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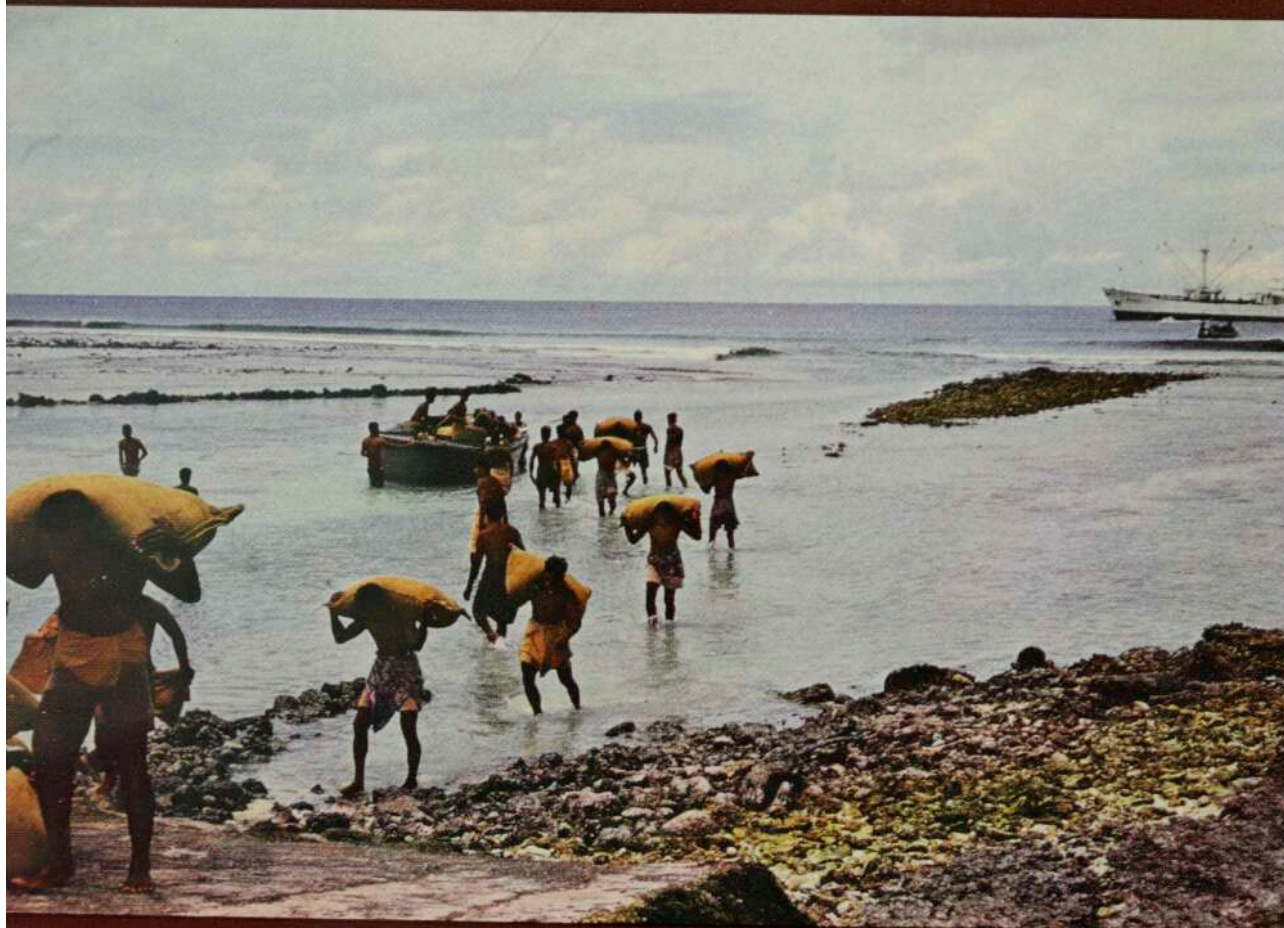
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Pacific Islands Monthly



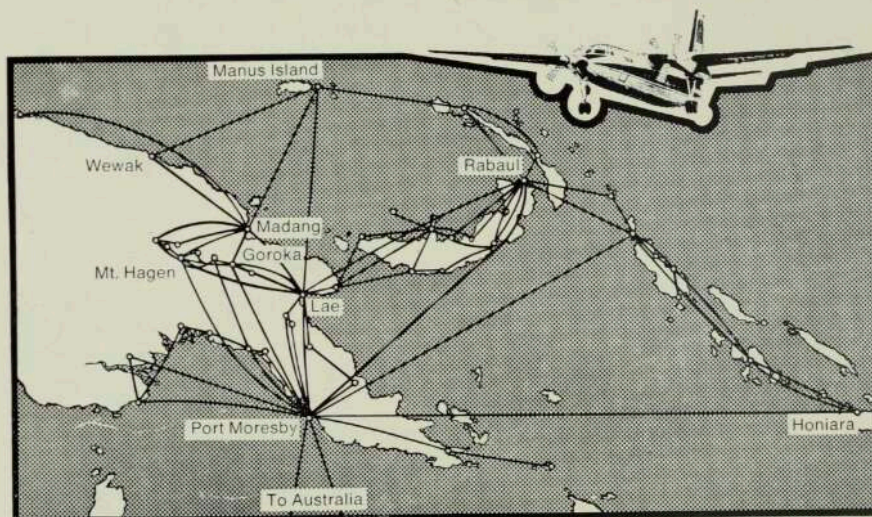
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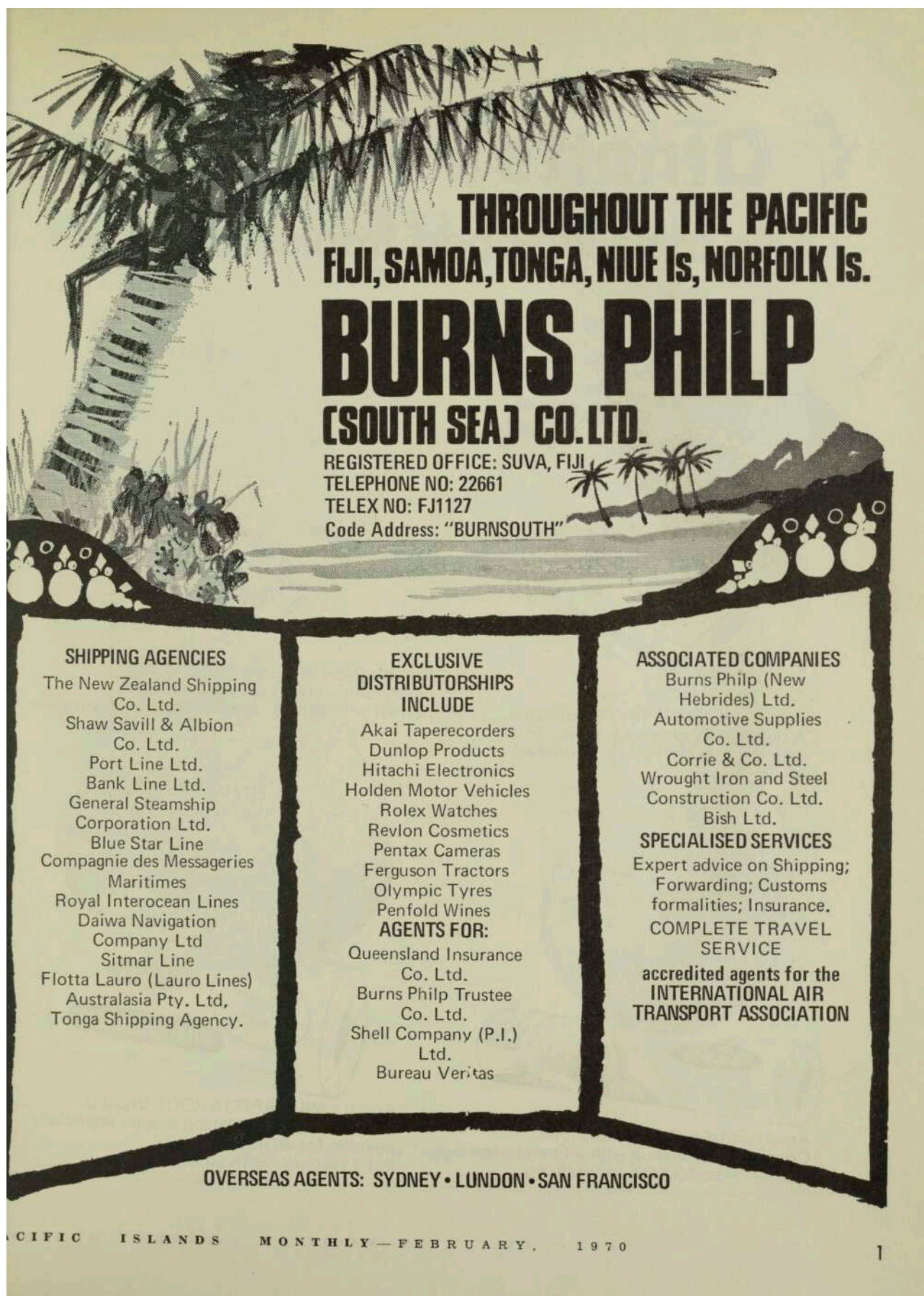
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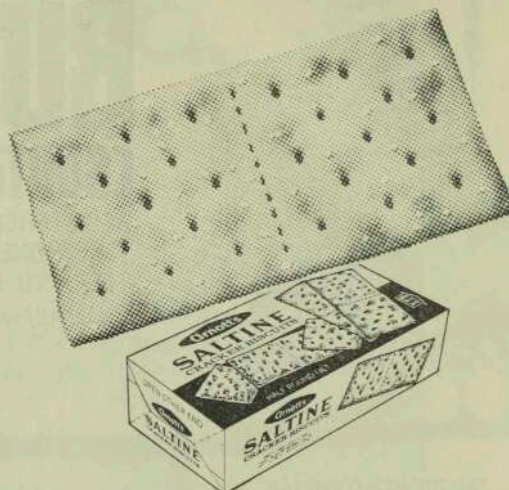


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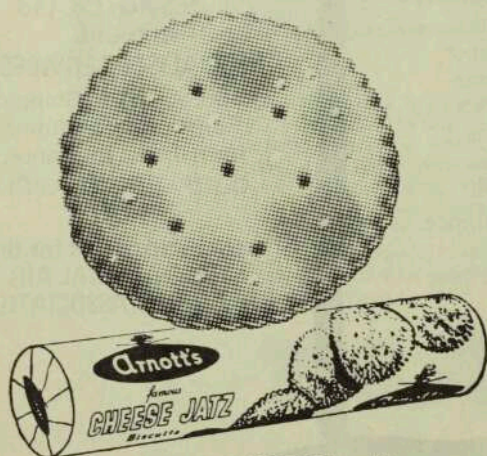
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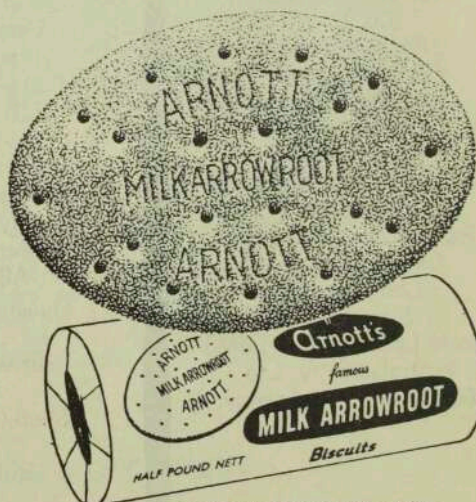
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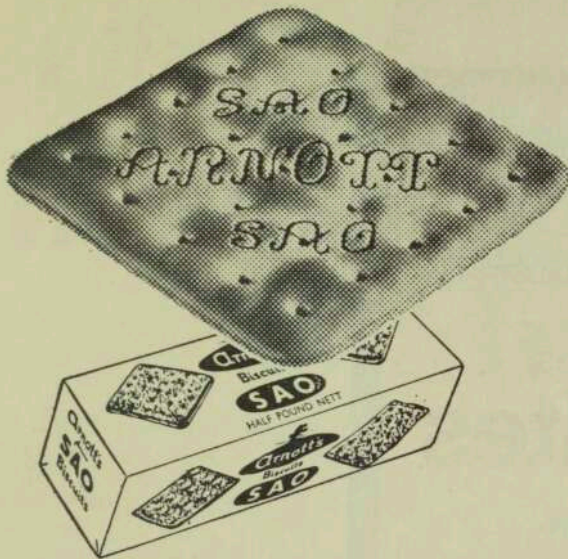
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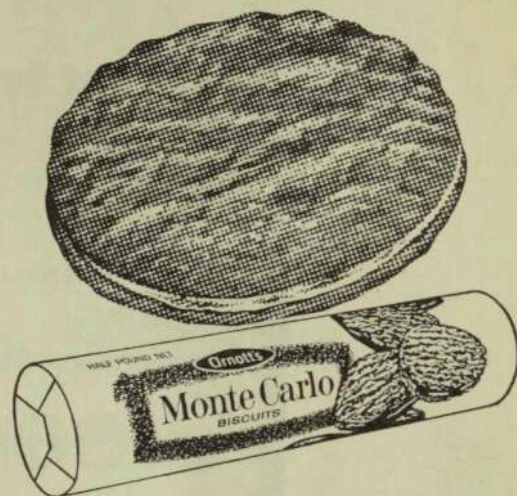
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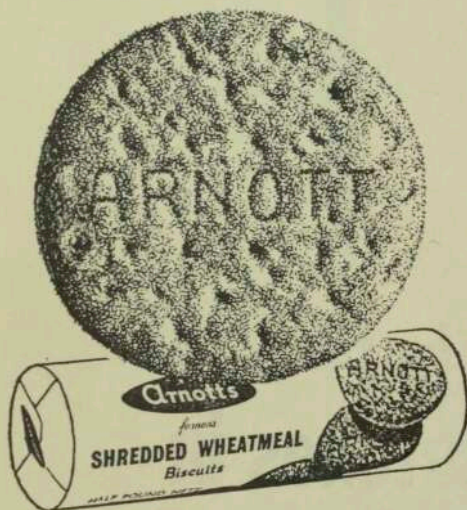
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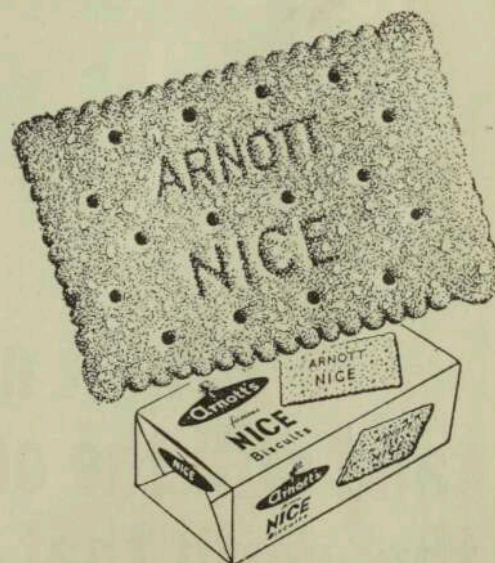
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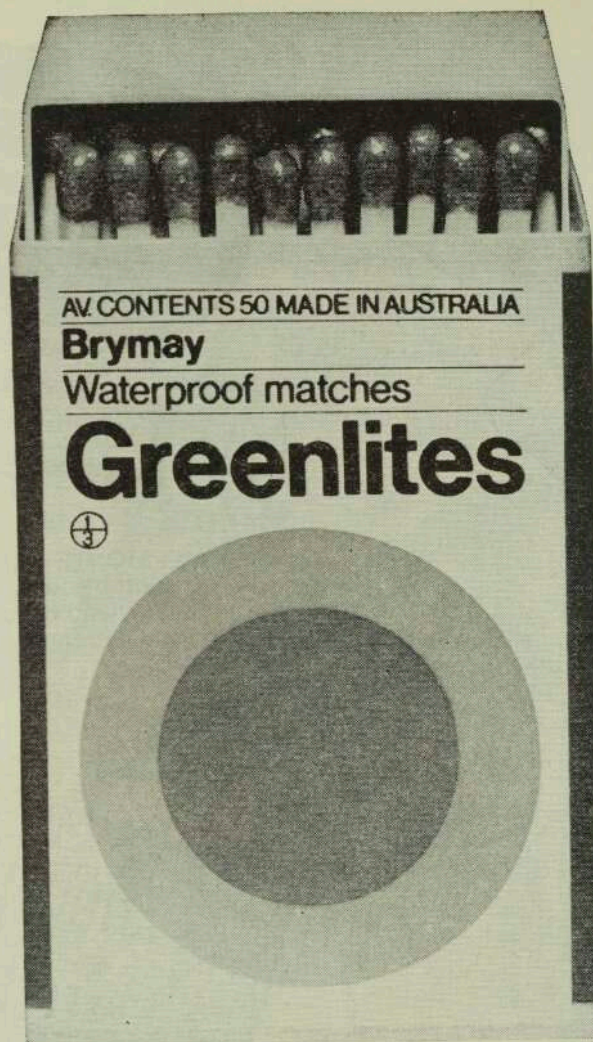


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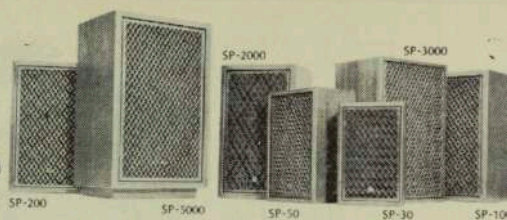
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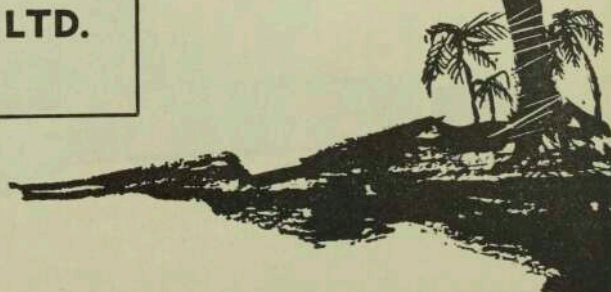
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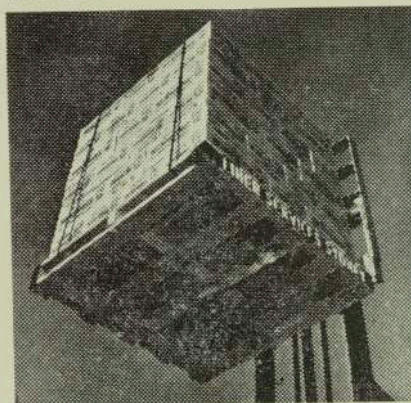
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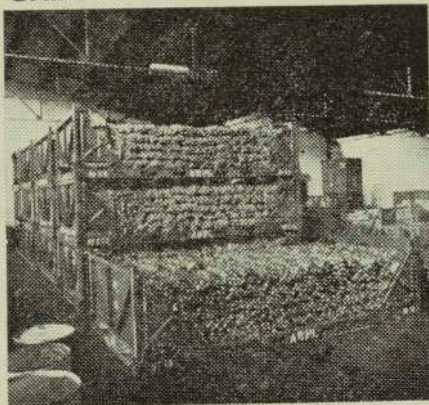
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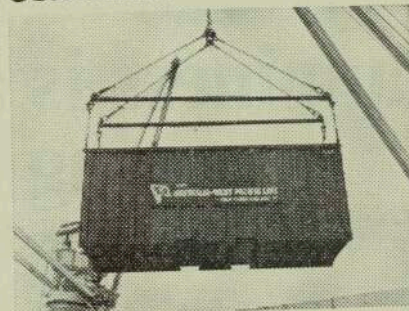
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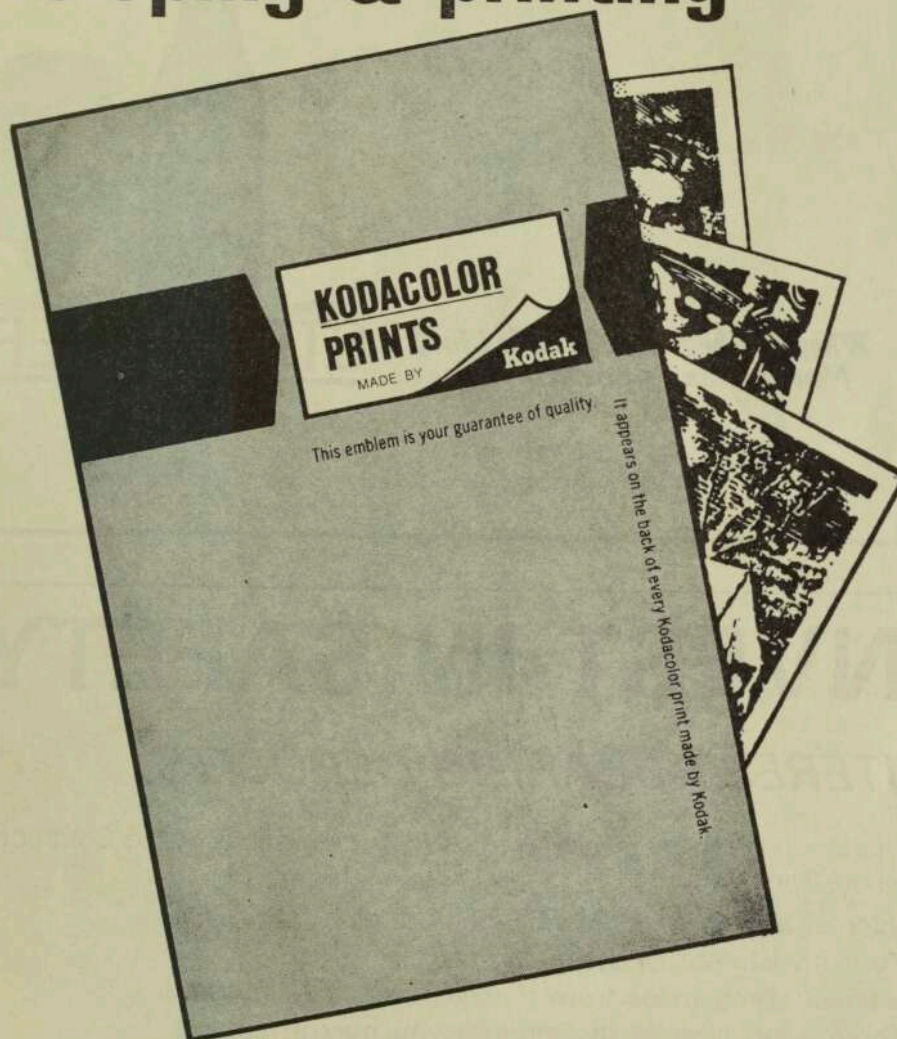
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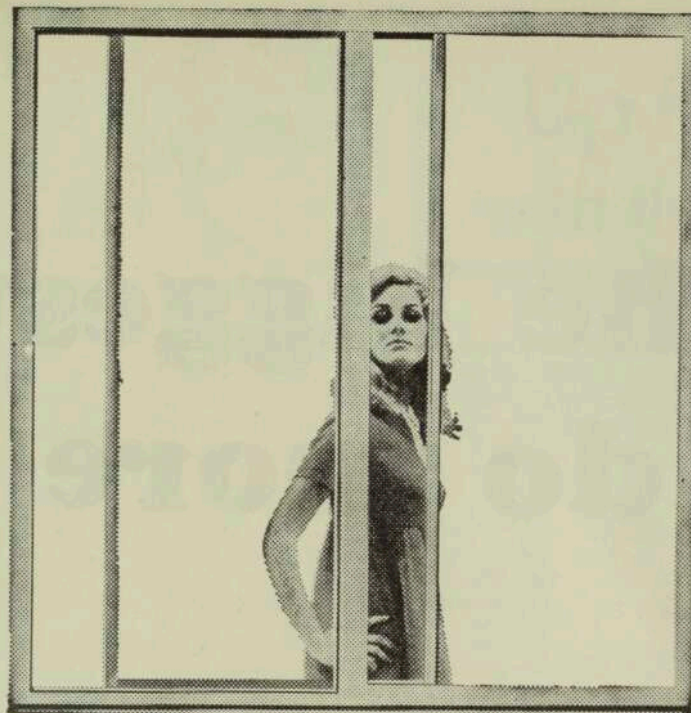
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Up Front with the Editor

The influence of the metropolitan powers is on the decline in the South Pacific Commission. What's more, the powers themselves are not now fighting the inevitable and thus the balance of power in the South Seas begins to shift from metropolitan to islands governments.

