moment, lies mainly in the hands of the UCNH-MANH-Tabwemasana-Nagriamel coalition and its ability to coerce the two metropolitan governments into a process of gradual devolving of power through education, economic planning and assistance, and the creation of democratic institutions and implementation of democratic processes and traditions—a difficult, onerous and expensive task.



184 SUSSEX STREET,
(3RD FLOOR),
SYDNEY.
CABLE ADDRESS:
DEMKA, SYDNEY.

ASK US FOR QUOTATIONS FROM HOLLAND

- canned hams ● cigars, cigarillos ● liqueurs
- hard boiled sweets and bubble gum ● pianos
- furniture ● household and automotive lamps
- shock absorbers ● sanding machines, etc., etc.



**Papua new guinea
printing co. pty. ltd.**

Serving the Country from Aitape to Alotau,
Manus to Moresby

**Leaders in Commercial Offset and Letterpress
Printing.**

- Stationery ● Office Supplies ● Office Equipment
- Rubber Stamps ● Self-Adhesive Labels ● In Fact:—
Everything For The Office.

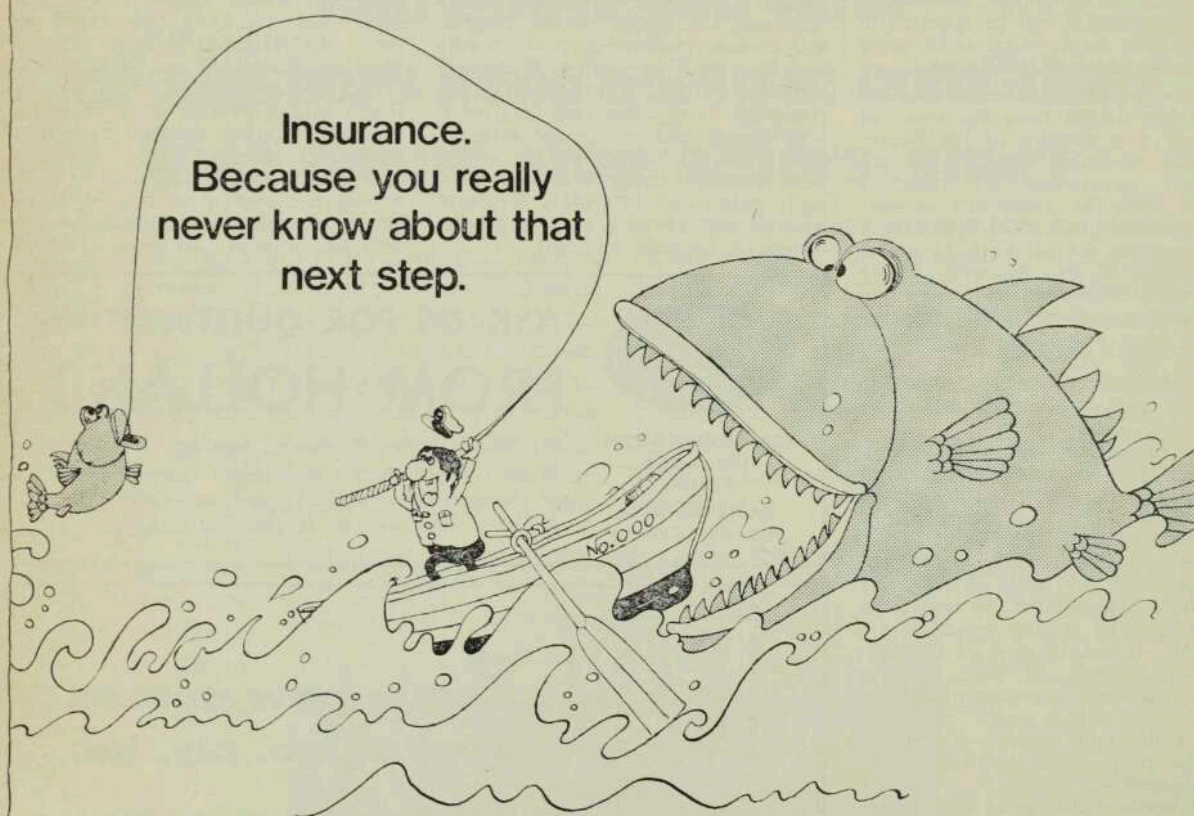
P.O. Box 633, Port Moresby

P.O. Box 759, Lae

P.O. Box 1239, Rabaul

CONGRATULATIONS TO THE PEOPLE OF PAPUA NEW GUINEA ON THE OCCASION OF THEIR INDEPENDENCE

Insurance.
Because you really
never know about that
next step.



TAISHO MARINE & FIRE INSURANCE CO., LTD.

5, Kyobashi 1-chome, Chuo-ku, Tokyo, Japan

Telex: J24670 KALMSEA



That's Papua New Guinea all over!

PIM ON THE FOLLOWING PAGES LOOKS AT THE MANY FACETS OF A NEW NATION.

GOVERNOR-GENERAL, SIR JOHN GUISE

The man who steals the show

The father-figure of Papua New Guinea politics, the man who is his country's first Governor-General, has a studied humbleness which fools few of his countrymen.

Sir John Guise, 60, has made humbleness a business.

It conceals only partly the fierce ambition, the astuteness—some say craftiness—and the hard resilience which has brought him from store messenger (three shillings a week plus rations) to Queen's representative.

To get some insight into his character, go back 12 years or so to the days when Papua New Guineans were still "natives" according to custom and when the up-and-coming political leader tended to identify his own ambitions with Western patterns.

The scene is an embryo political occasion on the New Guinea side of Papua New Guinea, bringing together some of the big names of the day. The dignified deep-voiced Tolai leader Vin Tobaining, long since eclipsed, is there. His white shirt and tailored laplap with buttoned pockets set him aside from the bare-chested masses.

Simogun Pita from Wewak is there, too, in the days before his increasing and indiscriminate loquaciousness caused a visiting United Nations delegation to tell him to "sit down and give someone else a go". His long white trousers and black tie were emblems of the political elite of the time.

*From
Angus
Smales,
in Port Moresby*

A third man in the group is Oala Oala-Rarua, now PNG's High Commissioner in Australia, smoothly dressed and carrying the leather briefcase denoting his office.

But squatting on the ground, T-shirted (complete with small hole near the shoulder) and handing out a chew of betel-nut, is John Guise, the humble man of the people.

And, of course, he steals the show!

Other PNG politicians have established their particular images, but few have measured up to the Guise "instant image" technique—a character for every occasion.

John Guise is a man of huge extremes, many skilfully employed to suit the time and the place.

He has been accused of insincerity, hypocrisy and power hunger, and praised just as often for dedication, benevolence and humanity. He can be charming, humorous and tactful, and he can

over-act to the point of farce and be rude, cutting and overbearing.

He was born near Dogura, in the Milne Bay District, in 1914.

The fact that he had one white grandparent in his family tree allowed him some of the privileges denied most of his fellows until about a decade ago. He had a ticket to drink, for instance, but in a society with few opportunities who could really blame him for grabbing what few privileges he could?

The cruel campaign of "mixed race" which has been launched against him from time to time is unfair and anti-national. Whatever might be said of John Guise, where it counts he is a Papuan and a Papua New Guinea nationalist.

John Guise started his working life as a messenger for the island trading firm of Burns Philp, on Samarai Island near the eastern tip of Papua. He received a few shillings a week and rations—local workers weren't considered com-



The man who steals the show

etent to handle their own food-buying arrangements.

During the Pacific War he was a signals clerk with the Australian New Guinea Administrative Unit, and he later became a policeman and a welfare worker.

He was a well above average cricketer who has always retained an interest in the game.

He entered national politics in 1961 when he became a member of the then Legislative Council, and he has been a member of all parliaments since. He was Speaker of the Second House of Assembly, received an honorary Doctorate of Laws from the PNG University for his services to the people, and became a knight in this year's Queen's Birthday List.

He's been known to issue edicts on how his name should be used in different connotations—just plain "Guise" or "Dr John".

"I think it's more fitting for the nation if you just continue to call me 'Doctor' rather than 'Sir'," he said after his knighthood was announced.

There's been a tendency, particularly among whites, to see John Guise as a man out for power at any price. Although he has been Deputy Chief Minister through the life of the present parliament, for instance, he remained an independent and seized the reins strongly when his much younger Chief Minister, Michael Somare, was absent.

But this would seem to be nothing more serious than yet another facet of his image-building techniques. After all, he has lived twice as long as many of his colleagues, and was in politics when some of them were still at school, travelling a long, long road of political and personal development.

Small wonder now that he sits on a sort of pinnacle from which he feels free to say all sorts of things, merely to get a kick out of the reaction.

And it would not be surprising if this attitude carries over into his office of Governor-General, because he wouldn't be John Guise if it didn't.

Sir John Guise, who had been a member of PNG Parliament for a longer period than any other member, defeated two other candidates in a one-hour secret ballot held behind locked doors at the National Constituent Assembly in Port Moresby in July for the post of Governor-General. The Constituent Assembly was the House of Assembly meeting under a separate identity to make constitutional arrangements for nationhood.

The two other candidates were the Opposition leader, Mr Tei Abel, and the Country Party leader, Mr Sinake Giregire. Dr Guise was nominated by the Government in the House.

Mr Abel privately asked to withdraw before the Assembly sat, but the chairman, Mr Barry Holloway, asked him to continue in fairness to his nominators.

On the first ballot Mr Abel was eliminated when the voting was Sir John 45, Mr Giregire 25, and Mr Abel 21. The second vote resulted in Sir John 53, and Mr Giregire 38.

**Burns
Philp**
GROUP OF COMPANIES

congratulates
PAPUA NEW GUINEA
on the attainment of its
Independence

Burns Philp has been associated with Papua New Guinea for over 90 years and has contributed its share to the Nation's commercial and economic progress over several generations.

We look forward to playing our part in the continued development and prosperity of the new Nation in the future and wish it every success.

PRINCIPAL OFFICE: 7 BRIDGE STREET, SYDNEY, NSW, 2000, AUSTRALIA
with main centres in Papua New Guinea at Port Moresby, Rabaul, Lae, Madang and Samarai.

It was the biggest artifact raid in Papua New Guinea's history. In simultaneous swoops at Madang, Wewak and Angoram police seized more than K150,000-worth of cultural pieces destined for the United States and Australian markets. In the following days of mid-June 1972 police and museum experts extended the crackdown on artifact profiteers to Rabaul.

The police action, authorised by PNG Prime Minister Michael Somare, was the first brake applied to illegal trade in cultural property which had netted millions of kina (dollars) for overseas dealers.

Investigations that followed confirmed that most pieces seized were important cultural property. They are now held by the Papua New Guinea Museum and Art Gallery and one conservative estimate puts their value at more than K250,000. These artifacts will be on public display at the Creative Arts Centre, Waigani, Port Moresby during Independence celebrations until October 10.

PAPUA NEW GUINEA FINDS GOLD IN ITS CULTURAL HERITAGE

From a Port Moresby correspondent

That raid was the most publicised incident in illegal artifact dealing in PNG and signalled the end of lucrative fly-by-night operations. The raids served to inform the public of the astronomical profits in artifacts which ran as high as 3,000 per cent in some cases.

Since then the PNG Government has imposed increasingly tough measures to protect the country's cultural heritage which has been the target of foreign dealers and missionaries.

While foreign dealers exploited the country's culture for profit some missionaries looked on the 'primitive' art as the work of heathens and set about destroying traditional culture.

Today at the heart of PNG's artifact trade in the East Sepik District, the government has laid the guidelines for localising the industry to give the district's 100,000 craftsmen a better return for their work. What they produce is not, of course, rare cultural property—but they are genuine and valuable nevertheless.

Through the National Cultural Council, the Sepik Art and Tourist Development Corporation has been formed with initial working capital of K300,000. Subsidiary companies at Maprik, Angoram, Ambunti and Pagwi will supply artifacts to the holding company for re-sale to overseas museums, universities and other bodies or organisations with a cultural interest in Papua New Guinea.

The board of directors of the holding company hopes to inject K100,000 into the district in the next eight months.

Each subsidiary will receive an equal share of a K100,000 government grant, and a Development Bank loan of K200,000 will be used as purchasing capital for the holding company. Sepik Art and Tourist Development Corporation will issue

500,000 K1 shares and the subsidiaries will each issue 100,000 shares.

Profits from artifacts sales will earn a dividend for shareholders and the bulk of the remaining capital will be put back into the district.

This will ensure a continuous flow of money into artifact-producing areas which on the Sepik River alone involve more than 80,000 people with no other income.

Board of directors of the holding company comprises PNG Museum director Geoffrey Musawadoga, District Commissioner Tony Bais, and representatives from Angoram, Maprik, Ambunti and Pagwi.

Wewak Cultural Centre director,



A mask from the Sepik

Mr Ricky Wyatt, first proposed the scheme about 12 months ago as the best way of guaranteeing a regular flow of capital into East Sepik inland centres.

In the last 18 months only K60,000 has been spent in the district on artifacts, compared with an average annual turnover of K250,000. The marked drop in income has caused hardships for craftsmen, particularly on the Sepik river.

"By involving Papua New Guineans in the machinery of artifact dealing we hope to increase their returns by about 200 per cent", Mr Wyatt said.

"Once villagers know we will be buying regularly—and at a fair price—the dealers who slip in the back door will soon find their kina does not have the buying power it used to. It will also encourage craftsmen to do better work because they know we will give them a better price for better work", said Mr Wyatt.

Buyers working on commission for the subsidiary companies will be responsible for ensuring artifacts purchased are representative of the district. They will travel to the most isolated villagers as well as the main centres so that funds are distributed evenly.

Mr Wyatt is anxious to see Papua New Guineans getting the lion's share of profits from artifacts. He attacked "unscrupulous foreigners" who in the past were responsible for "the rape of PNG's cultural heritage".

"We've had dealers through here who have robbed the people blind. They would buy in bulk at ridiculously low prices and then sell overseas at between 300 and 3,000 per cent profit", said Mr Wyatt.

"There was one operator who used to give his buyers K1,000 in cash to buy no less than 500 masks.

"Well, if you go into a village

where there hasn't been anyone buying for a long time, people who need the money will sell masks worth K40 for K2.

"That's just one case where the people have been exploited.

"It's the sort of thing we are trying to stamp out", said Mr Wyatt. "Our best weapon is to make villagers a much better offer than anything the dealers can come up with. This is what we will be doing and it will work".

The Angoram Art and Tourist Company is the scheme's pilot project and will set a 'track record'. Once it is established, the holding company will begin distributing funds to other subsidiaries for artifact buying.

The scheme has been received enthusiastically by villagers in the East Sepik and Mr Wyatt is investigating establishing a subsidiary at Vanimo in the West Sepik.

Mr Wyatt thinks eventually the scheme could be the forerunner for complete nationalisation of the artifact trade in Papua New Guinea.

Art for PNG's promotion

Artifacts will become an important part of Papua New Guinea's overseas promotion. The National Cultural Council is negotiating to establish a permanent display in PNG House, Sydney, and other collections will be housed in PNG embassies around the world.

The council believes that displays of traditional culture can play a big part in promotion.

"Papua New Guinea art is recognised as the best primitive art in the world and wherever possible we should display it overseas", Wewak Cultural Centre director, Mr Ricky Wyatt, said.

Mr Wyatt said the National Cultural Council was negotiating to get floor space in PNG House, Sydney, and hoped to base an artifact export firm in Sydney as part of the council's plans to increase Papua New Guinean interests in the artifact trade.

He added that the National Cultural Council was also investigating the immediate possibility of housing displays in West Germany, Japan and the United States.



Above, Kokopo Gadi, from Daru, Western District, "throws a pot", and right, some of the finished products.



A big arts role for small industries

The Small Industries Research and Development Centre at Waigani, Port Moresby, the only one in PNG, has become an important centre in the training of young New Guineans to become businessmen, with the accent on school-leavers who have difficulty finding jobs.

Students are trained in pottery, woodwork and weaving, as well as developing techniques and evaluating methods for introducing small processing and manufacturing industries, in Papua New Guinea.

The centre also trains technical officers for the department, and individuals wanting to set up their own small industries.

Mr Tinoi Morea from Vailala village in the Gulf District, who has been working at the centre for five years, will soon start a business at

Tokarara, in Port Moresby. He has had three months training in Brisbane and is the first potter from the centre to operate his own pottery business.

He has held one exhibition for his own work and three exhibitions with other potters in Port Moresby.

Five potters have started pottery businesses in Kainantu, Eastern Highland District and Madang.

The centre assists with financial and technical advice and, at present, staff is investigating proposals for footwear, rubber, coconut fibre, cane and wood product businesses suitable for local ownership.

Equipment for small-scale manufacture of rope, pins and various foodstuffs is being evaluated.

● See p 55 for more stories about the independent PNG.

"So this is a Lamborghini,"
she breathed, as we sped down the
autostrada towards Turin.

"Yes," I said, offering her a
Benson and Hedges. **"Five forward
gears and 170 in top."**

"Can you prove that?" she demanded.

**"Do I really have to? You did say you
only wanted a little car to do the
shopping."**

Benson & Hedges.
When only the best will do.

016 P 340B 6 73

THE DEFINITION SERIES. WE PUT EVERYTHING INTO IT.

Sansui's new Definition Series amplifiers. Today's finest, most accurate, super-watt components. Handbuilt without any shortcuts. The 300 watts-per-channel BA-5000 and the 170 watts-per-channel BA-3000 power amplifiers feature expensive toroidal-coil power transformers, multiple heavy-duty output transistors, and triple protection circuits for full-performance stability and safety. The low-distortion (less than 0.03% total harmonic distortion) CA-3000 preamplifier has two dual-FET amplifier sections—one for bass, one for treble—to achieve very accurate RIAA equalization for superb disc-play.

All Definition Series amplifiers are consigned with "Factory Data" pre-test performance logs.

If you feel ready, ask your Sansui audio dealer to demonstrate the finest quality in power today. Sansui's new Definition Series.



SANSUI ELECTRIC CO., LTD.
14-1, 2-chome, Izumi, Suginami-ku, Tokyo 168, Japan

Australia
Rank Industries Australia Pty. Ltd.
58 Queensbridge Street, South Melbourne, Victoria 3205
Phone: 61 3281

Australia
Atkins Carlyle Ltd.
894 Hay Street, Perth, Western Australia 6000
Phone: 21 0101

Fiji
Prabhu Brothers Ltd.
P.O. Box 183, Nadi Phone: 70183/4

Papua New Guinea
Oceania Indent Agency (P.N.G.) Pty. Ltd.
Box 5518, Boroko, Port Moresby Phone: PM 56406

New Zealand
David J. Reid (N.Z.) Ltd.
C.P.O. Box 2630, Auckland, 1 Phone: 492-189

Nlle-Calédonie
Ets Michel MERCIER
9, rue de Sébastopol, Noumea Phone: 759.11

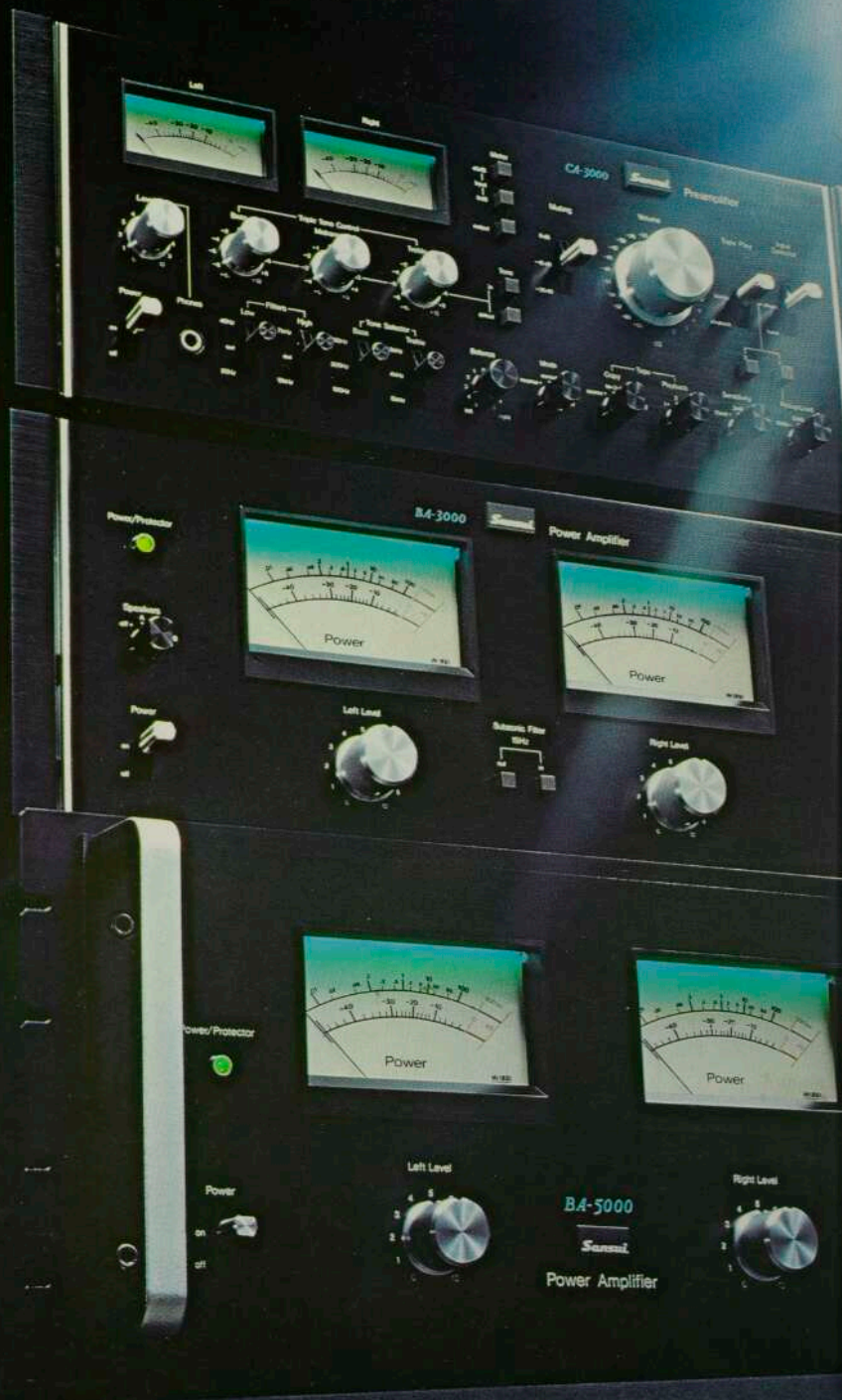
South Pacific
Miltons Department Stores Limited
P.O. Box 146, Norfolk Island 2899

Western Samoa
H.J. Keil and Company, Ltd.
P.O. Box 7, Apia Phone: 198

New Hebrides
South Pacific Audio & Photo Supplies
B.P. 274, Vila

Cook Islands
United Island Traders Ltd.
Box Nos. 1 & 2, Rarotonga

Tahiti
Société JAUNEZ & Cie
B.P. 322, Papeete Phone: 2.04.24



Sansui. Dynamic audio answers.



Independence Congratulations Papua New Guinea



In commemoration of the Papua New Guinea Independence Day, YAMAHA Motor Company stands ready to offer service and quality products creating an atmosphere conducive to positive growth and mutual benefits for both the people of Papua New Guinea and YAMAHA.

YAMAHA...It's a way of life

Producing a vast array of motorcycles and outboard motors, each style designed to satisfy a particular range of requirements, YAMAHA expends countless hours in technical and market research in order to assure the finest in quality and to place before the people products which are not only considered timely, but those which are first in dependability and service.



25A



48A



Enduro 15A



Yamaha Trail **DT100B**



Yamaha Mini Trail **GT80B**



Yamaha Street **RS100**

ELA MOTORS LTD.

Head office : P.O.Box 75 Port Moresby Phone 54088
Kietla Branch: P.O. Box 171 Madang Branch: P.O. Box 110 Lae Branch: P.O. Box 91
Wewak Branch: P.O. Box 581 Rabaul Branch: P.O. Box 712



YAMAHA
SINCE 1957
YAMAHA MOTOR CO. LTD.
2500 SHINGAI HWY. 4-SHI SHIZUOKA-KEN JAPAN





PACIFIC ISLANDS MONTHLY—OCTOBER, 1975

49



THE SEIKO QUARTZ COLLECTION. CHANGING THE WORLD'S STANDARD OF ACCURACY.

The Seiko Quartz Collection encompasses a wide and exciting scope of quartz watches for men and women. Quartz guaranteed accurate to within one second per month. Ultra-thin quartz. Day/date Quartz. Digital quartz watches with liquid crystal for continuous readout to the second, and no buttons to push. Even a digital quartz chronograph. It's what you'd expect of Seiko.

Seiko sold the world's first quartz wristwatch. And Seiko even makes every part of every watch (except for the battery) to insure impeccable quality control and a superb product. Whatever Seiko Quartz model you select, you get more than just a technologically advanced timepiece. You get the watch that's changing the world's standard of accuracy. Seiko Quartz. 

SEIKO

Someday all watches will be made this way.

*There's an
Arnott's
Cream Biscuit
for everyone*

Some varieties shown are not available in all areas.

Arnott's famous Biscuits
There is no Substitute for Quality

Sony's original stereo radio/cassette-corder.

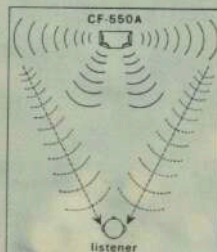
Can you imagine a better pick-me-up?

The honest-to-goodness sound of real Sony stereo. At the beach, the park, or on a picnic.

And remember, the Sony CF-550A is the daddy of all one-piece stereos. A tried and proved design.

It's unique Matrix Stereo System plus built-in speakers give you richer

Sound four



What seems like magic is actually great Sony design.

and more natural stereo reproduction.

"Live" stereo recording is simple with two sensitive built-in electret condenser microphones. And besides that, you can also record directly off AM or FM wavebands.

Sony's original stereo radio/cassette-corder works off batteries, mains power (AC cord included) or off your car/boat battery (adaptor optional). Pick one up. You'll love it.



It took time to perfect the **NEW Hyster electrics.** Time to make the best.



We could have added new Hyster electric trucks to our extensive lift truck range some time ago. After all, we knew what people wanted, and we had the dealer and service network to back our sales Australia-wide.

But long after electric lift trucks first hit the market, we were busy perfecting a better hydraulic system to overcome the oil leaks and minimise the battery drain other manufacturers weren't so concerned about.

We wanted to make ours the top performance electric. An easy-handling truck with a short turning radius. Longer life between charges. Smoother deceleration. And single pedal control to keep the drivers happy.