This is not a new point. I made it in this column in October, just before the territories sat down to the 9th South Pacific Conference in Noumea. The results of that conference support my point—at the end of 10 days the conference had taken control of the Commission; an Islander had been appointed, for the first time, as Secretary-General of the Commission; and the "exclusive club" that once was the Commission had been disbanded forever. Or had it?

We would all like to think so, and we all hope so, yet the New Order will bring its own new problems.

One problem will lie in the direction that raised some sparks at the Noumea conference: The matter of who is to be responsible for the SPC staff—the Secretary-General or the Conference?

Fight drawn

Fiji's chief minister, Ratu Sir Kamisese Mara, who has been the leader of the Islanders' fight to gain control of the Commission's policies, took the view in Noumea that the Secretary-General was answerable to the Conference and could expect to have his actions queried in the same way as any of his staff.

Sir Gawain Bell, the retiring Secretary-General, was furious. In his view, he controlled the staff and was responsible only to the commissioners.

That fight ended in a draw. It is likely to be refought.

As from January, West Samoa's Harry Moors is Secretary-General of the SPC, and after Sir Gawain handed over and headed for Switzerland for a skiing holiday before

deciding what to do next, I asked him what he had learned in his three years in the post.

Non-interference

What, for example, were the things that Harry Moors had to watch for?

"Interference!" said Sir Gawain.

"The task ahead is to consolidate the progress that has been made. What's happened in the last few years is first-rate. There's much closer participation by the territories and this is what was needed.

"But you can't be too radical all at once and the danger to the Commission, at this moment, is that the horse could suddenly run away.

"The greatest peril facing the commission is that the territories could try to assume full control.

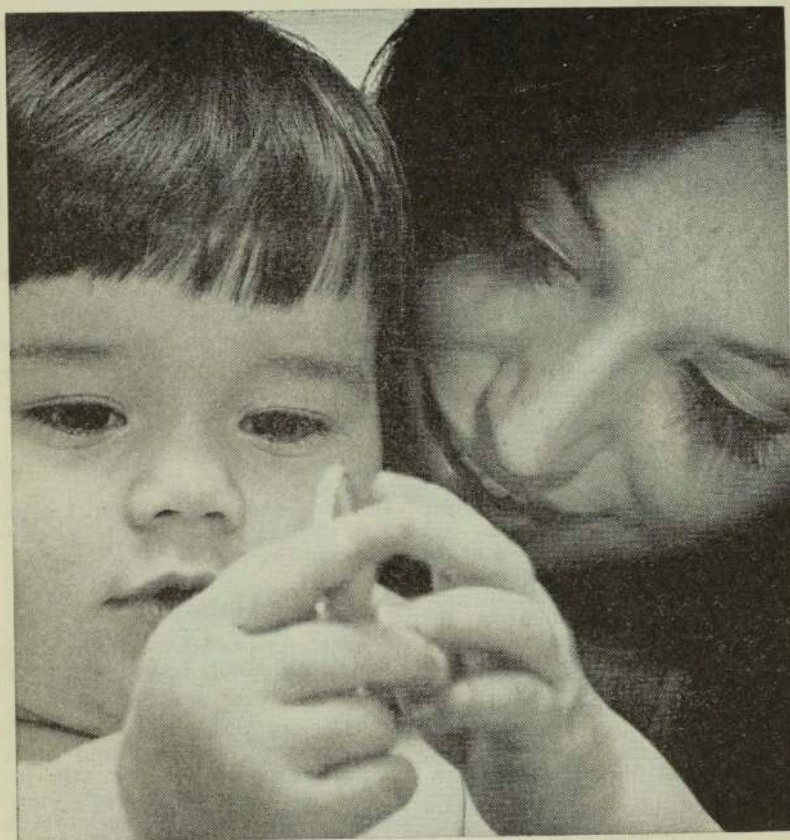
"You can expect this kind of thing in developing territories. I have seen it before. Politicians under a colonial situation observe the public service and assume that it is the public service that has the power. The public servants *appear* to have the power.

"So when the politicians take over they want to get hold of the public service.

"This might work in one territory satisfactorily but not in a Commission which is responsible for 16 territories."

Before Sir Gawain's departure he spread the message of non-interference as widely as he could. He told islands leaders that they should work together to prevent interference with the operation of the Commission as such.

The Secretary-General was there to carry out policy and he had to



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be free to do the job efficiently as he saw it, and not be at the mercy of every politician who wanted the person employed or that one sacked. The Commission could not operate under such conditions, Sir Gawai insisted.

I think he has a vital point. If you have a Secretary-General then he must have room to move and not be apprehensive of attacks from unexpected quarters or from people who may criticise without having real responsibility.

Should the post of Secretary-General become sycophantic, then the South Pacific Commission will be directed, not by Commissioners representing the considered opinion of Islanders, but by a small "inner group" of those Islanders with the most dominant personality, the loudest mouths or the most time available in which to meddle.

And that's about the swiftest, bitterest way of getting people to lose confidence in any organisation.

Harry Moors is a man who sees through others, who can work thin round the edges to achieve a desired result if need be.

A lot of the responsibility for consolidating the good work done during the SPC's head-long rush towards maturity is now his. But he won't do it without a fair measure of agreement, understanding and help from the Islands. For all our sakes I hope he gets it.

—Stuart Ind

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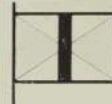
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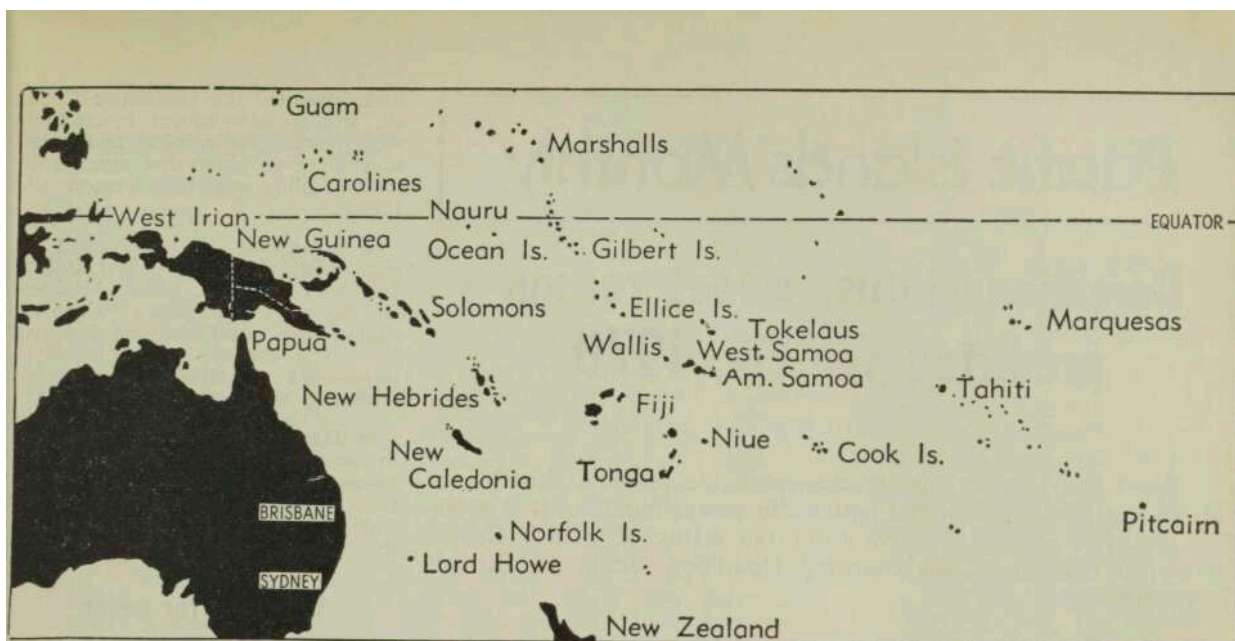
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Vol. 41. No. 2. February, 1970

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Pacific Islands Monthly

Dominion status, sweet reason predicted for Fiji, 1970

Roundup by R. W. ROBSON and staff writers.

There has been a notable change in the political situation in Fiji, and in the constitutional outlook in recent months. It is probable that Fiji soon will move from the status of British Crown Colony to that of a self-governing Dominion within the British Commonwealth.

In the opinion of well-informed people in Fiji, it is possible that, following a Constitutional Conference with the British authority, the change will be approved and accepted before the end of 1970.

The change could be expedited by the arrival in Suva late in January of Lord Shepherd, the British Minister of State for Foreign and Commonwealth Affairs. If general agreement regarding a new or amended Constitution could be reached during his visit, it might not be necessary for a Fiji constitutional delegation to go to London later this year; or if it does go, it may be as early as March or April.

A number of factors contributed to recent developments. Briefly stated, and in their chronological order, they were as follows:

East of Suez

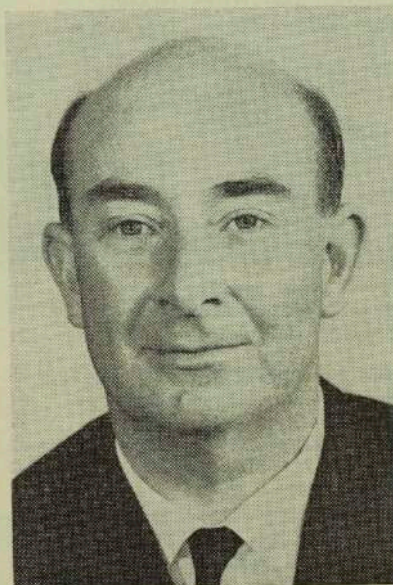
- Uncertainty about the future of Fiji became apparent several years ago when, following Britain's decision to transfer her colonies and protected territories to the care of the indigenous inhabitants, she formally announced that, early in the 1970's, she would withdraw her armed forces from all regions eastwards of Suez. This, of course, included colonies and protectorates in the Pacific.

- About the same time, a section of the Fiji Indians (who now number about half of Fiji's total estimated population of half a million) stepped up their anti-British agitation, accompanied by a vociferous demand for complete independence and a common roll.

- Because they feared that a common roll would mean political

and economic domination by the Indians, the demand was rejected by the Fijians, Europeans, part-Europeans, Chinese and some Indian representatives at the Constitutional Conference in London in July, 1965; and the present Constitution (which provides a Legislative Council based on communal rolls, and a large measure of self-government by a European-Fijian-Indian Ministry) came into operation in 1966.

- A large section of the Indians, calling itself the Federation Party, from 1965, continued its agitation against British control and the new Constitution, and demanded the common roll. Its nine elected mem-



Lord Shepherd.

bers boycotted the Legislative Council, and the consequent by-elections were marked by political and racial squabbling so bitter that much anti-Indian feeling was created among the Fijians.

- Meanwhile, a Fijian chief of outstanding ability, Ratu Mara (since knighted) became Chief Minister, and his team of Ministers (which includes three non-Federation Indians) has given the colony efficient and progressive administration, and economic advancement.

- During 1967-68 there appeared to be irreconcilable differences between the Alliance (a party of all races, including many Indians, which supports the Mara Government) and the anti-European Indian Federation.

Influence for peace

- It is believed that Britain then sought the help of New Delhi in an attempt to put an end to this dangerous political and racial strife in Fiji. High-ranking British officials visited Fiji. The Indian Government in 1969 sent to Suva a skilled and experienced diplomat, Mr. A. P. Venkateswaran, to fill the post of Indian Commissioner in Fiji. He had been India's representative in Ethiopia, Czechoslovakia, Soviet Russia and Western Germany. His influence has been strongly for compromise and peace.

- The death of the Federation Party leader, Mr. A. D. Patel, late in 1969, was a factor in a changing situation. Mr. Patel had had private conversations with Ratu Sir Kamisese Mara, earlier in 1969, which gave some hope of better inter-racial relations; but he was regarded as uncompromisingly anti-British and pro-common roll.

Worthwhile future

- Mr. S. M. Koya became leader of the Federation Party late in 1969, and the political atmosphere appeared to improve thereafter. He always has been fiercely pro-India and pro-common roll. But it is believed that, unlike Mr. Patel, he has seen some merit in the argument put to him that, in view of the international situation, there can be no worthwhile future for Fiji unless it goes forward in racial harmony and in close co-operation with British Commonwealth and American interests in the Pacific.

After so much political turmoil there was some rejoicing in Fiji during January, when the following

But some have doubts

A small section of well-informed opinion is not happy about the "harmonious discussions" which are proceeding in Fiji between Alliance and Federation Parties.

The Chief Minister has been under pressure by the Federation to accept, in the new Constitution, the common roll as the basis of Legislative Council elections, in place of the present communal roll system. The common roll would leave the Fijians open to Indian domination.

Some observers fear that the Federation is arguing that an Upper Chamber, with a large membership of Fijian Chiefs, would be a sufficient safeguard for Fijian interests, and thus they may persuade the Alliance to accept the common roll.

They believe that the common roll in Fiji would lead inevitably to the racial strife, political confusion and economic loss, already experienced in similar circumstances in Mauritius and British Guiana, where immigrant Indians secured political control as soon as these British colonies were given independence.

very cautious official announcements were made:

1. A large measure of agreement had been reached by the leaders of the Alliance and Federation Parties (representing all races) regarding the terms of a new constitution (or amendments to the present one), to be presented at a conference under the auspices of the British Government later this year.

2. A Press release on January 14, on Alliance-Federation talks, authorised by the Government, said: "It was agreed that the Chief Minister should report to the Council of Chiefs the views which had been expressed on the proposition for an Upper Chamber, and that he would also indicate to the Council the sincere sympathy of the National Federation Party in regard to the safeguarding of Fijian interests under the present constitution."

3. It is proposed that, in addition to an elected Legislative Council, there shall be an "Upper Chamber", but no concrete proposals covering the membership of such a Chamber will be made until the Chief Minister

has discussed the matter with the Fijian Council of Chiefs (who were to meet on January 20). It was stated officially that "a continuing safeguard of Fiji interests under the new Constitution could be provided by representation of the Council of Chiefs in the Upper Chamber."

4. The official statement said that when representatives of the Alliance and Federation Parties on January 13 resumed their private discussions "in a harmonious atmosphere", the subjects included the method of electing members of the Legislative Council. Discussion on this subject had been postponed, pending the submission of written papers by both parties on representation and the composition of the Legislature.

[Unofficial opinion in Suva is that this could be the crucial part of the discussions, which have been going on since September, 1969.]

The statement added that no concrete proposals for membership of the Upper Chamber would be made until the Council of Chiefs gave its views.

5. External affairs and defence have been "touched on" at the inter-party talks; but it was decided to publish nothing about these subjects prior to discussions with the British Government.

[In British self-governing territories, external affairs, defence and certain aspects of external finance usually are controlled by the British-appointed

Governor. If Fiji is to seek "Dominion" status, such matters probably would have to be negotiated with Britain. It is presumed that a "Dominion of Fiji" would have a British Governor.]

Spirit of goodwill

Earlier, in their New Year messages to the nation, both Ratu Sir Kamisese and the Leader of the Opposition, Mr. S. M. Koya, spoke of 1970 as the year which should herald a new constitutional order.

Both leaders praised the spirit of goodwill and co-operation which had prevailed during the talks between the two parties. Their predictions were parallel, Mr. Koya said:

"1970 may well see the fruition of our constitutional talks. We might well find ourselves in a position where we are given the responsibility of managing our own affairs without outside interference."

Ratu Sir Kamisese put it this way:

"I look forward with confidence to 1970 as a historic year for this country and a year which offers great prizes to be won in the fields of constitutional advance."

Ratu Sir Kamisese said there was no reason why the present co-operation and talks between the two parties should not extend beyond discussion of constitutional matters.

"There are many broad areas of

(Continued on p. 130)

DENNING FINDS FOR GROWERS

"If I've erred at all I think it will be because I have been too favourable to the growers," said Lord Denning in his vital sugar report released in Fiji on January 27.

The millers, he thought, "had had a good innings over the last eight years".

His summary of recommendations:

- The Eve formula should not be the basis of a new contract which should be based on 65 per cent. of proceeds of sale to growers and 35 per cent. for millers.

- Proceeds of sale should include molasses and other byproducts as well as sugar.

- Growers should receive a guaranteed minimum price of \$7.75 per ton of cane—\$5.75 within five weeks of delivery and the remainder within six weeks of the end of crushing at the mill.

- Growers should be entitled to

have a qualified accountant to examine the books and accounts of the millers on their behalf and to make representations thereon to the independent accountant and the independent chairman.

The millers, he said, had done well—events had tipped the scales in their favour since the Eve commission [of 1961] which had not anticipated the 1963 boom and the expansion of the industry. They had had good rewards but the growers had not. "In settling the terms of the new contract," he said, "I have tried to restore the balance . . . to give the growers the reasonable remuneration which the Commonwealth Sugar Agreement intended that they should have."

(See also p. 130)



Wreckage of the DC3 juts from the lagoon off Faleolo airport.—Photo: Andy Forsgren.

Only a gust of wind explains 32 air deaths

To late January the only apparent cause of the disastrous crash of a Polynesian Airlines DC3 near Faleolo airport, Western Samoa, on January 14, was a sudden gust of wind.

Experts from New Zealand, Western Samoa and Fiji continued their investigations by questioning eye-witnesses and examining wreckage, as to why the aircraft crashed into 3 ft of water shortly after taking off from Faleolo for Pago Pago, American Samoa.

Everyone aboard—a crew of three and 29 Samoan passengers—were killed instantly. Only one other air-crash in the islands has cost more lives—that of a Lockheed Hudson at Lae in April, 1948, when four crew and 33 New Guineans lost their lives.

The tragedy brought a shocked Western Samoa to a standstill for the following week. Most of the passengers had been living in New Zealand and had been back to both Samoas to visit relatives. Eight children or infants were among the dead.

The DC3, 15-years-old and sold to Polynesian by NZ's internal carrier, National Airways Corporation, in

1966, had taken off for Pago Pago about 3 a.m., in darkness.

Witnesses said that, minutes after take-off, the DC3's tail-light didn't appear to be working. The plane then banked to the left, as if it were going to re-land, but suddenly plunged nose-first into the lagoon, about 100 yards from the end of Faleolo's strip. Some claim that the plane was on fire before it crashed; others that there was no fire until the plane exploded on impact.

Sudden squall

Onlookers at the airport said a sudden violent squall of wind and rain hit the airstrip seconds after the DC3 took off.

Villagers rushed into the lagoon where the plane was blazing and tried to recover bodies. Initially, the heat of the fuselage drove them back, but eventually, with help from police and hospital staff, all bodies were recovered.

The pilot was Captain S. Arvidson, 37, co-pilot was Jeffery Church, 26, both of NZ. The hostess, Agne Seanoa, of Apia, was 18.

Following the crash, an investigating team headed by NZ's chief inspector of air accidents, Mr. E. F. Harvie, arrived in Apia to carry out an inquiry.

The DC3 was the only aircraft Polynesian owned. It chartsers HS748 and another DC3 for its Fiji American Samoa and Tongan runs.

With a chequered record over the past 24 months because of irregular schedules, Polynesian had, only a month before the crash, tried to create a new image for reliability. The crash is therefore a major setback to the airline whose minority shareholders are Fiji Airways and Air New Zealand.

Fiji Airways, which manages Polynesian and operates associated booking services with Polynesian, hoped to strengthen the airline as

New Sec. General in Noumea

Following the tragic plane-crash death of Mr. Pierre Lenquette, Secretary-General of the French Administration in New Caledonia, these duties have been temporarily taken over by Mr. Michel Levallois.

A former colleague of Governor Louis Verger, Mr. Levallois arrived in late December to ultimately occupy the post of Secretary-General adjoint, in charge of economic affairs.

buffer against American interests in the Samoas, rather than as a genuine competitor on the Islands air routes.

Immediately after the crash, American Samoa's new Governor, Mr. John Haydon, asked the US Civil Aeronautics Board in Washington to speed up a decision on a US carrier to "supplement" services between the Samoas. American, PanAm, Continental and National Airlines in the US have all applied for the route.

In May, 1963, another DC3 of Polynesian Airlines crashed into the sea near Savaii, Western Samoa, soon after taking off from Faleolo. All aboard—two Americans and a New Zealander—were killed and a subsequent inquiry found the "probable cause" was a faulty air stair door breaking loose and hitting the tail structure.

Pending results of the current inquiry, night flying in Western Samoa has been suspended. Polynesian has continued services, with its chartered aircraft, on a restricted basis.

- Different Pacific Islands have different ideas of what government is all about and how the voice of the people should be best heard. The Solomon Islands are getting a "step away from Westminster", although, in April, for the first time, the whole population of voting age will elect a majority in their Governing Council. In Western Samoa, the right to vote still rests in the hands of the "Matai", and how to become a "Matai" is a pretty important issue. Here's what's happening—

TWO KINDS OF DEMOCRACY

(1) SOLOMONS

The Solomon Islands will have its first general election to vote a majority of members into a new-style Governing Council in April. For the first time the council—replacing the old Legislative and Executive Councils—will have more elected members than appointed civil servants.

Under a new parliamentary system, designed to bring the Solomons another step nearer self-government, the balance of power will be in the hands of the 17 elected members. On the official side there will be only three ex-officio members and up to six public service members.

The new council will be presided over by a chairman who will be the High Commissioner, for the time being. At his discretion, he will be able to appoint a person to deputise for him at public meetings of the council — that is, meetings at which the

council sits as a legislative body as opposed to its meetings as an executive body which will normally be held in private.

The High Commissioner will still retain the reserve powers that he exercised previously. That is, he possesses the power of giving or refusing assent to a bill passed by the council or reserving it for the Queen to give or withhold assent.

In addition, certain matters, such as defence, external affairs, internal security, the police and the public service, are reserved to him insofar as he is not required to consult the council in dealing with them.

The new council will replace the old Legislative Council of 14 unofficial members, three ex-officio members and up to 12 public service members; and the Executive Council, which consisted, in its latter stages, of the three ex-officio members, one public service member and four elected members of Legco.

In the new, combined council great emphasis will be placed on executive committees which will replace the old policy-making body, the Executive Council, the idea being that every elected member will serve on at least one committee and thus have a more direct say in formulating policy.

Executive committees

It has been suggested that five committees will function initially, dealing respectively with finance; social services; land and natural resources; communications and works; and internal affairs.

The new set-up was first outlined at the end of 1968 when it was presented to the old Legislative Council as an attempt to get away from Westminster-type of government and provide something more suitable for Melanesians in their present state of political development.

A special select committee was then appointed by the Legislative Council to examine the proposals. Invitations were issued to the public to submit written or oral opinions



Captain S. Arvidson (middle), pilot of the ill-fated DC3, pictured shortly before the crash with Polynesian operations manager, Mr. P. Steele, and an air hostess, Louisa Cordtz. Captain Arvidson died on board his plane, but neither Miss Cordtz or Mr. Steele were aboard at the time of the crash.—Photo: Andy Forsgren.

No-one is sure yet

but there were few takers although all media in the Solomons gave the plan full publicity.

A Bill to give legal effect to the new set-up went before the Legislative Council in June, 1969, but passed into law with little debate.

Whether or not it is going to make for better, more efficient government in the Protectorate; or whether it is, indeed, a step nearer self-government is still being debated in the Solomons. No one is sure how government-by-committee will work out in practice.

One of its critics is Mr. E. V. Lawson, a Honiara businessman who served a number of terms on the old Legco. It was a wonderful plan, as a training ground but it wasn't a step towards self-government, he said. Members could learn by being on the committees but they weren't going to be any nearer governing than they had been before.

(2) W. SAMOA

The campaign for the Western Samoan elections in February got off to a good start in December when over 150 candidates were nominated for the 147 seats and there was an abortive scramble of 600 would-be *matai* to get on the electoral rolls.

A woman was among those elected unopposed. She is Fiamala Filipo of Palauli, a NZ registered nurse who has been in charge of the children's ward at Apia general hospital. She will be Western Samoa's first female parliamentarian.

Fourteen other candidates, including Prime Minister Mata'afa and four of his cabinet, were also unopposed when nominations closed on December 19 but battles in some of the other 32 electorates make up for it. Some have as many as 13 candidates and the average is four.

Except for the two seats reserved for people of European status, the only people who vote in Western Samoa are *matai*, the chosen heads of extended families. Some candidates, in recent years, have hit upon the idea of creating dozens or even hun-

dreds of new *matai* for electoral purposes but new laws passed in December cracked down on this.

The Land and Titles Protection Ordinance avoided an avalanche of no less than 600 new *matai* who had demanded to be put on the Roll of Matai in the previous few weeks. The registrar's office worked overtime to weed out those who had not proved that they had been elected under full Samoan custom.

Some were found to be under age and others were women and girls who had been made "chiefs" for electoral purposes.

Those refused registration can appeal but appeals will not be heard until after the elections. Genuine new *matai* titles were being registered as usual and, according to the registrar, about 10,000 *matai* will be eligible to vote in February.

Interesting candidate

Probably one of the most interesting candidates, from a Samoan traditional point of view, is Tupua Tamasese Lealofi IV, a nephew of the late Tupua Tamasese Mea'ole, who was joint head-of-state until his death in April, 1963. He has been a medical officer at the Apia hospital but is, like the Prime Minister, a high chief of Western Samoa.

When he announced his candidature it was suggested that, when he takes his seat in the Legislative Assembly, there may be a conflict between Samoan custom and parliamentary procedure.

At the time of independence two High Chiefs (Malietao and Tamasese) became joint head-of-state with a lifetime tenure of office; and the third, Mata'afa, was eventually elected Prime Minister. However, it seems likely that Mata'afa will continue as PM after the February elections with, perhaps, a cabinet post for Tupua Tamasese.

Five candidates will contest the two seats reserved for people of European status. They are Messrs. Thomas Allen, a trader; Paul Meyer, planter; Thomas Ott, planter. Sam Salli, accountant; and G. F. D. Betham, Minister for Finance in the last parliament. (The second non-Samoan member was Mr. P. M. Paul who is not seeking re-election.)

Local opinion is that Mr. Betham will make it, but it's anyone's guess who the second successful candidate will be.

PLENTY TO EAT IN NOUMEA OVER XMAS

*From HELEN ROUSSEAU,
in Noumea*

Noumea's newspapers for the last two weeks of the year read like exotic cookery books, as advertisements from local hotels and restaurants tempted clients to their gastronomical Christmas and New Year's Eve feasts.

For most Caledonians, Christmas was a quiet family occasion. Noumea children were taken downtown on Christmas Eve to see Pere Noel arrive by launch, then everyone returned home for the sumptuous Christmas Eve dinner.

But restaurants specialising in the occasion featured oysters and other seafood, followed by pork boudin, sausage stuffed with apples, spiced goose and turkey stuffed with chestnut cream, all ending with the traditional European Christmas-log cake—flavoured with chestnuts and chocolate, and shaped like a log from the hearth.

Buy plum pudding

Those celebrating English style were able to buy plum pudding and Christmas cake imported from Australia. Gourmets then had just one week to recuperate and prepare to face the New Year celebrations—the Fete of Saint Sylvestre, as it is called.

Every imaginable French delicacy was imported for the occasion—from partridge, pheasant, thrush with feathers, lark and quail to deer, rabbit and frogs' legs.

The Nouvata Hotel offered a dinner dance at \$18 per head, drinks not included. Among the special dishes advertised were New Zealand oysters, stuffed guinea-hen and the traditional mocha calendar cake, decorated to mark the New Year.

The Kings Cross restaurant downtown advertised an unlimited quantity of food and drink "a gogo", for the price of \$27 per person. The food was offered with aperitives, red and white wine, champagne and liqueurs. Onion soup, the traditional French stomach-settler, was scheduled on the programme for 3 a.m.

- New Guinea has been over-exposed in Australia in the last month, due to the coat-trailing visit of Opposition Leader Whitlam and the continuing controversy over the Mataungan Association. One result of it all is that many Australians are getting fed up with New Guinea and see in it nothing but potential trouble. It will be Australians who have it in their power to make Mr. Whitlam the next Australian Prime Minister, or withhold that plum. It won't be the Mataungan Assn. This account of the visit from JOHN RYAN in Port Moresby.

New Guinea becomes battlefield for Australian party politics

Australia's Labour Opposition Leader Mr. Gough Whitlam has flung down the gauntlet—and New Guinea is to become a "political football" in Australia's domestic politics.

The 'gentlemen's agreement' tacitly responsible for keeping New Guinea out of 'hard politics' by the Liberal, Country and Labour parties has been broken.

Whitlam: "The consensus which existed on New Guinea under Sir Paul Hasluck's administration has broken down under Mr. Barnes. . . ."

In polite terms Mr. Whitlam was saying that Labour was reasonably happy with the Liberal-Country Coalition Government's general New Guinea policies while Sir Paul Hasluck was Minister for External Territories (1951-1963) but that since Mr. C. E. Barnes took over, Labour's "hands-off" policy has changed.

It certainly changed dramatically during the Whitlam party's December 28-January 12 P-NG tour and sparked off a personal row between Whitlam and the Prime Minister, Mr. Gorton.

Behind the scenes

Throughout the Whitlam tour, two other Labor men, Mr. Kim Beazley (Fremantle, Western Australia) and Mr. W. G. Hayden (Oxley, Queensland), were busy behind the scenes on everything from wages to union and political party growth, to "high-handed taking of native land" on Bougainville and on the Gazelle Peninsula of New Britain.

The tour, as it happened:

- First stop Daru Island in Western Papua, where Mr. Whitlam examined the Queensland State border which follows the Papuan coast for 60 miles and, at one point (Kussa Island near Boigu Island), comes within 400 yards of the Papuan beach.

Queensland fixed the border in

1878 and an attempt in 1898 by British New Guinea's Sir William MacGregor to have it withdrawn 37 miles from Papua's coast went to the Executive Council, London, but was "lost" in the hurly-burly of Federation (1901) in Australia.

Some experts now believe it would require a referendum in Queensland to have the border withdrawn. The Whitlam party urged local MHA's to demand the withdrawal of the border as soon as possible. The Member for Western Papua's South Fly Electorate, Mr. Ebia Olewale, has already spoken in the House of "this unfair Queensland border" and will now take it up anew.

- Also from Daru, the four Canberra journalists travelling in Mr. Whitlam's RAAF plane (on loan from the Prime Minister's Department) picked up a story which got a big play in Australia: "Whitlam urges self-government in 1972 and independence in 1976."

The Labor Leader was not quoted directly by his journalist companions, but Australia accepted their reports as the "Whitlam plan" for New Guinea under a Labor Government of the future.

- Back in Port Moresby on his way to Lae, Mr. Whitlam was button-holed by staff correspondents whose Australian news organisations wanted Whitlam to confirm or deny that he had deliberately "leaked" the Whitlam Plan stories, published by the four Canberra journalists.

Mr. Whitlam: "I will not comment on anything I am claimed to have said . . . why were you journalists not at Daru where I am supposed to have made these statements?"



Mr. Ebia Olewale, shown with his wife.

It was pointed out that he had declined to allow New Guinea journalists to use the plane loaned by the Prime Minister. Asked if he was still sticking to his April, 1965, forecast of independence for New Guinea by 1970, Mr. Whitlam declined an elaboration.

- In Port Moresby, he made it very clear to the New Guinea Press that there would be no news-conference for them—anything he wanted to say about New Guinea would be in Canberra. For the frustrated New Guinea journalists who'd wanted to question him closely, he left a three-page Press statement for pick-up, while he flew home to Canberra.

Coastal domination

- In the Highlands, the Labor Party met the same type of village political thinking that has nonplussed United Nations Visiting Missions — the fear of coastal people developing too quickly and dominating the Highlanders, allied with the suspicion that once independence comes, the Australians will go home taking their money with them.

Mr. Whitlam called on the Highlanders to take a serious look at the idea of self-government—"and if Labor becomes the Australian Government, we'll make sure that we go on giving New Guinea plenty of money."

In every centre, the Labor Party (Over)

Highpoint at Rabaul

sought out the known leaders for "pep-talks" on demanding quicker constitutional and political development. In the Highlands, much of the Labor exhortation fell on deaf ears.

● It was at Rabaul that Mr. Whitlam reached the highpoint. Addressing several thousand anti-Government Mataungan Association Tolai people, he commended Mataungan for its nationalistic fervour in its recent opposition to the Government-backed Gazelle Multiracial Council. Mataungan, he indicated, was right in what it had been doing—but wrong in reverting on December 7 to violence.

So far as the anti-Mataungan planters, residents and the Gazelle Councillors were concerned, here was Labor Party support for an organisation which had run riot against democratic Government, beaten-up influential leaders among the Tolai people, and drained the Central Treasury (because of police actions) of money vitally needed for general development.

Angrily, the planters cabled Prime Minister Gorton who replied that his Government insisted on law and order with any changes by Mantaungan, or any other organisation, only through the ballot box. The Prime Minister said Mataungan had been offered a referendum and had refused.

At this point, the old gentlemen's agreement — the "consensus" that Labor speaks of — came to an abrupt end.

Labor, said Mr. Whitlam, was not going to stand by and watch the Gorton Government, with ineptitude and lack of respect for village grievances, destroy Australia's goodwill in New Guinea.

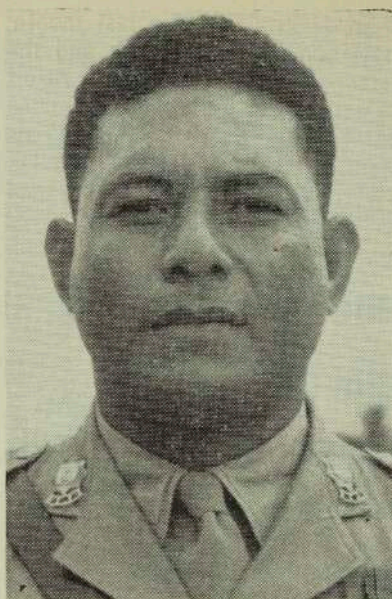
The sum total of the Whitlam tour: the old rapport between the political parties about the method of developing New Guinea has ended. Labor is going to make New Guinea a crucial issue in domestic and foreign policy.

Bougainville tragedy

Four men were killed and four were still missing at end of January following a huge landslide of mud and rock on a road being built between Kieta and Panguna, Bougainville, for CRA.

The landslide followed torrential rain.

Those dead are an Australian, an American and two New Guineans. An American, Australian and two other New Guineans are missing.



Ratu Penaia Ganilau.

Ganilau retires — but perhaps not forever

A tribute from NOMAN BAXTER

Ratu Penaia Ganilau, soldier, sportsman and Fijian administrator, has given up official life to return to his ancestral home among the coconut palms on Taveuni.

A big, quietly spoken man, Ratu Penaia, was one who instantly commanded respect, not only from his own race, but from all who met him.

Many years ago he was picked out by the late Sir Lala Sukuna as his successor as top Fijian administrator—Secretary for Fijian Affairs.

Ratu Penaia eventually succeeded to the office which Ratu Sir Lala had filled with distinction, and as Fiji made rapid political advances in the second half of the 60's, he held the first portfolio of Minister for Fijian Affairs and Local Government.

He was a sound administrator, dedicated to improving the lot of his race.

He first became known as a sportsman before World War II when he was a member of the first Fijian Rugby team which toured New Zealand. This was in 1939. That was the only touring team which has

gone through New Zealand without suffering loss.

In 1957, Ratu Penaia was tour manager when the Fijians again sent a Rugby team to New Zealand; and he filled a similar post when the Fijians went to Australia in 1961.

As a soldier he also won high honours—in World War II and in the fighting against Communists in Malaya.

He was a company commander in World War II, and in Malaya he rose to command the Fiji Military Forces there as a lieutenant-colonel. For outstanding leadership in Malaya he was awarded the DSO.

Ratu Penaia is now a businessman, on the boards of Burns Philp (SS) Co. Ltd. and South Pacific Sugar Mills.

In announcing his appointment to the SPSM, Mr. J. C. Potts, chairman of directors, said the appointment of Ratu Penaia was particularly pleasing, not only because the board would have the benefit of his great experience, but as a tribute to him and to the Fijian people whose views he would be able to keep before his fellow directors.

And what about a peep into the future? Fiji is on the way to Dominion status, perhaps only a few months.

Then there will be no need for anyone with all the powers of a Colonial Governor. What about Ratu Penaia as Fiji's first Governor-General?

Dateline closes on Sunday

Apparently bugged by pangs of guilty conscience the Tongan Cabinet in December decided to close the Government-owned International Dateline Hotel on Sundays to all except bona fide hotel guests.

This latest restriction, fair enough in view of other restrictions, has brought Nukualofa to a standstill on Sundays. The clampdown on taxis and other essential services is still in force.

Tonga's rigid Sunday observance laws, which prohibit trading and virtually all activity apart from eating, praying, walking and sleeping are in keeping with the Constitution.

But there is a growing feeling among progressives, tourism-minded people and some local businessmen that these laws should be modified to cater for the needs of Tongans and overseas visitors.

Five choices for American Samoans

American Samoans, who like most Pacific Islanders are looking for new forms of government which, it is felt, might be better than those already existing, have five options according to their Political Status Commission.

The commission set up last year was financed by funds voted by the present legislature when money promised from a private source was not forthcoming.

The members of the commission visited other territories in the Pacific and reported back to Pago Pago in December.

The five choices which the commission is presenting for discussion are (1) independence; (2) union with Western Samoa; (3) union with Hawaii; (4) become an organised territory like Guam or the Virgin Islands — i.e. virtually part of the US except citizens don't vote in US elections or send delegates to Congress; or (5) become a commonwealth like Puerto Rico, in free association with the United States.

Fact finding tour

When a similar Political Status Commission from the US Trust Territory had a fact finding tour of the South Pacific in 1969 and reported to HQ, it recommended something similar to American Samoans' choice 5.

However, the Samoan commission is not recommending anything specific. It is conducting a series of meetings in various districts, with students of local high schools, with members of the public and will eventually report back to the legislature.

It was said that the 30 chiefs who were the first to receive the report reacted to it with "mixed feelings".

At present American Samoa is an unincorporated territory of the United States. The Samoans are nationals of, and have access to, the United States and may become citizens after residence in the US and meeting the necessary requirements.



Mr. L. W. Johnson.

MORE P-NG TOP POSTS VACANT

*From DENIS FISK in PORT
MORESBY*

Notice of his retirement in April by Assistant Administrator of Papua-New Guinea, Mr. Leslie Wilson Johnson, wrenched cries of disbelief from all sides; and cynical charges that the dead hand of Canberra had once again done its work. Two top public servants, Mr. Alan McCasker, economic advisor to the administrator, and Commissioner of Police R. W. Whitrod, have also given notice of quitting.

The economic adviser has been in the territory for five years and is a permanent member of the Dept. of External Territories, Canberra. He will return there when his current contract with the P-NG Administration expires in April.

Police Commissioner Whitrod has been in P-NG less than a year. He was appointed last April to succeed Mr. Robert Cole. He will become Police Commissioner in Queensland.

Although all three resignations are serious for the territory in its present state of political flux, that of Mr. Johnson caused the most comment. He was appointed Assistant Administrator (Services) in 1966 to succeed Dr. John Gunther.

Since then he has been regarded

as one of the "straight shooters" in the Administration's top echelons, and one obviously devoted to the people's and the Territory's causes.

He announced on January 8 that he was taking another job, "for personal reasons". It was soon known that he had been appointed principal of the Tasmanian College of Advanced Education.

Within hours of his resignation, 48 out of the 94 members of the House, gathered in Port Moresby for an emergency session, had sent a telegram to the Minister for External Territories, C. E. Barnes, asking for Johnson's retention.

But two filled

Mr. Johnson is a West Australian. He had a distinguished career in the education department there until appointed Director of Education P-NG in 1962, a position he held until he became Assistant Administrator (Services) in 1966.

The long expected announcement of the appointment of P-NG Assistant Administrator (Economic Affairs) was made on January 16.

The position went, of course, to Mr. A. P. J. Newman, who has been acting in the post since the death of Mr. F. C. Henderson last year.

Mr. Newman's old post of P-NG Treasurer went to Mr. J. E. Ritchie who has been acting in that capacity since Mr. Newman took over in the Administrator's Dept.

New RC gets down to GEIC business

The Gilbert and Ellice Islands new Resident Commissioner, Sir John Field, KBE, CMG, accompanied by Lady Field, arrived in Tarawa on January 9. He succeeds Mr. V. J. Anderson who retired in mid-1969.

Sir John is the 13th Resident Commissioner of the GEIC and the first knight to hold the office (Sir Arthur Grimble was knighted after he left the colony). He has had a long and distinguished career in the Colonial Service, was acting Administrator of Montserrat at the time of his appointment and, before that, was Governor of St. Helena.

Sir John and Lady Field had their usual introduction to life in the GEIC: They were due to leave on a tour of the Group within a couple of weeks of their arrival—by colony smallship.

STORMS LASH TONGA IN SPITE OF PRAYERS

From our Nukualofa correspondent

Congregations of the Free Wesleyan Church of Tonga had hardly raised their heads from an earnest week of prayers early last month, for protection and deliverance of Tonga from natural disasters, when strong gales heedlessly struck their island, causing serious damage to banana, plaintain and manioc crops.

It has been a long-established tradition for the church (which has the largest following in the kingdom) to hold twice-daily prayer meetings throughout Tonga on the first Monday of the New Year through to the Friday of the same week.

Among other things (such as the preservation of the ruling dynasty), church members pray for the sun to shine at the right time, the rain to fall at the appropriate season, and for the Almighty to protect the kingdom from hurricanes, floods and other natural disasters.

The gusting tentacles of three tropical cyclones hovering menacingly to the north-west of Tonga grimly greeted congregations dispersing from the Friday evening prayer meetings.

Still a prisoner on the reef

The 1,000-ton *Poranui*, registered in the New Hebrides and owned by New Zealander Athol Rusden, was still a prisoner of the reef off Lifou Island, in New Caledonia, in mid-January (*PIM*, Jan., p. 24). Captain Ray Synott with several men remained aboard, but salvage workers saw little likelihood of the vessel being freed.

Jacques del Mar was reported going to try a rescue in late January, the previous unsuccessful attempts having been made by Australian Bill Martin and his men aboard *Onewa*, working in co-operation with the Pacific Diving and Engineering Company.

It was only the beginning.

On Saturday and Sunday the wind howled, and Nukualofa was battered by gusts of up to 50 knots. Niuafo'ou (Tin Can Island) and Niuaotupapu (Keppel Island) were hardest hit. But loss was apparently less than in previous hurricanes.

Vavau and the middle group of Ha'apai seemed to have suffered more damage than the capital island of Tongatapu, and the Agriculture Department predicts that banana shipments from Vavau will fall noticeably in the next two or three months.

Dumbea Mayor returns with a leap!

Caledonian Mayor, Maurice Gane (formerly a planter out of Vila, New Hebrides), has made a spectacular return to his post of Mayor, after strife led to the dissolution of his Municipal Council and the staging of new elections.

After serving for 2½ years as Mayor of Dumbea, 15 miles from Noumea, Mr. Gane found his council meetings were becoming unworkable, after changes of loyalty among the members. Local authorities thus had to take the step of asking for a council dissolution—which required the consent of the Paris government.

This consent granted, the date of the new election was set for January 11, with two factions of Dumbea residents (largely Caledonian v. Metropolitan French lists) campaigning for control. With a renewed team of supporters, Mr. Gane was returned, by 136 votes to 82.

In the meantime, a downtown newspaper critic had denounced Mr. Gane for "trying to sneak back through the window, after being kicked out the door". Thus to celebrate his victory and register disdain for his critics, Maurice Gane re-entered the Dumbea Town Hall by a flying leap through the window—much to the delight of his supporters.