Now, we've built these advantages into a range of Hyster electric trucks with load capacities of up to 10,000 lbs (5,000 kgs). We believe they're the world's finest, and they're available from your Hyster dealer. Ask to see them in action. Or contact Hyster Australia Pty. Ltd., Ashford Avenue, Milperra, N.S.W. 2214. Telephone Sydney 77 0511.



HYSTER AUSTRALIA PTY. LTD.

HR39.84

"One cannot spend over 27 years in Papua New Guinea and fail to experience sadness and regret when forced to leave it, particularly when the circumstances are beyond one's control," writes J. P. Sinclair, one of Papua New Guinea's best known District Commissioners, on the eve of his departure from the country that has been his life and his vocation. Jim Sinclair, in this special article for PIM's Papua New Guinea Independence Issue, recalls some of his experiences and defends the work of the field officers in bringing the word of law to great tracts of once uncontrolled Papua New Guinea.

'Yes, we brought them shell—the best shell they ever had!'

—says Jim Sinclair without apologies.

In Papua New Guinea today, many Australians who have spent the best years of their lives in that fascinating land are leaving, and facing up to the necessity of coming to grips with life in Australia, which to me, at any rate, does not look much like the Lucky Country.

With independence it is right, just and inevitable that Australians should step aside to make room for the eager young nationals who now fill virtually all of the senior positions in the PNG Public Service and who are rapidly assuming positions of importance in the private sector.

It is usual today for Australia to be blamed for all sorts of errors of

commission and omission by some PNG nationalists, and this is natural enough: when things don't always go the way one would like them to go, a scapegoat is always needed, and in colonial situations of this sort, the metropolitan country is invariably elected to the position.

Australia made many mistakes in her administration of PNG, but I believe they were in most cases honest mistakes, and I think that the people of PNG were fortunate that it was Australia that assumed the responsibility for their future.

Looking back, it seems clear that our greatest error was complacency: we all thought that we had plenty

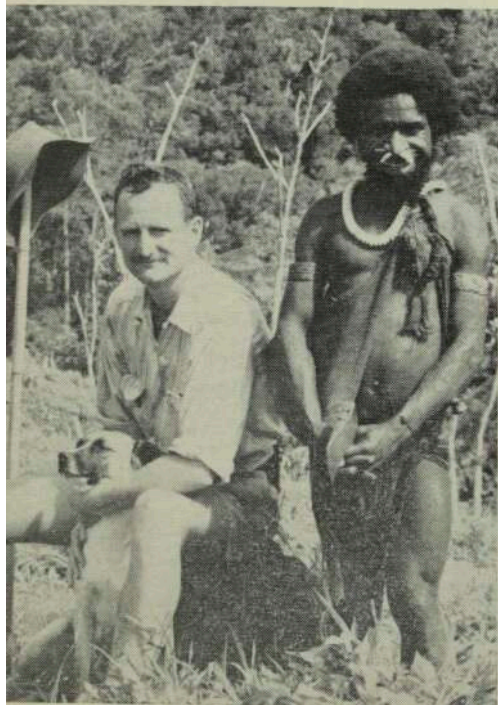
of time in which to prepare the people of PNG for independence, and we did not wake up quickly enough to the fact that time was fast running out.

When I came to PNG as a cadet patrol officer in 1948, intensely proud to be following in the footsteps of the great Australian field officers of the past, it was reckoned that Australia would remain in PNG for at least another hundred years! Any person prophesying full independence within 30 years would have been instantly deported as a dangerous, irresponsible lunatic! And so PNG becomes a sovereign state, in many areas woefully unprepared. But we did our best in the time we had, and all in all we achieved much: we do not have to apologise to anyone.

Many of us came to PNG filled with a spirit of idealism, which some few even managed to retain, at least for their first years. It is the refusal, or inability, of so many of the young educated PNG nationals to recognise this fact that is discouraging.

Certainly we did not come to make money, as those who recall the miserly pay scales of the immediate post-war years will agree. And it was not high living that lured us. Compared with the Australia of those years, PNG possessed very few physical attractions. Housing standards were abysmally poor—how many field officers built their own crude houses of bush timber, grass and bamboo, and then paid rent (admittedly small) to the Administration for the privilege of occupying them?

Food came mainly in tins, at inflated prices, mails were few and far between, and Australian beer was a rare luxury doled out by the big stores to their steady, bill-paying customers only, two dozen bottles at



● Jim Sinclair with Pami, a Lake Kapiagu man who, as Jim relates in one of his books, *Behind the Ranges*, nearly caused trouble for the patrol with the Lavani people. Sinclair is the author of a number of biographies of PNG people, and several books of superb colour photographs of PNG life.

EPIGLASS

New range of Epiglass antifoulings give up to 12 months growth-free performance.

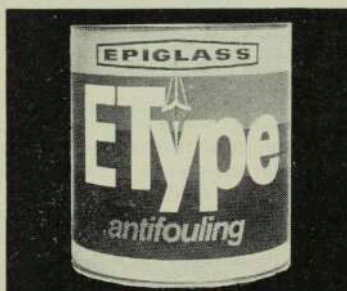
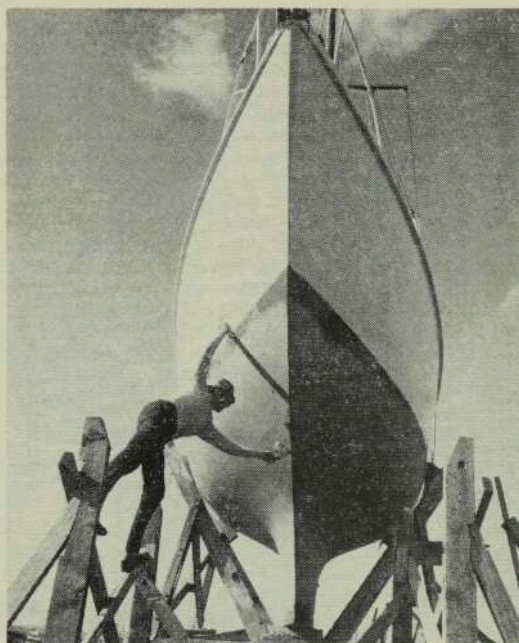
Consolidated Chemicals Ltd have launched a new range of antifoulings now being marketed under the name of Epiglass E-type. Superior, in terms of performance, to any antifouling currently on the market, they are the result of years of research and development work in the company's laboratories followed by extensive testing.

PRODUCT PERFORMANCE PROVED

Tests have been carried out under widely varying conditions throughout the Pacific area which have conclusively proved the effectiveness of E-type antifouling on both Commercial and Pleasure craft.

12 MONTHS GROWTH-FREE PERFORMANCE

Epiglass E-type antifouling is formulated to guard your boat against the expensive damage that can be done by algae, barnacles, slime weed and general fouling. The formulation includes a very high percentage of special toxins which are "release controlled". This positive control release of toxins means that if applied as directed you can expect up to 12 months growth-free performance. Whatever size your boat, whether it is power or sail, protect below the water line with new Epiglass E-type antifouling.



Consolidated Chemicals Ltd.
P.O. Box 15-104,
New Lynn, Auckland.

Please send me a free copy of your Epiglass Boat Owners Manual plus facts on new E-type antifouling.

Mr

Address
(Block letters please)

from 7ft to 73ft **EPIGLASS** power or sail

1715

This Gaima man, from the Wugamwa, Wonenara, pictured by Sinclair in his book *The Highlanders*, carries some of his wealth, the mother-of-pearl crescent.

a time, two or three times a year. (There was a lot of Continental and British beer around, varying from mediocre to plain horrible. Remember Tennants Pale Ale, Alsop's Lager and —shudder—Revolver Brand?)

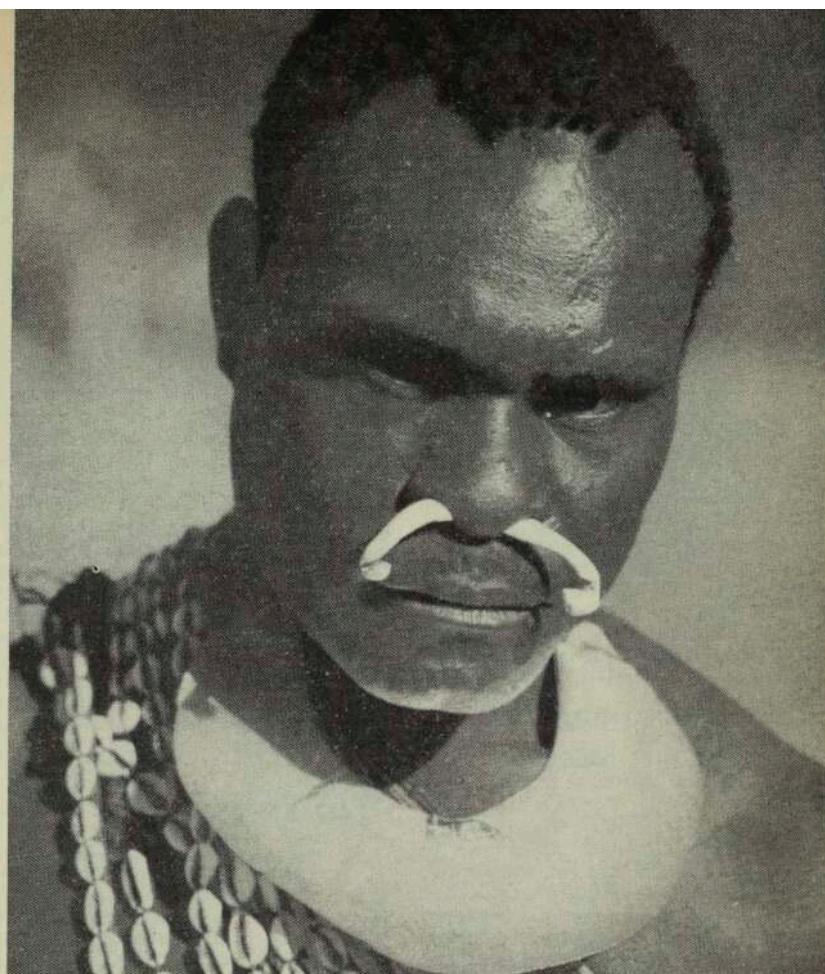
Communications were for all practical purposes confined to small ships and to aeroplanes. Such aeroplanes! Most were relics of the war, and even pre-war: De Havilland Dragons and Fox Moths, Ansons, Hudsons, Catalinas, Austers. It was the Dragons and the Fox Moths that kept the outstations supplied. They didn't have self-starters, and it was common for the outstation patrol officer to have to swing the propeller to get the engines going. And what men those pilots were!

They cheerfully acted as buying agents for the people in the field: their spare time back at Madang, Lae, Vewak, Moresby, was spent in patiently searching the inadequate stocks of BP's, Carpenters and Steamships stores for odd bits and pieces for the stations along their routes: toys for the kids, freezer meat when it was available, clothes for the wives, medicines, radio batteries—you name it. Friendships were forged between the pilots and the outstation people that endured for years. Just about all of those pilots have gone, too.

Adventure

But when one was young and fit, and looking for adventure, none of the drawbacks to life in PNG seemed to matter. For there was adventure plenty to be had. There was a huge area of country still classed as "uncontrolled" in 1948: about 37,000 square miles out of a total land area of 179,000 square miles. Approximately 24,000 square miles of the uncontrolled country was either unexplored, or merely "penetrated by patrols" as the official description went. Most of this country was in the interior; the Highlands, and the extremities of the Western, Gulf, Madang, Morobe and Sepik districts.

No matter what the future holds for me, I will always be grateful that it was my good fortune to be given the chance to lead a great many patrols into some of this uncontrolled country, and my clearest memories of life in PNG are of those days. Nothing can take them away, and



many of my contemporaries feel the same.

No experience I can imagine can equal that of leading a patrol into new country: of contacting primitive bush people seeing their first white man, their first government patrol. To stand on a mountain-top and see below populated valleys not marked on any map! Where else in the world could this have happened?

Even the nerve-tingling business of attack and ambush was, in retrospect, an experience to be cherished now. The tribesmen of PNG used, and use today, flightless arrows. I have seen clouds of arrows, fired high into the air from dense cover, falling into the patrol camp. Curiously, one could easily follow the upward flight to the top of the trajectory and even the beginning of the downward plunge, but then the arrow would vanish in a flash to appear again quivering in the ground. The police showed me how to dodge them, and they were in fact easily avoided.

The relationship between the patrol officer and his police in those days was usually close and affectionate. Patrols of two or three months dura-

tion were not uncommon, and officers, police and carriers shared the same risks and discomforts. It was sometimes necessary, for various reasons, for young officers to lead patrols into dangerous country without prior experience of such work, and there are many old hands today (living in retirement in Australia!) who will admit their debt to some wise old veteran corporal or sergeant of the police who gently, but firmly, put their young officer on the right path, and kept him there.

Police courage

The courage and devotion of the police was remarkable. They were men, they had their faults—indeed, some missionaries and anthropologists will admit no virtues in them—but the exploration and pacification of the wild interior country of PNG would have been impossible without them. They usually stuck to the job, whatever the odds, as they proved when Patrol Officers Szarka and Harris and two police constables, Buritori and Purari, were killed near Tele-

He brought them shell

fomin by the Eliptamin people in November, 1953.

To establish a government station in new country was another experience denied to all but the PNG field officer. I spent the years from early 1955 to January 1959 in the Southern Highlands of Papua as an acting Assistant District Officer in charge of the exploration of the Duna country, between the Tagari River and the Strickland Gorge.

A handful of patrol officers and cadets, and European medical assistants—those hardy, dedicated men who did so much invaluable work in primitive country—shared with me those years. We built a station—Koroba—of bush materials and used it as a base for scores of long-ranging patrols through hundreds of square miles of almost unknown country. We seldom failed to locate pockets of previously uncontrolled population.

Yet today, just 20 years since we started the work, the Duna people have accepted the rule of law: there is a great deal less tribal fighting there than in the Enga, Western Highlands and Chimbu districts, with histories of government contact going back to the 'thirties. They have long since accepted local government, and they have their own member of the House of Assembly. They are eagerly pressing for better roads, and for economic development.

In many parts of PNG today bitter accusations are constantly being hurled, mainly by shrill-voiced students, that land was "stolen" from its owners by ruthless government officers in the old days, paid for with worthless axes, tobacco, cloth and mirrors. To hear some of these angry young men, one would think that PNG had been raped by the white man.

In point of fact, barely 3 per cent of the land area of PNG has been alienated, and since Australia assumed control, not one square foot of freehold land has been acquired. There is not one inch of freehold land anywhere in the Highlands, where almost half of the population of PNG lives. It is leasehold: ultimate ownership is vested in the government, and hence the people of PNG.

When we established the station at Koroba, we paid for the land that we occupied, at the eager invitation of the owners, with the accepted currency of the time and place: mother-of-pearl shell, and the newly introduced steel axe. In 1955, when the land was acquired, the Duna people had never heard of money.

Any attempt to pay the land owners in money would have been furiously rejected.

What good is money to people who do not understand its function, and if there are no stores of any kind in which to exchange money for goods? In the Duna in 1955, the MOP shell was the most precious possession a man could aspire to, even more desirable than the pig. It is all very well to say today that the Duna people should not have coveted pearl-shell: the fact is, they did. As did just about all of the Highlands population.

But good specimens of MOP were seldom seen in the Duna country, for it was at the very end of the ancient trade-routes from the coast. By the time the tribes along the routes had had their pick of the shell, only rubbish managed to find its way into the Duna. There was no safe way by which the Duna people could acquire superior shell. In common with all of these far interior tribes, they knew nothing of the sea, and in any case to move out of tribal territory was to invite certain attack and probable death.

Nonsensical

We came along, and we brought good shell. The people were able to obtain it from us without risk, the best shell they ever had. Every single shell that we used as trade, every pound of giri-giri and tambu, every tomahawk, was first flown in to Tari, the nearest airstrip, from Madang, at great cost, for it was a long and difficult flight. It was then carried, on men's backs, for two days, through mutually hostile clan groups, to Koroba, where it was eagerly received.

How can a money value be placed on that shell and steel at remote Koroba in 1955? And how nonsensical it is to try today to say that land purchased under those circumstances—as was so much of the alienated land in PNG—was not fairly paid for.

But one must not fall into the error of peevishness. As I have said I feel that Australia has done a good job, on balance, of administering PNG and I believe that her historians of the future, comparing what we have done here with what was done in many other parts of the world, will recognise this.

One leaves this land knowing that one leaves many real friends among the PNG people, and with a wealth of memories that will be a long time in fading. If I had my time over again, would I still go to PNG as a Patrol Officer? I certainly would.

• The Papua New Guinea National Broadcasting Commission today is a strong and expanding force throughout Papua New Guinea, reaching all areas and broadcasting in many languages. PNG broadcasting had its beginnings 40 years ago this month, on October 25, 1935, and in this report Ian Mackay, until recently, assistant to the chairman of the NBC in Port Moresby, traces its history. For information on the early threads of the work in PNG of Amalgamated Wireless (Aust) Ltd, he is grateful to AWA archivist Philip Geeves.

How radio came to the Islands

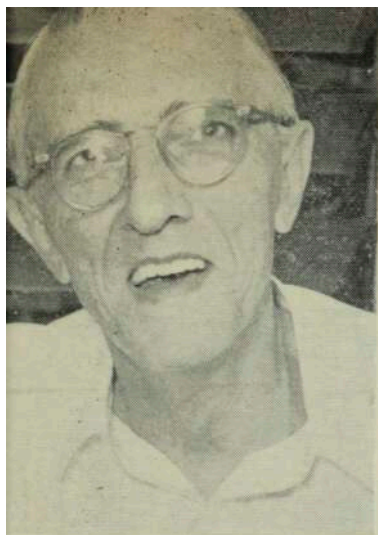
By IAN K. MACKAY

On March 10, 1931 AWA opened its new high-speed telegraph centre in the main street of Port Moresby, replacing the old station at nearby Konedobu. These facilities updated Papua's external communications. Their more spectacular abilities were demonstrated the following month when two Papuan Boy Scouts attending a jamboree in Sydney spoke over the AWA circuit to their friends in Port Moresby's Hanuabada village. This was the world's first broadcast in the Motuan language.

In August 1933, AWA's 20 KW short wave station, VK2ME, at Pen-nant Hills (Sydney) began a series of weekly broadcasts directed to Pacific Islands residents. These continued until World War II and apparently enjoyed a substantial audience, particularly for prices of mining shares, London copra prices, etc.

During 1933 AWA introduced its pedal ratio set 'for use in New Guinea and other remote places'. This transportable equipment became enormously popular and was used by government patrols, oil survey parties, mining camps and missionaries. These sets dominated domestic communications in Papua New Guinea and led to an expectation that the Australian Government would equip Papua with some form of radio telephony.

When the Australian Minister for Island Territories, Major Charles Marr, made his first tour of Papua New Guinea in 1934, the year he was knighted, he saw many potential



the late E. A. (Jimmy) James, the man whose independent spirit helped bring radio to PNG.

es for radio. Marr, a distinguished wireless operator from World War was undoubtedly the most ardent protagonist of radio in the Australian government. He was also a personal friend of AWA's then managing director, Ernest Fisk.

On March 12-13, 1934 he chaired a meeting of Pacific Islands administrators. This meeting 'discussed the need for making wireless broadcasting available to residents of the Pacific territories'. Marr "regarded the matter as of first class importance. The possibility of utilising the Townsville broadcasting station 4TO as a means of distributing entertainment and news to Pacific Islands residents is being explored", to quote PIM April 1934, p 38.

A dispute between the Australian government and the editor of the now defunct Papuan Courier newspaper, and strongly supported by M, preceded the beginnings of broadcasting, not only in Papua New Guinea, but also in the Pacific Islands north of the equator.

The rumpus started in 1934 when the Australian Government attempted to collect fees from expatriate listeners in Papua on the grounds they could tune in Australian broadcasting stations in Queensland. Papuan Courier editor E. A. (Jimmy) James (who after the war became a leading member of the PNG Legislative Council), editorialised, 'We do not admit the right of any country to tax residents of Papua and at the same time treat us as foreigners'. PIM, June 1934, p 9). PIM referred to the Australian demand as absurdity. At no time of the day reception good and for three or four months of the year only, can

Australian stations be heard", it said.

The incident assumed the air of a *cause celebre*. Editor James refused to pay, urged listeners in Papua to do likewise, and challenged the Australian Government to sue him. The Commonwealth obliged and launched a prosecution against James for unlawful use of wireless receiving equipment.

The case was heard in the Port Moresby Court of Petty Sessions on December 27, 1934. The magistrate found in favour of the jubilant editor, and costs were granted against the government. The court accepted the argument that it had no jurisdiction in cases of offences against the laws of the Commonwealth.

Australia was in an unevitable position and a calculated guess is that Ernest Fisk extricated the government by offering to establish a broadcasting station in Papua. The Australian Government was a major shareholder in AWA at the time.

When the Papua Lieut-Governor, Sir Hubert Murray, opened 4PM Port Moresby on October 25, 1935 he was somewhat optimistic on what 100 watts of power could accomplish in the medium-wave band. He said that during tests 'reports from various parts of Australia and New Zealand have remarked upon the splendid quality and strength of the new transmission'. On 100 watts! This would indicate a listener durability and an acceptance of noise level certainly not evident today!

The Lieut-Gov continued, 'We shall all benefit by this service but it will in particular be a priceless blessing to those who hold the lonely posts of this territory. The planters, miners and those who are far removed from the centres of settlement'.

Sir Hubert regarded the establishment of 4PM Port Moresby as the most remarkable of the many changes 'since I came here more than thirty years ago'. He thanked AWA for 'this great service' and offered 'my congratulations to all residents upon us'. (AWA Radiogram, Dec 1935).

There was no such panegyric when PNG's National Broadcasting Commission opened in Port Moresby 38 years later, on December 1, 1973. Three days afterwards a VIP wrote to NBC Chairman Sam Piniau and offered some trenchant criticism of alleged NBC shortcomings. This prompted Chairman Piniau's oft quoted quip, 'Sir, with respect. The good Lord took six days to make the world and on the seventh day He rested. I think I have done reasonably well in my first three days'.



He was the first Papuan announcer

When Morea Hila (pictured) joined Armed Forces Broadcasting Station 4PM in Port Moresby during 1944 he became the first Papuan radio announcer.

Many Papuans were serving in the Australian Army and the labour lines at that time. They had been away from their villages for a long time, they were homesick and worried about their people. To counter these fears and improve morale, the Australian New Guinea Administrative Unit requested permission to broadcast in the Motuan language. Captain Geoffrey Basket, who after the war was to make his home in PNG and is still active in Papua New Guinea with Kristen Redeo, was in charge of announcers.

Morea Hila was his first recruit.

This young Papuan was well known in Hanuabada, Port Moresby, as a self accompanied singer-composer and 4PM gave him an added stage for his talents.

He became famous for his song *Raisi Mo*. This is the story of a Hanuabadan boy who was tired of eating army rations and yearned to return to his village and eat traditional food cooked by his mother.

This song swept the coast and was followed by *Poreporena Taumui* and *Base Veredia*.

Thirty-one years later Papua's first air personality lives quietly in Hanuabada where he was born—and he can still strum the guitar.—Ian K. Mackay.



Books, Reviews, Writers

SEARCH FOR PNG'S ARTISTIC SOUL

In the Suau world *gigibori* means the power, authority or prestige of an art-work, the capacity of the finished work to exert an influence on those within its range of contact.

Gigibori is therefore a good and catchy title for a magazine avowedly devoted to assisting in the creation of a national identity for Papua New Guinea, an impressive ideal.

The first issue, exploring and explaining some aspects of the country's many-faceted tradition seems to head in the right direction to assist in establishing this end.

A long section dealing with Motu tattoos, amply illustrated with photographs and diagrams, took my immediate attention, as explanatory of the designs familiar to everyone who has visited Moresby in the years of its growth. The ritual associated with the designs so proudly worn and the meaning that lies behind them are fascinating, especially to one who, like myself, appreciates their symmetry and—dare I claim it?—their cosmetic value. Among Europeans we are perhaps in a minority.

Probably of wider interest is an extract from the forthcoming biography of the Prime Minister, Michael Somare. This deals with a series of initiations through which he passed in his village near Murik Lakes; the important concluding initiations in the course of which he acquired his grandfather's title of *Sana* besides the titles of *onkau* and *mindamoi* he acquired from the families of his wife and his mother.

Because of his prolonged absence from his village and the responsibilities of his national position, some adjustments had to be made to the requirements of ceremony. It was impossible, for example, for him to go into isolation for the three or four months that tradition dictated. But these were minor matters. Somare's thinking here seems to me immaculate:

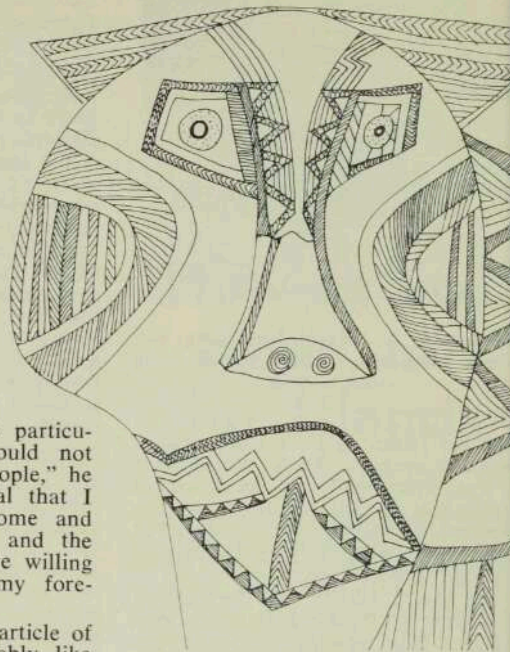
"As chief minister it was particularly important that I should not separate myself from my people," he wrote. "It was now essential that I establish my identity at home and that I receive the wisdom and the strength that my elders were willing to pass on to me from my forefathers."

In all, this is a revealing article of some strength and, presumably like the book from which it is extracted, should be read by anyone who seeks an understanding of Papua New Guinea's administrative scene.

Cecil Abel has an article on Suau aesthetics, of which the only fault I could find was that it was too short. Through Cecil Abel's generosity I own a very prized example of Maivara carving, incorporating a motif on which he briefly touches in this article, the barracouta swallowing the frigate bird, and like all good creative work, the article enlarges the value of the work under examination. This truism began to impress itself on me when, as an adolescent, I first read about the country I loved and was familiar with, and felt my appreciation grow with the absorption of the author's.

As far as practicable, the publication deals with districts separated by tradition as well as by miles and mountains. Uli Beier writes about aesthetic concepts in the Trobriands. Sir Maori Kiki, in a thoughtful article on the *marupai*, a carved dwarf coconut that symbolises or contains a personal magic, makes the point that the abandonment of pre-Christian traditions was and is still far from complete. He writes specifically of the Gulf country.