WATER OFF AGAIN IN NEW CALEDONIA

From GERALD ROUSSEAU in
Noumea

In Noumea (pop. 50,000) in mid-January, with the annual water shortage in full swing, no one had been reported as having to bathe in champagne but there were plenty of stories about people having to buy mineral water for this purpose.

Caledonian humorists are also delighting in the tale, claimed to be authentic, of a metropolitan French lady having gone to the Director of the Water Board to complain that she had been unable to take her six-monthly bath.

Since early December the water has been cut off in Noumea every afternoon from 1 p.m. till 6 p.m. and every night between 9 p.m. and 5 a.m.

Pipeline problem

According to Mr. Jean-Yves de Gaillande, Director of the Municipal Water Board, the reason for the shortage is not lack of water in the Dumbea Dam but the inadequacy of pipelines bringing supplies to Noumea.

Mr. de Gaillande states that the Noumea reservoirs containing 25,000 cubic metres of water (approx. 5 million gallons) are emptied in 12 hours and cannot be refilled fast enough.

The Mayor of Noumea has just called tenders to construct a third pipeline to Noumea with the hope of work beginning by the end of the year. It is expected that the 100 million project will take 18 months to complete.

In the meantime Mr. de Gaillande points out that in this French Territory one is free to use the water one wishes—if there is any water.

In New Caledonia there are no legal restrictions on the use of water, the only law on the matter forbidding the use of garden sprinklers, but this is not enforced.

Meanwhile, hotels, private families and downtown business houses are installing water tanks to overcome the recurring shortages.

MORE FUSS ABOUT COOK'S JETSTRIP

With the project at least a year late in starting, controversy over construction of the Cook Islands proposed jetstrip for Rarotonga raged in the Cooks and New Zealand in January, following allegations that a contract for its construction had been let by New Zealand.

At the same time, with not a sod of the jetstrip yet turned, an Auckland firm released a survey of the potential of tourism in the Cooks, predicting 30,000 to 40,000 visitors a year for the group in 1975.

The controversy over construction began at government level. Cook Islands Minister for Tourism, Mr. T. A. Henry, said that the NZ Government had accepted a tender for the airstrip, worth \$NZ4.5 million, from a Hong Kong-based firm, Gammon (Hong Kong) Ltd.

Gammon, Mr. Henry said, intended to employ 81 mostly single, Asian men and 147 Cook Islanders to build the strip.

Mr. Henry, son of the Cooks' Premier, alleged that the NZ Minister of Works, Mr. Allen, had said the Gammon tender was \$1 million cheaper than others and would save NZ \$1.2 million by the use of NZ materials.

Upset social life

Mr. Henry said his territory objected to the contract because of the big number of single Asian men who would settle in Rarotonga during construction. This would upset social life. They had been given the undertaking by NZ that no more than 20 skilled personnel would come from overseas and that 220 Cook Islanders would be employed.

The NZ Press carried many reports of the Cook Islanders' protests, along with denials from the NZ Government that any contract had actually been let. It all seemed a repeat of last year's disputes between the two governments over air rights into the Cooks and the year before that, of unsuccessful attempts by the Cook Islanders to have their airport at Aitutaki, and not Rarotonga.

The NZ Government got its way on both previous occasions.

Since NZ announced it would build a \$NZ6 million, and not a \$4.5 million, airport, at Rarotonga, in early 1968 (*PIM*, May, 1968, p. 37) delays have been common.

NZ's Minister for Civil Aviation at that time, said that the jetstrip, including all facilities, would be ready by 1971. This is now impossible.

CONCERN OVER HOG HARBOUR DEVELOPMENT

Mr. C. H. Allan, British Resident Commissioner for the New Hebrides, has had "to confess" that when the companies associated with the multi-million dollar land development at Hog Harbour, Santo, had been registered at the British Residency he had understood they were for the purpose of raising investment for "agriculture and industry".

It now appeared that the land was being sub-divided into building plots for sale to the citizens of overseas countries.

Speaking at the recent Hebrides Advisory Council meeting in Vila, he said he understood that in 10 years time there could be 10,000 "citizens of third powers" living in the area of Hog Harbour.

In reply to Mr. Allen's statements, a nominated member of the council, Archdeacon D. A. Rawcliffe, said Hog Harbour was a very serious problem. "If 10,000 people, or even 20,000 some said, moved into the New Hebrides, such an invasion would change the face of the country, he said.

"This should never have been allowed to happen without first consulting New Hebrideans themselves, who have a right to have a say in the future of their country."

A Hawaii promoter, Mr. Harold Peacock, set-up offices in Vila over a year ago (*PIM*, Apr., 1969, p. 53) to sell over 400 pieces of land at Hog Harbour to Americans.

Over 500 residents of Hawaii have paid up to \$US12,000 an acre. One of the earliest buyers was Mr. Ernie Forde, who recently sold his Honolulu travel agency to run a travel office for Burns Philp in Los Angeles. BP's says it has nothing to do with the Hog Harbour land dealings.

Royal visit to Fiji — brief but busy

The Royal visit to Fiji on March 4 and 5 will be brief and busy. The Queen, Duke of Edinburgh and Princess Anne will arrive at Nadi by BOAC at 6.25 p.m. on March 4 where they will be met by the Governor, Sir Robert Foster and Lady Foster.

Five minutes will be allowed for meeting dignitaries at the airport, followed by a 15 miles car ride to Lautoka, slowing down at strategic points where crowds are expected to gather.

At Churchill Park, Lautoka, the royal party will meet the mayor and councillors and embark on *Britannia* at 7.30 p.m.

After arrival at Suva next morning the party will travel along the new harbourside road to the Civic Centre, meet the mayor and councillors and then proceed, by Victoria Parade, to Government House for Fijian ceremonies.

In the afternoon the party will visit the University of the South Pacific. The royal visitors will depart for Tonga in *Britannia* that night.

The war might have been different if —

For a couple of months prior to the Japanese invasion at Rabaul in 1942, American Flying Fortress aircraft used Vunakanau airfield in New Britain as a staging point on the way to the Philippines and Malaya. The troop-laden planes would land just on dusk and take off again at dawn. If this ferrying of planes and troops could have been kept up for several more weeks the whole course of the war in S-E Asia might have taken a different turn.

This once top-secret piece of information was given in an address by Lt.-Col. E. S. Appel, MC, of the 2/22 Bn., at a gathering in Hyde Park, Sydney, to mark the 28th anniversary of the fall of Rabaul to the Japanese on January 23, 1942.

It was attended by former residents of Rabaul and ex-members of the defence forces who resisted the Japanese, in the Australian Army, RAAF, RAN and NGVR, now known as the Lark Force Association.

The Editor's Mailbag

"PORANUI" STRANDING

Sir,—I have just read your article on the stranding of the vessel *Poranui* (p. 24, January), and I am dismayed at the disparaging way in which you have reported this news item.

To some readers your article would suggest some lack of ability and responsibility on the part of Captain Rusden. In fact, nothing could be further from the truth. As brokers for the sale of the vessel, we are able to state that having just completed survey, the vessel was extremely well found and properly manned. As New Zealand managing agents, we know Captain Rusden to be a careful and prudent operator who has lost heavily with the series of unfortunate strandings, and particularly in the case of *Poranui*, which was fully booked for several months ahead.

Rather than ridicule, this man deserves and no doubt will receive from "seadogs", some measure of sympathy and admiration for his ability to bounce back. Please, no more articles in this vein, they create the wrong impression and can do a great deal of harm to a man who has done much to develop trade in the Pacific Islands.

(Capt.) S. OATES.

Trans Pacific Marine Ltd.,
Auckland, NZ.

WHERE'S BUTTON?

Sir,—Several histories of World War II in the Pacific mention a US air base with the code name of "Button" that played a major part in the invasion of Guadalcanal. The location is always given simply as "Espiritu Santo".

Does anyone recall more exactly where "Button" was? In particular, I wonder if it was the same as the present commercial field on the south end of the island, also listed (in airline timetables) simply as "Espiritu Santo".

I have talked to veterans here but they do not remember their geography well enough. I also failed to get an answer during a very brief stop at the present field.

ALBERT C. ANDREWS.

Berea,
Ohio, USA.

WHERE TIME REALLY ENDS

Sir,—On a recent trip from Tahiti to Australia I stayed for a few days at Tonga's Dateline Hotel. Not to go into details about the so-called "Friendly Islands", I found services provided very inadequate.

"Tonga, where time begins", one reads as one enters the hotel, but instead it should read "Tonga, where time ends", because time begins east of the International Dateline—and Tonga is west of it. There might be no other place where the clock shows a later time than in Tonga, but time, that means every day, begins east of the dateline, so Tonga is the place where time ends—and it really does!

HANS G. ALLIES.

Elizabeth Bay,
Sydney, NSW.

● *Mr. Allies is scientifically right. By decree, not geography, the dateline is "bent" around Tonga—probably as an old colonial device to keep it in the same time zone as Fiji which did the bending in 1879 so that western Fiji would not be 24 hours behind eastern Fiji. Now that Tonga has shaken off all the colonial shackles it perhaps should consider bending it back again.*

THE ROYAL ANNULMENT

Sir,—It was world wide news when Joshua Liava'a, a 21-year-old Tongan commoner, married the lovely Tongan Princess Mele Siuilikutapu, daughter of the Premier, Prince Tu'ipelehake. Everyone likes such a romance and it was a top story in Sydney featuring a full length photo of the smiling princess in her wedding gown.

However, Princess Mele has been lured back to Tonga and reports have it she is virtually a prisoner there. Liava'a has a letter from her smuggled out of the palace to verify this.

I ask, what kind of disgraceful affair is this? Why is everybody so silent and secretive on the matter? It is surprising that in this day and age, in Tonga supposedly called the "friendly" islands, this shameful thing should occur. A happy marriage broken up for vague and shadowy reasons

Liava'a, a close friend of mine,

is a student at the Auckland University doing his scholarship from the Tongan Government, but since he dared to marry a royal princess his very future is in doubt. He is both helpless and rightly indignant and mystified.

Certainly, there must be many people besides myself who are asking, what is the full story and explanation behind the kidnapping of Liava'a's bride?

ALILIA LANGI.

Sydney, NSW.

Sir,—I refer to your article in *PIM*, January, regarding the annulment of the marriage of the royal princess, Siuilikutapu, and Siosua Liava'a.

Many hearts were touched by the story of "the princess and the pauper" and by the deep love obviously shared by Liava'a and his princess.

Tonga is way behind the times in some of her old-fashioned customs and laws, which should have been changed years ago. Princess Margaret of England, to name just one, married a commoner (just a photographer) without interference from her family or her people. Many other European princesses have married the man of their choice outside their own royal circle.

As a Tongan and fellow university student of Liava'a's, I wish to say I am but one of many Tongans who certainly do not support the annulment. In fact, some of us consider it a disgraceful thing, and are not afraid to say so plainly.

JOE FOTU

Bondi Junction,
Sydney, NSW.

Sir,—I was stunned and shocked when I read your article about Tonga's princess and the dissolution of her marriage. It is incomprehensible that such a thing could happen and the custom is both too harsh and void of pity.

The princess surely is a free citizen quite able to make her own choice and decision and the man she chooses seems to be a decent, clean living man.

I can only state that my opinion of Tonga has gone down a lot since reading the almost unbelievable proclamation issued by the King of Tonga. If the matter were not very serious and a young girl's happiness at stake, the whole thing would be laughable.

(Mrs.) R. D. FINLAYSON
Paddington,
Sydney.

DELAYED HAPPENING

Sir,—John Ryan's article "*In New Guinea it's been a happening political month*" (*PIM*, Dec., 1969, p. 22) says:

"The ministerial vehicle (in Australian political colours) took to the road on November 19 when the six native MHA's called Ministerial Members were given departmental status equal to the directors. And if MHA's and directors squabble behind the wheel, the Administrator, Mr. D. O. Hay, is in the back seat to settle arguments."

This is interesting in comparison with your May editorial (p. iii) which reads:

"Under last year's amendments to the Papua-New Guinea Act, which is the territory's constitution, the seven Ministerial Members in the 94-member Assembly have far more authority than any of them has yet taken."

"They are empowered (your italics) to exercise joint authority with the departmental heads and to initiate and formulate policies. If they can't get their departmental head to agree on a matter they can refer it to the Administrator for decision."

I would be interested in hearing your comments on these two articles in the light of which it would appear that the Canberra decision of November was not such "a momentous political move". Or was it?

JULIENNE PULLMAN.

Rabaul, P-NG.

● If our correspondent really wants our comment it's just that in New Guinea happenings, like most other things, take a long time to happen.

FOOTLOOSE, THEY SAY

Sir,—A friend and I plan to work our way to the South Pacific area before we settle down to our life's work. I am 23, a graduate of a business accounting school. He is a mechanical engineer. We are still single and footloose and hope to see, enjoy and explore all those lands we have read about — Tahiti, Australia, Tonga, the Solomons, New Zealand, Ellice and Gilberts and New Caledonia and all the rest.

I hope that dozens of your readers will write me and tell me something about any or all of these places—or others—so we will have a better knowledge of where to go and what to do.

M. B. SLEDGE.

1101 Washington St.,
Macon, Mississippi, 39341.

● What an optimist. It's well-known that Islands residents never



Baptising Christians at a remote Anglican outstation in the Jimi River area of New Guinea's Western Highlands. Altogether more than 400 people were baptised and then confirmed at the outstations of Togban and Bokabai. They were the first Christians at these places. They were prepared by the priest-in-charge of the Jimi Mission District, Canon Peter Robin, during periods of instruction ranging from eight to 10 years. Here, at Togban, the people had made a dam in the creek and fed the baptismal water through bamboo pipes.

write letters if they can avoid it. Mr. Sledge should buy a copy of the "*Pacific Islands Year Book*" which tells all, including the fact that he'd have to be dead lucky to get a job in Tahiti, Tonga, Gilbert and Ellice and even New Caledonia. The rest should be easy.

DR. LAYCOCK'S PIDGIN

Sir,—I quite enjoyed Dr. Don Laycock's article on Pidgin (*PIM*, January, p. 45), at least up to the point when he considered something "so obscene that it cannot even be translated here". I suggest that he recheck his "indispensable" Mihalic dictionary, only this time look under the K's. A reasonably natural mistake, if one considers the normal territory-wide fixation in this regard.

Anyway, not to worry; but it is amazing what a small gray stain can do to louse up an otherwise immaculate white shirt.

JAMES L. KOESER.

Angoram,
New Guinea.

Is it treasure on Tonga — or just plain bunkum?

Does a \$37 million horde of gold bullion lie hidden in a Tongan reef? Many Tongans wondered in January.

They saw a \$80,000 research vessel *Maraenui* at Tongatapu and Haapai, where the treasure supposedly is, and listened as a Hong Kong millionaire, Mr. Paul Dunworth, asked for filming rights regarding the search for the bullion.

It all followed last August's assertions (*PIM*, Sept., 1969, p. ii) by New Zealanders that they had found 10, and possibly 30, tons of bullion in a strong box the size of a room, 14 ft by 8 ft. They claimed to have hidden their find, presumably from the wreck of the privateer *Port au Prince*, which came to grief off Lifuka Island (Haapai) in 1806, pending negotiations with the Tongan Government for a share of the booty.

Complete survey

In December, the *Maraenui*, owned by the Nauruan-registered Harrison Shipping Company, in which Mr. Dunworth has a shareholding, arrived. Mr. Dunworth asked to assist the government in a complete survey of the Haapai area, in return for exclusive film rights.

With typically Tongan indecision, government "deferred consideration" of his proposals.

Undeterred, Mr. Dunworth initiated extensive research through the archives of London, Lisbon and Spain into wrecks of the South Pacific. His main objective was film rights, but he was also interested in salvage.

He bought hereditary titles to a number of wrecks, and in late January news had it Mr. Dunworth had come to an agreement with the Tongan Government for a "properly supervised" search.

Meantime, many remained sceptical that any treasure existed at all. Tonga's Harbour Master, Captain C. H. Hill-Willis, said: "There is no indication that treasure, privateers, or old Spanish plate ships were lost in the Tongan area. The only recorded wreck is the *Port au Prince* and her record does not include treasure of any great value."

- The name of a New Guinea Tolai, John Kaputin, has come to prominence in recent weeks. Kaputin is said to be the main stirrer behind the anti-council battle in Rabaul, New Britain, which has led to rioting, assaults and gaol sentences. The trouble is centred on a native organisation called the Mataungan Association, which Kaputin is said to lead from behind. His critics say he is anti-white and that he believes in violence—and they may be right. They also say he is an uneducated no-account who learned his English in bed, which is certainly wrong. What is John Kaputin's background and what are his views? For his background, read the panel on the opposite page. For his views, read below, where Kaputin has answered, in his own words, a series of written questions put to him by PIM editor **STUART INDER**.

IN NEW GUINEA, AS ELSEWHERE "VIOLENCE IS A REALITY WHICH YOU HAVE TO FACE"

BY JOHN KAPUTIN

I have known Stuart Inder for eight or nine years, and he has prepared a list of questions which I am happy to answer. I am quite sure about what I am trying to do in New Guinea. I have nothing to hide, but I believe it is my task to get on with it, and I will get on with it.

- *I am asked first how the Mataungan Association started and who started it.*

The word "mataungan" is as old as our Tolai history. It means, as a fair translation, "to look ahead and be prepared", and it came into modern context with the opposition to the establishment of a multi-racial council in the Gazelle Peninsula. The association was started in June, 1969, under the leadership of Oscar Tammur, MHA, the member for Kokopo, and with Daimien To Kereku as chairman and Daniel To Rumet as vice-chairman. Melchoir To Mot was elected secretary.

- *How does it meet and who is on the committee?*

Currently the members of the Mataungan Association meet weekly from village to village, while its executive committee, represented by two persons per village, meets every Saturday or during any other time at short notice.

- *What are its aims?*

It was formed originally to oppose the establishment of the multi-racial council in the Gazelle Peninsula. In the course of doing so it has collected tax within the vicinity of \$30,000, which has been put into trust and controlled by a committee of five. We would use our tax money to establish if necessary our own separate council, or else put it into the one all-Tolai council. But it is

not to go to a multi-racial council.

As for any programme to be on paper, this is a foreign concept to the people. However, if our aims are to be summed up in a statement I suppose it must be said that the Mataungan Association stands for Tolai development.

We want to improve our own Tolai business, we want to improve our own social development, we want to improve our land situation and we would like to develop our own political institution without due influence from the Australian Government representatives in the country. I do not suggest we want to break away from the rest of New Guinea, because there must be unity in New Guinea.

- *Does Mataungan represent the young against the old people?*

While this is a convenient argument for some people to use, it is groundless. Perhaps it is more to the truth to specify that the current conflict in the Gazelle Peninsula is between those in the old institution and those in the new institution. Certainly, as it is now, the association would have more Tolai elders as supporters than the Administration could hope to have. Those of us who have been away to receive an education have simply become either spokesmen or interpreters for these people who have refused to be under the control or the influence of the Administration.

- *Who are the Mantaungan members?*

Most are Tolais. The Administration refuses to credit us with a membership, but the Administration knows that most of the Tolai people are behind the association. I think it



Photographed in Sydney in January, Mrs. Christine Kaputin, with John, 6, Darren, 5, and Rellie, 7.

is true to say that if you have nothing good to say for anybody, you will use any terms of reference to discredit them. We have collected over 20,000 adult Tolai signatures in support of our aims, and there are also associations formed in Rabaul by mainland New Guineans which support us. The adult support means that their families also support us.

● *What is your position with the Mataungan Association?*

I have no position. I am simply one of the Tolai people who want to do things for themselves now. I have received an education in Australia and the United States and I simply have the interest of my people at heart.

● *Are you in fact the association's leader?*

The executive committee makes all the decisions and I simply carry out what is demanded of me. I do this to the best of my ability. After all, I have had a little more opportunity than most of my fellow Tolais. I have a moral responsibility to them, and no Tolai with my experience and training has a right to ignore the plight of our people.

● *Many people believe you are whipping up anti-white opposition from behind the scenes. What do you say to this?*

When you are exposed to everything the white people do, you have no alternative but to explain the truth to the people. That is not whipping up anti-white opposition. You are simply dealing with the truth of the situation of the native people, which the white people do not want to accept as a reality.

● *It is also said that you want Oscar Tammur in gaol so you can control the association. Is this true?*

This is a convenient argument for some people, and I suppose for the Australian Administration, to break up the activities of the association. We are a little more basic than this. I am prepared to go to gaol, as Oscar is. Oscar and I see the same deficiencies of the Australian Administration, and if one thing unites us it is the desire to better our own native situation.

● *You did say, in public, that Oscar Tammur should not have legal representation in court?*

Yes. I have said all along that we should not go to the expense of legal representation for any of our people, and I said this because we know where we are going. We

(Continued next page)

KAPUTIN

John Kaputin was born in Matupit, Rabaul, one of a respected Tolai family of four boys and five girls. He attended the village school at Matupit to grade six, the local Vunamami Boarding School to grade seven and the Keravat Secondary School.

From Keravat he was selected to go to Australia to complete his secondary education at the Rockhampton (Queensland) Boys' Grammar School. He attended Rockhampton from 1956 to 1959, and took his Junior Certificate.

Back in New Guinea in 1960 he enrolled at the Port Moresby Teachers' College, planning to become a village schoolteacher (which meant a two-year course). But he didn't complete this course because he became involved with one of the lecturers, an attractive West Australian girl, Christine Lake, 24.

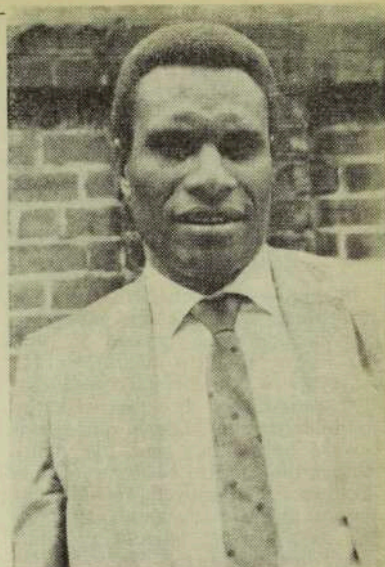
In July, 1961, Christine Lake and John Kaputin were married in Port Moresby. It was the first marriage between a New Guinean and a white woman and it attracted much publicity. Kaputin that month turned either 19 or 20—even today he avoids revealing his age.

He became a trainee broadcaster with the P-NG Department of Information, but left that to manage a group of trade stores owned by a Port Moresby European, Ron Firms. He remained with Firms for two years.

The Kaputins by this time had lived down their initial notoriety and were accepted in Port Moresby, where he was a popular sportsman—star of the Kone Tigers, a leading League team. He was the first native to play with a white football team in Moresby. As an athlete he was selected as a member of the Papua-New Guinea team which took part in the Commonwealth Games in Perth in 1962.