William Onglo, from the Chimbu, presents a series of drawings that,



except for their inspiration, seem to possess little in the way of directly tribal associations; Kundapen Talyaga has five Enga songs of transition; short poems mostly rather critical of missions.

Peter Kros invites answers to questions he proposes about the value of tourism. Prithvindra Chakravarti pursues a major theme of Papua New Guinea folklore through all parts of the main island and six other important islands in the surrounding seas. That covers a lot of territory, but perhaps is only a beginning. I've heard a similar story on Kiriwina, which he does not mention, and in fact some resemblances could link it to the Old Testament's account of David and Goliath. Perhaps, with many others, it has its roots in the nature of man.

Editor Ulli Beier deserves congratulation. From an area covering such variety in tradition a mass of interesting subjects presents itself, and I hope that *Gigibori* scores significant success.

By some oversight I didn't see this first issue for some months but I hope that I can keep in touch with its followers.—*Olaf Ruhen*.

(*GIGIBORI*: A Magazine of Papua New Guinea Cultures; ed. Ulli Beier; published by Institute of New Guinea Studies, \$1.50.)

Missionary chronicle, unhistorical



John Wesley's message came to Papua New Guinea on Sunday, August 15, 1875, when the Rev George Brown, a New Zealander, his Fijian colleagues Aminio Baledrokaoka and Ratu Livai Volavola, and a handful of Fijian and Samoan pastor-teachers arrived in the Duke of York Islands. Most were accompanied by their wives.

One year later there were five mission stations in those islands, nine in New Britain and three on New Ireland. Brown had set up headquarters at Kinavanua, a Samoan was in charge at Urakukur, and Fijians looked after the other stations.

Sixteen Fijian ministers, 153 pastors, teachers from Fiji, Samoa and Tonga, and their wives, went to the New Guinea Islands region between 1875 and 1929. Together with 92 European ministers and many European nurses, teachers, artisans and other helpers, they made a crucial contribution to the development of an indigenous church in times when the local people did not have the necessary training and experience.

The author, an Australian minister in New Guinea since 1961, presents this chronicle, a continuous register of events in order of time, with emphasis on the men and women involved. Many of the accounts of Christian outreach when the islanders were illiterate or just beginning to be reached by Western education are marred by their authors' ethnocentricity and/or religious exclusivity. Threlfall goes some way toward providing a balanced picture.

He rightly gives as much attention to men like Aparam To Bobo, baptised in 1894, who became a lay teacher and leader in the Vunamami area, and to Peni To Pitmur of Matai, the first indigenous minister, as to the importers of the *lotu*. The demands made of the converts were tre-

A group of early Methodist missionaries to New Guinea. The man standing on right, the Rev W. H. Cox, then chairman of the Methodist Mission in the Bismarck Archipelago, was the centre of a storm in 1914 when the Australian Army publicly caned several Germans and a Belgian in Rabaul for having assaulted him. The German Government protested. The reviewer asks whether there should not have been more indigenous ministers in New Guinea as a result of the long establishment of Methodism in the area.

mendous, not only in physical matters such as risking their lives in the early years when tribal warfare had not yet given way to the *pax germanica* but also in coping with the psychological traumas of culture contact. Apart from having to adjust to rapid socio-economic changes, the Christian Tolais, for instance, were also confronted by traditional secret societies, eg *dukduk* and *ingiet*.

The author claims that there has been a continuous effort to have the local people take responsibility for church affairs. A grassroots organisation was under way in less than two decades, with a *kivung na luluai*, headmen's meeting, in each circuit by 1910, and district meetings two years later. The first printed book in any of the New Britain dialects, Brown's Wesleyan Catechism, appeared in 1879; the first New Testament in Kuanua, the language of the Tolais which was used as the Methodists' lingua franca, was published in 1902; and *A Nilai Ra Dovot*, The Voice of Truth, now the oldest newspaper in Papua New Guinea, was started in 1909.

Why, then, were there only 13 indigenous ministers among tens of thousands of practising Methodists when World War II broke out? Why did it take 87 years, until 1962, to give a local man, Mikael To Bilak,

a place in the leadership of the Church. The author puts it down to the white missionaries' paternalistic reluctance and the local people's diffidence; but it stems from more than just that. It was part and parcel of the colonial era, of the indigenous people's 'station in life' during those years.

As mentioned earlier, this book is a chronicle; as such, it is praiseworthy, filling a long-standing gap in the missiology of Papua New Guinea. It takes us to 1968, that momentous year when Methodists and Congregationalists joined together in the United Church of Papua New Guinea and the Solomon Islands, and gives a brief account of the years since then.

The local people are now well and truly in a cash economy, and *pia no*

FREE BOOKLET

'Hope for a Fear-Filled World'

Wars, famine, pollution, population explosion, moral decadence, industrial strife, unemployment, inflation. The human race is plagued by the fear of all these.

The Bible predicted that just such conditions as these would come about, and it presents the only truly satisfactory solution, one that guarantees an end to all these problems.

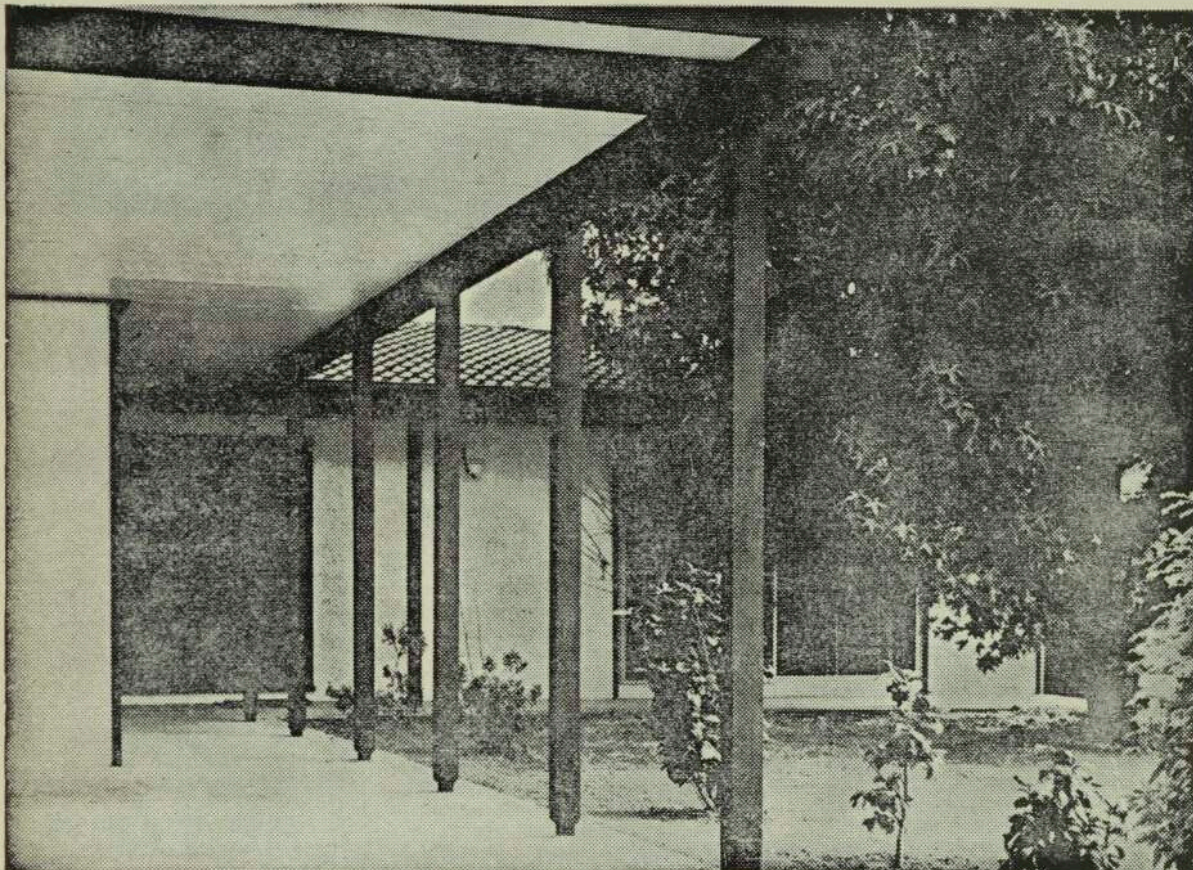
Send today for your free copy of the booklet, 'Hope for a Fear-Filled World'. You may use the following coupon.

NAME

ADDRESS

DAWN BIBLE STUDENTS,
P.O. Box 1358, Auckland, N.Z.

Wunderflex gives good design at low cost



E324ED

You want modern design?
Then use modern material that won't warp, shrink or rot.
You want least cost?
Then build with a board that can be worked with
handyman's tools.

Inside and out, your home
will have the modern, simple lines of
Wunderflex building board.

Wunderlich
Wunderflex

Available from:
Papua New Guinea: Steamships Trading Co. Ltd.
Norfolk Island: Irvine's Building Supply Centre
Made in Australia and marketed by
CSR Building Materials
Export Sales: 4 O'Connell Street, Sydney, Australia 2000

NO MANA

There is no MANA feature in this month's PIM. The material went astray somewhere between Fiji and Sydney. This is the first time MANA, a popular section of PIM, has not appeared since first publication in the March, 1973, PIM. Some copies of the 1974 MANA Annual, containing all the works for that year, plus additional material, are available from Pacific Publications, GPO Box 3408, Sydney, at \$2.50 plus 70c postage or \$US3.60 posted.

votovoto, congregations holding customary land and producing cash crops to pay the salaries of pastors and teachers, has almost disappeared. But the work of those mentioned in this chronicle continues. Leslie Bosito, a Solomon Islander, heads the United Church and Saimon Gaius, a Tolai, is bishop of the New Guinea Islands region—both of them 'products' of Methodism.

Regrettably, this book is not a history. It neither gives an adequate account of the setting for the chronicle nor does it properly analyse the interaction between 'extraneous factors', eg changes in villages society, intrusion of modern forms of government and commerce, and the Methodist church (taking the term 'Church' in its full sense).

One can appreciate the dilemma of the author, a Christian clergyman in an ecumenical era, having to deal with unpleasant historical facts such as instances of mutual intolerance between Methodists and Catholics and strained relations between expatriate entrepreneurs and missionaries. But much more than just glimpses of those facts, and not merely glossing them over, is needed in an historical account. Mr Threlfall has provided the bones; one hopes that others, especially Melanesians, will add the flesh.

Finally, it is good to see mention of the late Hosea Linge whose life story, translated into English in 1931 as *The Erstwhile Savage*, was the first autobiography by a Papua New Guinean. All who saw him help the New Ireland people rehabilitate themselves after World War II will surely be pleased.—Harry Jackman.

(ONE HUNDRED YEARS IN THE ISLANDS, by N. Threlfall. Published in United Church Book Dept., Rabaul, Papua New Guinea, 1975. \$5.50 in the Pacific, \$6.95 elsewhere.)

BOUQUETS, BRICKBATS AND SPANISH COCKTAILS FOR LOST CARAVEL

Robert Langdon's controversial new book *The Lost Caravel*, which Pacific Publications recently launched as 'the book sensation of the Pacific' and 'the book that changes Pacific history', has had a lively and varied reception in its first few weeks on the market.

Some reviewers accepted its theories with strings of superlatives. Others, like PIM's own reviewer (PIM July, p 52), felt its theories were fallacious or in the realm of fantasy.

The Spanish Ambassador in Canberra celebrated the book's appearance with a reception for 50 or so guests.

The *Lost Caravel* advances the theory that the caravel *San Lesmes*, lost from a Spanish expedition to the East Indies, in 1526, was wrecked on Amanu Atoll to the east of Tahiti; that the crew survived and intermarried with local women; and that they and their descendants spread to many Polynesian islands, including Tahiti, New Zealand and Easter Island.

The book begins with an account of the discovery of four ancient cannon on the Amanu reef in 1929. It claims that the Spanish crew that left them there significantly influenced Polynesian culture.

First off the mark to review the book was Grant McCall, an anthropologist at the Australian National University, who is writing a PhD thesis on the modern Easter Islanders.

After lavishing much praise on the book's author for the breadth of his researches, etc, McCall declared—in a review for a Basque journal in Buenos Aires—that he himself was only competent to judge the author on the question of Easter Island. He then devoted considerable space to examining the last page or so of Langdon's 13-page chapter on Easter Island, and finally declared that as far as Easter Island was concerned,

the author's theories 'began to fall into disintegrated little pieces'.

Three reviews that appeared in Australian newspapers on June 21 found Langdon's theories more acceptable.

Olaf Ruhen, writing in the *Melbourne Age*, said that Langdon's researches had 'accumulated an astonishing weight of evidence that at least lends credibility to postulations that Spanish, or rather a predominantly Basque, influence helped to mould eastern Polynesians into a marine community of which some skills derived from Europe'.

'It does not, of course, decry the astonishing abilities they had previously,' he said.

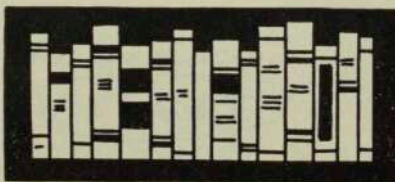
Ruhen added: 'I was convinced while this book was only a rumour that it could not have respectable standing. That conviction I now retract, absolutely and ashamedly; I accept many of its arguments, though not all, against my former belief.'

Kylie Tennant, writing in the *Sydney Morning Herald*, devoted half of her review to the views of a skeptical friend, who said: 'The Polynesians do not need any theory that they are descended from red-haired, blue-eyed Basques . . .'

However, she went on: 'One should read *The Lost Caravel* not with skepticism but in the spirit of delight . . . When we are introduced to lost Spanish mariners repairing their ship, the *San Lesmes*, on a remote island of the Tuamotus, following Robert Langdon's skilfully presented case for their survival, the very breadth of adventure blows through the narrative.'

A reviewer for the *Melbourne Herald*, Frederick Howard, said Langdon's book made 'new and challenging probes into the Pacific past'. If Langdon was right, the survivors of a ship of 450 years ago had left traces over an immense area.

'The experts will debate, perhaps inconclusively and endlessly,' Howard added. 'Meanwhile, there is a fat book of deduction, adventure and





We want to reach out and touch you

Searching for oil . . . petrochemical engineering . . . manufacturing synthetic fiber and plastic products. Teijin is raw materials to finished products. We're also top fashion, as you probably know already. Leading the world of fashion as creators of Teijin Tetoron.* We're other things, too. Cosmetics, information, housing, food resources, et cetera, et cetera . . .

A diversified company that reaches out and touches the lives of different people in different ways in the spirit of international cooperation and human progress.

*Tetoron is Teijin's registered trademark for its polyester fiber and fabrics.

A Leader Today...For A Better Tomorrow

TEIJIN[®]

TEIJIN LIMITED Tokyo Head Office: 1-1, 2-chome Uchisaiwai-cho, Chiyoda-ku, Tokyo, Japan Phone: Tokyo 506-4111
TOKYO & OSAMA JAPAN

Lost Caravel sails briskly on

historical curiosities for armchair explorers to digest.'

John Fraser, writing in the Melbourne Sun-Pictorial on June 28, described *The Lost Caravel* as 'an exceptional piece of historical detection, research and journalism'. The writing in it was excellent and it was a difficult work to put down.

'It is a romantic enough proposition,' Fraser said, 'that these Spaniards [of the San Lesmes] might have been the guiding force behind what has hitherto been regarded as the natural genius of the Polynesians.'

'But Langdon has assembled what to the reader must be an overwhelming array of evidence—and in some cases—proof of the extent of this grafting of Iberian culture.'

Professor Ron Crocombe, professor of Pacific studies at the University of the South Pacific in Suva, also left no doubt as to where he stood.

'This book is a masterpiece, as fascinating as it is important,' he said in a review in *The Fiji Times* on June 8.

'For any one interested in the history of the Pacific, Robert Langdon's book *The Lost Caravel* is excellent reading for it solves some old mysteries and throws new light on others.'

'The author produces a wealth of evidence in great detail. He uses genetics, blood analysis, linguistic changes, veterinary science, comparisons of religious beliefs, navigational systems and a range of other information. He convinces me that the road details of the story he tells are true . . .

' . . . any one wanting to read a superb detective story, as well as a fascinating chapter of Pacific history will be well rewarded by reading the whole book. It will undoubtedly become a classic of Pacific literature.'

A Perth journalist, Athol Thomas, greeted *The Lost Caravel* with somewhat similar enthusiasm in the West Australian on July 3. For him, the book was 'a kind of ethnic whodunit' that had involved 'some of the most astute detective work of all time'.

The evidence was marshalled so expertly that even those who normally reached for Agatha Christie might, at least once, prefer Langdon.

'He handles the narrative like a journalist, and therein lies part of its appeal,' Thomas went on. 'Even the name of his book, *The Lost Caravel*, has a come-hither aura about it.'

The next reviewers, two academics,



Was this Hawaiian 'helmet' inspired by the Spaniards? An illustration from *The Lost Caravel*.

Drs Peter Corris and Roger Hainsworth, took a rather more jaundiced view of the whole thing. Corris reviewed for *The Australian* and Hainsworth for the *Adelaide Advertiser* on July 5.

Corris, who, like Crocombe, got a PhD in Pacific history at the ANU, began by branding Langdon an 'amateur historian', and claiming that although he wrote from the heart, he played 'fast and loose' with the evidence.

Langdon's book, he said, had an appeal like *Chariots of the Gods*. A startling proposition was advanced and a wealth of apparently convincing but ultimately questionable evidence was advanced to support it.

'Langdon shares with Von Daniken,' Corris went on, 'a curious unwillingness to credit ancient and pre-literate societies with their apparent cultural achievements, an impulse to look outside for influences—extra-terrestrial in Von Daniken's case, European in Langdon's.'

'Some of Langdon's supporting evidence is very reminiscent of Von Daniken, such as the comparison made between Spanish helmets and Hawaiian headgear . . .'

In Corris' opinion, Langdon's key argument about the Amapu cannon seemed 'ill-founded'. His pictorial evidence was 'unimpressive' or in need of 'interpretation in terms of value judgments made by the artists', and his case for the creation of a Hispano-Polynesian ruling caste was 'weak'.

Nevertheless, Corris could not refrain from giving some praise. The sweep of Langdon's researches was so vast, he said, that there was probably no single individual who could evaluate all his evidence. Moreover, his 'engagingly written' and 'excel-

lently produced' book provide a vigorous and fresh retelling of the early exploration of the Pacific.

'His vision of the Spaniards roaming the Pacific in search of a road back to Europe is dramatic, tragic and imaginative,' Corris added. 'If Wrong but Wromantic, it is still welcome at a time when so much historiography is Right and Repulsive.'

Hainsworth, a history lecturer at the University of Adelaide, said in his critique that others better qualified to judge would have to assess the validity of Langdon's thesis.

However, the book inevitably gave rise to the thought that if so much Pacific history could be explained by the occurrence of a single shipwreck then Pacific history would be 'trivialised out of existence'.

'Moreover,' Hainsworth went on, 'some of its arguments seem shaky or insubstantial. Nobody surely doubts that Polynesians carry in their bloodlines the genes of Spanish and Portuguese (and Dutch and English) castaways, but why tie a thesis about such things to the loss of a single ship?'

Hainsworth also questioned Langdon's use of pictorial evidence, claiming that early European artists in the Pacific were 'in the grip of European stereotypes' and could not accurately depict the unfamiliar.

'It does not strengthen the reader's confidence,' Hainsworth added, 'that Langdon is not a master of complex narrative—see, for example, his very confused account of the Spanish flotilla's attempts to negotiate the Straits of Magellan.'

'Nevertheless, with all the reservations one can make this is a valuable book. Students will find it immensely stimulating. Pacific buffs will love it.'

Ian Stuart, Anglican rector of Port Moresby and author of *Port Moresby, Yesterday and Today*, came out strongly on Langdon's side in the PNG Post-Courier on July 15.

He thought Langdon's arguments were so compelling that many readers would be convinced that his main theory, at least, was correct long before reaching the end.

For this reason, he warned them against giving up 'as the evidence continued to mount even higher', because, he said, there was much to be learned apart from the book's central theme.

Stuart then did a little worrying about the academics.

'Remembering the cool reception Thor Heyerdahl's Polynesian migration theories have received from the professional scholars,' he said, 'one wonders how *The Lost Caravel* will fare at their hands.'

Continued on p 94

A growing airline in a shrinking world...

Fly to any of 16 AIR NEW ZEALAND Gateways to the World.



Los Angeles

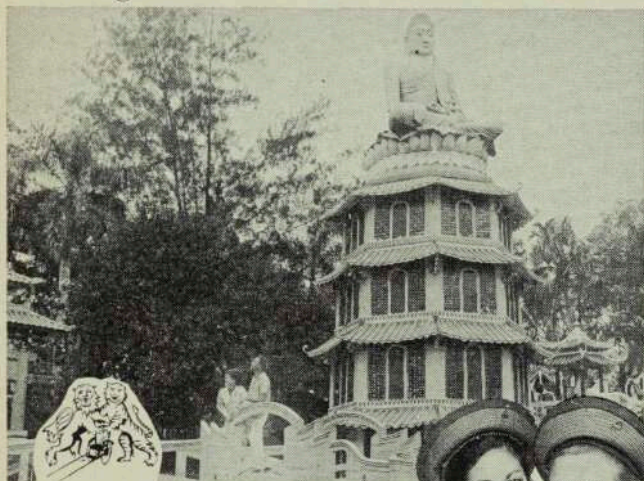
AIR NEW ZEALAND is a truly international airline, flying you throughout the Pacific to any of 16 Gateways to the World, as far apart as Wellington and Singapore, Auckland and Los Angeles.

You fly the friendly fleet of DC-10s and DC-8s.

Our magnificent wide-bodied DC-10s now fly on most international AIR NEW ZEALAND routes. On other flights and services, our personalised DC-8s provide outstanding AIR NEW ZEALAND service.

16 exciting Gateways to the World.

AIR NEW ZEALAND flies to Hawaii, Los Angeles, Hong Kong, Singapore, Sydney, Melbourne, Brisbane, Auckland, Wellington, Christchurch, Fiji, Tahiti, New Caledonia, Samoa, Rarotonga and Norfolk Island.



Singapore

 **AIR NEW ZEALAND**
Friendliest wings across your world.

Talk to AIR NEW ZEALAND or your travel agent

ANZ 2

Pacific Transport

PNG COMMISSION WANTS TO BAN ALL BUT JAPANESE-MADE VEHICLES

From GUS SMALES in Port Moresby

Private car ownership was bitterly criticised in a technical report tabled in the Papua New Guinea Parliament in August.

The report suggests that private car ownership should be phased out over the next five years or so, and describes private car ownership as a hangover from the colonial period.

The report recommends that cheap bicycles and an expanded public transport system should replace private cars in urban areas, and that the use of buffalo, horses and mules should be investigated in country areas.

But it also suggests that cheap electricity from hydro schemes could be used for some trunk-system transport, and suggests an inquiry into a type of trolley-system running on roads and drawing power from overhead lines.

The report was prepared by the Commission of Inquiry into Standards, an independent body created by the PNG Government to consider the standardisation of a large range of technical equipment in the interests of economy and efficiency.

It has recommended that only five makes of vehicle—all Japanese—could be imported into PNG.

Other makes would be kept out by prohibitive import duties, and could not be handled by a proposed government importing business.

Japan already has about 80 per cent of the PNG motor vehicle market, and Australia, which once had the largest share, now has a little over 10 per cent.

Under the recommended proposals, vehicle imports would be restricted to Datsun, Toyota, Mazda, Mitsubishi and Isuzu.

The proposals exclude large trucks and buses.

The proposal to phase out private car ownership will not be well received in a country where many people for the first time are finding car ownership within their reach.

The report says that private motor

vehicles are unsuitable for PNG and continues: "Failure to eliminate the private motor vehicle will lead to increased economic divisions and social tensions in the community."

"The private motor car in PNG and the attitudes to it are very much a hangover from the colonial period, when it was a symbol of the power and affluence of the ruling elite. It is clear that much of the present motivation for car ownership is in terms of status rather than actual economic advantage".

The report lists the disadvantages of private cars as high cost in foreign exchange, inefficient use of roads, traffic delays, being available only to the "highest-paid" members of the community, excessive and unnecessary

pollution, discouraging the development of other more-efficient means of transport, and separating the "decision-makers" from the public.

Discussing the possible uses of animals in country areas, the report says: "The present of a tractor to people of a remote area is pointless if they have to charter a large helicopter to get the thing home, and then pay for further air charters to bring in fuel."

"It is obviously far better to walk or fly in young beasts of burden which, although operating at lower ratings than the tractor, use local fodder and at the end of their useful working life can be eaten."

"At this stage they may be tough, but their food value is much greater



NZ ARMY MAKES A PORT. The export of coconuts, citrus fruit and pineapples from Aitiu Island, in the Cooks, is expected to increase dramatically following the construction of a harbour by New Zealand Army sappers. The island previously had few small boat passages, none particularly good, from which to load ships hove-to offshore. In heavy seas loading was impossible. The NZ Government, in 1974, agreed to provide \$300,000 for the project, and called in the sappers to do the job. The above NZ Army photograph shows the extent of the work.

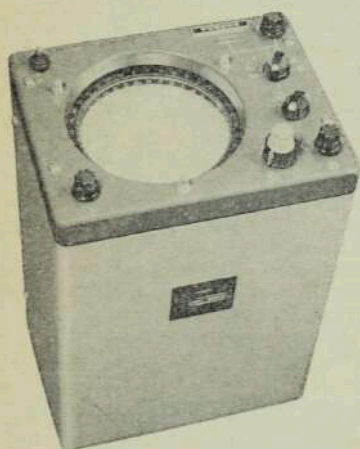
FURUNO

FURUNO ELECTRONIC EQUIPMENT

GIVES PLEASURE

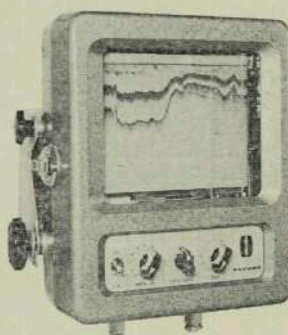
TO YOUR LEISURE TIME

WITH UNRIVALED QUALITY



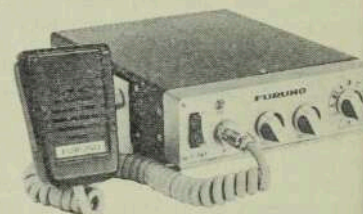
FRS-24/48
Marine Radar

Compact, high reliability,
solid-state radar.
Easy operation.
Attractive antenna unit.



FM-21/22
Echo Sounder

Simple operation.
Paper cassette.
6" paper.



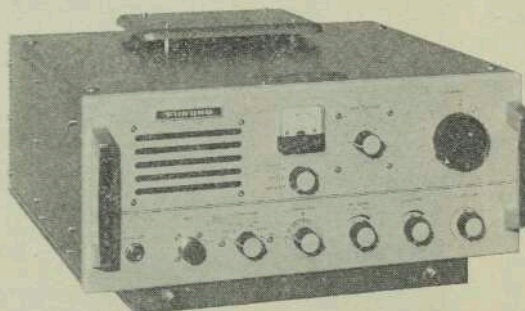
VF-25 NM VHF/FM

Compact 25W,
150MHz FM Radiotelephone.
12 channel capability.



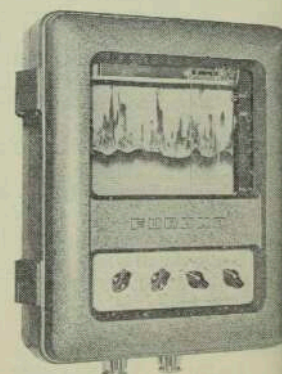
FG-11/200 MK-3
Echo Sounder

Economical. Portable.
Recorder and flasher.



NS-11
SSB Radiotelephone

150W, 10 channels in 1.6-18MHz.
Solid-state except final stage.



F-860 MK-II Series
Echo Sounder

Rugged, Proven reliability
over many years.



The future today with FURUNO's electronics technology.

FURUNO ELECTRIC CO., LTD.

9-52, Ashihara-cho, Nishinomiya City, Japan
Cable: FURUNO NISHINOMIYA, Telex: 5644-325

han that of a worn-out tractor, and he hide if suitably treated is valuable".

QUIETER TIME ON FIJI'S WHARVES IN 1974

Less cargo passed across Fiji wharves in 1974 than 1973, and there was also a falling-off in the number of overseas cargo ships calling at Fiji ports. At the other end of the scale, Fiji's exports over wharves were 5.1 per cent higher in 1974, compared with 1973.

The overseas cargo tonnage handled in all ports was 1,143,689 tons, down 57,894 tons.

The King's Wharf, Suva, handled 66,000 tons in 1974, of which 58,000 tons were petroleum products. Wheat, most of it for the local flour mill, accounted for about 10 per cent of the King's Wharf cargo.

Lautoka, from where most of Fiji's sugar is exported, handled 402,879 tons of cargo, including 201,000 tons of unrefined sugar and 67,000 tons of molasses. Vuda (mainly petroleum products), Vatia (mainly used by the Emperor Gold Mining Co), Alau (mainly unrefined sugar) and Naiton (mainly unrefined sugar) handled 263,000 tons of cargo.

The reason given for a decline in the number of overseas ships calling at Fiji was that bigger and more modern ships, are slowly replacing smaller ships.

There has been a big improvement in performance by Suva watersiders since the Ports Authority of Fiji took over the running of Fiji wharves. The director of the authority, Mr Loung Kee, said recently that their production had doubled, which is good news for shipowners.

Mr Lou said the men had adopted a more conscientious outlook towards their work, and had generated increased productivity, which could be measured in terms of cargo handled and the turnaround of ships.

The watersiders had been the subject of criticism for some time for low production capacity related to pilferage. They were also criticised for the amount of pilferage which occurred on the wharves.

Mr Lou, praising the dockworkers, said the authority's main function was to create a congenial atmosphere conducive to greater efficiency and production. The men had responded earnestly.

WILL QANTAS CLIP NORFOLK WINGS?

Qantas, which lost about \$700,000 on the Sydney-Norfolk Island service in the last financial year, may not

be averse to a bid by Norfolk Island Airlines, to take over the run. Fokker-VFW International is seeking to sell a Fokker F28 jet to Norfolk Island Airlines, claiming it could go into service almost immediately, and that the existing airport is suitable for F28 operations.

A F28 would be about twice as fast as the lumbering DC4s which Qantas has used for many years. The Royal Commission inquiring into the future of the island has heard submissions on behalf of Norfolk Island Airlines.

On August 26, Qantas put up the fare and cargo rates for the Sydney-Norfolk Island run. The one-way fare is now \$94.10, compared with the previous rate of \$78.40. Even the new rates are unlikely to make a big dent in the loss Qantas incurs on the service. The latest rise was in line with the Australian Government's policy of calculating Norfolk Island fares on the same basis as other domestic airlines in Australia.

PNG'S NEW LAWS FOR SHIPPING

A new law in Papua New Guinea will give the country the international right to fly the national flag on the high seas. The law established a shipping register under which merchant ships owned only by citizens and corporations approved by the National Investment and Development Authority will be registered in PNG.

Pleasure craft, canoes and ships less than 10 metres long will be exempt from registration. Registration fees will be kept at the minimum needed to run the system.

To encourage the employment of PNG seamen, large ships will be given a rebate of fees if a fixed proportion of the crew is Papua New Guinean.

Anyone who uses the national flag to pretend a ship is registered will be liable to forfeit his ship. Ship-owners or masters who conceal their PNG registration or pretend to be foreign-registered are liable to a penalty of K1,000 and forfeiture.

A NEW FOKKER FOR THE PACIFIC

Fokker is developing a new version of the F-28 Fellowship, a medium haul aircraft, which will carry 85 passengers over distances between 2,000 and 2,700 kilometres. The F-28 Mark 4000 was developed in consultation with potential users from the prototype of the Mark 6000 version.

It will have longer wings and quieter, stronger Rolls Royce Spey engines. The first F-28 Mark 4000 aircraft will be available for delivery about mid-1976.

Air Nauru operates a F-28 Fellowship from Melbourne to Nauru, via Tontouta in New Caledonia and Honiara, and then uses it on services from Nauru to Tarawa and Majuro, and to Kagoshima in Japan, via Ponape, Guam and Okinawa.

W. SAMOA FROWNS AT AERIAL OPPOSITION

Western Samoa is not at all happy about having to grant landing rights at Faleolo Airport, near Apia, to American Samoa-based South Pacific Island Airways. But she was obliged

NEW!



THROUGHOUT THE PACIFIC

Single hand control

TERHI OUTBOARD MOTOR

And look at some of the outstanding features . . .

Needle Roller Bearings throughout—Heavy Duty Crankshaft and Main Bearings—Loop Scavenging. Stainless Steel and Non Ferrous Metal on all water contact parts.

The Quality is The Best! Spare Parts amongst the Cheapest!

HUNDREDS OF OTHER FINE POINTS ON THIS REALLY MODERN TERHI OUTBOARD MOTOR FROM FINLAND.

The full range available ex stock.

PACIFIC

D.A.T.A.

CABLES: "DIESELTECH" SYDNEY. TELEX: AA 25568.

19 Carrington Rd., Marrickville,
N.S.W. 2204 Australia.

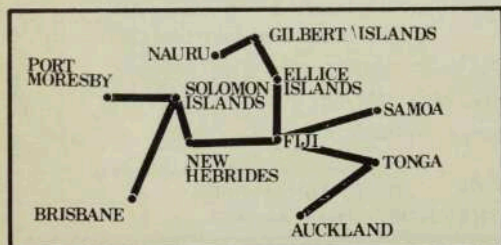
"thank goodness we have Air Pacific!"



the one we know!

When you live in an area as big as our South Pacific you will appreciate having an airline like Air Pacific. Fast, reliable and efficient!

Not too big to lose its friendly personal South Seas island touch-and not too small to give you a crowded feeling. When you fly Air Pacific-you'll experience that wonderful 'welcome back home' feeling from the people you know. Jet Air Pacific to the REAL PACIFIC.



For details and bookings contact your travel agent or Air Pacific, Private Bag, Suva Fiji.

PACIFIC ISLANDS MONTHLY—OCTOBER, 1975

Want PIM for a
friend this
Christmas?

*It'll make it easier
for you!*

Pacific Islands
Monthly

Keeps you informed on Pacific
happenings

Get in the details
on one of the
attached order
forms.

to do so in return for rights at Tafuna Airport in American Samoa.

Western Samoa's Secretary to the Government, Mr Iulai Toma, was quite frank about the matter. He said his government had delayed granting rights to SP Island Airways to protect Polynesian Airlines. It was also reluctant to grant rights because it felt there was not enough traffic between Tafua and Faleolo to warrant two airlines.

Pan American World Airways, till December, 1974, was the official designated US airline for rights at Faleolo. But the possibility of this huge airline taking up the rights with a small aircraft was remote.

Mr Toma said the WS Government felt that as Polynesian Airlines had pioneered the route, it was entitled to have time to recover expenses. As the WS Government is the major shareholder in Polynesian Airlines, Mr Toma's statement is not surprising.

At Western Samoa's insistence it will have to operate a scheduled service, with a fare level comparable with that of Polynesian Airlines.

SP Island Airways did not accept the suggestion that there would not be enough traffic for two airlines. The airline claims it will not make a dent in Polynesian Airlines operations, but rather will generate, and encourage, new traffic from American Samoa to Western Samoa.

The president of SPIA, Mr George Wray, said SPIA would start a service within 30 days of August 5, the day rights were granted, using 9-passenger Britten-Norman Islander aircraft. Eventually it will provide commuter-type services with 20 to 30 passenger aircraft, yet to be selected. The 93-mile route had an annual boarding rate of 78,000 passengers, and provided Polynesian Airlines with revenue of \$US1.8 million.

ANOTHER PATROL BOAT FOR TONGA

Tonga expects to take delivery early next year of a second fast patrol boat, which will cost \$115,000. The boat is being built at the Brooke Marine shipyard, Lowestoft, England. It will be capable of 30 knots, and will have a continuous maximum speed of 24 knots.

The twin 350 bhp diesel engines will be installed in October, and sea trials are scheduled for November. The ship has an aluminium hull. It is a sister ship to the 40 ft Ngahau Koula, which is in service. The new boat will incorporate a number of modifications which will give it a longer range than the Ngahau Koula.

The normal complement of the

new ship will be two officers and six crew.

One of the boats will be posted permanently at Vavau to patrol northern waters. The other will operate mainly in the Tongatapu and southern Haapai areas, and will be based at Nukualofa. The boats' duties include fisheries patrols, mercy missions, communications support, troop transport and resources surveys.

AIR MICRONESIA'S EARNINGS DROP

Net earnings of Air Micronesia Inc in the year ended December 31, 1974, totalled \$7,557, compared with \$22,295 in 1973. Total revenue at \$1,553,413 was 6.1 per cent higher than the 1973 revenue of \$1,464,722. Continental, which has complete financial and operational responsibility for the air service, incurred a pre-tax loss of \$2,268,900 on its Trust Territory operation, compared with a 1973 pre-tax loss of \$1,714,800. The after-tax loss was \$1,727,200, compared with \$891,600 in 1973.

Continental/Air Micronesia links the Trust Territory with Honolulu, Johnston Island, Guam and Okinawa. In the Trust Territory itself, the airline services Majuro, Kwajalein, Ponape, Truk, Saipan, Tinian, Rota, Yap and Palau. It has authority to operate from the Trust Territory to Pago Pago, Funafuti, Tarawa and Nauru, but service to those points has been postponed as the landing facilities at Tarawa and Funafuti need to be improved to handle jet airliners. In addition bilateral negotiations between the US and the UK to institute a Continental/Air Micronesia service have not yet been held.

LINDENBANK RUNS ON REEF

The Bank Line's Lindensbank went on a reef off Fanning Island late in August while loading copra. On September 7 the forward part of the ship was afloat, but she was still fast aground amidships. The owners were hopeful of being able to discharge cargo to lighten the ship sufficiently to enable her to float off, provided the weather remained calm.

The Lindensbank was carrying a cargo of copra, coconut oil and copra pellets loaded in New Guinea, Fiji and other South Pacific ports. When she went aground another Bank Line ship, the Elmbank, which was nearby, was called in to help. Then two United States Navy tugs were brought from Hawaii to try to shift the Lindensbank. All efforts were fruitless.

Some cargo was jettisoned and

There's an International Truck for every application. Yours too

Whatever you carry on or off the highway, we're certain we've got just the truck you need. Thirty-five basic models include petrol and diesel power, single axle and tandem drive, 4 x 2, 6 x 4 and 8 x 4, automatic and manual transmission, conventional cab and cab over.

Two series of truck designs which together comprise these 35 options, make up the International truck range.

ACCO-A Series (cab over)

Twenty-three basic models feature a 'human engineered' all-steel cab for outstanding driver comfort and safety. It tilts for easy access to the engine, cutting servicing and maintenance delays. Models cater for a wide range of applications — tippers, trays, vans, cement agitators, tankers and semi-trailers. A total of 7 petrol and diesel engines power the range.

D-Line (conventional cab)

Twelve basic models including four-wheel-drive vehicles for off-highway use. Suited to tray, tippers, vans and as prime movers for semi-trailers.

There's an International truck to suit almost every practical application. And they're all backed by reliable after-sales service and parts supply.

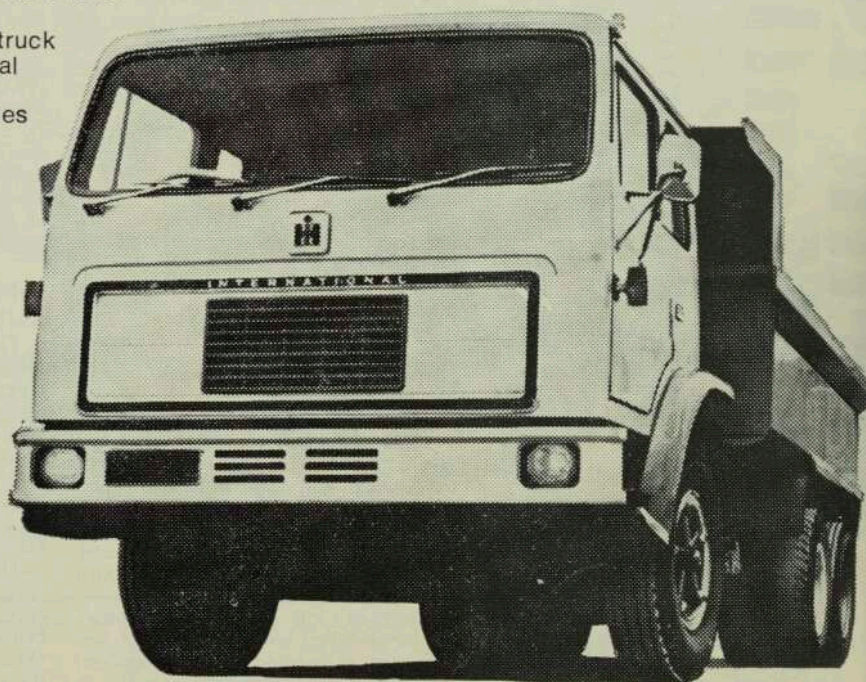
For further information contact our authorised distributors—

NGG Trading Co.,
PO Box 459, Lae, PNG.
Solomon Motors Ltd.,
PO Box C16,
Honiara, Guadalcanal, BSIP.
S.I.F.R.A. BP 806,
Noumea, New Caledonia.
Niranjans Autoport Limited,
GPO Box 450, Suva, Fiji.
Kerr Bros Pty. Ltd.,
PO Box 3838,
Sydney, NSW, 2001
Tahiti Produits Shelltex,
Boite Postale 350,
Papeete, Tahiti.

Pacific Products Inc.,
PO Box 698, Pago Pago,
American Samoa 96920



**International Harvester
Australia Limited**



International

1H29R

72

PACIFIC ISLANDS MONTHLY—OCTOBER, 19

me was taken to the island to lighten the Lindenbank. Early reports are that there was some rupturing of the bulkheads, and that the tail shaft was damaged, which means that she will have to be towed, as she will have no power.

The Capitaine Bougainville before the name-change from Balzac.



DIE IN SHIP FIRE

Several Fijian and other Pacific islands seamen were among 16 people who lost their lives after abandoning the blazing Sofrana-Unilines ship, Capitaine Bougainville, off the New Zealand east coast, north of Whangarei, on September 3. The fire broke out early in the morning. The ship left Auckland the previous day to sail for Papua New Guinea, Sydney.

There were grim and harrowing stories of efforts to fight the fire, and of efforts to save life as the 37 passengers and crew had to abandon ship in mountainous and icy seas. The life rafts and life boats were used with only the greatest of difficulty. Others were washed away. The master, Captain Thomas Jean Raymond, was able to steer the Capitaine Bougainville to within 500

metres of the shore before giving the "abandon ship" order.

The captain's wife and three children were among the casualties. There were several individual tales of heroism.

Apoa Samuels, of Fiji, a member of the crew, dived into the water after his pregnant wife, when she fell into the water. He crashed his head against the side of the ship as he dived. He managed to find his wife and after a long struggle hauled her on to a raft. He battled to get the raft ashore, and then went off to help others to get out of the water. He was later found to have a minor face fracture.

Chief Engineer Afefaoi Panapa, finding there was not enough room on a life raft for all, held on to the edge and suffered the freezing water. When a big wave threw everybody into the water, he floated in his life-jacket till dawn and was carried ashore in the

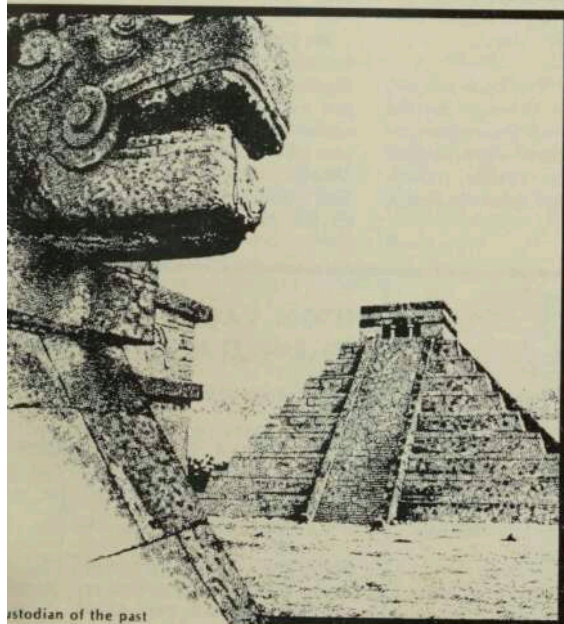
current, along with other survivors.

Captain Raymond, with his wife, was in a lifeboat which turned over several times. He was holding his wife over the keel as daylight came. As the boat drifted to the shore he felt the sand, and then realised his wife had died. She slipped from his grasp and drifted away.

The hulk of the Capitaine Bougainville was towed to Whangarei. A formal preliminary inquiry into the disaster was started soon after.

Sofrana-Unilines bought the Capitaine Bougainville, 4,200 tons deadweight, then the Balzac, from northern Europe late in 1972, for the Auckland-New Caledonia-Papua New Guinea-Solomon Islands-New Hebrides-Auckland service. She had 900 cubic metres of refrigerated space and was equipped with two six-ton cranes, one one-ton crane, two 12-ton derricks and four six-ton derricks. Her speed was 15 knots.

To Future Generations, Security



Guardian of the past

Social welfare is a subject of serious consideration in most modern societies. Man in the twentieth century accepts his responsibility to bequeath to the next generation a society better than his own. Daiwa Bank is not unique in accepting this responsibility, but Daiwa is unique in making acceptance of this role in society an integral part of their banking service.

Daiwa is the only Japanese city bank to combine banking and trust business. Daiwa is thus a fully integrated banking institution, comprising banking, international financing, trust, pension trust, and real estate business. This integration is part of our effort to fulfil our social responsibility consistent with society's needs in a contemporary environment.

a fully integrated banking service

DAIWA BANK

Head Office: Osaka, Japan
London and Frankfurt Branches
New York and Los Angeles Agencies
Singapore, Sydney and
Sao Paulo Representative Offices
Joint Venture Banks: P.T. Bank Perdanania, Jakarta,
International Credit Alliance, Ltd., Hong Kong

TRANSPORT BRIEFS

● A new 37 ft 10-ton ship has been added to the Solomon Islands trading fleet. The ship, the *Libaka*, will be used round Ysabel to bring cargo to a central point for transshipment to Honiara. The *Libaka*, built of ferro-cement, cost \$25,000. It is the second ship of its type to be built by the Honiara Marina and Shipyard Co. An order has been placed for a third ship.

● Mr J. J. Tauvasa, of Hoskins, West New Britain, has been appointed Controller of Civil Aviation for Papua New Guinea. He will be responsible for administering the civil aviation regulations, which include licensing air crews, airways operations officers and aircraft maintenance engineers. He will also be responsible for the Civil Aviation Agency, which operates air traffic control and flight information services.

● Marine officers who hold Pacific Island certificates of competence will be able to serve in, and command, Fiji-registered ships trading between Fiji and Australia and New Zealand, under legislation which will go to parliament for approval. This is expected to provide greater work opportunities for Fiji ships' officers.

● The United States may seek rights in the South Pacific for another airline in 1976. This hint was dropped by President Ford when he approved a route exchange by American Airlines and Pan American World Airways. American Airlines withdrew from the South Pacific in 1974 under a deal with PAA, which gave PAA exclusive US rights in the South Pacific and American Airlines some PAA routes in the Caribbean.

● Sofrana - Unilines, in mid-August, increased the freight rates on the New Zealand-Pacific Islands service by 10 per cent to cover the cost of the recent devaluation. The Island groups Sofrana-Unilines services from NZ are New Caledonia, the New Hebrides, Papua New Guinea and the Solomons.

● The Solomon Islands will use part of a UK grant of \$621,270 to buy a steel barge, 80 ft by 25 ft. The barge will be mainly used for charter by the Ministries of Works and Public Utilities, and Agriculture and Lands. It will be capable of carrying 50 tons of cargo—either cattle or heavy plant machinery.

Cruising Yachts

● **AKURAKU**, 36 ft steel sloop, was a recent visitor to Niue while on a circumnavigation, nearing its end. The sloop left Fremantle about three years ago. She carried owner-builder-skipper Fred Grimminck, his wife Lesley, and 10-months-old baby, Tony. The *Akuraku* stayed three days at Niue.

● **MARI**, 33 ft sloop, arrived in Brisbane late in July carrying Bob and Marie Hall who started a circumnavigation from Fort Lauderdale, Florida, in November, 1973. They planned to cruise the Great Barrier reef before sailing to Indonesia, Malaysia, the Seychelles and the Red Sea. After sailing through the Caribbean and the Panama Canal, they visited Nukuhiva, Tahiti and other French Polynesia islands, and Rarotonga. The Halls spent the 1974-75 hurricane season in New Zealand, and in April sailed for Australia, via Tonga, Fiji and New Caledonia.

● **YOLANTA**, 32 ft double-ended ketch, was a recent visitor to Niue. Carrying Ron Smart (skipper), Dave McCalister and Rob Alexander, she left Alderney Island in the English Channel in 1974 for a round-the-world trip. While at Niue they helped to put the mooring buoy "back on station", after it was damaged by a tug in April. After Niue, the *Yolanta* was to visit Vavau.

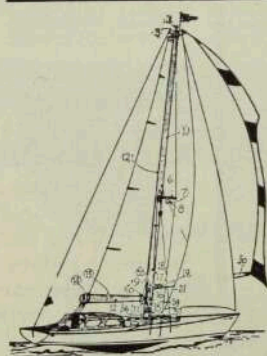
● **FAIR WINDS**, 43 ft wooden yawl, called at Niue recently. She was on the way from New Zealand to the home port of Los Angeles. On board were skipper Chuck Rockwell, Mark Weber, Cathy Stanaway, NZ and Magdalena Zschokke, Switzerland.

● **THESIS III**, a Nicholson SS, fitted with a glass sloop, which was at Niue recently, was built in England in 1974 for J. Gueroult, of Noumea, who called at Niue for diesel oil, while on the way from Bora Bora to Suva. The owner plans to sail back to Noumea from Niue to Port Vila.

● **BETTY J**, 40 ft yawl, arrived at Rarotonga on July 25 from Papeete, Bora Bora and other Society islands. On board were owner-skipper Leonard Pratt, wife Betty, and their two sons, Land 17, and Michael, 16. *Betty J* was built in Hong Kong in 1969 for Mr Pratt when he retired after 42 years as a commercial and Air Force pilot. The two circling cruise started from Miami, Florida and so far has taken them to the Bahamas, Haiti, Panama, the Galapagos, Marquesas, Societies and Cook Islands. Next ports of call were to be Pago Pago, Fiji, with a possible call at Suva en-route.

● **CHINTA**, 32 ft sloop, with Gerry and brothers, Dr Wolf Muller-Fabian and U. Muller-Fabian, arrived at Rarotonga from Tonga on July 26. They bought the former racing yacht in Auckland and converted it for ocean cruising. They called at New Caledonia, the Loyalty Islands, New Hebrides, Fiji including the Group, and Nukualofa. Yachting friends had advised them that their voyage would be "impossible" at this time of the year, as they are sailing against trade winds, but so far they have been able to do this. Plans are to visit Bora Bora, Tahiti and Hawaii, sell the sloop there, and continue their travels in the US.

● **TROUBADOR**, 41 ft ketch of Gardner design, arrived at Rarotonga August 2 from Bora Bora in four days and under stormsails. On board were owner-captain George Shoaf, his wife Lou, and their sons, Doug and John. Shoaf's circumnavigation started from San Francisco last January and took them to the Marquesas and most of the



AITCHISON YACHT MASTS OF NEW ZEALAND

CONSTRUCT AND SUPPLY FOR YACHTS:

WOODEN MASTS AND SPARS ● ALUMINIUM MASTS AND SPARS ● ALL SPAR FITTINGS, LIGHTING, ROPES, RIGGING WINCHES, STAINLESS STEEL BOAT FITTINGS.

Yachties for quick experienced service contact the specialist firm with the world wide reputation now !!! We air freight and ship all over the Islands. Flagpoles also made and supplied.

AITCHISON YACHT MASTS,
71 ROWANDALE AVE., MANUREWA (P.O. BOX 274, MANUREWA)
AUCKLAND, N.Z. Ph: 63-500

Islands. After a fortnight in Rarotonga they hoped to call at Samoa, Tonga, Fiji, and spend Christmas in New Zealand. After that plans are uncertain, they will probably follow the Indian-Africa-Caribbean route home.

● **AMAZING GRACE**, 24 ft motor sloop registered in Vancouver, arrived at Rarotonga on August 9 from Papeete. Captain David Boyes and Tim Noot. They hoped to call at Niue next.

● **FAIR WINDS**, 43 ft yawl-rigged sloop from Los Angeles, arrived at Rarotonga from Niue on August 10, the next port of call will be Papeete. On board were Captain Charles Rockwell, Dr. Weber and Catherine Stanaway, two Americans, plus two Swiss.

● **LAUREE SUE**, also from Vancouver, a 24 ft sloop-rigged motor sloop arrived at Rarotonga on August 10 from Bora Bora with Captain George Stickneg and Joan, Susan and Loureen Stickneg. Their next call.