Manager

He remained in Perth after the Games for several months, receiving a crash training in the baking trade so that he could take over an established business in Port Moresby. He had applied for a £3,000 loan from the Native Loans Board to enable him to buy that business, but he had to give up the prospect after two months working the bakery (in which his wife



John Kaputin, in Sydney in January.

helped) because his loan did not come through.

"I'm still waiting for them to tell me whether I got that loan or not—I just never heard a word from them," he said recently, with a touch of bitterness.

So he became an interpreter of Pidgin with the P-NG House of Assembly, then known as the Legislative Council, but taking a year's absence in 1964 to successfully complete his matriculation course at the P-NG Administrative College.

September, 1964, was the occasion when the P-NG Administration announced that local, or native, public servants would in future receive lower salaries than expatriate officers holding the same positions, because a future P-NG economy would not be able to afford the kind of wage scale that was currently provided to attract expatriates.

Kaputin, his wife and close friends all say that this announcement had a profound effect on Kaputin. He became angry and moody overnight.

He applied for and won a scholarship to the East West Center, University of Hawaii, in 1966, to undertake a four-year degree course for a Bachelor of Business Administration. The scholarship was the first grant made available to a New Guinean at the East West Center, but the

Continued over

KAPUTIN

(Continued from p. 35)

terms did not enable him to take his wife and family, who remained in Port Moresby. By this time he and Christine had three children—Rellie, John and Darren.

Kaputin completed two years at the East West Center, but gave up the course at the end of 1968 to return to Port Moresby. He says this was the result of general frustration, and because what he had learned in Hawaii made him aware of politics and the many things that had to be done in New Guinea. He enjoyed Hawaii and hopes to go back about 1971 or 72 as a private student to complete his course, for which he has two years' credits.

Back in Port Moresby in 1968 Kaputin found that the House of Assembly had become autonomous, its staff controlled by the Speaker, Papuan politician John Guise, and that he was regarded as an unattached officer.

After working for six or seven months as an interpreter, during which he dabbled in political comment out loud, he was told by the Speaker that no permanent jobs were available in the House. Kaputin believed there were jobs available, but apparently not to him, and told the Speaker so bluntly before he left.

He joined the Department of Treasury as a trainee comptroller of stores and supplies, but left after only three weeks when he saw an advertisement in the paper for the job of manager of the Gazelle League of Savings and Loan Societies, in Rabaul, applied for it and was accepted.

He has been in that position since July and says he likes it. It enables him to move around among his fellow Tolais, the pay is reasonably good, and he is involved with economic affairs, which interest him. The league is directed by a Tolai board of directors, to whom he is responsible.

The Kaputins are now living apart, although they are friendly, and John Kaputin sees Christine and the children when he comes to Sydney, where they live. He has a room in Rabaul.

"Violence is a Reality"

(Continued from previous page)

should conserve our funds; my views are well known. Some people saw this as meaning that I am personally against Oscar, which isn't true.

● Are you anti-white?

Am I anti-white? There is nothing that the white people have that I, as a black man, should need or want. The only thing which they have now is political power but this will not continue to be in the hands of the white people in the country. I have been branded as anti-white simply because I am speaking a new type of language which is detrimental to the foreigners' supremacy in the country and because they have no intention of improving our native situation but to continue as they are now. This type of thing by the white people in New Guinea is a sure guarantee of their failure to cope with our problems.

Am I anti-white?

● But you appear to be anti-white from some of your published statements. Why is this?

I have the plight of the people to consider, and I believe that all my statements have been directed to the policies of the Australian Government. In any event, I am not a newspaper reporter—which is to say that if I appear to be anti-white it is because the newspapers are trying to create that image of me.

● You have the reputation of being anti-newspaper. Why is this?

I learned earlier in my life what the newspapers want. They want to sell their papers and they publish the things they want to publish and not the things that I am interested in. In any event, I know what I want for my people and I can operate much more efficiently without the assistance of the Press—not in New Guinea. My people in the Gazelle Peninsula, at least those who can read or speak English, have little or no respect for the mass-media in the country.

● How long were you in Hawaii and what did you do there?

I studied for over two years at the University of Hawaii. I have yet to complete my Business degree, which includes courses in political science.

● Did you learn anything?

I suppose I did, or I wouldn't be

as concerned about anything as I am now.

● Did you find any connection between US-Negro attitudes and Papua-New Guinea?

Many Australians have condemned the Americans but there is a lot we can learn from the white-Negro situation in America about the racial relationships in P-NG. The white Americans are no more superior in their attitude to American Negroes than the white Australians are to the Papuans and New Guineans. If the Australians can divest themselves of the notion that they are in possession of some intrinsic value which a black man should want to have, I think our situation in P-NG would be more agreeable than it is now.

● Are you making use of the Gazelle League of Savings and Loan Societies in publicising your views?

I accepted the position as manager of the Gazelle League because I wanted to use my education and experience to help my people. It is not a place for me to publicise any views except to organise what resources are already there. We have to start somewhere, and the Gazelle League is a resource for the use of the Tolai people.

Wanted to sack me

● What is the league's attitude to your political views?

Last September the board of directors were influenced to hold a meeting to sack me because of my political views, and the board of directors turned around and supported me to maintain my position. True, there are those who are pro-Administration who have been influenced to break away from the league. This is rather a superficial division at this stage and in the long run will be overshadowed by the realisation of the misguided nature of the policies of the Administration.

● Do you support the recent physical assaults in Rabaul which have led to gaol sentences in some cases?

I regret that we have turned to physical violence against our own people, but I do not condemn the Tolais who have resorted to violence to seek justice. I believe that the people have been forced into this

(Continued on p. 129)



That ugly starfish.

- Reports are coming in to us from all over the South Pacific about the increased incidence of the crown of thorns starfish (*Acanthaster planci*) which, if zoologists are correct, could prove to be the worst enemy the Islands have ever had to face. The starfish feeds off the living coral and for an unknown reason has been seen in plague proportions on Australia's Great Barrier Reef and, to a lesser extent, in the Pacific Islands. It destroys coral, thereby causing serious erosion of protective reefs and a threat to both the fishing and tourist industries.

Here is a report from Reader in Zoology at the University of Queensland, Dr. R. Endean, who supervised an official investigation into the starfish. With it are the latest Islands reports.

"BAN THE TRITON SHELL COLLECTORS"

The battle to save Pacific reefs from the coral-consuming crown of thorns starfish is not confined to the shores of the ocean alone. Scholastic circles in Australia are split into two factions—those who see the starfish as a dangerous threat and those who claim that the problem is exaggerated.

In the corner that says the starfish (*Acanthaster planci*) is a real menace and should be destroyed before it destroys the reef is Dr. Endean of the University of Queensland. In the other corner are a fairly large body of experts who claim that the starfish does not really present a threat to the reefs but is merely a passing nuisance.

Dr. Endean says the main cause for the appearance of such vast numbers of the starfish, on the Great Barrier Reef in particular, is the rabid demand for the giant triton shell (*Charoia tritonis*) among shell collectors. The shell is believed to be the only serious predator of the starfish.

The other side says the prevalence of the starfish can be put down to the foibles of Mother Nature, who for unexplained reasons sometimes allows one species to assume plague proportions, and then just as inexplicably allows it to die out.

PIM takes the view that Mother Nature's foibles are small comfort to the fishermen and naturalists who right now are faced with a threat to their reefs.

Dr. Endean, after supervising an exhaustive investigation of the Great Barrier Reef, recommends that collectors should be immediately prevented from taking the triton shell and that divers should be employed to attack the starfish on a large scale.

In his report, he describes the pest as a large multi-armed starfish which is found on coral reefs throughout the tropical waters of the Indian and Pacific Oceans, ranging from the East African coast and the Red Sea in the west, to the Hawaiian Islands and the Tuamotu Archipelago in the east.

Painful sting

"The upper surface," he says, "is covered with prominent spines, a feature which has given rise to the popular name, 'crown of thorns'. Typically a specimen approximately 15 inches in diameter possesses stout spines with a mean length of about one inch. Toxic material is present in the skin overlying the spines and injury incurred through treading on the spines results in severe local pain and often protracted vomiting.

"Usually the tips of the spines are reddish or orange, while the upper surfaces of the arms are bluish-grey. Amid living corals, the species is somewhat difficult to detect by the untrained eye because the colouration of the starfish blends with the hues of the living corals and their associated fauna and flora."

The starfish is found covered by only a few inches of water at low tide on reef flats and has also been seen on living coral at a depth of 80 feet. It may also occur on coral in deeper water but the lower limit of its range is unknown. It appears to avoid the weather side of reefs exposed to moderate to severe wave action, and seems to prefer branching corals where it can be found intertwined among coral branches.

The starfish eats large amounts of living coral by everting its stomach over an area and pouring digestive juices over it. The living matter is partially digested externally in this way and then the partly-digested fragments of tissue pass into the alimentary canal of the starfish where further digestion and absorption occurs.

The skeletons of corals are revealed

Eats 32 inches a day

once the living polyps and coen-chyme have been removed. Consequently, feeding starfish leave a trail of white coral skeletons in their wake. An average-sized starfish can eat between 17 and 32 square inches of coral a day. In one week six specimens killed seven square feet of coral.

Studies have revealed that a caged starfish could live for at least four months without food, but when free on coral reefs it appeared to feed continuously.

The starfish moved at about one foot per minute and one of the most interesting points of Dr. Endean's report was that the starfish when present in plague proportions appeared to congregate and migrate around the reefs together. They had definite feeding patterns.

According to Dr. Endean the starfish has only one foe of any importance—the giant triton shell. He says: "It is the second largest gastropod mollusc in the Indo-West Pacific and attains a length of 16 to 18 inches when fully grown.

Cuts in pieces

"When feeding on the starfish the giant triton uses the outer lip of its shell to keep the starfish pinned to the substratum. It cuts the starfish to pieces with its radula — a flexible file-like structure bearing numerous teeth which the triton can protrude from its mouth. The starfish does not display any avoidance reaction to the presence of the triton. Tritons possess a potent salivary toxin which immobilises their prey".

Equally, the starfish possesses a toxic material which renders it immune to the attacks of other predators and they make little attempt to conceal themselves.

To explain why the triton shell is not available in numbers great enough to control the starfish, Dr. Endean says: "Presumably natural predation pressure to which the giant triton is subjected has remained unchanged in recent years. Certainly there have been no reports of large numbers of triton shells being found on reefs infested by the crown of thorns starfish. However, a new predator, man, has appeared on the scene in recent years.

"The shells of the adult giant tritons are extremely large as far as gastropod molluscs are concerned. Moreover the shells have an inter-

esting shape and are delicately tinted and patterned. They have been collected for centuries by natives and over the last 30 years have been collected intensively by shell collectors.

"Unfortunately attempts to assess the magnitude of the trade in giant triton shells collected in Barrier Reef waters [and all over the South Pacific] over the past 30 years, have met with little success. Records of collections made by commercial shell collectors do not appear to have been kept and there is no way of estimating the numbers collected by amateur collectors and tourists.

"During the 1950's, giant triton shells were sold commonly in souvenir shops in Brisbane and tourist centres in North Queensland. However, in recent years giant tritons are rarely seen in any quantity in these shops. Most shell collectors nowadays regard the giant triton as being a somewhat rare mollusc in Barrier Reef waters."

Dr. Endean suggests three methods of controlling the starfish:

- Collecting by hand.
"This is tedious because the starfish are often intertwined in branch-



The Triton shell, *Charonia tritonis*.

Zoologists V. Geologists?

In scholastic circles the argument appears to lie between the zoologist and the geologist. The zoologist takes the problem of the starfish, examines its effects and declares it must be destroyed and its natural predator built up. The geologist examines the reef as a whole and is more inclined to treat the problem as one within the natural balance of nature.

From the geologists' point of view the numbers of starfish could be due to something as simple as a rise in water temperature in certain parts of the ocean. *PIM* says it doesn't matter really to Pacific Islanders what has caused the plague. It is here and they have to do something about it.

ing corals but it is the only practical method of collection.

"When present in plague proportions there may be four or five starfish per square yard of reef and it is obvious that a large number of collectors working for a considerable period would be required to remove all adult starfish from a reef of average size. In deeper water around the edge of reefs the collectors would need to be equipped with scuba gear.

"A report was received in 1967 that hundreds of dead crown of thorns starfish had been observed on reefs at the Frankland Islands. Subsequent investigations revealed that fishermen, wading in the shallows on the reef, had been bashing starfish with heavy sticks. Apparently, this treatment was sufficient to kill the starfish.

Needs sole attention

"If this is indeed the case, it may not be necessary to collect them; the starfish could be killed where they are found. Even so, the starfish must receive individual attention."

● Chemical methods: "Injection of various chemicals (e.g. 5 per cent formalin) into the body cavities of the starfish will kill it. However, this method of control involves treatment of individual starfish and appears impractical.

Granular quicklime dropped onto the body surface will kill the starfish in 24 to 48 hours. However, this method of control would involve considerable expense and effort. Moreover, coral polyps are

Quicklime "gun" would kill them

also killed by contact with quicklime. In some field experiments a quicklime barrier was laid down on the reef. Starfish which moved across this barrier subsequently died. However, a hard surface coating soon forms on the quicklime and it is then no longer effective.

"It is possible that a type of "gun" firing quicklime pellets could be developed but again treatment of starfish individually would be required.

● Natural control: The results of field trials indicate that natural control could probably be achieved by placing large numbers of *Charonia tritonis* on an infested reef. The fact that one adult triton will eat an average of one starfish per week when the starfish are readily available to the triton, provides an indication of the number of tritons that would be required.

Research is required to determine the optimum number of tritons that a particular reef will support. A major problem will be the obtaining of sufficient numbers of tritons for restocking purposes. Possibly tritons can be bred successfully in large numbers but this is again a matter for future research.

A Triton ban

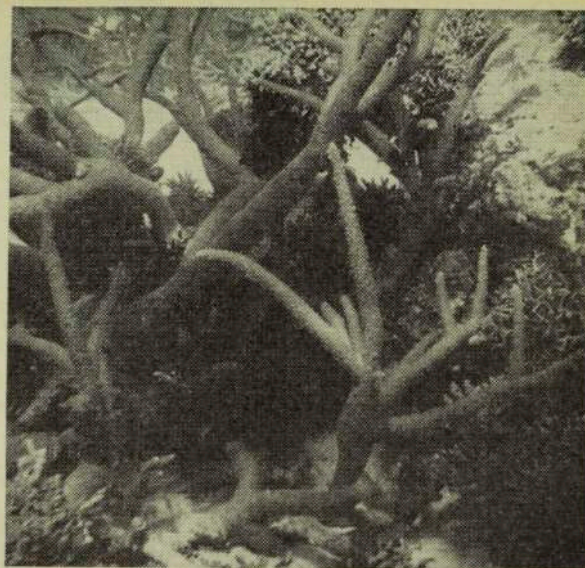
As well as methods of containing the present plague, Dr. Endean has other longer-term suggestions for controlling the starfish. These, he says, will involve intensive study of the crown of thorns and its only known predator, the triton. He suggests a total ban on the collection of tritons and feels that it would be a wise move to restrict the collection of all shells on affected reefs.

NO P-NG CONCERN

In Papua-New Guinea, biologist in charge of the Kanudi Research Station near Port Moresby, Mr. L. W. Filewood, says the starfish has not yet been in great enough numbers off the territory's coast to warrant any great concern.

The starfish has been seen almost everywhere in P-NG waters, he says, but the triton shell appears to be combating the menace well.

Coral branches, favourite food of the starfish.



HEAVY DAMAGE ON FIJI REEFS

Although not yet as bad as on Australia's Great Barrier Reef, damage caused to Fiji's reefs by the crown of thorns starfish is proving worse than anticipated.

A count of starfish by the Fiji Fisheries Division was high enough to cause concern in November.

The count was based on the number of starfish found in 100 minutes of search—and searches were made at 11 points on Viti Levu, five on Vanua Levu, four on Ovalau and Moturiki and two on Kadavu.

Numbers found were lower than the 5,750 found at Green Island, Queensland, but they were associated with the destruction of wide areas of reef.

At Serua, 176 were found in 100 minutes and 23 per cent. of the reef was found to be recently dead coral.

At Wailevu, Savusavu Bay—where sedimentation, over-fishing and sewage were counted as contributing to the poor state of the reef—212 starfish were found. About a quarter of the reef they were on was dead.

Other badly infested areas were at the Korolevu Beach Hotel, Namuriwai, Ra and at Malakai Island.

Destruction of coral at Namuriwai and Malakai was reported to be very heavy, as it was at Solo Light and Buliya, Kadavu.

A spokesman for the Fisheries Division commented that the davui shell had been heavily collected throughout the areas.

This and the giant helmet shell, he said, were the most important predators of the starfish.

During the survey, not one davui was seen. But in the villages around the islands they were on sale—and countless hundreds have been sold over recent years.

While there were other factors contributing to the dead reefs, said the division, the starfish was the main cause of reef death.

HEBRIDES REPORT

Mr. Jack Barlay, until recently captain of the New Hebrides Condominium touring vessel *Navaka* and now in the Condominium Customs Department, reports having seen a large concentration of crown of thorns starfish off the southern end of Malekula Island, in the New Hebrides.

While diving in the area of Ahamb Island, Mr. Barlay and another diver counted about 200 of the starfish, full-grown and young, in an area of 50 square yards.

Since the people living in the area depend considerably upon fishing for their food supplies, Mr. Barlay warned them of the dangers threatened by the big starfish and advised them to kill as many as possible by stranding them in the sun.

Another diver has reported seeing significant numbers of crown of thorns starfish to the west of Fila Island, situated in Vila Bay.

(Over)

COOKS SPEAR THEM

Cook Islanders first heard of the starfish plague when Premier, Mr. A. R. Henry, gave a radio talk on the starfish (*Acanthaster planci*), over Radio Cook Islands recently. The talk was repeated some days later, and considerable coverage of the starfish plague was given in the *Cook Islands News*, the government-owned and only newspaper in the Group.

Mr. Henry said *Acanthaster* was very common in Manihiki and that there were large patches of dead coral in the lagoon there. Numbers of others had been reported from Palmerston, Penhryn and Aitutaki, and fisherman-skin diver, Tekake William, had brought "a number of them ashore at Rarotonga." The Premier urged Cook Islanders to spear every crown of thorns they saw and bring them ashore for burning.

Three days later Tekake William and Ioane Kaitara, fishing and diving together, brought 30 more *Acanthaster* ashore at Rarotonga, and three days after that, another 40.

Couldn't take many

Tekake said they speared the starfish on a one-mile stretch of northern reef, and that there were heavy concentrations of the coral-devouring animals on the seaward side of the entrance to Avatiu Harbour. They had sighted as many as 12 of them on a single coral head, but were limited by the size of their boat, already laden with fish, as to the number of starfish they could carry.

The first batch was speared at depths from three to five fathoms and the second lot at about nine fathoms where, Tekake said, the creatures were quite common and appeared to be coming up from greater depths.

It was only during the last 12 months that Tekake William began to notice a substantial increase in the number of *Acanthaster* at the entrance to Avatiu Harbour. He thinks it probable that the underwater blasting done there to deepen the harbour attracted the starfish, drawn there by the "smell of the coral" broken up by the explosions.

Investigations as to the extent of

damage caused by crown of thorns in the atolls of the Northern Cooks will be made soon, and Mr. Henry has mentioned the possibility of sending a Cook Islander overseas to learn the best methods of combating the plague.

With the soon to come advent of international jets and tourism to the Cooks, the problem of damaged or destroyed reefs looms very real. But even greater is the spectre of starfish destroyed reefs collapsing under the heavy ocean swell, exposing the precious 93-odd square miles of the Group to erosion and inundation.

Reef enclosed lagoons in the Cook Islands provide the only natural

harbours and anchorages for local and overseas ships.

MICRONESIA PLAN

A drive to control the crown of thorns starfish, has begun in the Trust Territory of Micronesia. The programme, initiated by Mr. Milton McDonald, who headed a similar drive in Guam earlier this year, will involve hiring and training teams in each district to combat the starfish.

Recent studies have indicated that the starfish is on the increase in Saipan, Rota, Tinian, Palau, Truk, Ponape, Majuro, Ant and Arno.

*Tried and trusted
in the Pacific
since 1873*

**HELLABY'S
CANNED MEATS**

"CROWN"
"PACIFIC"
"ARROW"

The advertisement features a central illustration of a palm tree logo at the top. Below it, the text "Tried and trusted in the Pacific since 1873" is written in a cursive font. The brand name "HELLABY'S CANNED MEATS" is prominently displayed in bold, uppercase letters. Underneath, three product lines are listed in quotes: "CROWN", "PACIFIC", and "ARROW". At the bottom, there are illustrations of several cans of Hellaby's Canned Meats, including "CROWN CORNED BEEF", "PACIFIC CORNED BEEF", and "ARROW CORNED BEEF".



Tropicalities

Rumour wasn't long in naming a new husband for Princess Siuilikutapu of Tonga, whose marriage to a commoner, Siosuia Liava'a, was annulled by King Taufa'ahau in December.

The favoured candidate is Minister of Police Akau'ola, one of the few eligible land-owning matapule, or talking chiefs. He is in his mid-30's, was educated overseas and was top of his class when he graduated from Hendon Police Training College in Britain. He has also denied that he is the Princess' suitor.

A month after the big fuss that followed the Princess' New Zealand marriage and its subsequent annulment, public opinion in Tonga was still on the side of the King and authority. There is not, and never could be, so it is said in Tonga, a rift in the Royal Family. For them and the nobles, the King is still the sacred head, or Tui Tonga, as well as the temporal head. The King probably realises this better than his subjects and is said to have studied Shinto, as he sees a similarity between the Japanese and Tongan attitude to the monarch.

On a more plebeian plane, most people felt that the Princess would have been letting the side down to have gone on with the marriage but that Siosuia Liava'a "might have got away with it" if he had played his cards better. Two ministers in the Tongan cabinet—posts usually reserved for nobles—are commoners but they went to university, applied themselves and got worthwhile degrees.

Siosuia doesn't show any signs of doing anything of the sort although he graduated at the top of the class from Tonga High School and got a government scholarship to study at university in NZ.

His passion, apart from that for the Princess, is for Rugby football. He has applied for a permit to stay in New Zealand and work but it was unlikely that he would get finality about this until the end of January.

Meantime, since the proclamation of annulment, there has been a masterly silence from all official circles in Tonga; and not a peep out of the legal eagles who might have been expected to pronounce on the international validity of the act. So far as New Zealand was concerned,

ANOTHER HUSBAND FOR THE PRINCESS?

it was a legal marriage. So far as Tonga is concerned it was a legal annulment. And there the matter rests for the time being.