● **WINDJOB**, 37 ft ketch registered in Portland, Oregon, USA, arrived at Rarotonga from Papeete on August 12. On board were Dirk Van Abkoude and Garland Foster. They hope to visit Tonga and

● **ONDINE**, 79 ft racing yawl registered in New York, arrived at Rarotonga from Tahiti on August 14. On board were owner, Mr. S. A. (Huey) Long, Captain Tom Richardson and five crew including Miss Shari McCarty from Hawaii, who is the cook. This is the fourth yacht with the same name that Mr Long has owned, and the present one was built 15 months ago. The vessel has taken part in the Transpac race, gaining second place, and when racing carries a crew of 10. Plans were to call at Niue, Vavau, Fiji, then to South Africa for the Transpac to Rio de Janeiro yacht race.

● **BORN FREE**, 60 ft yawl-rigged sloop, arrived at Rarotonga from Pago, American Samoa, on August 15. On board were Captain Warren K. Hanly (captain), Dr. A. Johnson, Thomas G. Baehr and a Neuteboom.

● **PREVAIL**, 35 ft sloop, recently left for Hong Kong. Owner-skipper Poulte is making the trip on his

● **KYSTENS PERLE**, 25 ft 7 in. sloop-rigged folk sloop, arrived at Rarotonga from Tahiti carrying Richard (skipper) and David Anderson. They sailed from San Diego to the Marquesas and Rangiroa. They encountered heavy seas in the first three weeks, and before them under bare pole for 10 days, covering 90 miles one day and 100 the next. After Rarotonga they

intend to sail to Tonga and New Zealand. They plan to sell the **Kystens Perle** in New Zealand and look for work. The yacht was owned by a Dane who gave it its name, which means Pearl of the Coast.

● **ADASTRA**, 42 ft trimaran, called at Samarai recently while on the way to Madang from Port Moresby. She carried Dave Wells (skipper), Dave Donnan, Stan Gomes and Paul Lincoln.

● **SACHICAZA**, 36 ft sloop called at Guam on the way south from Japan to either Samoa or Australia, carrying Yozo Ohiro (skipper), his wife Sachiro Ohiro, and Hayatomo Fumio, Akira Namoto and Fiji Kunio. Before Guam they called at Chichi Jima and Saipan. From Guam they planned to sail to Ponape, where a decision would be made—Samoa or Australia.

● **MARLUVA**, 44 ft sloop, built at Rhode Island, US, in 1946, arrived at Samarai recently after a trip to Rabaul and Kieta, carrying Andy and Amy Burns.

● **TYPEE II**, 37 ft ketch rigged trimaran, recently passed through Guam after sailing non-stop from Samoa. On board were Charles Burnett and John Fraser (skipper) who have been sailing together in the Pacific for more than a year. The trimaran is named after the valley of Typee on Nukuhiva in the Marquesas.

● **JOSPFA**, 30 ft Tahiti ketch, from Boston, US, was a recent arrival at Samarai. The master is John Kiley. He has been sailing the **Jospha** since leaving Boston in 1972.

● **GRETEL**, three-master schooner, was an early September arrival in Port Moresby from Vila on a world cruise. She is owned by five Swedes. Gretel sailed from Stockholm about a year ago, and reached the Pacific via Panama Canal. There were 10 on board at Port Moresby—five Swedes, four Americans and an Australian.

● **SO LONG 11**, a 34 ft yacht registered at Auckland, arrived at Rarotonga from Auckland on June 26 with skipper Mervyn William Halsey, Fred Halsey, Julie Hodgson and Graeme Hodgson. Papeete was to be the next port of call.

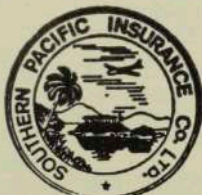
● **BABALATCHI**, a 45 ft ketch registered at Vancouver, arrived at Rarotonga in late June from Papeete with owner-skipper Frank Braithwaite, his wife, Pat, their two children Patrick and Joanne, and their dog Jody. They planned to call at Tonga and New Zealand.

● **TANGALOA**, 35 ft yacht, left Sydney on September 5 on a cruise to Noumea. Sailing it single-handed was Sydney owner, Dr John Barratt. He expected to be away about a month.

● **MAIAWA**, a sloop with Hal Conway on board and thought to be "somewhere around New Zealand" is asked to contact Bob Kaufman of 121 South Beverly Drive, Beverly Hills, California 90212 as soon as possible. There's a family problem.

● **BEYOND**, 46 ft high-speed Erikson sloop from Philadelphia, planned to leave Tahiti on September 2 for Newport Beach, California. Jimmy Ballard, an American living in Tahiti, his wife Teri and a crew of two are delivering the boat for owner Bill Packer, who flew home to go into the family business. **Beyond** will be put up for sale in Newport Beach, as Bill has already ordered a new boat.

● **DELIRIUS**, 43 ft ketch built in France and registered in Panama, arrived in Tahiti on June 25 with owners Jean-Pierre and Micheline Hua aboard. The **Huas** left Marseille in October, 1974, and cruised the Caribbean to Panama, then in the Pacific to the Galapagos, Marquesas and Tuamotus, before coming to Tahiti. Micheline is a nurse in the clinic in Papeete, and they plan to stay at least a year.



SOUTHERN PACIFIC INSURANCE COMPANY (PNG) LIMITED

(INCORPORATED IN PAPUA NEW GUINEA)

HEAD OFFICE: BANK HAUS, CHAMPION PDE. P.O. BOX 136
PORT MORESBY, PAPUA NEW GUINEA. PH. 2623

● FIRE ● FIRE AND VOLCANIC ERUPTION ● HOUSEHOLD COMPREHENSIVE ● MOTOR VEHICLE ● COMPULSORY THIRD PARTY ● COMPULSORY WORKERS COMPENSATION ● MARINE ● PUBLIC LIABILITY ● BURGLARY

Enquiries are invited for all classes of insurance from special representatives at:

PORT MORESBY: H. A. McKEE, General Manager, Champion Pde., P.O. Box 136, Ph. 2623 or 2075. LAE: R. H. MYER, Manager for Lae, Central Ave., P.O. Box 758, Ph. 42-4590 or 42-4256. RABAU: K. J. ARMSTRONG, Manager for Rabaul, Mango Ave., P.O. Box 123, Ph. 92-2417 or 92-2755.

WE HAVE MOVED!

S. E. TATHAM & CO. PTY. LTD.

PARENT OFFICE HAS MOVED TO
NEW LARGER PREMISES

This move has brought all our operations
together to give you speedier
more efficient service for all your needs.

NOTE OUR NEW ADDRESS . . .

S. E. TATHAM & CO. PTY. LTD.

BEEHIVE BUILDING, 94 ELIZABETH ST.,
G.P.O. BOX 8, MELBOURNE, 3001, AUSTRALIA
PHONE 63-5094. TELEX AA34293

Associate Offices

PAPUA NEW GUINEA: S. E. Tatham (PNG) Pty. Ltd.
Lae: Malaita St. (P.O. Box 1562)

PORT MORESBY: Cnr. Goroa & Munahu Sts., Gordon.
(P.O. Box 6733 Boroko)

FIJI: S. E. Tatham (Fiji) Ltd.,
Lautoka P.O. Box 366
Suva G.P.O. Box 671

TELEGRAMS: ALL OFFICES "SET"

YOUR GUARANTEE



FOR SERVICE

T3

Business and Development

WORLD BANK'S DECISION SHOCKS PNG ON EVE OF INDEPENDENCE

From a Port Moresby correspondent

Government circles here are still recovering from the surprise decision of World Bank President McNamara that an independent Papua New Guinea will be considered as 'uncreditworthy' without Australian Government guarantees of her loans.

The decision is seen as a body blow at a time when possible outside assistance will be needed to permit the country's development to proceed unimpeded. Delegations from both the Australian and Papua New Guinea Governments intended challenging the decision at the World Bank's annual meeting in Washington in September in the risk of a head-on clash between the World Bank and the Papua New Guinea Government with Australia as a very concerned broker).

To add insult to injury it has not been unnoticed that the Fiji Government received a World Bank loan shortly after it became independent in 1970. McNamara is understood to be concerned about PNG's heavy dependence on expatriate skills, and on the high level of budgetary support required from Australia. Mr Whitlam's repeated assurances of continued financial assistance to PNG do appear to have reassured the bank somewhat.

On the political front, the PNG Government argues that to build up a united nation from such a large number of individual groups of people requires a sound growing economy, which in its turn demands outside assistance.

Until McNamara's decision, by giving PNG access to a major source of international loan finance, a tribute to political instability in the future—a sort of inverted aid test?

So far the country's political development has come a long way. A constitution drawn up in a truly democratic manner has been adopted. Challenges to the central government by groups seeking regional autonomy have been successfully resisted.



Finance Minister Julius Chan . . . he's shocked.

The economy is generally strong, and in addition to existing or proposed development projects such as the Bougainville copper mine (which has been successfully renegotiated), the pulp milling industry, the exploitation of the Ok Tedi mineral deposits and the Purari River scheme, many other projects are being investigated and are likely to be proceeded with. The go-ahead on these could substantially strengthen the economy.

Likely projects include exploitation of the Frieda River copper deposits;

the expectation of a greatly enlarged Ok Tedi ore body; the mining of a low grade porphyry copper and gold deposit at Yandera; and the development of natural gas reserves in the Gulf District.

In the area of government administration, the expected expatriate manpower shortage never materialised, as personnel were recruited from countries other than Australia. The Philippines have been an important source of skills in this respect.

On balance, the World Bank's decision is a surprising one. The more so since the bank's own 1974 mission to Papua New Guinea was generally understood to have given a favourable report on the country. Despite depressed export prices and sharply increased oil prices Papua New Guinea's economy has continued to grow and her visible trade balance has remained in surplus.

The very real danger of the bank's decision lies in the effect it will have on confidence in Papua New Guinea's new currency, the Kina, and on the terms on which the government can borrow money on the international money market. It is to be hoped that the decision to class Papua New Guinea as uncreditworthy will not ultimately harm the country's development prospects.

Budgeting for self-reliance

Papua New Guinea's first budget after independence in September will include wide-ranging measures to reduce reliance on Australian financial aid.

The budget, to be brought down late in September, was expected to include an effective Australian aid component of about \$180 million which would be something like half the total figure. But at the same time it is likely to include brand-new policies to ensure that future reliance drops off sharply.

Although Australia is still prepared

to subsidise heavily the budget for the next two years followed by "sympathetic" budgetary aid policies for an indefinite period, the sustained degree of reliance is worrying senior members of the PNG Government.

Senior ministers believe they must cut back drastically on Australian props if PNG is to be independent in fact as well as in name.

The result is a new approach to budget policies which gives top priority to projects seen as breeding self-reliance.

The new policy will mean a cut-

back in many long-established items of expenditure inherited from Australian concepts but no longer seen as extremely important in an independent PNG.

The Treasurer, Mr Chan, had to argue strongly in cabinet for the changes. Some of his fellow ministers were reluctant to adopt any programme at independence which suggested on the surface that the economy was running down.

They believed cut-backs would reflect on the foundation independence government, and could lower morale and political stability at a crucial period.

But Mr Chan believes the long-term dividends will far outweigh any immediate critical impact.

Under the new budget policies, every item is given a priority rating on a scale determined by a new organisation known as the Budget Priorities Committee.

The priority is allocated according to the degree to which each activity is likely to reduce external dependence, to increase the personal incomes of the people at large, and to improve services to the people.

There is no suggestion yet, however, that PNG plans any radical change in its methods of raising revenue.

Mr Chan said two years ago that alternatives to income tax were being studied, but the studies did not materially affect last year's budget and are unlikely to affect this year's.

The emphasis of change will be on how the money is spent rather than how it is raised, but with the long-term goal of requiring increasingly smaller amounts of external aid.

Meanwhile, Mr Chan has written to all heads of departments calling for greater operational efficiency.

He wants them to prune spending to the bone and to increase the utilisation of skills and equipment already available.

Another timber project in PNG

Yet another timber project in Papua New Guinea is expected to get under way following the signing of a K10 million agreement by the PNG Government and Sagarai Lumber Pty Ltd. The 160,000 hectares to be developed are in the Milne Bay and Central District. The forest is estimated to hold 3.4 million cubic metres of log suitable for sawn timber and veneer, and about four million cubic metres suitable for bulkwood.

There will be employment for

about 900 local people, whose pay will be about K1 million a year. Royalties are expected to yield about K420,000 annually for the government, and K140,000 annually for the owners of the forest.

PNG could lose half-million kina

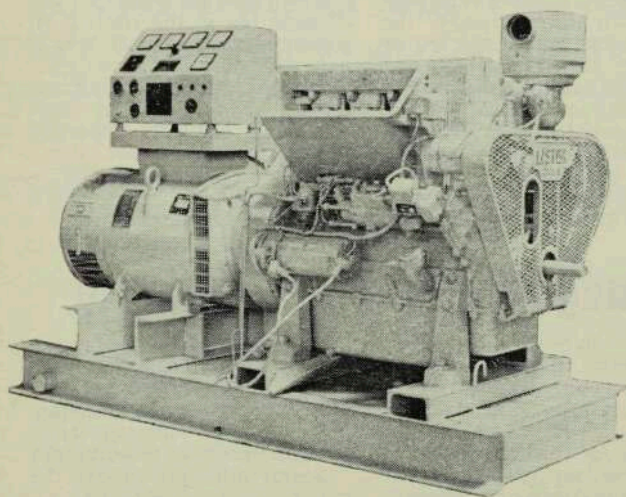
Papua New Guinea could lose about half a million dollars in overdue income tax after Independence Day, because laws which allow PNG civil debt judgments to be enforced in Australia were no longer effective after independence.

The tax office said in Port Moresby that the money was owed by Australians who had left PNG, and by Australian companies which earned money from PNG but had no fixed assets there.

At June 30 the amount involved was close to one million dollars. Privately-owed amounts totalled \$600,000, and company-owed amounts totalled \$300,000. Much of this money was now being collected but about half of it was likely to be outstanding by Independence Day.

Australia could correct the situation by introducing special legislation.

POWERLITE GENERATORS



15 YEARS PROVEN SERVICE
THROUGHOUT AUSTRALIA

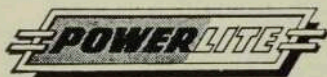
**PORTABLE or
STATIONARY**

We offer you a choice of AIR or WATER cooled Power units.

DIESEL or PETROL driven by the engine of your choice.

BRUSHLESS or SLIP RING ALTERNATORS made to any requirement or specification in either—Manual, Automatic, Electric and Start-A-Matic.

A full range available from:
1 KVA THROUGH TO 500 KVA
Service and parts readily available.



POWERLITE PTY. LTD.

23A Gordon St., Chipping Norton, N.S.W., 2170, Australia.

Phone: 727-0077. Telex: 24893.

ation to recognise the enforcement of PNG civil debt judgments after September 16.

There was no indication as September 16 approached of the Australian Government's attitude towards legislation of this nature.

Ok Tedi strike may be big one

The Frieda-Tifalmin-Ok Tedi area in the remote west of New Guinea almost next to the border with Irian Jaya, could rival Bougainville in copper production. Early tests suggest a much higher grade of copper—between one and five per cent, compared with Bougainville's .5 per cent, but the size of the deposits is unknown.

But hopes of a viable proposition depend on the results of future assays. The tests in no way indicate the viability of any mining operation. The best that can be said at this stage is that the discovery is "highly promising".

This discovery was made by a team exploring on behalf of Ok Tedi Development Co, which was formed by the PNG Government, after it failed to reach agreement with the US-owned Kennecott on share arrangements for any ultimate mining venture.

Should mining prove a commercial proposition a tremendous infrastructure will be required to support it. This will be an expensive proposition, to say the least, for the area is most difficult of access in PNG.

The Wales to open PNG subsidiary

The Bank of New South Wales has formed a subsidiary company to take care of its business in Papua New Guinea when that country became independent. Known as the Bank of New South Wales (PNG) Ltd, it will trade under that name from October 1. It will have an authorised capital of K10 million and paid-up capital of K4 million.

Provision has been made for eventual local equity, but in the meantime the company will be a wholly-owned subsidiary of the "Wales". The first board comprises Sir John Cadwallader, chairman of the Bank of NSW; Sir Robert Norman, director and chief general manager; Mr Kitto, assistant general manager; Mr L. J. Ritson, chief manager of PNG; and Mr L. Macpherson, deputy manager in Port Moresby. Two PNG residents will soon be appointed to the board.

Samoa's economic ups and downs, but mostly down

The inadequate supply of taro and bananas has contributed to internal inflation in Western Samoa as supplementary foodstuffs have to be imported from Australia. The Bank of Western Samoa raised this point in its annual report for 1974, when looking at prospects for 1975.

The bank put the cause of lower production as the drift of many former small farmers and potential agriculturalists to the Apia area to take up work, and the emigration of large numbers of Western Samoans to New Zealand. Remittances from NZ to families in Western Samoa fuelled the demand for imported food.

Development of light industry would go a long way towards removing the need for Western Samoa citizens to look for work overseas. A change in the land tenure system aimed at arresting the drift of young men from the land was receiving the attention of a specially convened Land Court.

The cocoa industry did much better than expected in 1974. Production at 1,816 tons, was well above the 1973 figure of 1,218 tons and the forecast 1974 figure of 1,100-1,200 tons. World prices for cocoa flavour remained high and, along with reasonable weather, contributed to the satisfactory result.

The increase in cocoa production was particularly welcome as many plantations were becoming uneconomic in the early 70s, and production was falling. The industry is again a major source of overseas exchange. The bank's hopes for continued good prices have been sustained so far in 1975. Although prices have not "gone through the roof" as they did about 18 months ago, the London rate has been fairly steady in the £650-£750 bracket for several months.

The copra industry has not done so well, after booming 12-18 months ago. In 1974, the Western Samoa average price was \$318 a ton, but at the end of the year sales were at \$240 a ton. The forecast production for 1975 was 19,000-20,000 tons, but that could be adversely affected if there were further serious falls in prices, which reduced incentive.

[The coconut industry, world-wide, has fallen on hard times. Countries in the Asian and Pacific coconut community are talking about a restructuring of the industry, so that new coco-

nut products may find their way on to shop shelves. Low prices have been followed by stagnating production, and the future for traditional uses of the coconut are not bright.]

Nevertheless, the bank is hopeful that increased Western Samoa production in 1975 might offset lower prices, and still make it a satisfactory year.

The bank says the banana industry needs substantial support to help overcome escalating costs of fertilisers and sprays. The timber industry was lagging because of the difficulty of getting spare parts for machinery through shipping problems, and there had been a decrease in returns from manufactured goods, such as handicrafts, canned fruit, processed food and clothing.

The tourist industry had potential, says the bank, but to encourage the growth of visitors, procedures for getting entry permits should be simplified and they should be for longer than the present three days. The industry should also ensure that all international flights arriving at Pago Pago were met by Polynesian Airlines.

The bank said credit control would be of considerable importance in 1975. It would be essential to direct imported capital towards development expenditure to dampen a quickening in demand for consumer items. Other areas of concern were the import of luxury goods and the use of fuel. Some wastage occurred in the import of motor vehicles not designed to withstand the rigours of the climate and roads. There was a case for transport pools.

To make further economies in fuel consumption, alternative methods of generating electricity should be examined. Solar energy for domestic use had made significant contributions towards power savings in other countries.

Tonga's infant bank is thriving

Tonga's infant bank, the Bank of Tonga is thriving. In its first six months of operation, deposits passed the \$5 million mark. This was revealed at the second annual meeting of the bank, which is owned by the Government of Tonga, the Bank of Hawaii, the Bank of NZ and the Bank of NSW. The bank now has



Choice of Household and Industrial Consumers Alike !

Ajinomoto Co., Inc. is the world's largest and original manufacturer of Monosodium Glutamate (MSG), the miraculous flavor-enhancer that brought about a revolution in gastronomy and food technology.

And in the short 60 years since its discovery, Ajinomoto Company's famous super-seasoning, sold under the trademark AJI-NO-MOTO, has become a favorite of household and food industry consumers in over 90 countries around the world.

But Ajinomoto Company's success story goes much deeper than this. Its modern research and experimental laboratories have brought a host of other equally important products to household and industrial users

—products such as flavor Nucleotides (Disodium 5'-inosinate and Disodium 5'-guanylate) and Hydrolyzed Vegetable Protein Products.

Among other famous offerings you will find a long list of diversified products including Amino Acids for the food and feed industries as well as the pharmaceutical and medical fields, and a wide variety of other high protein and flavor enticing products. For further information, please write us at the address shown below.

AJINOMOTO CO., INC.

6, 1-chome, Kyobashi, Chuo-ku, Tokyo, Japan

Telex: J22690 & J24711 (AJINOMOTO) Cable Address: AJINOMOTO TOKYO

PRODUCERS OF: AJI-NO-MOTO (Monosodium glutamate) • **HI-ME** (MSG and 5'-IMP) • **AJI-SHIO** (MSG coated salt) • **Ajinomoto Co.'s IMP** (Disodium 5'-inosinate) • **Ajinomoto Co.'s GMP** (Disodium 5'-guanylate) • **Ajinomoto Co.'s I+G** (5'-IMP and 5'-GMP) • **AJI-EKI** (Liquid Hydrolyzed Vegetable Protein) • **AJIMATE F-40** (Beef Extract Replacement) • **AMINO ACIDS** (Pharmaceutical, food additive and feed grades) • **TEMPURA OIL** (Cooking oil) • **ESSAN & PRORICH** (High Protein Soy Products) • **AJICURE** (Epoxy Curing Agent) • **AJICOAT** (Polyamino Acid Resin) • **AJIDEW** (Humectant)

more than 19,000 savings accounts, and 800 cheque accounts. After paying taxes of \$46,301, most of it in Tonga, the bank made a profit of \$98,639.

The chairman, Mr C. D. Terry (Bank of NZ) said the stage had been reached where the directors would be looking for increased opportunities to promote local industry. He hoped that with the government's encouragement, overseas technology would be "married" with Tongan labour to provide favourable opportunities for energetic entrepreneurs to contribute to the growth of the economy and improved living standards for Tongan people.

Mr Tait (Bank of NSW) has been elected chairman for the current year.

Fiji firm's profit out of property

Fiji Property Centre Ltd, a Suva-based development company, earned trading profit of \$79,152 in 1974, compared with \$66,675 in 1973. There will be no final dividend because of the need to set aside \$21,184 for possible future income tax payments. There was an interim dividend of 5 per cent.

Completion of Air Pacific House and several other buildings has given Fiji Property Centre a portfolio of excellent income assets. Not all these buildings were finished and earning money in 1974. Hillier Park May and Rowden, an international firm of property consultants, has revalued Air Pacific House at \$2 million. The building was previously valued at \$1,114,320. The company's shareholders funds increased from \$99,802 to \$1,297,405 in 1974.

The company has a 20 per cent interest in Bellevue Ltd, which plans to build a first-class hotel at the corner of Duncan and Denison Roads in Suva. Planning is at an advanced stage. The other 80 per cent is owned by Asahi Development Corp (New Caledonia) Ltd.

New partners in Fiji copper search

A search for porphyry (hard rock) copper will be stepped up by a new partnership comprising MIM Holdings Ltd, of Australia, Anglo American Ltd and Emperor Gold Mining Co Ltd, of Fiji. Anglo American, which is South African-controlled, in partnership with Amax Inc, of the USA, has already received "promising" results from an investigation of the massive porphyry copper deposit in Fiji.

An island agent for 55 years

Life as an Islands Agent has its ups and downs, but it appealed to Mr Norman C. Nelson, whose life it was for 55 years. Mr Nelson, on June 30, stepped aside as managing director of the island agent, Sydney-based Nelson and Robertson Pty Ltd, of which his father was a co-founder in 1895. Mr Nelson joined the firm on July 7, 1920, and became managing director on his father's death in 1942.

Nelson and Robertson was originally a shipping company, but it was starting to diversify when Mr Nelson joined the staff. There was then a staff of 10, most of them engaged in some shipping activity. Now there is a Sydney staff of 56, covering a wide range of activities affecting the Pacific Islands, and a tourist section, something which would not have been dreamed of not so long ago.

In the Islands the firm's main activities have been in New Guinea. But it has expanded throughout the South Pacific, except in French-controlled islands. There is a simple reason for not "going French". No one in the office could speak the language. And now the firm has enough on its plate, so there is no need to go into places like New Caledonia and French Polynesia.

Someone from the firm visits the islands in which it trades, twice a year. There is little Mr Nelson doesn't know about them and their inhabitants, many of whom he counts among his close friends.

Much of Nelson and Robertson's strength was, and still is, in New Guinea. There is a European staff of 20 in the various New Guinea offices, and, of course, a number of Papua New Guineans, many of them, he says "very promising". Some of them have been trained at Sydney headquarters.

Mr Nelson saw his firm go through the vicissitudes of World War II, suffering heavy losses about 80 per cent of the business. This would have knocked many firms out of business, but Nelson and Robertson had a shipping line to fall back on.

The heaviest losses were in Rabaul where it owned a hotel. The Japanese took over the hotel to use as a naval headquarters. Then the Ameri-



Mr Norman Nelson . . . 55 years around the Islands.

cans came along, bombed it and damaged it badly.

Mr Nelson was vice-president of an association formed in Sydney to approach the Australian Government about compensation for war damage. He was one of a deputation who saw the then Prime Minister, Mr Chifley, who gave them a "very good hearing". Mr Chifley persuaded the Australian Government to bring New Guinea into the Australian war damage scheme. Nelson and Robertson, along with others, were fairly treated, in Mr Nelson's words, although they did not get full compensation for what they lost.

He has seen many changes in his 55 years with the firm. In 1946 the company ceased to become a shipowner when it sold the Poonbah. He has seen big changes in politics in a number of countries, but he prefers not to comment about them, as he believes politics are something for the people themselves.

Businesswise, he thinks the growth of the co-operative movement in Papua New Guinea is one of the biggest changes. A lot of Chinese storekeepers have left PNG and the co-op stores have taken their place. Nelson and Robertson now trade with these co-op stores, supplying a great deal of foodstuffs in particular, as they did with the privately owned stores.

The move to shipping cargo in containers was a big, and welcome, change in Island trading. Containerisation enabled the agent to give a faster service. A whole cargo for the New Guinea Highlands, for example, could be unloaded at Lae, loaded into a lorry and taken to its destination where it could be quickly and conveniently broken down. And with

No matter which
way you look at
it . . . you'll
find . . .
KLINKII
is the finest all-
purpose ply for
building in hot
and humid
conditions.

Made by Commonwealth N.G.
Timbers Ltd and available from
leading plywood suppliers.

N4

container cargoes there was less pil-
erage.

Mr Nelson says his career as an
islands agent was "very, very interest-
ing", and he would go in for the
same sort of career if he had his time
over again.

"You meet a lot of people, which
leads to good contacts," he said.

As a sideline, Mr Nelson is the
consul for Uruguay, largely a purely
honorary position till recently, follow-
ing the arrival of a number of Uru-
guayan immigrants in Australia. His
father before him was the consul, as
well as the consul for Argentina.
When Uruguay insisted she wanted a
separate consul, Mr Norman Nelson's
name was put forward, and accepted.
He will step down as consul at the
end of 1975.

He pays a generous tribute to the
company's staff, a number of whom
have been with the firm for many
years. He mentioned Mr W. E. Ryall
and Mr H. R. Cooper, who joined
the firm soon after it was founded.
Mr Ryall, now dead, retired about 15
years ago, while Mr Cooper, who re-
tired about three years ago, is still
alive. There are others on the staff
who have upwards at 25 years' ser-
vice.

Although he has given up his posi-
tion as chief executive, Mr Nelson
remains chairman of the board. He
expects to go into the office for
board meetings, and to meet people
and talk to them across his desk. The
desk, incidentally, is a massive piece
of furniture, used by his father and
Mr Robertson, one on each side,
many years ago. He has been suc-
ceeded as managing director by his
son, Mr Ivan Nelson, which means
that for 80 years control of the firm
has been in the hands of three gen-
erations of the Nelson family.

Mr Nelson looks a healthy 74, with
a alert mind, and an ability to
quickly recall events of the past. He
will spend much of his retirement in
his home in the Sydney suburb of St
Ives, where he has lived for about
30 years, tending his flower and
vegetable garden. And when he wants
some recreation there is a handy
bowling green.

NG Government do-it-yourself plan

Papua New Guinea's Chief Minis-
ter, Mr Michael Somare, is fed up
with what he calls "unacceptably
high" tenders for government pro-
jects. Some time ago he warned
foreign construction companies he
would go ahead and set up a national
construction corporation, but delayed
action in the hope that they might



Mr J. S. McDade who has been appointed
manager of the Boroiko branch, PNG of
the Bank of NSW. He succeeded Mr W.
R. Knight, who has returned to Australia.

reduce tenders to a level acceptable
to the government.

Now, because foreign firms have
increased tenders against possible or
imaginary risks, he intends to make
good his threat and set up the corpo-
ration.

Gastronomic contract for Bougainville

A K10 million contract to provide
catering services for the Bougainville
Copper mining operation, goes be-
yond feeding a vast number of
people. The contract, awarded to
SHRM (NG) Pty Ltd, in association
with Panguna Catering Services Pty
Ltd, Bougainville, also covers clean-
ing, maintenance and security services
and some other "logistic-support
operations". It is for three years.

Minister warns PNG companies

PNG's Minister for National De-
velopment, Mr Gavera Rea, has
warned foreign companies that they
will be penalised if they begin new
business activities before registering
with the National Investment and
Development Authority.

The Minister said in September
that a small number of foreign com-
panies had started new business, but
had not registered.

Mr Rea said he would not hesitate
to use the penalties set out in the
NIDA Act if there were further
breaches. All foreign companies and
others wanting to start a business in
which they were not engaged on
December 6, 1974, had to apply for
registration with NIDA.

*The purchase of 10,000 wet
metric tonnes of copper from
Bougainville Copper Ltd for
K2.9 million, and cocoa worth
\$400,000 from Angco Pty Ltd,
could be the forerunner to bi-
lateral trade between China
and Papua New Guinea. The
copper and cocoa were bought
by a trade delegation from
China which visited Papua
New Guinea in August-Sep-
tember.*

*The Chinese are also inter-
ested in buying timber, palm
oil, coffee and coconut oil.*

Multi-million Fiji land deal

A further development, but not on
such a grand scale as Pacific Harbour,
is planned on 6,000 acres at Deuba,
about 35 miles west of Suva in Fiji.
SPP Taisei Ltd, which is owned by
Taisei Corporation, of Japan, and
Southern Pacific Properties Ltd, of
Hong Kong, will buy the land from
Pacific Hotels and Developments Ltd,
a subsidiary of South Pacific Pro-
perties, the Pacific Harbour de-
veloper.

The Fiji Government has approved,
in principle, a plan to develop the
land, for which about \$5 million will
be paid. The area will be developed
progressively. Most of it will be small
village-type complexes, with much
bigger public areas and reserves than
in the Pacific Harbour development.

SPP Taisei will also buy two hotel
sites in the Pacific Harbour area, one
just over the Queens Road from the
Beachcomber Hotel, and the other
near the golf course.

The chairman of Southern Pacific
Properties, Mr Peter Munk, and the
managing director of Pacific Hotels
and Developments, Mr Gerald Bar-
rack, have both reported on Pacific
Harbour. Mr Barrack, when he an-
nounced the SPP Taisei development,
said Pacific Harbour was "really on
the move". Only about 200 of more
than 1,300 house sites remained to
be sold, and everything in the \$20,000
and upwards price range had gone.

Mr Munk, in the annual report of
Southern Pacific Properties, said that
although the 1,100-acre scheme was
completed in 1974, property sales
were markedly reduced compared
with previous years, but Pacific Har-
bour itself was being sold by big tour
operators as a premier destination.

A building contractor's failure

caused a \$575,000 loss at Deuba. Mr Munk said the contractor was Pettit and Sevvit (Fiji) Ltd. As Southern Pacific Properties had presold villas at a fixed price, it had to make up the difference between that price and completion cost after getting another contractor.

Mr Munk said the value of undeveloped land held in Fiji by Pacific Hotels and Developments was estimated, at the end of 1974, at \$5,549,975. Unsold land in the Pacific Harbour development was valued at \$12,385,000.

Tourism growing in Solomons

With controlling interests sold in two key companies and a third travel agency starting business shortly, the travel scene in the Solomon Islands is on the boil.

The industry claims about \$1.3 million-worth of international business a year written in the Solomons and a small, but growing tourist trickle.

It is hopeful of a bigger tourist industry being developed—with something significant possibly opening up in the Western Solomons—before international travel for ex-

patriates starts to drop off drastically from 1979.

Meantime, competition for the established market will certainly increase with the arrival of the third travel agency, financed by Kings Travel, of Brisbane, Island agents C. Sullivan and Co and the Lawson family.

Kings, incidentally, are on the brink of a similar new agency setup in Papua New Guinea, with local equity a prerequisite.

The manager of the new Honiara operation, Mrs Diene Lawson, who will have 10 per cent equity, claims she will take some of the lucrative government employee travel business away from the already-established travel agencies, Guadalcanal and Mendana.

Mendana's principal, Mr Paul Brown, claims there is not room for three travel agencies in the Solomons and he maintains the Lawson company will have a hard time getting IATA accreditation because it has to be proved that new, rather than established, business is being found.

Mendana itself is part of the above story because it and the Solomons airline, Solair, with aviation buff, John Seaton, have gone largely into Papua New Guinea hands.

Mr Dennis Buchanan's 50-plus

aircraft Talair Group, for undisclosed sums, has bought controlling interests in both Mendana International Travel, which billed \$785,000 of international business in its most recent year, and Solair.

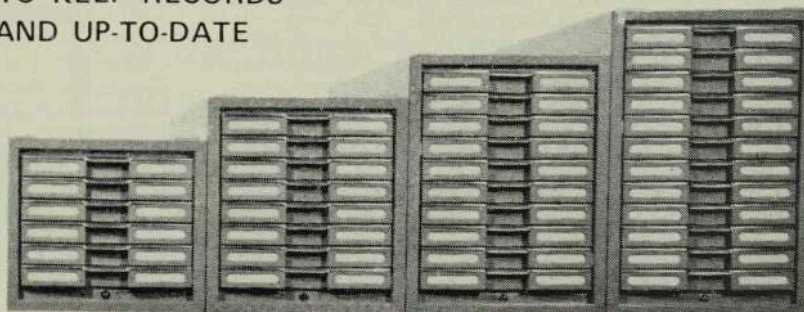
Six years old, Mendana was controlled by Mr Brown and an Australian solicitor, Mr David Thompson. Mr Brown remains as managing director.

It is understood that the Talair group, which recently took over another PNG air group, Macair, may offer the Solomons Government a share in both these Honiara-based operations.

● Tonga's revenue from tourism in 1974 rose by more than 50 per cent, compared with 1973, to a record \$T2.14 million. Visitors stayed longer and spent more, according to statistics prepared by the Tonga Visitors Bureau. Air visitors numbered 6,403. They stayed an average of 11 days, and spent an average of \$T17.25 a day. The number of cruise ship visitors, staying a day and spending an average of \$T18.81, was 36,308. Most cruise ship visitors were Australian (85 per cent). Australians and New Zealanders comprised 39 per cent of the visitors who arrived by air.

VISIBLE RECORDERS

BEST WAY TO KEEP RECORDS
IN ORDER AND UP-TO-DATE



DISTRIBUTORS WANTED
INSULATED FILES, SAFES, ETC. ALSO AVAILABLE

Fujiset Trading Co., Ltd.

11, 2-CHOME YOYOGI, SHIBUYA-KU, TOKYO, 151 JAPAN

TELEX NO.: 232-2690 FUJEST J TELEPHONE: 03-379-3210

CABLE ADDRESS: CHAIRFUJISSET TOKYO

BANKERS: THE BANK OF TOKYO, LTD.

Produce Prices

Unless otherwise stated, quotations are in Australian currency. Australian dollar (September 9) equals—New Zealand, \$1.206 (buying), \$1.1962 (selling); Fiji, \$1.0927 (buying), \$1.0687 (selling); Western Samoa, tala 0.7814 (buying), 0.7705 (selling); Tonga, pa'anga \$362 (buying), 0.8650 (selling); US, \$1.2818 (buying), \$1.2768 (selling); UK, £0.6086 (buying), £0.6035 (selling); French Pacific, CFP, 3.33 (buying), 101.81 (selling).

COPRA

Copra Industries are controlled through copra boards in PNG, the Solomons, the GEIC, both Moas, Fiji, Tonga, the Cooks and the US Trust Territory. New Hebrides, French Polynesia and New Caledonia do not have boards and copra is sold individually by growers to overseas buyers or used locally.

NEW GUINEA:—The board, with planters' representatives, directs distribution and sales and pays farmers. Shipments are made to UK, European markets and to Australia and Japan, and coconut mills on New Britain.

Prices, are: Per tonne, delivered main ports, air dried, k145; FMS, k142; smoke-dried, 10.

FIJI:—The board fixes prices on Philippines basis, taking into account freight, taxes, selling costs, shrinkage, etc. The price is subsidised. Prices on Sept 3 were: Fiji 1, \$190; Fiji 2, \$170; CAS, \$70.

NEW HEBRIDES:—Copra sold direct by planters to France and Japan. Burns Philp trading on wharf, Vila or Santo, August 19 1980 NHF, Sept 3 101 met francs 100 kg.

IS TRUST TERRITORY:—1st grade, \$140, 2nd grade, \$130, 3rd grade, \$120. Outer islands, \$5, \$105 and \$95 ton for the three grades, serviced by government ships and \$105, and \$85 if serviced by private ships.

COOK ISLANDS:—All production is sold to Burns Philp Ltd, Auckland. Prices are based on average world prices for the prior three or six months, and remain in force for three months.

ALBERT ISLANDS:—\$179.20 a ton, or 8c a lb.

WESTERN SAMOA:—1st grade, \$WS102; 2nd grade, \$WS89.50.

OTHER PRODUCE

COCA:—Islands rates are based on Ghana prices. Ghana price on Sept 9 was spot \$14.5 ton, c.i.f., UK, Continent. Sept 10, in store, Rabaul, export quality, \$10 per tonne; delivered ex wharf Sydney \$15 per tonne.

Solomons:—Delivered to Agriculture Dept. prices in Honiara and Auki. Recent price was \$1.20 per lb dried beans first grade, 20c second grade.

COFFEE:—PNG, Sept 10: Good quality, A grade, 69½c per lb; B grade, 67½c; C grade, 65c (ex-store Sydney).

Samoa:—Recently, WSTEC ground and whole beans, 60 sene per lb wholesale.

ANUTS:—PNG: Sydney agents reported recently f.o.b., Lae: Kernels—white Spanish lb.

CE (Aust):—PNG: Dried brown, 25 kilo bags, \$298.94 per tonne. Vitamin enriched, 25 kilo bags, \$303.94 per tonne, all Sydney/Melbourne. **Pacific Islands:**—Med. grain, white, 25 kilo bags, \$310 tonne. Kulu long grain white, 25 kilo bags, \$355 per tonne. All prices c.&f. Sydney/Port Moresby.

BBER:—Singapore, Sept 8: 33.5c a kilo.

NILLA BEANS:—Prices recently were: Red and yellow label processed standard, \$7.50; green label \$7.40, c.i.f., Sydney. **La:**—\$T4.20, f.o.b., Nukualofa; \$T4.50, Mel.

EXCHANGE RATES

FIJI:—Sept 10: Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda, First National City Bank, Aust \$ on Fiji buying \$F1.0971 = \$A1.

COOK IS., NIUE:—New Zealand currency is used.

NEW HEBRIDES:—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda, First National City Bank, Aust \$ on Fiji buying \$F1.0971 = \$A1.

WESTERN SAMOA:—Through Bank of Western Samoa, controlled from NZ, SWS. Tala 1 = \$A0.7814 (buying), \$A0.7705 (selling).

TONGA:—Tongan dollar (pa'anga) = \$A0.8862 (buying), \$A0.8650 (selling).

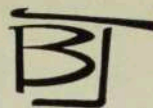
NORFOLK IS., SOLOMON IS., GEIC, NAURU:—Australian currency used; no exchange payable in transactions with Australia.

PAPUA NEW GUINEA:—PNG and Australian currency used; no exchange payable in transactions with Australia.

FRENCH PACIFIC COLONIES:—Pacific francs (CFP) are used in New Caledonia, Wallis and Futuna Is., and Fr Polynesia. French Bank, Sydney, on Sept 10, quoted: \$A1 = 103.80 CFP (buying), 101.69 (selling). Paris-London, Sept 10: £1 = 9.2950 francs (buying), 0.2850 francs (selling). Pacific franc—London, Sept 10: £1 = 169.0909 CFP (buying), 168.9090 CFP (selling). CFP to 1 metropolitan franc 18.43 (buying), 17.94 (selling).

Banks should be approached for daily rates.

● The PNG Government recently paid K41,000 for two expatriate-owned plantations in east New Britain—K10,000 for Kabakom on the Duke of York Islands to Burns Philp, and K31,000 to a Chinese businessman for Kabakaul, near Kokopo. Kabakom will be resold to the Kere-wara people, and Kabakaul to the Livuan villagers. The government has now acquired four expatriate-owned plantations to return to the local people under the new land acquisition laws.



MERCHANTS CONVERTERS

SHEET
INGOT
ALLOY
SCRAP
RESIDUES

LEAD

BERJAK METALS PTY. LTD.

424 ST. KILDA ROAD, MELBOURNE, 3004
Cable: METJAK MELBOURNE Telex: AA30334

PARK VIEW MOTEL—BRISBANE

Quiet location—opp. Botanic Gardens. Single, double, family suites, all with refriger., air conditioning, phone, TV, radio, tea making facilities, from \$12. Pool and restaurant.

Phone 31-2695—Telex 40270.

Write for coloured brochure—
Park View Motel, 128 Alice St, BRISBANE
Qld., 4000.

HENRY CUMINES PTY. LTD.

EXPORTERS • GENERAL MERCHANTS

428 GEORGE ST., SYDNEY

CABLES: HENCO SYDNEY. G.P.O. Box 3949. PHONE: 25-3383.

For specialised and personalised buying service throughout the Pacific Islands and the East.

Local enquiries to our agents:

PORT MORESBY: Agencies Pacific Pty Ltd, Box 5044, P.O., Boroko, Port Moresby. Telephone 55261.

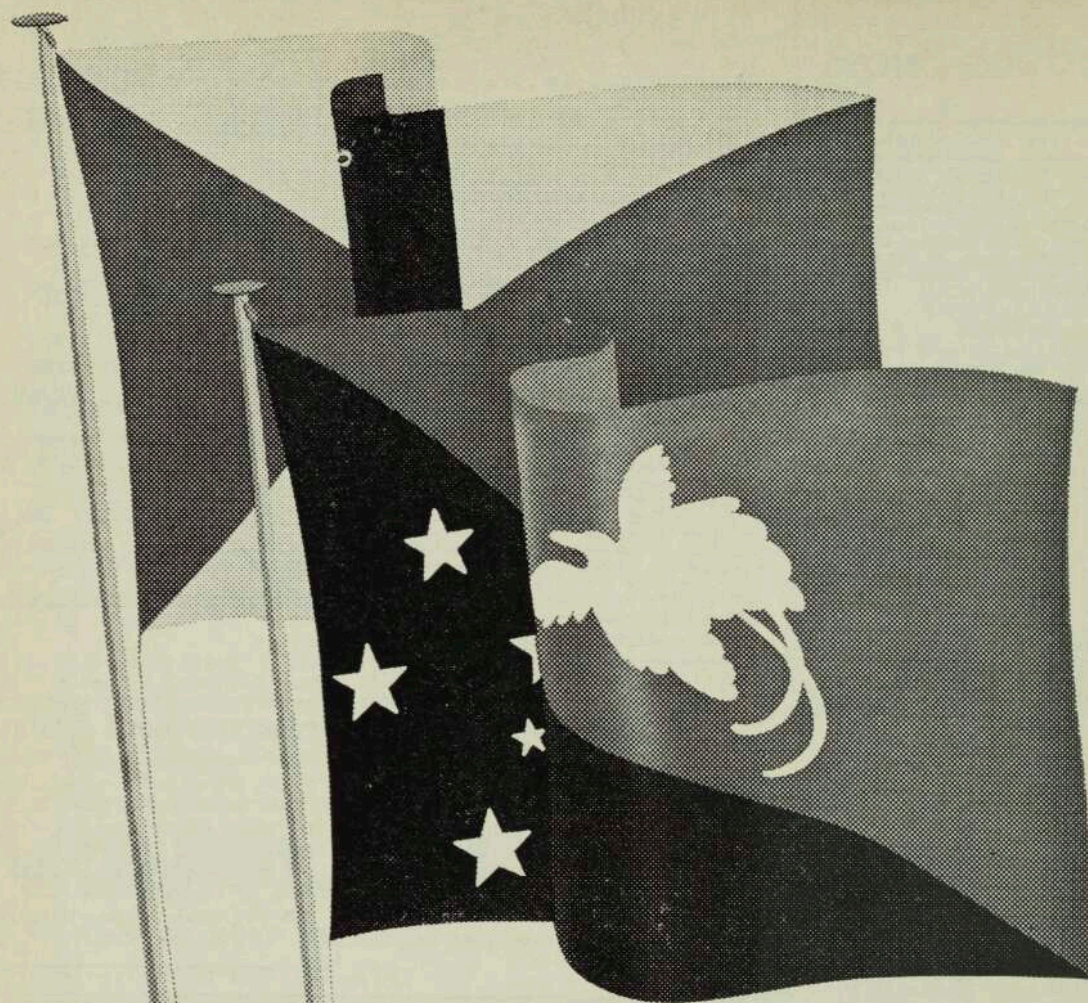
MADANG: W. Double, P.O. Box 22, Madang. Telephone 2696.

FIJI: K. Witherington Ltd, P.O. 293, Suva. Telephone 22-356.

NEW HEBRIDES: John Lum & Associates, Box 65, P.O., Santo. Telephone 329.

LA: Osborne Agencies, P.O. Box 8, Lae.

Resident Agents in other Pacific Territories.



We've been growing together for 23 years.

The New Guinea Australia Line first sailed into Port Moresby in 1952. Now 23 years later we'd like to congratulate Papua New Guinea on achieving independence.

The three 'Chiefs' are a familiar sight in all the major Papua New Guinea ports. The 'Island Chief,' the 'Coral Chief,' and the 'New Guinea Chief' transport the produce of your country to Australia. And bring such things as machinery, essential to the growth of a modern nation, back from Australia.

Papua New Guinea and the New Guinea Australia Line have a long history of shared growth, and we hope for many more successful years together.



New Guinea Australia Line

Member of the Swire Group

Head office: New Guinea Australia Line Pty. Ltd., Port Moresby, P.N.G.

Agents: Steamship Trading Co. Ltd. (Burns Philp (N.G.) Ltd. at Kavieng

IS 044

Shipping & Airways Information

SHIPPING

SYDNEY - NZ - FIJI/TAHITI - UK

Chandris Lines maintains a twice-monthly passenger service from Sydney via NZ, Suva, Papeete.
Details from Chandris Lines, 135 King Street, Sydney (28-2451).

SYDNEY - LORD HOWE IS - AUCKLAND - NORFOLK IS - NEW CALEDONIA

Somacal operates 25-day service from Sydney to Lord Howe, Norfolk Is and Noumea. Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301).
Compagnie des Chargeurs Caledoniens operates four-weekly cargo service Sydney-Lord Howe Island-Auckland-Norfolk Island-Noumea. Details: Hetherington Kingsbury Pty Ltd, 49 Pitt Street, Sydney (27-1671).

SYDNEY - NZ - FIJI - HAWAII - CANADA - US

P and O liners call at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and the US.
Details from P & O Australia Ltd, 55 Hunter Street, Sydney (230-0177).

SYDNEY - NZ - FIJI - TONGA - VILA - NOUMEA - SAMOAS - TAHITI

Sitmar Cruises operates a South Pacific service programme to include most of the above countries plus the Solomons.
Details from Sitmar Line (Australia) Pty Ltd, 22-30 Bridge Street, Sydney (27-4521).
Royal Viking Line, with luxury cruise ships Royal Viking Sea, Star and Sky, cruises the Pacific from Sydney, calling at most of the above countries.

Details from Wilh. Wilhelmsen Agency Pty Ltd, 13-15 Bridge Street, Sydney (2-0517).
P & O liners call at Suva, Honiara, Pago Pago, Auckland, Vila, Noumea, Honolulu, Nukualofa, Vavau, Savusavu, Jakarta and Bali regularly on cruises from Australia.
Details from P & O Australia Ltd, 55 Hunter Street, Sydney (230-0177).

AUSTRALIA - NEW CALEDONIA - NEW HEBRIDES

Compagnie des Chargeurs Caledoniens operates a three-weekly cargo service from Sydney to Noumea, Port Vila, Santo.
Details: Hetherington Kingsbury Pty Ltd, 37-Pitt Street, Sydney (27-1671).

Sofrana-Unilines' ships call regularly at Noumea and Noumea. Vila/Santo cargo exchanged and Brisbane only trans-shipped at Noumea.

Details from Sofrana-Unilines, 37 Pitt Street, Sydney (27-2031), Burns Philp and Co Ltd, 40 Collins Street, Melbourne (67-8941) and Swire and Sons, Brisbane (46-1155).
South Pacific United Lines with Polynesian cargo-passenger sailings—Sydney, Noumea, Vila and Santo.
Details from Omni Traders & Brokers Pty Ltd, 261 George Street, Sydney (241-2872/6).

AUSTRALIA - FIJI

Sofrana-Unilines operates Melbourne-Sydney every 28 days.

Details from Sofrana-Unilines, 37 Pitt Street, Sydney (27-2031); Burns Philp and Co Ltd, 340 Collins Street, Melbourne (67-8941).

Nauru Pacific Line operates cargo/passenger service to Fiji and South Pacific ports.
Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); Intercocean Swire, Spring Street, Sydney (20-522); Dalgety Nino, 291 Elizabeth Street, Brisbane (3331).

Karlander (Aust) Pty Ltd operates three

weekly cargo services from Sydney to Suva and Lautoka.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301); Dalgety Shipping, 461 Bourke St, Melbourne (60-0731); Burns Philp (SS) Co Ltd, Suva and Lautoka.

AUSTRALIA - TAHITI - MEXICO - US

South Pacific United Lines maintain a six weekly service from Sydney to Papeete, Mexico and US.

Details from Omni Traders & Brokers Pty Ltd, 261 George Street, Sydney (241-2872/6).

AUSTRALIA - PNG

Containers Pacific Express (Burns Philp and AWP Line) operates four-weekly cargo service from Melbourne (direct) with Milos & Samos and Sydney and Brisbane to Lae and Port Moresby with Nimos.

Details from Burns Philp & Co Ltd, 51 Pitt Street, Sydney (241-3816).

Pacific Far East Line operates a service every 18 days from Tasmania, Melbourne, Sydney and Brisbane to Lae, Rabaul and Kieta.

Details from PFEL, 50 Young Street, Sydney, (27-4272), 454 Collins Street, Melbourne (67-7237), Burns Philp (NG) Ltd, Rabaul and Kieta, Robert Laurie-Carpenter (NG) Pty Ltd, Lae.

New Guinea Express Lines with two ships operates three-weekly Melbourne, Sydney, Brisbane, Port Moresby, Lae, Rabaul.

Details from New Guinea Express Lines, PO Box R73, Royal Exchange PO, Sydney (241-1396) and 72 Eagle St, Brisbane (21-9333), Westralian Farmers Transport Pty Ltd, 459 Collins St, Melbourne (67-8291), Breckwoldt's Shipping Agencies in Port Moresby, Lae, Rabaul, Niugini Pty Ltd, Rabaul.

Karlander New Guinea Line's cargo vessels call at Melbourne, Sydney, Lae, Madang, Wewak, Manus, Kimbe.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301); Dalgety Shipping, 461 Bourke St, Melbourne (60-0731).

AUSTRALIA - PNG - BSI

New Guinea Australia Line's vessels operate from Sydney and Brisbane to Port Moresby, Lae, Rabaul, Kavieng, Honiara, Kieta, Gizo, Madang and Samarai.

Details from Intercocean Swire, 8 Spring Street, Sydney (20-522).

AUSTRALIA - NG - MICRONESIA - GUAM

Nauru Pacific Line operates monthly conventional/container service Melbourne/Sydney to New Guinea, Guam and Micronesia.

Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); Intercocean Swire, 8 Spring Street, Sydney (20-522).

AUSTRALIA - PNG - FAR EAST

E. and A. Line passenger ships make regular round voyages from Melbourne, Sydney and Brisbane calling at Port Moresby, Singapore and African ports, Ambon, Manila, Hong Kong, Keelung, Kobe, Yokohama (Tokyo), and Rabaul.

Details from P & O Australia Ltd, 55 Hunter Street, Sydney (230-0177).

US - PNG

Pacific Far East Line operates regular services from all US west coast ports to Lae, Rabaul, Kieta.

Details from PFEL, 50 Young Street, Sydney, (27-4272), One Embarcadero Centre, San Francisco, Burns Philp (NG) Ltd, Rabaul and Kieta, Robert Laurie-Carpenter (PNG) Pty Ltd, Lae.