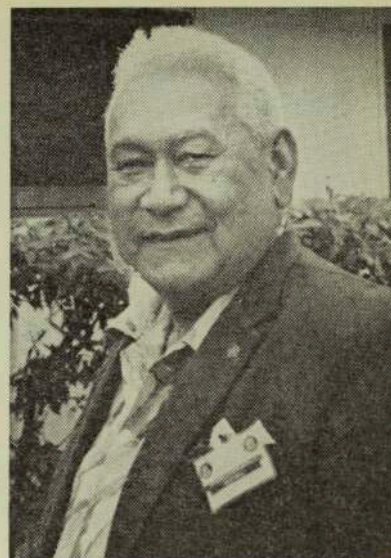
Bougainville 4,000 years ago

The pre-history of Bougainville is completely unknown—but American archaeologist, Mr. John Terrell, is out to change all that. He has just completed 10 months excavating and surveying on the island and is due back soon to lead a three-month expedition to Buin, which has never been excavated before.

He says only four archaeologists have ever worked in Bougainville and, to date, material found has dated back to only 500 BC. As material dated far earlier than that has been found in surrounding islands, he believes that settlement took place in Bougainville at least 2,000 years earlier.

During his stay last year he planned the expedition and looked for explanations for the cultural diversity of the island. He worked for three months in Teop, off the north west coast, and was made a member of the Namai clan there. His native name was Kamahira, a name belonging to an important man of the past who had led the clan down from the hills.

This year's expedition will attempt to find out, by surveying and excavating, a general idea of the sequence of development of South Bougainville.



Harry Moors

What's in a name?

The new Secretary-General of the South Pacific Commission who took up his post in January is officially known as Afioga Afoafouvale Misimoa.

Most people know him as Harry Moors which, while not so romantic-sounding, or in tune with today's desire to Pacific-islanderise, is a lot easier to remember and to pronounce.

"Misimoa" is the Samoan version of Mr. Moors, although *The Fiji Times* sometimes doubles up, having a bit each way, with Mr. Misimoa.

At the other end of the labelling business, the practice of attaching the Anglo-Saxon "Mr" to everyone is insidiously creeping in, even in Fiji, which held out longer than anyone. Fiji-Indians have preferred it for a long time but if a Fijian wasn't a Ratu or a Roko Tui or any other title holder he was simply Jone or Kitone Something. Now, according to government handouts, he is Mr. Kitone Something. But so far he has escaped being Kitone Something Esq., which has already been tried out in Papua-New Guinea in parliamentary circles.

While formality marches on in the transitional Pacific, in Western suburban society, on the other hand, surnames are all but dispensed with.

"This is my friend Bill," is the normal introduction.

"Hi, Bill," is the accepted response.

When "magic" located wrecked Hebrideans

Older residents of the New Hebrides will remember Sir George Joy, who was Resident Commissioner there for many years. He later was Governor of St. Helena, spent two years in Arabia and was then Civil Secretary at Aden. When last heard from he was honorary secretary to the Society for Psychical Research in London, a scientific body that makes investigations into telepathy, precognition and so forth.

In the matter of telepathy Sir George relates this story from his New Hebridean experiences:

"In 1932 there was a fairly severe hurricane and one of the small copra ships, with 15 people on board, did not return to Vila. After a wait of several weeks it was presumed that it had been lost with all hands. It was a French vessel and as all had relations in Vila or in the outer islands, there was a great emotional upset.

"My French colleague (M. Sautot of other fame) decided, in consultation with the Monseigneur, that there should be a Mass for the Dead at the Catholic church. The whole community went with myself and colleague in full regalia, trappings and all (the French love uniforms and ceremony), and shed many tears.

"But there was an old woman in Vila who dealt in what is known as 'radesthesia', though she called it by another name. She had a map of the Group and a pendulum. This she held over the map, while she recited incantations: the pendulum swung backwards and forwards across the map but always pointed to a small coral atoll far away to the south-west of the Group.

"There, said she with conviction, were the 15 occupants of the supposedly lost vessel. She persisted with such vigour that eventually the master of one of the Burns Philp vessels decided to go to look, although it took him well out of the usual course.

"There on the atoll, were the 15 survivors, whom we had decently buried, all alive and kicking and not much the worse for their experience, although stranded and isolated and their vessel wrecked.

"The master took them aboard and wirelessed Port Vila. You can imagine the scene and commotion which the news caused. On the appointed hour, my colleague and I with the whole of the Vila community, went down to the wharf to welcome the



survivors, together with the local brass band.

"Tricolours and Union Jacks were everywhere and much champagne at six shillings or so a bottle. As the men came ashore, the band played the two national anthems, Sautot and I stood at the salute, everyone kissed everyone, the lost-ones were reunited with their families and a collection was made there and then for the old woman.

"Whether the Monseigneur undid the Mass for the Dead I do not know! This story is as factual as I can recollect."

Army says goodbye to its bird

They're trained to kill, but the troops of the Second Battalion Pacific Islands Regiment had a tear in the eyes recently when a mascot died.

The mascot was a cassowary the battalion received last year on a long-range patrol in the Gulf District of Papua.

At Wewak in November it died unexpectedly and was given a burial in the PIR cemetery with full military honours. A photograph in colour has been hung in the Officers' Mess.

Officer Commanding, Lieutenant-Colonel McKenzie said: "We'll miss that bird . . . it was just at the stage where it was beginning to obey commands on ceremonials".

Sunset dinners at Bora Bora

One of *PIM*'s keenest readers in the outer reaches of French Polynesia is Alec Bourgerie, affable manager of the Hotel Bora Bora for several years. Recently, a *PIM* staff writer who put in a night at Alec's luxury pub found Alec was addicted to "sunset dinners" on the hotel's beach, facing the huge Bora Bora lagoon.

With help from locals who turn up *en masse* to down beer and pork, Alec roasts two large pigs on spits

Four new "National Heritage" stamps spanning 3,000 years of Papua-New Guinea history were issued on February 11. The two shown are the Torres map (1606) and Captain John Moresby's "Basilisk" (1873). The other stamps show a prehistoric stone figure from the Western Highlands (the Ambun stone) and a Masawa canoe from the Trobriands. They are in 5c and 10c denomination respectively. All designs by R. J. Bates

above the sand. Guests are served this with red wines and French bread at long benches, while Bora Bora dancers and singers entertain for an hour and a half.

The hotel has 32 standard bungalows with rates from \$US40 to \$70 a night and nine de luxe overwater bungalows, with rates from \$50 to \$80 a night. Five new overwater bungalows will be built in 1970.

While the rates are high, they do include all meals and many extras—and Bora Bora, says the *PIM* man is one of the most beautiful places in the world!

Soli succeeds in Samoa

Latest Islander to give the lie to the myth that no Islander can run his own business successfully is an American Samoan, Soli Aolalagi, the 46-year-old owner of "Soli's Restaurant", second of the territory's first-class restaurants.

Using a loan of \$25,000 from the Bank of American Samoa and \$10,000 of his own and his family's money, Soli built and opened his restaurant on the shores of Pago Pago harbour early in 1969.

With seating for 54 people, meals varying from Indian chicken curry to barbecued beef or lobster tails, floor show three nights a week and a total staff of 24 Samoans, "Soli's Restaurant" has been clocking up a turnover of over \$US1,000 a week.

Soli's wife, Simeamativa, and attractive daughter, Christina, 19, have been giving valuable help with the cooking, serving and ushering of

guests. Service is so prompt compared with other Islands' restaurants that it's almost frightening!

Born at Olosega Village, in the neglected Manua Islands Group of the territory, Soli joined the US Navy in 1942 as an officers' cook. For the following 21 years he remained with the navy, gaining valuable experience cooking and catering for large numbers in Guam and Hawaii, ordering supplies and learning to be a barber.

His "retirement" in 1962 with a navy pension of \$125 a month merely meant to Soli it was time to "have a go" on his own and soon after he opened his own barber's shop in downtown Fagatogo. The shop was a success, and he later successfully tendered for a barber's shop at the Pago Pago Intercontinental Hotel.

With an annual turnover from haircuts at \$14,000, Soli took on the operation of a beauty salon at the hotel, and another daughter, Emily, 22, operates this shop for him.

His biggest step, however, is the restaurant, now not quite a year old. Few expenses have been spared to make it presentable and Soli is after a big share of the business from the growing numbers of American visitors to Pago Pago. He is competing, ironically, with the Intercontinental's luxury restaurant but it's a battle locals welcome—the general view is competition between two restaurants is long overdue down Pago way.



Soli.

Mr. and Mrs. Douglas Garrick and their daughter Christine, who worked in a Sydney real estate office before going with her parents to Fiji.



The Garricks to keep their Fiji land

The grandchildren of pioneer Fiji settler, Joseph Hector Garrick, who built up one of the richest private estates in Fiji, have decided to preserve and develop what is left—some 10,000 acres of choice land.

One of the grandsons, Mr. Douglas Garrick, arrived in Suva with his wife and 21-year-old daughter, Christine, in January to take over administration of the Garrick Estate. To do so, he retired from his job as an engineer with the New South Wales Electricity Commission.

He said the estate today comprised about 6,000 acres of land at Deuba, including a mile of beach front, 1,000 acres at Navua and another 1,000 at Navouvu, Vanua Levu; the Garrick Hotel and Victoria Building in Suva, and a number of other properties in Viti Levu and Vanua Levu.

Most of the land is free for immediate use and, according to Mr. Garrick, will possibly be used for logging, reforestation, farming and the breeding and fattening of cattle.

At one stage the Garrick Estate consisted of more than 100 properties, including a large area of Suva, but since the death of the founder in 1907, it has dwindled to a fraction of its original size.

Mr. Douglas Garrick is one of seven co-owners of the estate.

The others are his four brothers, all from Sydney, a cousin, Miss Margaret Fenwick, also of Sydney, and another cousin, Mrs. Joyce Duncan, of Kenya.

Douglas Garrick's son, a Sydney architect, will arrive soon to investigate the building of a commercial and shopping arcade on Garrick land in Suva. The future of the Garrick Hotel, the subject of a monthly tenancy, was under consideration, Mr. Garrick said.

He explained that because of the legally complicated history of the estate and past difficulties in obtaining unanimous agreement among the co-owners, the estate had lain virtually dormant.

Joseph Hector Garrick was an English lawyer who arrived in Fiji in 1873. He was associated with the events preceding Cession and became a Supreme Court judge and later Attorney-General of Fiji.

None of the present members of the Garrick family was born in Fiji. Mr. Douglas Garrick's father, Hector, left the Colony to attend school in Australia and he died without ever returning.

Custom money in the Solomons

An appeal for good examples of Solomon Islands custom money has been made by its Stamp Design Committee. New stamps are being issued showing various kinds of traditional money, and photographs are to be taken of as many different kinds as possible so that a choice may be made of the best. One of the best known varieties is the shell money manufactured in the artificial islands off Malaita.

The man who fought the 'fonctionnaire' is mourned

Old-timers of New Caledonia in December mourned the death of H. E. L. Priday, one of the territory's best-remembered residents. This tribute comes from a friend who knew him there during the war years.

Some time before the war, during the war and for a year or two after the conflict ended, "Preeday", as he was called, was as well known in Noumea as the "Coconut Square" he often wrote of. New Caledonia is indebted to Priday not only for his writings about it but also because, for some time in the difficult days following the change over to de Gaulle and Free France, he served as a professor of English at the local college.

Many a middle aged person in Noumea can recall with a chuckle fun had in his classes and the jokes played on him as he tried to get the message across in his average French.

Immense research

The book by which he is best known is *The War from Coconut Square*, but it is overshadowed in reality by *Cannibal Island* ("O Caledonia stern and Wild"), the first of what was to have been a number of books on New Caledonian history. An immense amount of research went into this book and it could well have been used as a text book on NC history. Unfortunately many obstacles arose which made continuation of the work impossible without subsidy, which no one, of course, was willing to supply.

Priday was the kindest and most humorous of men. In his early days he was secretary to W. Somerset Maugham and lived with him on the Cote d'Azur. He often used to boast of a record swim he once made across the bay of St. Tropez. He loved New Caledonia and likened the locals to the Australian country people.

He had, however, little time for the French governing class, the *fonctionnaire*, and two clashes he had with them were both disastrous for him.

The first was with de Gaulle's

envoy, Admiral d'Argenlieu, and occurred some time after the Battle of the Coral Sea. By his high handed methods the Admiral had incurred the hatred of Noumeans and they finally rose in revolt. Following a huge public demonstration d'Argenlieu fled to the country and was made prisoner there. He was finally released and resumed his position in Noumea.

Priday, as chief correspondent of the most important news agencies, was called in by the Admiral and asked to whitewash the whole affair. This he refused to do and efforts were made to have him relieved of his position as correspondent, unsuccessfully.

Had his revenge

The Admiral had his revenge when some months later the second contingent of New Caledonian volunteers was to sail for the front. Priday obtained permission to accompany the men as correspondent and the night before the sailing date he was issued with a uniform, and entered barracks. During the night, however, messages were exchanged between Noumea and London and Priday next day found himself ejected. The Admiral had had his revenge (he had returned to London some time previously).

His next scrap was much more serious and was with a post-war governor of NC. Priday had turned his attention to the *Societe le Nickel*, his *bete noir*, and had been continually submitting articles denouncing the conditions under which the SLN housed the coloured labour in its employ.

Censorship was still in force and each time the censor ruled out Priday's references to SLN. Finally he received a letter from the governor asking him "if he really desired to stay in NC and if so to cease his attacks on SLN". Priday asked for an interview and in company with the Australian Consul of the time, called on the governor. From Priday's account the call was a stormy one. He gave his point of view and not only shook the governor but shocked the consul.

He left New Caledonia soon after, a step ahead of being expelled, it was said. He came back on a short visit to Noumea some years ago and had every intention of coming back for a long stay after his European trip.

Few who knew him in 1942 will forget his stocky figure in a US Army uniform with the armband with a big "C" on it. When first issued with this outfit he was delighted (he



H. E. L. Priday, drawn by Brett Hilder.

said) with the attitude of everyone. People were so genteel, everyone smiled when they saw him in the new uniform. No one had the heart (until much later) to tell him that the reason for the smiles was the letter "C", which in France is used to denote a portion of female anatomy not advertised in polite society.

He lived in a house near the morgue of the US Forces and when anybody wanted Priday they rang the morgue. He was very proud of this. It was never wise to visit him (at least not often) at meal times, as he had contacts with the NZ Army from which he obtained a seemingly never-ending supply of canned lamb's tongue. It was the only item ever served at his table.

Grotesque situations

He had a genius for blundering into grotesque situations. A few:

- Shortly before the Free French revolution in NC, two men were pried apart in the bar of the Old Central Hotel. They were both Englishmen. One was Priday and he had come to blows with his fellow countryman over, of all things, the respective merits of Petain and de Gaulle.

- Once on a visit to the town of Bourail and walking along its main street (the main is the land road) he noticed big nails driven into the road's surface and started pulling them up, mumbling something about cars running over them and getting punctures.

- It was only after about five minutes that he saw in the distance a man dancing with rage, and real-

ised that he had been pulling up the chain marks of a surveyor.

● On a visit to the tiny village of Ponerihuo, while standing on the ferry landing in the middle of the village, Priday decided it was hot and he wanted to bathe. He stripped off everything and slipped into the river and enjoyed a swim. Of course it was the siesta hour but if the village streets had been crowded it still might not have hindered Priday.

● On a trip to Isle of Pines on a native outrigger he was held up by a half cyclone and spent a wild and windy night reciting to the crew of the outrigger verses from Shakespeare's *Tempest*. They could not understand a word, he related later, but they sensed what the words meant.

● He loved to tell the story of a night he spent in a ruined native hut with the late Mick Griffiths, ex Australian boxer and New Caledonia nickel prospector. They slept well, he said, on two old broken down beds. He later learned that it was the home of two lepers who had died there.

Hooked a body

However, he never surpassed himself in the grotesque, as when he went fishing on the islands ships wharf at Noumea. He hooked something and after a good deal of difficulty brought it to the surface only to find himself staring into the face of a very dead US soldier. The line broke and it was only after two days that the body was finally found on the other side of the harbour.

Several marks of sympathy have been shown locally following the report of Priday's death. The local *Bulletin du Commerce* had a very sympathetic reference to him, stating that "he was very well known in Noumea during the war", probably one of the year's greatest understatements.

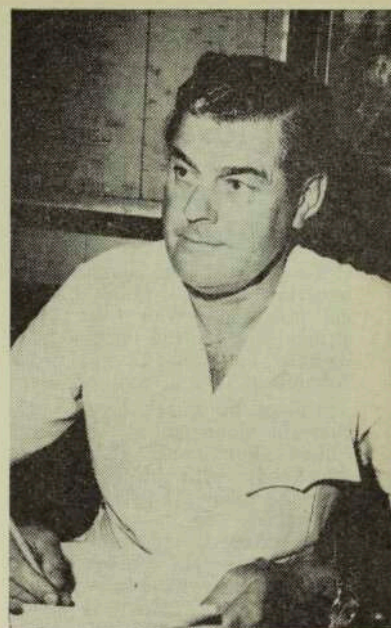
One old-timer was heard to say, "*Preeday, c'etait un bon gars*", an epitaph which would greatly have pleased him.

● Up to 100,000 copies of the 1970 Papua-New Guinea telephone directory will be printed. About 40,000 of these will be distributed to telephone subscribers or sold over the counter in P-NG but the rest will circulate overseas, mainly in Australia, where they are in demand by business houses and mail order organisations.

HONOUR FOR 'DEVOTED WORK'

A doctor who has conducted an extensive campaign against tuberculosis in Fiji was among the five Fiji men who received awards in the New Year Honours. He is Dr. Gerard Denis Murphy, who received the Order of the British Empire for his services to medicine and public health in Fiji.

Dr. Murphy has been physician in charge of the specialist tuberculosis hospital at Tamavua. His citation said in part that "the fact that a major scourge is now largely defeated is mainly due to his devoted, sustained work."



Dr. Murphy.

Other 1970 awards

Mr. Eddie Yan Kong Wong, a prominent businessman at Lautoka and a former Mayor of Lautoka, became a Member of the British Empire. He is a member of the Town Planning Board, the Divisional Fair Rents Tribunal, the Hotel and Catering Trades Wages Council of the Fiji Electricity Authority and the Lautoka Rural Local Authority.

The MBE was awarded also to Mr. Fazal Khan, who spent 43 of the 45

years of his government service in the Lands, Mines and Survey Department. He spent two years on the Native Land Trust Board.

The Colonial Police Medal for Meritorious Service was awarded to Superintendent Bernard David Sutton, who has served in the Fiji Police Force for 17 years, and the British Empire Medal (Military) was awarded to Sergeant Rupeni Tuimavana, who is in charge of the Fiji Military Forces engineering section.

A much deserved MBE went to Mrs. Myrtle Marion Ferris. She had only recently returned to Australia from Pitcairn Island with her husband, Pastor Ferris, of the SDA Mission, and their 11-year-old daughter.

On Pitcairn she was the chief and only medical officer. Pastor Ferris will now retire after a lifetime of missionary work in the Pacific but Mrs. Ferris is doing further medical work at the Dr. Charles Harrison Memorial Hospital at the Seventh-day Adventist establishment at Cooranbong, NSW.

Other honours went to Atau Waukave, vice-president of the Local Government Council, Goroka, P-NG (OBE); Hera Ganiga, former personnel officer of the Papuan Medical College and Miss Dorothy Edith Shaw, chief plant pathologist of P-NG Department of Agriculture, Stock and Fisheries (MBE's). Sergeant First Class Bus, P-NG Police, Manus Island and Michael Fabila, of Port Moresby, for services to sport (BEM's).

Clergy to thrash it out together

Churchmen from all over the South Pacific were due to meet near Popondetta, in Papua, in January to talk about the life and work of the Anglican church in their areas. The South Pacific Anglican Conference, which they were attending, meets every three years.

This time it consisted of the bishops, with appointed clergy and laity, from the dioceses of Papua-New Guinea, Melanesia and Polynesia. There were also observers from the Torres Straits Mission of the diocese of Carpentaria.

The conference is an advisory body. Members pool and exchange ideas and generally thrash out what the dioceses can usefully do together. Among other things, they were expected this time to discuss their relationships with other denominations.

A Tongan with love for a uke!

From SIO MAGISI in Tonga

To most Pacific Islanders, the ukulele is a small, familiar musical instrument with four nylon strings. But for the unchallenged ukulele king of Tonga, Sione Johannson, it's a way of life.

Though he is right-handed, 25-year-old Sione (alias 'Aleki', his father's first name) can strum effortlessly with his left hand, play the ukulele behind his back and above his head, with his hands crossed, and right out in front of him. He can even chew out a perfect melody with his teeth plucking dexterously at the strings. And all this at a pace that astounds professed maestros of the ukulele.

Aleki, his father, says that Sione's interest in music started before he was five years old. Sione's partial blindness is largely responsible for his early intense interest in music—perhaps to while away the time indoors while his brothers and sisters were outside playing games.

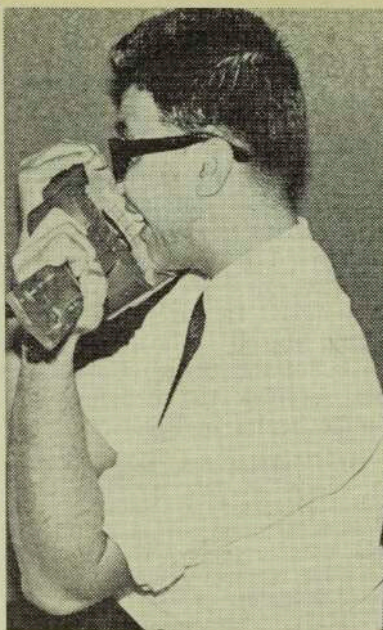
"I remember when I was very young, I would tie a nylon string around my big toe and hold the other end with my left hand. I would pull it tight and pluck it with my right hand," recalled Sione. "Then I started biting one end with my teeth and found I could make a better sound."

Half a coconut

"When I was about six, I had a great idea about making an instrument. I joined a flat piece of wood to a large half of a coconut shell, somewhat similar to the kava drinking bowl, and stretched four strings over it. It must have sounded horrible but I thoroughly enjoyed playing that instrument. It's a pity I haven't got one now."

"My next instrument only had an empty three-pound corned beef tin instead of the half coconut shell. It had a tinny sound but it helped me to learn."

"Then one Christmas an uncle visited our house and told me if I could play well on my tin



Sione in action.

ukulele he would buy me one. I made it and he bought me my first uke. He must have been very sympathetic."

Sione shortly after joined his uncle's band and since then has not once looked back. In top demand locally in recent years, Sione remembers with some amusement the time when patrons at a large dance hall would not dance to his music.

"I had just returned to Tonga with 'the new beat' after a stay in Auckland," he said, "Tongans at that stage (about four years ago) weren't used to dancing to that sort of music. They just listened. But then, after a few weeks, everyone liked it."