PNG - US - CANADA

Pacific Far East Line operates regular services from Lae, Rabaul and Kieta to US west coast ports and Vancouver.

Details from Burns Philp (NG) Ltd, Rabaul and Kieta, Robert Laurie-Carpenter (PNG) Pty Ltd, Lae, PFEL, One Embarcadero Centre, San Francisco and 50 Young Street, Sydney (27-4272).

FAR EAST - FIJI - NEW ZEALAND

New Zealand Unit Express (CNC, MOL, RIL) operates a three-weekly cargo service from Hong Kong to Lautoka, Suva, NZ ports, Manila, Kaoshiung, Keelung, Hong Kong.

Details from Intercocean Swire, 8 Spring Street, Sydney (20-522).

Royal Intercocean Lines operates monthly passenger/cargo service with three ships from Surabaya, Bangkok, Port Kelang and Singapore to Suva and NZ ports.

Details from Intercocean Australia Services, 261 George Street, Sydney (2-0573), Burns Philp (SS) Co Ltd, Suva and Lautoka.

Ben Shipping Co (Pte) Ltd, sailing monthly from Singapore, Hong Kong, Keelung, Kaoshiung, Suva and main NZ ports.

Details from Seatrans (Fiji) Ltd, GPO Box 152, Suva, Fiji.

FAR EAST - PNG - BSI - NEW HEBRIDES - NOUMEA - TAHITI - SAMOA

China Navigation Co's vessels operate a regular cargo service from Hong Kong to Rabaul, Wewak, Madang, Lae, Port Moresby, Honiara, New Hebrides, Noumea, Papeete and Samoa.

Details from Intercocean Swire, 8 Spring Street, Sydney (20-522).

NORTH EUROPE - NEW CALEDONIA

Hamburg/Sued operates monthly cargo services from Dunkirk and Le Havre to Noumea, via Panama.

Details from Columbus Overseas Services Pty Ltd, 333 George Street, Sydney (290-2966).

Messageries Maritimes operates five cargo services a month from north and Mediterranean European ports to Papeete and 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.

TONGA - SAMOA - FIJI - AUSTRALIA

Pacific Navigation Co Ltd operates a monthly cargo service between Nukualofa, Apia, Suva and Lautoka to Sydney.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt St, Sydney (27-6301); Burns Philp (SS) Co Ltd.

NZ - FIJI - TONGA - SAMOAS - TAHITI

Union Steam Ship Co of New Zealand operates a fully containerised service Auckland, Suva, Pago Pago, Apia and Nukualofa every 14 days.

A unities service is operated Auckland, Lautoka, Suva, Apia, Auckland monthly.

A 28-day service is operated from Auckland to Papeete.

Details from any office of the Union Steam Ship Co, Fiji, Tonga, Samoa, Auckland.

NZ - NORFOLK IS

USS Co vessels operate 40-day cargo service Auckland, Norfolk Is., Papeete.

Details from Union Steam Ship Co of NZ Ltd PO Box 12, Auckland.

Compagnie des Chargeurs Caledoniens operate four-weekly cargo service from Auckland to Norfolk Island.

Details from Maritime Services Ltd, 14-18 Customs Street E, Auckland (75-509).



THE BANK LINE



MONTHLY SERVICES

United Kingdom and Continent to: Papeete, Noumea, New Hebrides, Papua New Guinea and Solomon Islands.

Papua New Guinea to: North America, United Kingdom and Continent.

Solomons, Fiji, Tonga, Samoa and Tarawa to: United Kingdom and Continent.

For particulars apply:

THE BANK LINE (AUSTRALASIA) PTY. LTD.,

**18TH FLOOR, 1 YORK STREET,
SYDNEY, N.S.W.**

NZ - N CALEDONIA - N HEBRIDES NG - BSIP

Sofrana/Unilines with four ships operate to Vila and Santo; to Honiara and New Guinea; and to Noumea.
Details from Sofrana-Unilines, 42 Customs Street, Auckland (73-279), P.O. Box 361, Telex: NZ 2313.

NZ - N CALEDONIA
Compagnie des Chargeurs Caledoniens operate four-weekly cargo service from Auckland to Noumea.
Details from Maritime Services Ltd, 14 Customs Street E, Auckland (75-509).

NZ - PNG
Pacific Far East Line operates regular service every 18 days from Auckland to Lae, Rabaul, Kaituma.
Details from PFEL, 109 Queen Street, Auckland (31022) Burns Philp (NG) Ltd, Rabaul and Kaituma, Robert Laurie-Carpenter (PNG) Ltd, Lae.

NZ - FIJI - NORTH AMERICA (WC)
Crusader cargo ships call at Suva, Levuka and Honolulu on NZ-US west coast trips and Suva and/or Lautoka on US-NZ return trips.
Details from Blue Star Port Lines (Management) Ltd, P.O. Box 192, Wellington (739-02) Burns Philp (SS) Co Ltd, Suva.

NZ - FIJI
La Bonita operates a regular 18 day service from Auckland to Suva and Lautoka.
Details from Reer Shipping Agencies Ltd, P.O. Box 13-315, Onehunga, NZ. (Phone 661-18, 663-928).

NZ - TONGA
Pacific Navigation Co Ltd operates two ships Auckland-Lyttelton-Nukualofa-Vavau-Haapai, a 14-21-day schedule, and other ports en route.
Details from the Northern Steam Ship Co Ltd, 22-24 Quay Street, Auckland (362-730).

NZ - FIJI - SAMOA
Pacific Line with one ship operates monthly cargo service, New Zealand, Lautoka, Suva, Apia.
Details: Sofrana-Unilines, 42 Customs Street, Auckland (73-279) P.O. Box 3614, Telex: 2313.

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 the Panama Canal, Papeete, Noumea, Vila, major PNG ports and Honiara, occasionally to Tarawa, Santo, Kaituma, Jayapura and Yandina and return.
Details from Bank Line (A'asia) Pty Ltd, 1 York St, Sydney (27-2041); Burns Philp (SS) Co Ltd, Suva.

**EUROPE - TAHITI - W SAMOA - FIJI
N CALEDONIA**
Nedlloyd offers regular cargo services from Northern Europe and UK to Papeete, Apia, Noumea and New Caledonia.
Details: InterOcean Aust. Services Pty Ltd, 20 George Street, Sydney (2-0573).

ELECTRONIC COMPONENTS

EXPORTERS, MANUFACTURERS,
GENERAL MERCHANTS,
WHOLESALE IMPORTERS

- All enquiries answered • Keen prices
- Prompt delivery

Contact us for any requirement.
ELECTRONIC EXPORTS A'ASIA PTY. LTD.,
G.P.O. Box 1365, Brisbane, Q., 4101.
Telegraphic: SZEKELY, Brisbane.

US - A. SAMOA - NZ - AUSTRALIA
Pacific Far East Line LASH ships operate regularly from US to Australia, via Pago Pago and Auckland, returning via PNG ports. Details from PFEL, 50 Young Street, Sydney (4272), 454 Collins Street, Melbourne (7237), One Embarcadero Centre, San Francisco (576-4000), 109 Queen Street, Auckland (31-022), Kneubuhl Maritime Services, Pago Pago (633-5121).

US - SYDNEY - GEIC - HONOLULU
Columbus Line operates a three weekly container cargo sailing from West Coast, US to Australasia, returning via Tarawa, GEIC and Honolulu to Nth America. Details from Columbus Overseas Services Pty, 333 George Street, Sydney (290-2966).

US - FIJI/TAHITI - AUSTRALIA
Bank Line Ltd operate regular cargo services from US Gulf ports to Australia and NZ. Is at Suva, Lautoka and Papeete on demand. Details from Bank Line (A/asia) Pty Ltd, York St, Sydney (27-2041). Pacific Far East Line cruise ships operate regularly from San Francisco, Los Angeles, Honolulu, Moorea, Papeete, Rarotonga, Auckland, Opuia, Sydney, and return via Suva, Apia, Pago Pago and Honolulu to San Francisco. Freight is carried on these passenger liners. Pacific Far East Line cellular container vessels operate regularly from North American west coast ports to Australia, via Papeete, returning via Auckland and Pago Pago. Details from PFEL, 50 Young Street, Sydney (4272).

US - TAHITI - SAMOA
Pacific Islands Transport operates a six weekly cargo service from North American west coast ports to Papeete, Pago Pago, Apia. Details from Trans-Austral Shipping Pty Ltd, Pitt Street, Sydney (27-2441). Polynesia Line operates cargo service from west coast ports to Papeete and Pago Pago. Details from Furness Inter Ocean Corp, 465 California Street, San Francisco (398-2000).

AIRWAYS

FROM AUSTRALIA

Qantas (707s, 747s, DC4)—PNG, Norfolk Is, Caledonia, Fiji, Tahiti, US, Canada.
AA (707s and 747s)—Fiji, American Samoa, Alii, US.
P Air (DC8)—Fiji, Hawaii, Canada.
TA (DC8s and DC10s)—New Caledonia, Fiji, Zealand, Tahiti, US.
Air-NZ (DC10s)—New Zealand, Fiji, Hawaii, Air Nauru (F28)—New Caledonia, Solomon Islands, Nauru, Tarawa, Majuro.
Air Niugini (727s)—PNG.
Advance Aviation (from Sydney), North Coast Lines (from Coffs Harbour) and Oxley Air (from Port Macquarie)—Lord Howe Is.

FROM NEW ZEALAND

Air-NZ (DC8s, DC10s, F27)—Fiji, American Samoa, Cook Is, Tahiti, Hawaii, US, New Zealand, Norfolk Is.
AA (707s)—American Samoa.
TA (DC8)—Tahiti.

PACIFIC - FAR EAST - S. AMERICA
Air Nauru (F28)—Nauru to Micronesia, n.
Air France (707s)—Japan to Tahiti, Peru.

PACIFIC IS - AUST

Pacific (BAC111)—From Fiji, via New Hebrides or New Caledonia, to Brisbane.
Air Niugini (727s and Fokker Friendships), Cairns and Brisbane.
Norfolk Island Airlines (Beechcraft) to Jane.



DAIWA LINE

DIRECT REGULAR SERVICE

JAPAN-SOUTH PACIFIC

TARAWA-PAPEETE-PAGO PAGO-APIA

SUVA-LAUTOKA-NOUMEA-VILA

SANTO-HONIARA

JAPAN-TAIWAN-GUAM

JAPAN-KEELUNG-GUAM BY

EXCELLENT CAR/CONTAINER-CARRIER

JAPAN-WEST IRIAN-DILI

HONG KONG-TAIWAN-WEST IRIAN-DILI

AGENTS:

GUAM: ATKINS, KROLL (GUAM) LTD.

TARAWA: G. & E. I. DEVELOPMENT AUTHORITY.

APIA: BURNS PHILP (SOUTH SEA) CO., LTD.

PAGO PAGO: KNEUBUHL MARITIME SERVICES CORP.

NUKUALOFA: PACIFIC NAVIGATION CO., LTD.

SUVA: BURNS PHILP (SOUTH SEA) CO., LTD.

LAUTOKA: BURNS PHILP (SOUTH SEA) CO., LTD.

NOUMEA: AGENCE MARITIME ET AERIENNE CALEDONIENNE.

SANTO: BURNS PHILP (NEW HEBRIDES) LTD.

VILA: BURNS PHILP (NEW HEBRIDES) LTD.

HONIARA: BRITISH SOLOMONS TRADING CO., LTD.

PAPEETE: AGENCE MARITIME DE FARA UTE.

HONG KONG: IKE MARITIME CO., LTD.

SINGAPORE: THE BORNEO CO., (SINGAPORE) LTD.

DJAJAPURA: P. N. PELAJARAN NASIONAL INDONESIA.

DILI: SANG TAI HOO

TAIWAN: FOR CARGO BETWEEN JAPAN/GUAM/TAIWAN FORMOSA SHIPPING & ENTERPRISE CORP.

TAIWAN: FOR CARGO BETWEEN JAPAN/SOUTH PACIFIC/WEST IRIAN/DILI

MARITIME TRANSPORTATION AGENCIES, LTD.

THE DAIWA NAVIGATION CO., LTD.

OSAKA: "DAILINE"

TOKYO: "FUNEDAILINE"

HEAD OFFICE

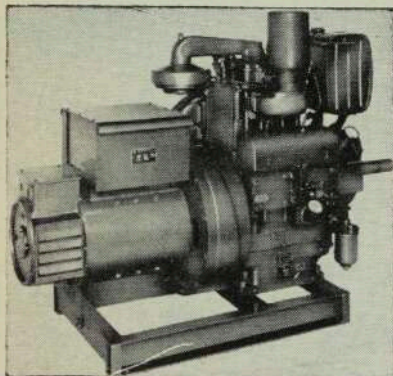
DAIICHI KYOGYO BLDG.,
45, 2-CHOME, AWAZAMINAMI-DORI,
NISHI-KU, OSAKA, JAPAN
TELEPHONE: (06) 531-0471 ~ 9
TELEX: 525-6324 & 525-6325

TOKYO OFFICE

SHIN-DAIICHI BLDG.,
4-13, NIHONBASHI 3-CHOME, CHUO-KU,
TOKYO, JAPAN
TELEPHONE: (03) 274-3251 ~ 8

GENERATING SETS

by BRAYBON



Capacities available are:

Petrol 2 kva-7½ kva • Diesel 2 kva-200 kva

Write for brochure and prices:

BRAYBON BROS. PTY. LTD.,

2 ROTHWELL AVE., CONCORD WEST,
N.S.W., 2138. Phone: 73-3246.

AIRLINES CONTD

PACIFIC IS - NZ

Air Pacific (BAC111)—Fiji-Tonga-NZ.

INTER-TERRITORY

Lan-Chile (707s)—Easter Is, Tahiti, Fiji.
Air Pacific (BAC111 and HS748s)—Fiji to
GEIC, Nauru, Western Samoa, Tonga, New Heb-
rides, Solomon Islands, New Caledonia, PNG.
Fiji Air Services—Wallis and Futuna (charter).
Qantas (707s)—PNG to Singapore.
PAA (707s)—Hawaii to Am. Samoa and Tahiti,
US.

UTA (707s, Caravelles) from New Caledonia
to Fiji, New Hebrides, Wallis Is, Tahiti.

Continental-Air Micronesia (727s) from
Hawaii to Micronesia.

Air Nauru from Nauru to Tarawa, Marshall
Is and Western Samoa.

Polynesian Airlines from Apia to Tonga,
Niue Is, Fiji, Am. Samoa.

Air Tahiti from Tahiti to Cook Is.

Air Niugini to Irian/Jaya, Solomon Is.

Norfolk Island Airlines (Beechcraft) to
Noumea.

INTERNAL

Fiji—Air Pacific (HS748s and Trislanders),
Fiji Air Services (Beech Barons and Islanders).
French Polynesia—Air Polynesie (Fokker
Friendships), Air Tahiti.

US Trust Territory and Guam—Continental-
Air Micronesia (727s) and Air Pacific Interna-
tional Inc.

GEIC—Air Pacific.

PNG—Air Niugini, Aerial Tours, Talair,
Melanesian Airlines, Crowley Airways.

Bougainville—Bougainville Air Services.

New Caledonia—Air Caledonie (Twin Otters).

New Hebrides—Air Melanesiae (Islanders).

Solomon Is—Solair (Beech Barons and
Islanders).

Tonga—Tonga Internal Air Service (Islanders).

Cook Is—Cook Island Airways (Islander).

Norfolk Island Airlines (Beechcraft)—Norfolk
Is-Lord Howe Is.

Deaths of Islands People

Sir Donald Cleland

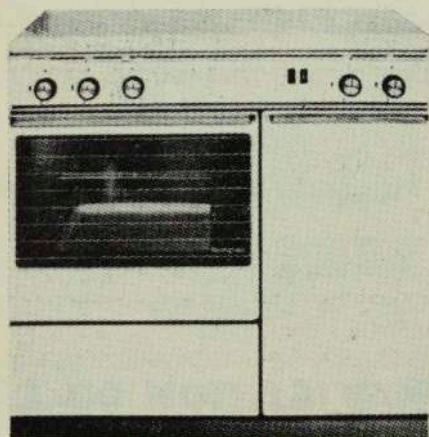
Sir Donald Cleland, Australia's
longest serving Administrator
Papua New Guinea, died in Port
Moresby on August 27, and was
buried there in a State funeral. Sir
Donald, who is survived by Lady
Cleland and two sons, had been Administrator for 14 years until 1966
following a brief period as Assistant
Administrator, and he and Lady
Cleland had continued to live in Port
Moresby after his retirement. He was
74.

Sir Donald was a West Australian
who had a distinguished career as a
lawyer and military leader.

His first association with PNG was
more than 30 years ago when he
served with the Australian New
Guinea Administrative Unit during
World War II.

This was the military unit which
helped maintain the country's domestic
affairs and internal security during
the war, and from which emerged the

Bompani



More than 30 models to choose from

GAS AND ELECTRIC COOKERS AND RANGES

*Solidly shipped Ex Italy
to you direct*

Further enquiries:

KERR BROTHERS Pty Ltd

65 York Street, Sydney, N.S.W. 2001, Australia.

Telex: AA23181.

Cable: CAREFULNESS.

t combined civil administration of
Tonga and New Guinea.

He became vice-president of the
Australian Liberal Party, and then for
years directed the party's federal
secretariat.

This led to his appointment by the
Australian Government as PNG ad-
ministrator, a decision which was
criticised in some areas including
PNG itself for its political overtones.
However, Sir Donald established
himself in his own right as a force-
ful and efficient administrator.

He played a part in the first big
move towards political change and
inmate nationhood in PNG when
the country's first elected parliament
was established in 1964.

Previously, Sir Donald had sat as
Chairman of a colonial-type legislative
Council of appointed members.

The office of administrator ceased
to exist in 1973, when PNG became
self-governing.

Dr R. W. D. Maxwell, OBE

Dr Richard William David Max-
well, who held high appointments in
medical and health services in
Tonga and Western Samoa and NSW,
died recently in Sydney, aged 71. He
was born at Labasa and graduated
in medicine at Otago University.
After five years in private practice
in NZ he joined the Colonial Service
and was posted to Fiji. He was
Deputy Director of Medical Services
there, when he retired in 1956. He
had been Acting Director several
times.

After his retirement, Dr Maxwell
went to Western Samoa as Director
of Health. He retired in 1959 and
went to live in Sydney, where he
became Senior Medical Officer and
Assistant Medical Officer of Health in
the New South Wales Health Depart-
ment.

Mr W. E. Donnelly, MBE

Mr William Ewart Donnelly, a
New Zealand schoolmaster who
died several years in Fiji, died re-
cently in Auckland, aged 74. Mr
Donnelly was headmaster of the Suva
Methodist Boys' School from 1934
to 1941, and pioneer principal of
the Sir John Memorial School, Davuilevu,
from 1942 to 1945. He then returned
to New Zealand.

In 1960 he was invited to return
to Fiji to establish the Ratu Sukuna
Memorial School, at Nabua, near
Suva. He was principal there till
1964, and after that served brief-
ly as relieving principal at other
schools. Mr Donnelly took an active
interest in amateur athletics as an
official, and in Rugby. He was a life
member of the Fiji Rugby Union.
Mr Donnelly is survived by his wife,
Mrs Donnelly, and daughter.

UNION STEAM SHIP CO. of N.Z. LIMITED

Serving the Pacific for nearly 100 years.

Regular Sailings by Modern Vessels

From Auckland to Lautoka, Suva, Pago Pago, Apia, Niue, Vavau,
Nukualofa. Also from Tauranga to Lautoka, Suva, Apia,
Nukualofa. Regular sailings from Australia to New Zealand to
enable transhipment of cargo to all the above ports.

Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.



**serves the Islands with expert
insurance service and advice.**

QBE INSURANCE LIMITED

(FORMERLY—QUEENSLAND INSURANCE COMPANY LIMITED)

Central Office: 82 Pitt Street, Sydney

FIJI—Branch Office, Suva, Manager for Fiji: F. N. Davies (A.A.I.I.).

LAUTOKA—Assistant Manager: G. A. Wooley.

HONIARA (B.S.I.P.)—Breckwoldt & Company (S.I.) Pty. Limited.

NEW CALEDONIA—T. A. Hagen, Ste. W. A. Johnston, S.A.R.L.
—Noumea.

NEW HEBRIDES—Resident Officer: G. F. Donnelly Vila; Santo:
Burns Philp (New Hebrides) Ltd.

TAHITI—Arthur Chung; Immeuble B.I., Front de Mer, Papeete.

NIUE, NORFOLK ISLAND, SAMOA, TONGA and other South

Sea Islands—Burns Philp (South Sea) Company Ltd.

QUEENSLAND INSURANCE (P.N.G.) LTD

PAPUA NEW GUINEA

Head Office, Port Moresby: General Manager: D. J. Granter.

District Managers at Rabaul: C. D. Dickings; Lae: W. J. Leonard;

Mt. Hagen: D. F. Carroll. Atawa: A. M. Tanner; Madang: I. R.
Martin.

H359

KINGSTON 580 DIESEL CRUISER

IDEAL ISLAND TRANSPORT—WORKBOAT—FISHING BOAT



YANMAR POWER 8 H.P.
12 H.P. — 24 H.P.

for seagoing reliability and economy.

Distributed by:

Western Fuelpump and  Injector Services Pty. Ltd.

225-227 VICTORIA ROAD, RYDALMERE, AUST.

Telephone 638 6100 (5 lines)

Cables: "Wesfuel"

DEALER ENQUIRIES WELCOME

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S—Sandefjord, Norway.

MOTOR VESSEL "THORSISLE"

Regular Freight and Passenger Services between Pacific Coast Ports of U.S.A. and Canada

and

TAHITI and SAMOA

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

400 California Street, San Francisco, California, U.S.A.

APIA—Burns Philp (South Sea) Company, Ltd.
PAPEETE—Agence Maritime Internationale Tahiti.

PAGO PAGO—Polynesia Shipping Services, Inc.
NOUMEA—Etablissements Ballande.

SYDNEY—Trans-Austral Shipping Pty. Ltd.
SUVA—Burns Philp (South Sea) Company, Ltd.

LAE/RABAUL—Burns Philp (New Guinea) Ltd.
PORT VILA—Comptoirs Francais de Nouvelles Hebrides.

PETER FISHER TRADING PTY. LTD.

321 PITT STREET, SYDNEY, 2000, AUSTRALIA

Telephone: 26-1109

CABLES: "FISHERION", SYDNEY

EXPORTERS TO THE PACIFIC ISLANDS

PACIFIC ISLANDS MONTHLY

News magazine of the Pacific

SUBSCRIBE NOW—DETAILS ON OUR INSERT CARD

Line Advertisements

Per line, \$2.50 Aust.
Minimum rate, 4 lines.

SEASHELL COLLECTORS WANTED, from all Pacific Island areas. Top prices paid. For information write in strictest confidence to, K. D. Weston, P.O. Box 760 Gladstone, Qld., Australia 4680.

WE ASSIST ISLANDERS for articles you name and specify. Export all lines/0 Single Pce. Write: K.O.V. Corp., GPO 15986, Hong Kong.

CONCRETE BLOCK MACHINES. Make blocks, flags, edgings, screen-blocks, garden stools—up to 8 at once and 9 an hour. \$179.00 c.i.f. main ports. Send for leaflets. Forest Farm Research, Londonderry, N.S.W., 2753.

KIKUYU GRASS CERTIFIED SEED for sale A\$3.00 per lb. For supplies and information about this highly nutritious and abundantly productive grazing grass write to **ROY EYKAMP**, Quirindi, N.S.W. Australia, 2343. Phone Quirindi, 466541.

BOATS—Easy build kits for dinghies, sail boats, canoes etc. Send for brochure. Blockey, the Boatbuilder 448 Chapel St. Sth. Yarra 3141 Australia.

FREE-HOLD LAND B.S.I.P. Island 33 acres in the Western Solomons for sale. Buyers interested please write to: Joseph Martin, P.O. Box 480, Honiara.

PITCAIRN ISLANDS STAMPS BOUGHT Mint used also covers FDC. Write Airmail B. Barringer, Celsiusg 13A S-212, 14 Malm Sweden.

SHIP FOR SALE 38' x 12' 6", 12 ton copra capacity (200 bags), 4LW GARDNER engine, store on deck, excellent condition. Contact Leung Jack, P.O. Box 19, GIZO BSIP.

BUSINESS FOR SALE Gizo Solomon I. Store 48' length x 42' width, 2 story living quarter in rear over 3,000 sq. ft. Workshop 60' x 24' next to shop. Contact Leung Jack, P.O. Box 19, GIZO, BSIP.

QUEENSLAND, AUST.

Agent will be in Noumea from 19th to 25th October, staying at Chateau Royale. Contact her for any Queensland Real Estate enquiries, more particularly on the Maryborough/Hervey Bay/Fraser Island area. Good brick homes from \$24,500 and sewerage allotments from \$5,000.

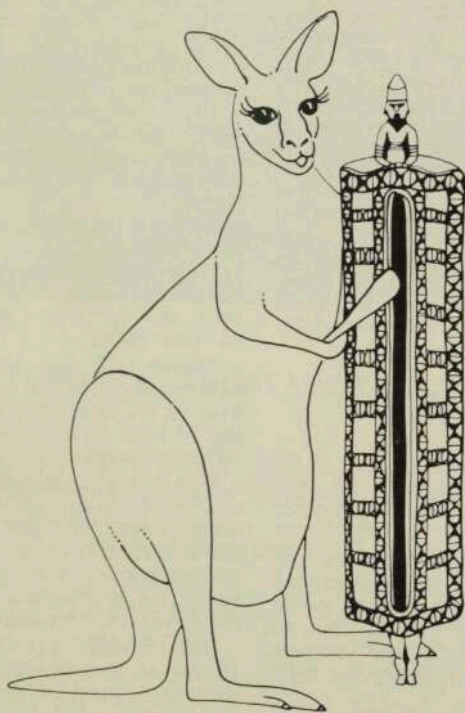
Contact Maureen Beresford.

EXECUTIVE AVAILABLE

Australian with wide experience management, sales, administration, of anything from aircraft to tourist resort, seeks interesting career or contract in Pacific Islands. Refs. available to Govt. level. Own plane. Immediate start.
Reply: Manager, Oasis Marina, Caloundra, Qld. 4551. Aust. Phone 912411.

RADIO AUSTRALIA CONGRATULATES PAPUA NEW GUINEA

(the world's newest nation)



Each day
the world and Australia
are brought to
Papua New Guinea
by Radio Australia.

Programmes of News,
Current Affairs, Interviews,
Activities of Papua New Guineans
in Australia, the latest music,
Listeners Choice and PNG Mailbag
are broadcast in Pidgin and English.