Besides the ukulele, Sione also plays with competence the banjo, mandolin, violin, steel guitar, electric guitar and the bass.

It is more than likely he inherited part of his love for music from his father, who himself was in several bands and can still play several instruments.

Sione, with his father, has cut several records in New Zealand with famous steel guitarist Bill Sevesi. In January he left to entertain in Pago Pago nightclubs and at social functions.

● Papua-New Guinea is one of the most dangerous flying countries in the world, with its 15,000 ft mountains, steep gorges and dense jungle. But pilots are essential in some areas where the entire economy still rests on aviation. The island's flight record is pretty good considering the route-passenger miles flown—but this is the latest aviation tragedy as told by JOHN RYAN from Port Moresby.

Lost without trace!

For Cecil Randall, one of Papua-New Guinea's most experienced pilots, flying dangerously was just routine. But on December 20 last year he took off on a fateful flight in his twin-engined Aztec Pilot to fly from Yalamet, on the Huon Peninsula, 15 miles through a 12,000 foot gorge to the patrol station of Kabwum. He hasn't been seen since and neither has his plane.

For the next 10 days up to 20 aircraft with volunteer pilots and observers scanned the mountain country around Kabwum and Yalamet. Australian army helicopters from Igam Barracks near Lae, were brought in, some of them flown by pilots with recent experience in Vietnam.

Some of the gorges in the mountain search area were so "tight" that fixed-wing aircraft sometimes had to pull out for fear of collision and further deaths. The helicopters searched the more difficult areas, hoping for signs of broken trees or the glint of metal.

Two hundred miles away in Port Moresby, search co-ordinator Stanley Richardson knew Randall had recently taken a jungle-survival training course, and kept the search going on the ground in the hope that Randall had come down safely and

Christmas interfered with search

could hold out until rescued. In Moresby four Australian part-time parachutists stood by to "jump" to Randall should he be sighted.

Australian Government Patrol Officers recruited village people to carry food and equipment, and set off to explore the more inaccessible gorges along Randall's route. But Christmas interfered with the search, several village people withdrawing from the search complaining that Christmas was a time for relaxation rather than hacking a path through dense jungle to a white man who, so far as they were concerned, probably died days before.

Population is extremely thin in this area and a reward of \$100 was offered to get villagers back into the search. After 10 days the search was reluctantly called off. But the theorising continues; some believe that Randall, 49, and slightly overweight, might have collapsed at the controls and crashed against the mountains.

Unless somebody accidentally stumbles across the wreckage, nobody will ever know what really happened to Randall, the plane or the 1,250 lbs of cargo he was carrying.

Search called off

Ironically Randall was a great spokesman for an invention which might have been the means of his rescue. He was ultra-conscious of air safety, having nearly 19,000 hours of flying time in his log book, spread out over a period of 30 years.

In 1950, Randall was flying in India (United Air India) and was the only survivor of a sabotaged DC4. Randall brought the plane down safely, but an explosion and fire killed his crew and passengers.

For several years, Randall flew Trans-Australia Airlines aircraft, based at Sydney. He went to New Guinea in 1966 and, on December 20, was flying for Crowley Airways Pty. Ltd.

Randall was one of the most experienced of New Guinea's pilots and, at an air safety symposium in 1968, began a campaign for a fool-proof system of finding any planes downed in New Guinea. Randall was thinking of the "homing beacon" being developed by a missionary, Owen Nutt. It was a small radio transmitter which would begin sending a signal the moment it was

triggered by the ground-impact of the plane in which it was installed.

Owen Nutt began experimenting with his "beacon transmitter" soon after missionary pilot Harveson and his native passengers disappeared in 1967. Australia's Department of Civil Aviation (headquarters Melbourne) tested Nutt's early models, and asked him to improve the antenna system to produce a stronger homing signal for searchplanes.

Over 50 planes still untraced

In the same jungles of Australian New Guinea and Indonesian West Irian are the remains of more than 50 American, Australian, New Zealand, Dutch and Japanese wartime planes. Many planes lost 1942-45 in New Guinea have been found, but an officially estimated 50-plus remain where they fell.

One of the most recent discoveries was a US Navy Corsair fighter plane which took off November 11, 1943, from one of Admiral "Bull" Halsey's aircraft-carriers at Empress Augusta Bay, on the West coast of Bougainville Island. The pilot, Lieutenant Charles Alfred Pilsbury (Miami, Florida) made strafing runs along Kangu Beach on the southern coast of Bougainville, but did not return.

In April, 1968, an Australian surveyor and an elderly European missionary took joint credit for finding Pilsbury. For nearly 25 years, the Corsair (the fuselage almost intact) had lain in thick jungle only 400 yards from the main road from Buin Subdistrict Headquarters to Kangu Beach—and for the past few years, it lay only 20 yards from the edge of a missionary garden. Pilsbury's remains were still in the cockpit.



A TAA Piper Aztec—this is an earlier model which was on charter service on New Britain.

In the United States, the Garrett Corporation had made a homing beacon but, according to DCA's Superintendent of Operations in New Guinea, Ray Harris, the Garrett engineers believed Nutt's was better. Garrett has offered to build Nutt's transmitter in bulk once it's passed by DCA. Last year at the air safety symposium, pilot Randall was outspoken that all airline operators and owners should install the transmitter as a matter of urgency.

Randall's is the fourth plane to be lost without trace in the territory since 1961. The others are:

In December, 1961, Geoffrey Wallace, lost between Popondetta and Port Moresby;

June, 1967, John Harveson and two native Bible students, lost between Telefomin and Olsobip Patrol Post in the West Sepik;

November, 1968, Dick Komerak disappeared after taking off from Vanimo in the West Sepik.

● A Piper Aztec light aircraft made an emergency landing at Luganville, New Hebrides, on December 14. Piloted by "flying grandfather" Mr. Max Conrad on a round-the-world solo flight, it landed safely.

Mr. Conrad, who claims 28 grandchildren, was flying one of the longest stops on his route, the 2,460 miles from Tarawa in the Gilberts to Brisbane in Queensland. He was 400 miles past Santo when he noticed his oil pressure was low. He shut one engine off, turned round and flew back to Santo, steadily losing altitude. His safe landing was his sixth narrow escape during solo flights.

Mr. Conrad, 67, is a member of Flying Grandfathers Unlimited in the United States. From Brisbane he is due to fly on to Antarctica, over the South Pole, though South America, North Africa and Europe. If the flight is a success he will have broken three world records.

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Cook Is. dancers to perform in Australia

A 34-member team of dancers from the Cook Islands will take part in the Ballet of the South Pacific as part of the Cook bi-centenary celebrations in Australia.

The Cook Islanders, members of the recently formed Cook Islands National Arts Theatre, will appear with Maori and Australian aborigine groups in the show which will be put on by J. C. Williamson, the theatrical entrepreneur, and produced by Victor Carell.

It is largely due to the efforts of Victor Carell and his wife, dance critic Beth Dean, that the Cook Islanders will take part. They have made several visits to the Cooks in recent years and have tried to encourage traditional dancing there rather than the modern night-club form.

Legends in dance

The Ballet of the Pacific will open in Melbourne at the Comedy Theatre on March 5; in Sydney for two weeks from April 6; and later in Brisbane from May 4 to 12.

The Premier of the Cook Islands will be in Sydney to greet the Cook Islanders when they arrive from Melbourne. They are hand-picked performers and their dancing will tell legends rooted back in the distant past.

They will perform without modern gadgetry such as guitars, brassy trumpets and kerosene-tin drums that make Rarotonga dance-halls a hell for people with sensitive ears.

Help in transportation of the group has come from Air New Zealand and Ansett Airlines. It was still hoped in mid-February that the Australian authorities who are organising the Cook celebrations would weigh in with some financial help.

● Preparation for the South Pacific Conference, to be held in Suva in September, has begun. Tentative dates for the conference are September 14-30 and the Suva Civic Centre is the proposed venue.

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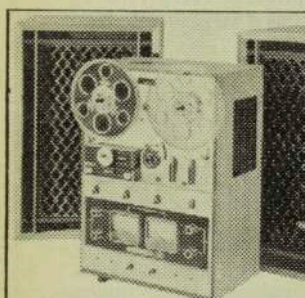
Your most precious complexion is beautified and protected when you smooth a film of tropical moist oil over the face and neck every day. This moist oil of Ulan has special isotonic properties that help nature to maintain the natural oil and moisture balance of the skin and reveal the soft, flower-like bloom of your skin. Used as an invisible base beneath make-up, the unique beauty fluid not only guards your skin against the drying effects of the weather and cosmetic pigments but it also serves to ensure that your complexion will look beautifully milky-matt and flawless all through the day.

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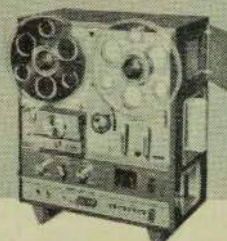
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* Footnotes

After the resounding silence of both of Australia's major political parties on Niugini during the recent federal elections, Mr. Whitlam's kite-flying, coat-trailing tour of the territory is to be welcomed. Whatever may be thought of his proposed target dates for home rule and independence, his stance is at least preferable to Mr. Barnes' cherrystone policy (——— sometime, never, and in the meantime I'm king of the castle).

Mr. Barnes has given us at various times three different formulae — "when they want it", "when they ask for it", and "when they're ready for it". Even when it has been decided who "they" are, there can still be three different answers.

The plain fact is that there seems to be no likelihood at all that Niuginians can agree among themselves on this issue. There are the right-wingers who don't want target dates at all, the left-wingers who want early target dates, and the middle-of-the-roads who, while reluctant to commit themselves to the dates they want, think that targets must be set now to ensure that progress towards them may be made.

I no longer support, as I once did, the view that the people of Niugini should be left to decide this issue for themselves. I now believe that Australia, as the administering power, has both the right and duty to fix target dates for us, and I believe that if it doesn't exercise this right and execute this duty internal dissension on the issue may well become so acute as to lead to strife and even to fragmentation. Already the left-wingers are charging the right-wingers with being colonialist stooges, while the right-wingers are accusing the left-wingers of trying to "bagarap" the country. The fact that the cleavage is to a considerable extent, though not entirely, a regional one makes it all the more serious.

Surely right

To say that in this matter the numerical majority (in practice a Highland majority) must prevail is unrealistic, and Mr. Whitlam was surely right in rejecting the idea of a referendum. National unity cannot be achieved in this way. But if both radicals and conservatives were faced with a target date set by Australia as the administering power, there is a good chance that they would be

able to get together amicably to work out a *modus operandi* for the change.

On the question of independence I am inclined to agree with those who say "Let's see how we get on with home rule first before we make up our minds about independence".

New Guinea politician Percy Chatterton supplies footnotes to the month's news.



It cannot be too strongly stressed that the administering power is Australia, not the Liberal-Country Party Coalition nor the ALP. One might have hoped that those who are so fond of telling us that we are not yet mature enough to govern ourselves would themselves show enough maturity to evolve a national non-party policy on Niugini. How can we be expected to plan intelligently for our own future when that future depends on the swing of the party political pendulum in Australian elections fought on issues unconnected with Niugini? The introduction of home rule for Niugini should be related to circumstances in the Niugini legislature, not to those in the Australian legislature.

Long standing expectations that the so-called "Independent Group" in the House of Assembly would soon become a party have recently taken a more definite form with a promise of help from the Australian Country Party, and the announcement by Ministerial Member for Public Health, Tore Lokoloko (made oddly enough in Singapore on his way back from a visit to the U.N. and a world

"ADMINISTRATION STOOGES"

Mr. Whitlam didn't have it all his own way in his headline-hitting tour of P-NG but he led the field in name-calling. At a meeting of 150 Hanuabadans, arranged by the Pangu Party so that the labour leader could explain what he would do when he was Prime Minister, the P-NG Assist. Ministerial Member for Treasury, Oala Oala-Rarua, suggested that while in Rabaul, Whitlam supported lawbreakers in his speech backing the anti-government Mataungan Assn. He told him it was time he packed his bags and went home.

Whitlam tartly reminded Oala-Rarua that he had once held radical opinions but he was now turning into an "Uncle Tom"—an American expression rarely used publicly in P-NG.

When Ministerial Member for Labour Toua Kapena supported Oala, Mr. Whitlam called them both "Administration stooges."

tour), that a party is about to be formed and that it will have a voting strength of 70 in the House. Mr. Lokoloko's estimate is almost certainly over-optimistic. But his party (or is it Wally Lussick's party?) may well be able to command a majority in the House. If it can do this, there does not seem to be any good reason why it should not take over the Government benches from the official members. Even if it doesn't actually ascend the throne it will become the power behind the throne, and if it is able to retain its majority at the 1972 elections it will hardly be possible to continue to withhold the outward trappings of power from a party already exercising its realities.

The possibility of an intriguing double irony therefore opens up before us. The conservatives in the House, who have consistently opposed early home rule, may themselves forge the instrument by means of which it will be secured. For on the one hand effective self-government is impracticable without a majority party or coalition of parties in the House, and on the other the establishment of such a majority will speedily render the withholding of self-government impossible.

The second irony is that Mr. Whitlam's promise of home rule in 1972 may involve a labour government in Australia handing over

power to a conservative government in Niugini.

Speaking as an unashamed radical, I have no hesitation in saying that it will be a very good thing if the first government of a self-governing Niugini is a conservative one, since this will serve to reconcile to home rule those who at present don't want it.

But perhaps we are counting our parties before they are hatched. All sorts of rumours are rife in the lobbies. They even include a tip that the accouchement of the Independent Group may result in the birth of twins.

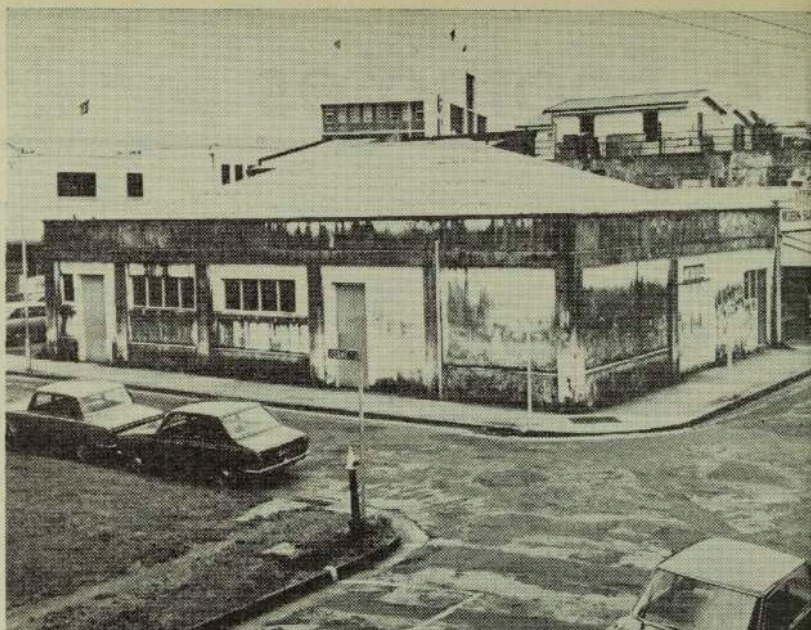
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The two-day emergency meeting of the House of Assembly on January 8 and 9 was an exercise in retrospectivity. Flaws had been discovered in the Local Government Ordinance and in Council Rules made under it. To correct the situation not only were the Ordinance and the Rules made under it retrospectively validated, but also the invalid convictions imposed on tax defaulters and other miscreants who had broken council rules. Even those still in gaol at the time the legal flaws were discovered were told, "We acted unlawfully when we put you in gaol, but now you're there we're going to keep you there and pass a law to make your unlawful imprisonment lawful". And so it was.

A bad day for the Rule of Law in a land where people are still imprisoned for debt.

* * *

The battle for the incorporation of the Papuan Medical College into the University of Papua and New Guinea has raged to and fro, with a lot of fire power on one side and a lot of determined digging-in on the other. Against the reasons advanced for making the college a medical faculty of the university there seem to be no convincing arguments at all—or, if there are, we haven't heard them yet. The conclusion is irresistible that the real reason for the refusal is that the Government wants to keep both staff and students firmly under its thumb, as it has already succeeded in doing in the case of the Administrative College. There are many of us who would dearly love to be able to install bugging devices and listen in when the Chancellor of the University of Papua and New Guinea, Professor Karmel, the Pro-Chancellor, Sir Donald Cleland, and the Vice-Chancellor, Dr. Gunther, meet the Minister for External Territories to discuss the issue. It should be a memorable conversation.



Someone thought this site and the building on it were worth \$250,000 in January. It is at the corner of Joske and Pratt Streets, Suva, a block behind The Triangle.

Who paid so much in Suva?

Speculation ran rife in early January as to who it was who paid a hefty \$250,000 for a small freehold commercial site in the centre of Suva.

Fiji property values are soaring but the deal was described by real estate experts as Suva's most spectacular to date.

Although his solicitor, Mr. R. I. Kapadia, declined to comment on the sale, the name most linked with the transaction was that of Mr. Brijlal, of Brijlal and Co., the Cumming Street duty free merchants.

It was also rumoured that overseas investors—one said to be as far afield as Japan—were involved in the purchase; and that a multi-storey office block would be erected on the site, to accommodate, among others, the First National City Bank, of the US, which plans to open a Suva branch.

The site was owned by the J. P. Bayly Estate and covers about 30 perches on the corner of Pratt and Joske Streets, in the commercial heart of Suva. Occupying it is a somewhat dilapidated building, housing three shops, a second-hand furniture store and auction room.

Mr. N. McFarlane, a trustee of the J. P. Bayly Estate, said that nearly 20 tenders had been received, including one from Sydney.

Charities and voluntary organisations will benefit from the sale of the site, with the proceeds boosting the funds of the J. P. Bayly Trust Board.

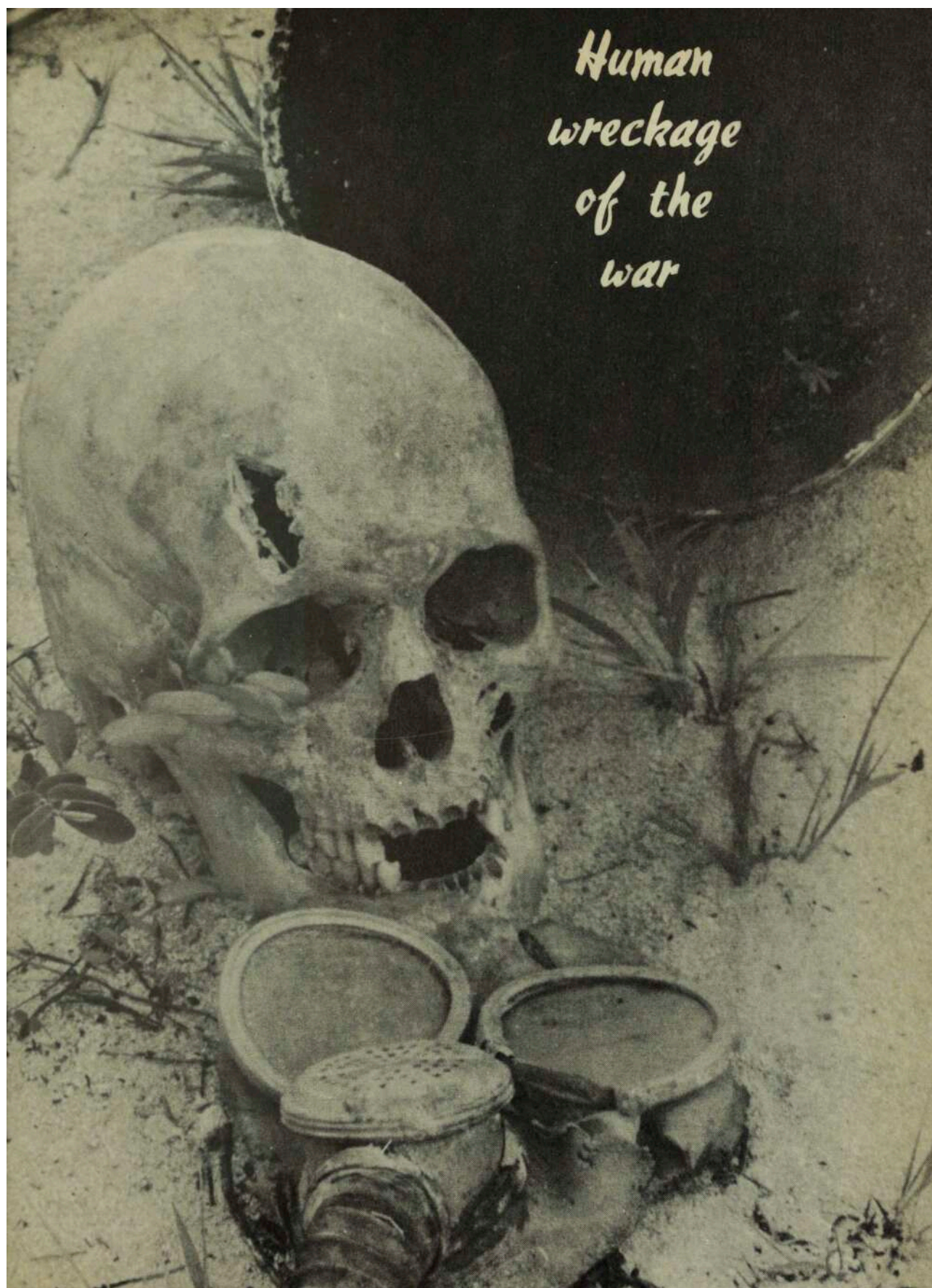
Mr. McFarlane said that the Board had wide objects of charity under the Charitable Trusts Ordinance. It helps old people, sporting bodies and educational organisations, among others.