Time 5 p.m. — 8 p.m.

Best frequencies for listening
in Papua New Guinea

9.76 kHz 31 MB,
11.88 kHz 25 MB,
11.825 kHz 25 MB.

Free Programme Guides, photographs
of Announcers, Listener's Badges,
Calendars, Music Requests and
Information by writing to Radio
Australia, 529 Lonsdale Street,
Melbourne, 3000.

Radio Australia broadcasts in
Mandarin, Cantonese, Japanese, Indonesian, Thai, Vietnamese, French, Pidgin and English.

The Lost Caravel

Continued from p 65

'Can one already hear the long knives being sharpened? Langdon himself notes that academics are instinctively resistant to revolutionary ideas. One hopes that his work will at least attract the scholarly attention it deserves.'

Two Pacific 'names' had praise for *The Lost Caravel*. In the Honolulu Star Bulletin, E. H. Bryan Jr, manager of the Pacific Science Information Centre at the Bishop Museum, wrote that 'we should regard this book as another well-written and informative contribution to the knowledge of Pacific history'.

In the Canberra Times, Professor O. H. K Spate, acting head of the Research School of Pacific Studies at the Australian National University, said the book 'is not only a fascinating whodunnit for the general reader, but one of real importance to the serious student'. He added, 'Langdon cannot justly be compared (as he has been) to Von Daniken; rather to Andrew Sharp or Heyerdahl, though he conducts his argument with much more skill and restraint than Heyerdahl does'.

Referring to the book as 'an exciting and on the whole very well sustained reconsideration of history, with many fascinating episodes set in the main story' Professor Spate sums up *The Lost Caravel* thus: 'I do not think that Langdon has established his case in its totality; he has established a great deal. At the very least, he has successfully re-opened some old questions thought closed; and he has posed new ones which will demand serious consideration. That is about as much as anyone can expect to achieve in one book.'

One of the first reviews to appear in the New Zealand press was a double-page spread with seven pictures in the NZ Listener for July 19.

The reviewer, Jenny Cannon, gave a well-schooled summary of the book's contents and said it provided 'a credible solution to some long unravelled mysteries.'

Although she thought some readers might feel that Langdon was stretching a point by getting some of his castaways to New Zealand, she herself seemed to accept the idea.

'Langdon has gathered some evidence to prove that the supposed Maori fleet was a Spanish fleet and that it arrived about 200 years later than commonly thought,' she said. 'The strongest link in the chain of evidence is the story of Hiro . . .'

A review in the Otago Daily Times of Dunedin of July 2, by GJG, said *The Lost Caravel* was likely to re-

main in the 'permanent canon of Pacific scholarship'.

The most convincing part of it concerned evidence of European clothing and shipbuilding methods in the general area where the Basque-Spaniards may have survived.

The occurrence of blond and red-haired people among the Polynesians also sat well with Langdon's theories.

'If even a twentieth of what Langdon suggests is sound, the history of Maori origins will have to be rewritten,' GJG went on. 'As it is *The Lost Caravel* must inevitably cause some rumpus in the world of Pacific scholarship, if only for the effort needed to prove or disprove its many ramifications.'

The reviews in the New Zealand press would no doubt have appealed to Spain's Ambassador to Australia, Don Alberto Pascual Villar.

The ambassador, who has long been an enthusiastic advocate of Langdon's theories, held a reception on July 24 to celebrate the publication of *The Lost Caravel*. The date was a very special one—the 450th anniversary of the departure from Spain of the San Lesmes and six other ships under the command of Garcia Jofre de Loaisa.

Among the guests were the ambassadors of Portugal, Mexico, the Philippines, Peru, Chile, Argentina, Uruguay and Brazil, other diplomats from those countries, and their wives.

The invitations said that the Loaisa expedition had opened 'nuevas rutas de Hispanidad'—new routes of Spanishness—in the South Seas.

At the reception, the Spanish Ambassador paid a glowing tribute to the author of *The Lost Caravel*, and the latter replied with a speech in Spanish. He also presented the ambassador with a copy of his book bound in red leather and yellow cloth, the colours of Spain.

Transport in Fiji

From p 13

radios operated through a co-operative network, the committee says.

While some complaints from taxi men were justified, the committee comments, the best thing they could do for themselves would be to 'escalate their standards and compete with others in the industry on their own terms'.

In mulling over the lack of Fijians in the transport industry, the committee says this is due partly to lack of commercial know-how and capital. A couple of Fijian bus companies had run into disaster mainly because

no one knew out to keep the books.

Fijians will have trouble breaking into a field in which others are already entrenched, the committee warns.

The best way of getting Fijians into the industry as effective operators, it suggests, would be to see that taxi and bus service licences issued predominantly to Fijian-populated districts go only to Fijians.

The terms of reference given the committee went beyond the trouble of taximen.

Local shipping services and other matters affecting public transport were within its purview as well.

Even the little sugar cane train which for years has carried passengers free between Sigatoka and Ba was dealt with, and not kindly.

This service, said the committee, should be terminated forthwith because it originated in the days when road traffic was practically non-existent.

The committee opposes nationalisation of any transport services, particularly bus services.

And it is about time, it says, that the small, commercial passenger-carrying punts, which ski along Fijian inland waterways, are made to carry lifejackets at all times and light when they move at night.

The committee came up with a strong plea for the introduction of compulsory breathalyser tests and a national 55 mph road speed limit.

This was because there was no doubt that too many road accidents were the outcome of too much drinking or speeding, or a combination of both.

Safety belts should also be a compulsory feature of cars, it added—actually, they already are. Since June new cars have had to be fitted with belts and it's illegal for people not to wear them.

There's just one drawback. With a long series of public meetings held by the committee throughout Fiji the 95-page report must have been a rather expensive one to compile.

It has appeared largely as a history book. Many of its recommendations have been put into force by the government on its own initiative while others are policy matters which the government has long since ruled against adopting.

The report was tabled in the House of Representatives in August without a word of discussion.

It will, by now, have joined the growing pile of other parliamentary reports gathering cobwebs and mildew on a shelf somewhere in Government Buildings in Suva, hardly read and probably disregarded.

TO THE PEOPLE
OF PAPUA NEW GUINEA
OUR HEARTIEST CONGRATULATIONS
ON THE OCCASION
OF YOUR INDEPENDENCE



JAPAN'S LEADING MANUFACTURER OF ELECTRIC POWER TOOLS

Thakita Electric Works, Ltd.

ESTABLISHMENT : MARCH, 1915
CAPITAL : US\$5,500,000.00
HEAD OFFICE : ANJO, JAPAN
BRANCHES : TOKYO, OSAKA, NAGOYA AND
OTHER 94 BRANCHES THROUGHOUT
JAPAN
SUBSIDIARIES : NEW YORK, CHICAGO, LOS ANGELES,
TORONTO, LONDON, PARIS, ROTTERDAM,
MILANO, SYDNEY
TOKYO OFFICE : 3-5-3 HONGO, BUNKYO-KU, TOKYO



**Suzuki. It's a family experience.
Ours and Suzuki's together.**

There's a splendid Suzuki motorcycle for every member of the family. And every kind of riding.



SUZUKI MOTOR CO., LTD.
Hamamatsu, Japan

GUAM ISLAND CYCLERY PONAPE LEO ETSCHKEIT TARAWA G. & E.I. COOPERATIVE FEDERATION LTD. NAURU CAPELLE & PARTNER FIJI D. GOKAL & COMPANY LIMITED TONGA MORRIS HEDSTROM LTD. NIUE BURNS PHILP (SOUTH SEA) COMPANY LTD. NEW GUINEA & PAPUA TUTT BRYANT PACIFIC LTD. NEW HEBRIDES HENRI LEROUX NEW CALEDONIA SUPERCAL TAHITI NIPPON AUTOMOTO NORFOLK MARTIN'S AGENCIES LTD.

Congratulations on the Independence of Papua New Guinea

Buy some friends.



National sight and sound products are the worthwhile companions you can buy. They're true friends because they're built to stick by you.

Our concern for real quality makes all the products we make that way. Whether its kicky, crazy-colored carry-along radios. Or, the state-of-the-electronics-art in one of our direct-drive turntables. Or any of our other fine products.

But uncompromising quality is only part of our success story. The most advanced design makes all these sound investments as good to look at as they are to listen to. And that makes them great to live with, too.

But why not see your National dealer and get the picture for yourself. There you can buy a friend that will live with you happily ever after.

You can find a National dealer on these nearby islands.

A. SAMOA	NEW HEBRIDES
W. SAMOA	NORFOLK
CAROLINE-IS.	PAPUA NEW GUINEA
COOK	SAIPAN
FIJI	SOLOMON
GILBERT-IS.	TAHITI
GUAM	TIMOR
MARSHAL-IS.	TONGA
NAURU	NEW CALEDONIA



National

National and Panasonic are the brandnames of Matsushita Electric.

Service Centers in Australia/New Zealand

You can obtain under guarantee service for your "NATIONAL" transistor portable radio, tape recorder, radiophonograph and its combination type and "Technics" Hi-Fi products from the following authorized service organization in Australia & New Zealand.



AUSTRALIA

N.S.W.	HACO Distributing Agencies Pty., Ltd. 57-69, Anzac Parade, Kensington, N.S.W. 2033 Phone: 662-1222
VIC.	HACO Distributing Agencies Pty., Ltd. 14-21 Railway Crescent, Croydon, Vic. 3136 Phone: 725-6366
S.A.	HACO Distributing Agencies Pty., Ltd. 15-17 Kingston Avenue, Richmond, South Australia 5033 Phone: 352-1688
W.A.	HACO Distributing Agencies Pty., Ltd. 85 Marlow Street, Wembley W.A. 6014 Phone: 87-5700

QUEENSLAND

HACO Distributing Agencies Pty., Ltd.
52, Costin Street, Fortitude Valley Qld. 4006
Phone: 52-7888

NEW ZEALAND AUCKLAND

Fisher & Paykel Ltd., National Panasonic Division
Private Bag, Panmure, Auckland
Phone: 575 089

CHRISTCHURCH:

Fisher & Paykel Ltd., National Panasonic Service Centre
217 Tuam Street, Christchurch
Phone: 64830

WELLINGTON

Fisher & Paykel Ltd., National Panasonic Service Centre
P.O. Box 2179 Wellington
Phone: 41230

AKAI...for top quality cassette and disc sound reproduction

Akai's **GXC-39D** cassette stereo tape deck features GX head, Dolby® circuit, limiter circuit, memory rewind, tape selector circuits, and automatic stop.

Our **AP-003** semiautomatic turntable with belt drive system features a 4-pole synchronous motor, 30 cm platter, two speeds of

33½ and 45 rpm, automatic return of tone arm, and automatic turn off.

Hook up the GXC-39D or AP-003 to our 40-watt **AA-1020** stereo tuner amplifier and a pair of our 4-way, 4-speaker **SW-156** speakers for top quality sound reproduction.

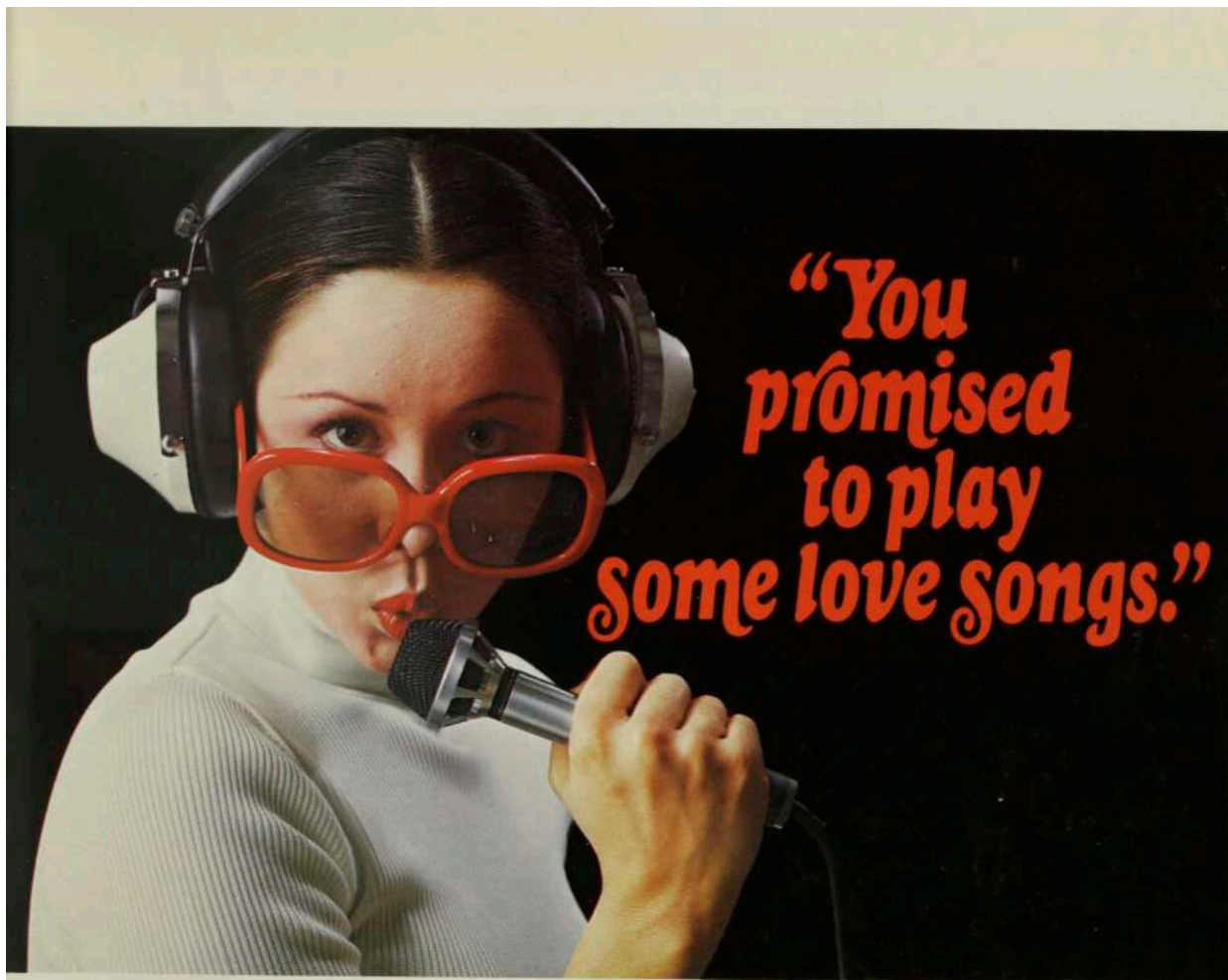


Audio & Video

AKAI

AKAI ELECTRIC CO., LTD.
Ohta-ku Tokyo, Japan

® 'Dolby' is a trademark
of Dolby Laboratories Inc.



There's something in the way
a woman asks to hear her
favourite music that pleases.
And there's something in the
sound of Toshiba audio
equipment that pleases too.
So why not make the most of
your leisure hours by visiting
your dealer soon.



SX-150C

Stereo Music System SX-150C

FM/FM-ST/MW/LW tuner/
amplifier; AFC for stable radio
reception; superb tone quality
(loudness control, separate
bass/treble control);
powerful output (25W); high-
performance turntable; MM
cartridge; S-type tone arm;
2-way speaker system; speaker
matrix 4-channel



RT-250R



RT-360R

Radio Cassette Recorder RT-250R

3-band radio; fine tuning; LED
tuning indicator; separate bass/
treble tone control; automatic
shut-off; mechanical pause;
built-in condenser microphone

Radio Cassette Recorder RT-360R

4-band radio; fine tuning; large 4"
speaker; automatic shut-off;
mechanical pause; built-in
condenser microphone; 2-way
meter



TOSHIBA
TOKYO SHIBAURA ELECTRIC CO., LTD.
Tokyo, Japan

WHY NOT A LASTING XMAS GIFT ... A BOOK FROM PACIFIC PUBLICATIONS



HOLY TORTURE IN FIJI

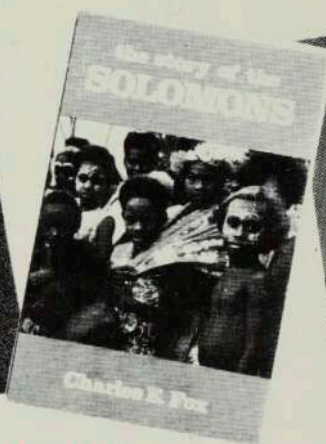
Written by a group of academic participants and observers.
Editing and commentary by Prof. Ron Crocombe.

This book describes sacred ancient rituals involving physical ordeals which are performed once a year at certain Hindu temples in Fiji. The rituals include walking on fire, dancing on upturned knife-blades, whipping, plunging the hands in burning fat and piercing the body with steel skewers and silver wires.

Yet those who go through the ordeals suffer no pain, burns or injuries.

The book is beautifully produced in full colour and black-and-white.

PRICE: Australia, Pacific Islands and Overseas, \$2.50 Aust., plus 70c posted; U.S.A., \$6.50 U.S. posted.



THE STORY OF THE SOLOMONS

Charles E. Fox

"Refreshingly frank . . ."

"Admirably simple and lucid . . ."

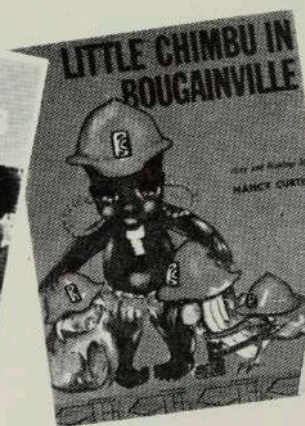
"A rare blend of objectivity and affection . . ."

That is what some of the critics have said about this unusual book which outlines the history of the Solomon Islands from the point of view of the people who live there.

The Reverend C. E. Fox, CBE, MA, LittD, spent more than 70 years in the Pacific Islands, 65 of them in the Solomon Islands, and no person is better qualified to write of the Solomons and the Solomon Islanders. Dr Fox is now living in retirement in New Zealand.

88 pages.

PRICE: Australia, Pacific Islands and Overseas, \$2.50 Aust., plus 50c posted; U.S.A., \$3.75 U.S. posted.



LITTLE CHIMBU IN BOUGAINVILLE

Nancy Curtis

This is the story of lovable Little Chimbu, and his friends, who go off to see the biggest hole in the world . . . the Bougainville copper mine, at Papua New Guinea.

Adventures follow one after the other on their arrival at the mine, and young readers (and their parents!) will be fascinated by Nancy Curtis' colourful, yet accurate and instructive account of the workings of the big Bougainville enterprise . . . its giant trucks, its processing plant, its port and shipping.

Illustrated in full colour.

PRICE: Australia, Pacific Islands and Overseas, \$2.50 Aust., plus 70c posted; U.S.A., \$4.20 U.S. posted.



LITTLE BALUS

Nancy Curtis

This is the story about a little aeroplane called Little Balus in the land of New Guinea.

Little Balus has a pilot called Little Chimbu who, in another book (Little Chimbu), also lived in New Guinea and had many adventures.

Now, every morning, Little Chimbu loads Little Balus up with freight, and sometimes Little Balus is stuffed so full he feels that he will burst. This makes Little Balus very mad.

One morning after he had left the ground, with his little engine puffing and his little propeller whirling angrily, he decided to play a trick on Little Chimbu. Little Balus flew UPSIDE DOWN. What follows is a string of strange and sometimes terrible adventures.

Fully illustrated in colour and black-and-white.

PRICE: Australia, Pacific Islands and Overseas, \$2.50 Aust., plus 70c posted; U.S.A., \$4.20 U.S. posted.



PPG9

Send your order direct to

Pacific Publications (Aust.) Pty. Ltd.

29 Alberta Street, Sydney, N.S.W. 2000



Performance You Enjoy Living With.

Honda is a true life drama, performed on the world's stage. By average folks, teenagers, men, and women everywhere. Your neighbors, maybe even you are playing a part. If so, you know Honda is more than great machines. It's people concerned with taking people where they want to go in life.

On two wheels, we're the best selling motorcycle. The easy to operate hard workers who don't demand much. Honda is always ready and gets you there safely. We move

on four wheels. The precedent setting Honda Civic continues to receive international economy and performance awards. It's the elegant compact car.

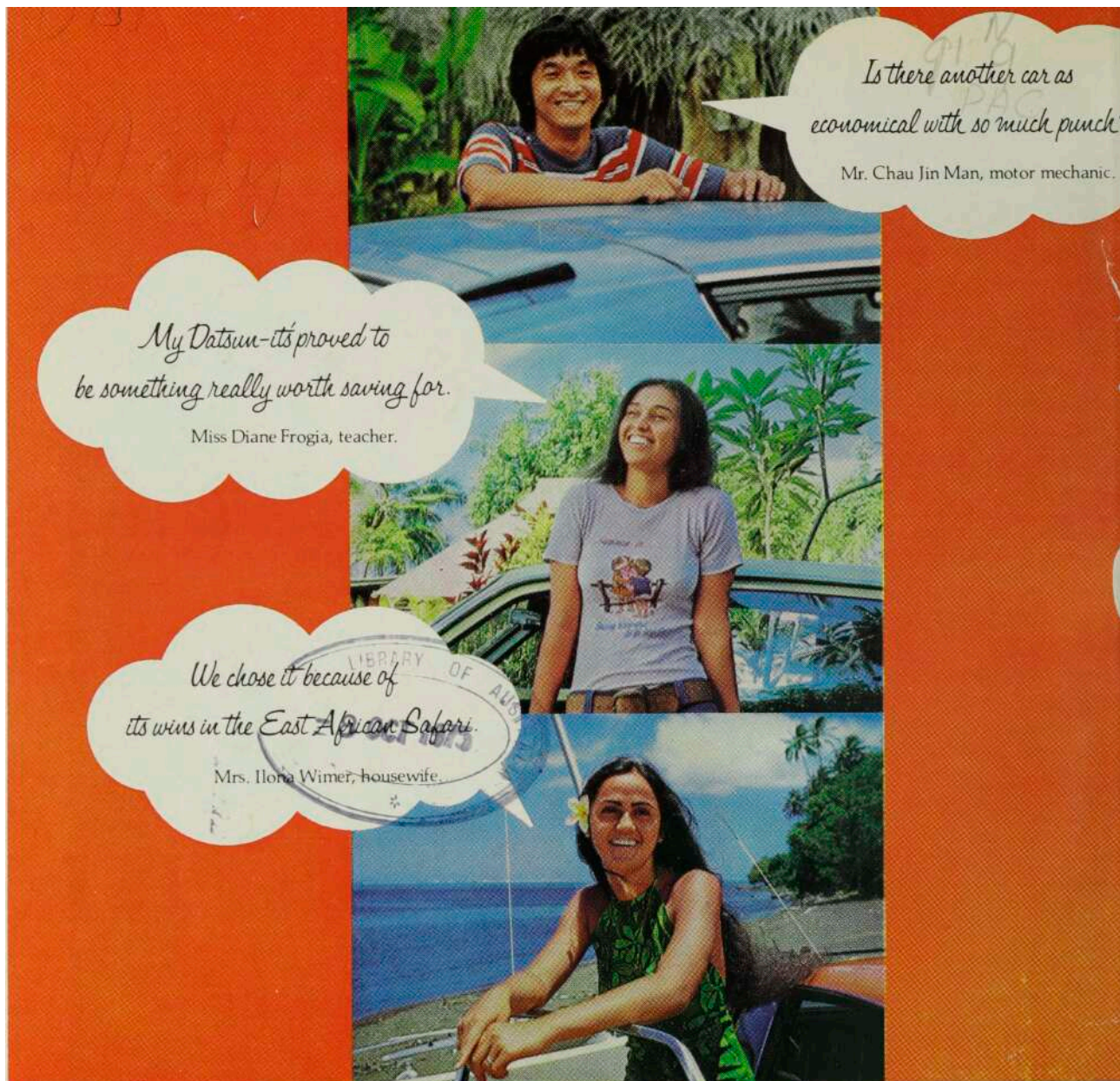
Sometimes, we have no wheels. Honda portable power operates machinery, generates electricity, pumps water and tills the soil.

Little wonder good things happen on Honda — we work harder to assure they do.



HONDA
HONDA MOTOR CO., LTD. TOKYO, JAPAN

PAPUA NEW GUINEA: Steamships Trading Co., Ltd. P.O. Box 74, Papua / **U.S. TRUST TERRITORY:** J.C. Tenorio Enterprise P.O. Box 137, Saipan / **FIJI ISLANDS:** Coral Island Motors Walu Bay Suva Fiji Island. P.O. Box 48 Suva, Fiji / **TARAWA:** The Gilbert & Ellice Islands Development Authority Gilbert & Ellice Islands / **WESTERN SAMOA:** Motor Distributors (Samoa) Ltd. P.O. Box 576, Apia / **AMERICAN SAMOA:** Halook's Service Center P.O. Box 1138, Pago Pago, American Samoa / **TONGA:** E.M. Jones Ltd. P.O. Box 34, Nukualofa / **SOLOMON ISLANDS:** British Solomons Trading Co., Ltd. P.O. Box 114, Honiara / **NEW CALEDONIA:** Etablissements Ballande, Noumea / **TAHITI:** Ets. COMIMPEX P.O. Box 200, Papeete / **COOK ISLANDS:** Cook Islands Motor Centre Ltd. P.O. Box 74, Rarotonga / **NAURU ISLAND:** Nauru Cooperative Society 14th Floor, Wales Corner, 227 Collins Street Melbourne Victoria 3000 / **NIUE ISLAND:** S. Jessop & Sons P.O. Box 71, Alofi South, Niue Island / **SAIPAN:** United Micronesia Development Association P.O. Box 298, Saipan, Marianas Islands 96951



Is there another car as economical with so much punch?
Mr. Chau Jin Man, motor mechanic.

My Datsun—it's proved to be something really worth saving for.
Miss Diane Frogia, teacher.

We chose it because of its wins in the East African Safari.
Mrs. Ilona Wimer, housewife.

Your Datsun. Your special island.

Once it has found you, it'll never let you go. Where else can you find such economical, worry-free motoring? Little wonder Datsuns are enjoyed in Tahiti—and in 130 other nations! In a series of on-the-spot global interviews, Nissan

Motor representatives met many owners and asked them for a frank assessment of their Datsuns. Answers were surprisingly similar, despite the very different circumstances in which the Datsuns were used. The Datsun, they told us,

is economical, reliable, durable, comfortable. Fun to own. Again and again.

DATSUN
Product of NISSAN

DATSUN distributor network covers the following areas:
Fiji • T.P.N.G. • W. Samoa • New Caledonia • New Hebrides • B.S.I.P. • Timor • Norfolk Is. •
A. Samoa • Tahiti • Cook Is. • Nauru • Tonga • Saipan • Guam • Australia • New Zealand