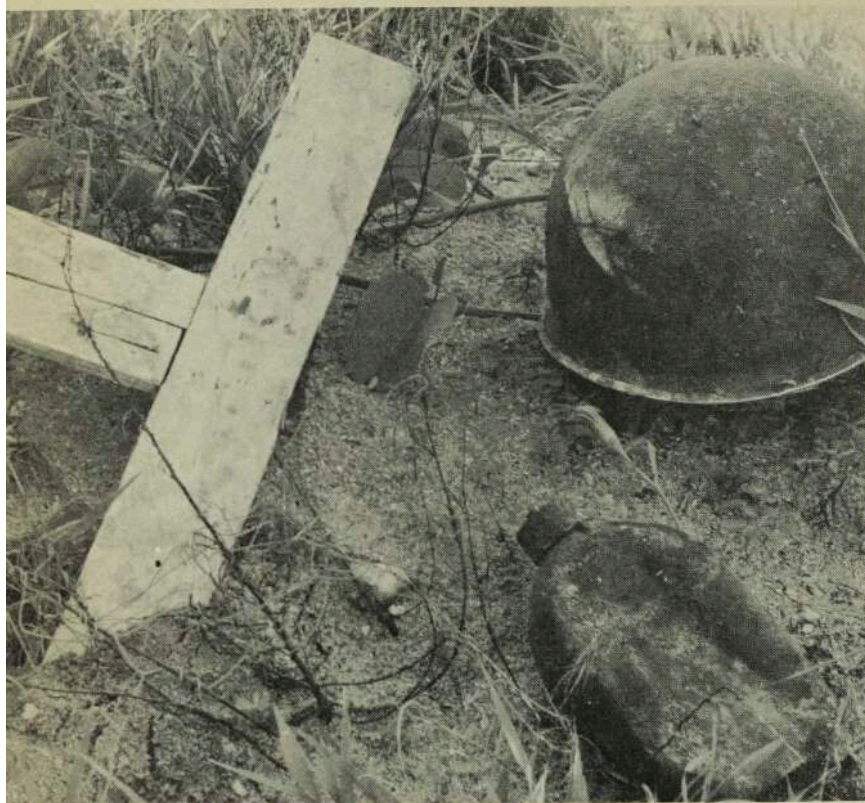
Mr. J. P. Bayly, a millionaire bachelor landowner, rubber planter and grazier died in Fiji in 1963. He was then 80. He was born in Fiji, the son of a European tradesman who went there in the early days. He started his working life as a clerk but when very young borrowed £300 from his father and bought land near Nadi, where he grew cane.

He steadily acquired more land and at his death was said to be the wealthiest man in Fiji.

He made bequests to nieces and provision for old employees in his will—which also left £500 to the Suva City Council to establish a reference library on tropical agriculture and an undisclosed sum to erect a clock in the centre of Suva as a memorial to his father. (So far the clock does not appear to have eventuated).

Most of his estate went, however, to the J. P. Bayly Trust which he had set up in his lifetime. About 15 years ago he endowed the J. P. Bayly Clinic in Suva.





Human wreckage

By BRUCE ADAMS

It's called the dearest piece of real estate in the South Pacific. It's less than two miles long, 500 yards at its widest point and no more than 10 feet high. It's an atoll in the British Gilberts Group, Tarawa.

The cost, not in money, was over 5,000 American and Japanese lives. It was the worst blood-bath for either side compared for its size in the whole of the Pacific War.

I recently returned to Sydney from this now island paradise, with its palm trees swaying and the blue Pacific washing on its shores. It was hard to believe that on these small atolls 26 years ago men died by the thousands in just three to four days. I had been taking photographs and collecting information for my new book, "Battleground South Pacific".

The main atoll, Betio, where practically all the fighting took place, is still covered with battle relics. Guns, block-houses, pill-boxes, tanks, rusting amtracs, parts of aircraft, hulks of ships—and a few feet under the sand,—hundreds of Japanese and American skeletons.

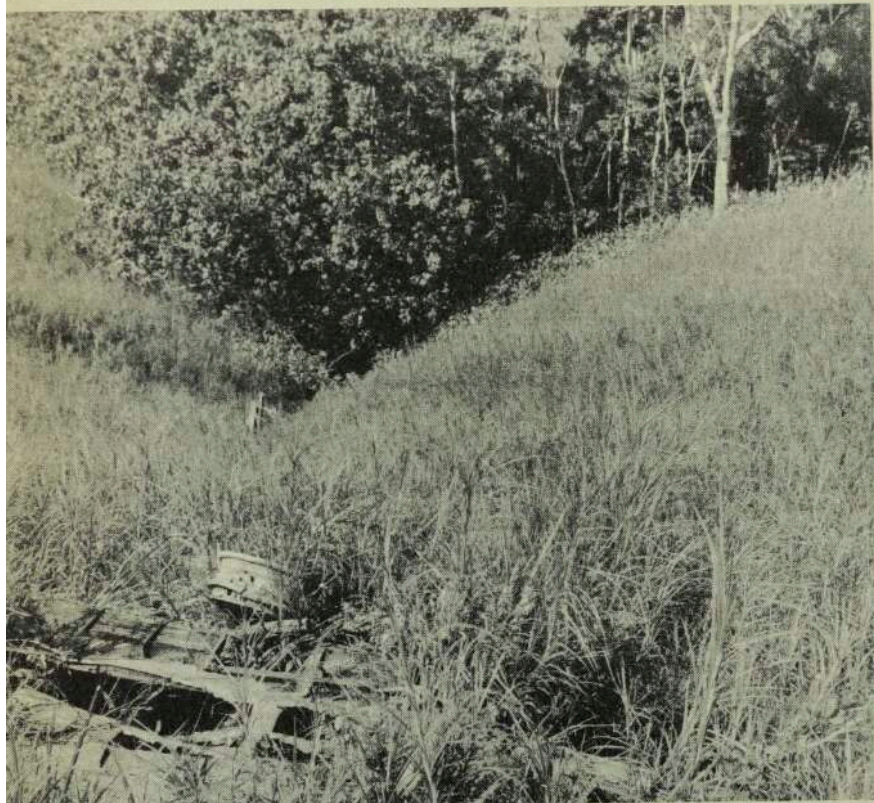
Indeed, human wreckage from the war can be found in a good many areas of the Pacific only a few feet below the ground, usually in unmarked graves. But the worst spots are Tarawa and the island of Bougainville, where it is believed some 11,000 bodies still lie unclaimed.

My picture from the previous page gives a comprehensive look at what can be found. A skull with a (bullet?) hole through the forehead . . . a Marine Corps helmet and a Japanese gas mask.

Above left, at an old wartime airstrip I found an unknown American soldier's cross (lettering is still visible upon it), a water bottle and another Marine Corps helmet.

Lower left; in the foreground of this picture can be seen the wreckage of a Bell Aircobra shot down in 1942. The pilot's skeleton was found in a sitting position under the large tree at top right of the picture, only two years ago. The American had crashed and crawled under the tree to die . . . only three miles from Honiara on Guadalcanal.

I spoke to Robbie Beats, the Works





Supervisor for the British Government on Betio. He told me everytime they lay new cables, they invariably dig up bones, skulls, ammunition and unidentified crosses.

The Japanese had an airstrip on Betio, and people in the area say there are dozens of American bodies under the airstrip. When the US War Graves Registration unit arrived they could only find half of the Americans who were killed. And since the war there have never been any Japanese War Graves teams in the area.

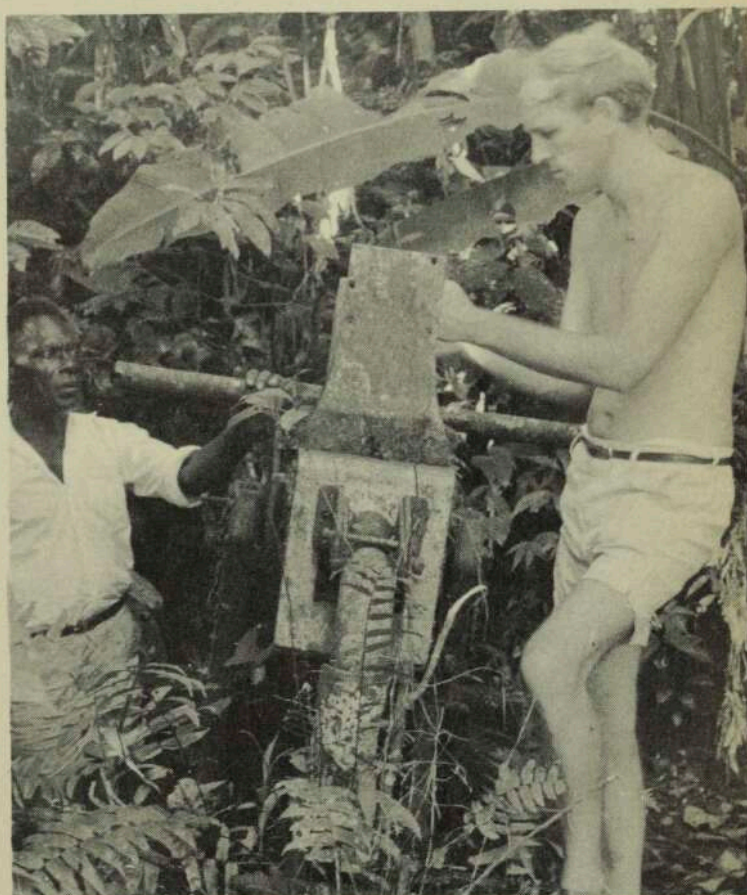
I walked along the beaches where the marines were slaughtered. They had waded hundreds of yards to shore, heavily laden with equipment. Hundreds were killed in the cross fire—some that could not swim had drowned.

On Bougainville, natives are still paid annually four cents a skull for Japanese soldiers whose skulls they find. The Japanese War Graves Commission even supplies them with plastic bags in which to store the remains.

Above right, a lonely grave deep in the Bougainville jungle. Below right, Peter Bayliss is a 24-year-old Englishman and his plantation outside Buin is literally a graveyard of troops, killed by starvation, malaria and dysentery rather than bullets. Here he examines a British gun used against the Japanese and found on his land.

Of the 11,000 soldiers still un-

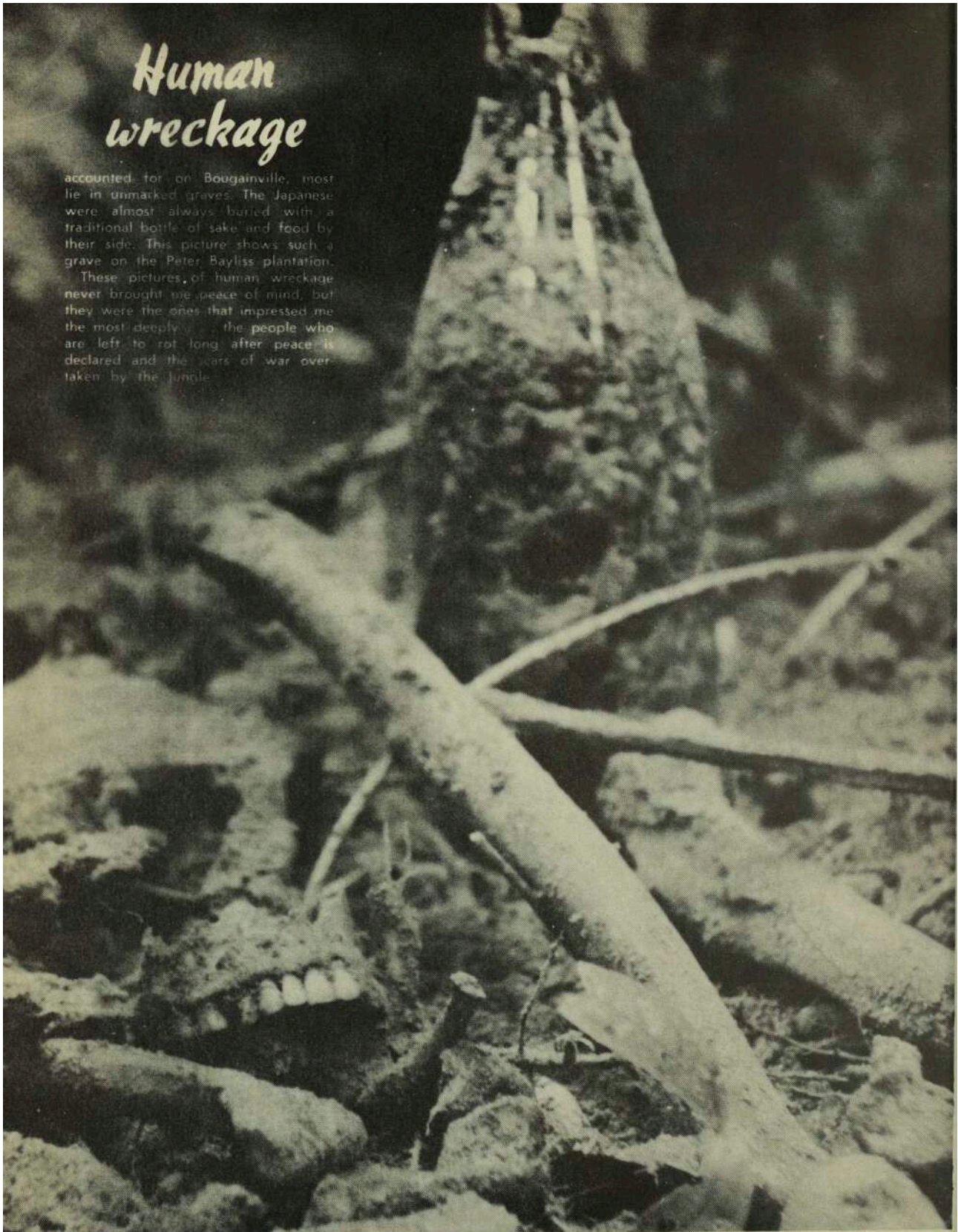
(over)



Human wreckage

accounted for on Bougainville, most lie in unmarked graves. The Japanese were almost always buried with a traditional bottle of sake and food by their side. This picture shows such a grave on the Peter Bayliss plantation.

These pictures of human wreckage never brought me peace of mind, but they were the ones that impressed me the most deeply. The people who are left to rot long after peace is declared and the scars of war overtaken by the jungle.





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B FEBRUARY, 1970—PACIFIC ISLANDS MONTHLY

Homespun Fiji and brash Honolulu both have something going for them

From SUE WENDT, in Suva

"Sent my wife and kids to Hawaii for a month last year and, man, it cost me sixteen hundred bucks! But I been down here alone for close on five weeks and I haven't even gone through \$600 yet."

The speaker, festooned with cameras, and hailing—so he informed anyone who was interested and anyone who was not—from Alberta, Canada, was a fellow-passenger on a Suva day-cruise recently.

He was volubly enthusiastic about the cruise itself—particularly the price aspect. The trip cost \$6 and included reef viewing, a live display of tropical fish and sea creatures gathered by lithe Fijians, several hours of sun and sea, a satisfying chicken lunch and a visit to a gen-u-wine tropical island—value for money if there ever was and better than anything in Honolulu.

The Canadian observed that Fiji "had it all over the 50th State" and he sure hoped we were aware of it.

Fiji's tourism moguls, understandably obsessed with the idea of *NOT* becoming like Hawaii, purr happily when they hear praise for the simplicity, the authenticity, the friendliness of Fiji and its people, the cheapness of its ground transport and hotels.

A concrete jungle

Quite right, they say, Hawaii is definitely too commercialised . . . it's a concrete jungle . . . it's over-priced and over-built. Nothing false about Fiji, they declare (though some renegade has begun to manufacture plastic *bilos*, and, for practical reasons, members of a *meke* group wear plastic and tinsel instead of *voi* and fresh flowers). Fiji, they insist *MUST* remain "unspoiled" if it is to continue netting large numbers of visitors, particularly North Americans, each year.

Until recently, I've heard only the warnings about not imitating Hawaii, without having seen Hawaii. As a destination holiday, it didn't attract me much. Other people's impressions

had evoked an image of a massive, though tawdrier and bawdier, Surfers Paradise; perhaps a little lusher and a lot more lavish, but no more truly paradise than I remember Australia's Gold Coast to be.

After a week's holiday at one of the newer Waikiki hotels, looking down from our 12th floor suite upon the burnished bodies of the original Beautiful People, dining at restaurants where the service was impeccable and the food unbeatable, enjoying world class entertainment, buying at shops where fashions reached the ultimate in uninhibited creation, spending money, certainly, but enjoying every minute of it, I'm convinced that Fiji will *never* be like Hawaii. Maybe better, maybe worse, but never the same.

For one thing, it's hard to imagine Fiji (which had 138,175 visitors in 1968) absorbing more than a million

visitors annually, as Hawaii does now. The projected estimate for Hawaii—where tourism has been described as an "instant giant", whose growth exceeded all expectations—is for 2,200,000 visitors by 1972. They are expected to spend \$US790 million and tax revenue to the State and the counties will be \$US126 million. Even back in 1955, when Hawaii had a mere 110,000 visitors the total revenue gained from tourism was \$US55 million.

Holiday yearning

Obviously, the impact of tourism on Hawaii's economy is immense, almost beyond measurement—and despite its critics, the 50th State is satisfying a holiday yearning that commercialisation and concrete jungles do little to despoil.

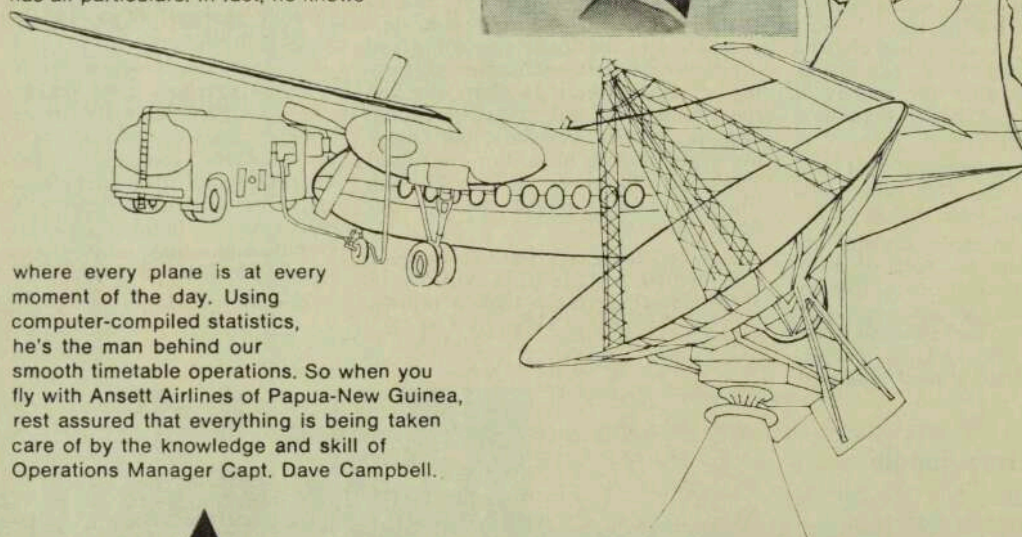
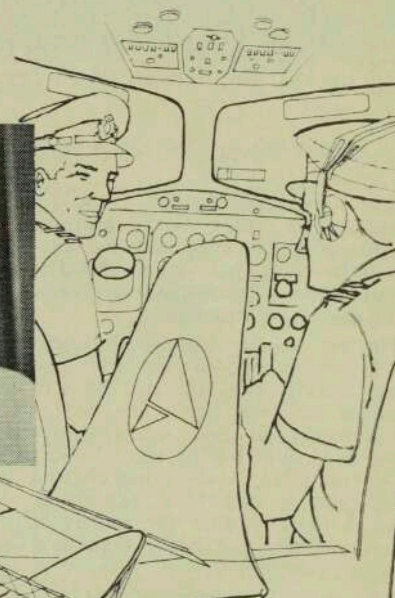
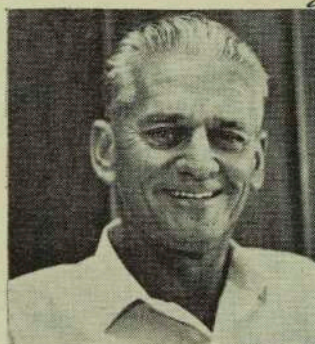
Boomtown Honolulu — its popula-

Fijian mekes, such as this one performed for cruise passengers at Savu-savu, are unique and must be counted as one of Fiji's major attractions.

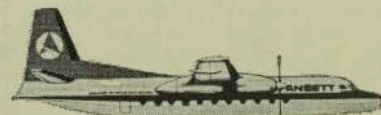
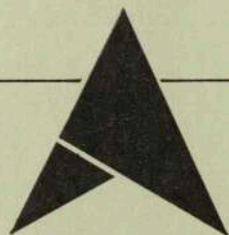


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tion increasing by 3 per cent. every year—is not the paradise of everybody's dreams. Certainly not in the sense of peace and tranquility, virgin beach and unchanged customs and people.

The noises of traffic and building projects vie with the twang of the ukeleles and the strong voices of Hawaiian entertainers. Leis, though colourful, are frequently false and the first taste of *poi* can be awfully disillusioning. Food is expensive and liquor exorbitant. Hippies gather on corners, hold protest marches, and sleep, like bums, on the beach.

But it is a happy town, where every night is Saturday night; where the atmosphere is definitely South Seas carefree; where the poignancy of reunion happens 10,000 times a month when jaded soldiers arrive from the battlefields of Vietnam to meet with wives and fiancées for brief "Rest and Recuperation" leave; where buildings tower 20 storeys and the people boast of many racial strains.

Above all—looking at it purely from a tourist's viewpoint—it is a town that welcomes tourists and turns itself inside out to make them happy.

One doesn't, of course, have to stay in swinging Honolulu—the Neighbour Islands possess the real assets of paradise and a million visitors were expected to sample them during 1969. Here, one can still pretend to be Getting Away from It All—and it costs rather less to get there from the US Mainland than it does to go to Fiji.

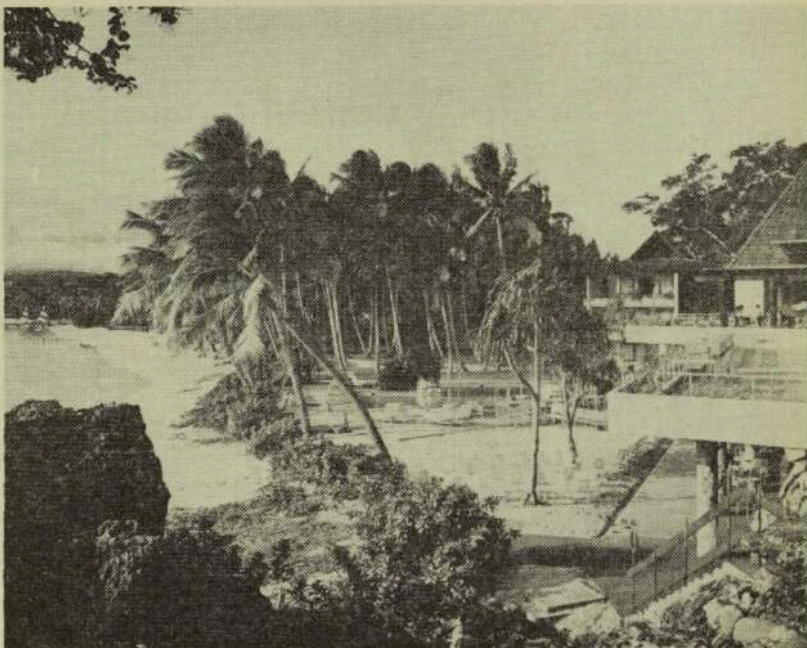
Hawaii far ahead

In terms of comfort, spectacular accommodation and luxury facilities, Hawaii is unbelievably far ahead of Fiji. You can't bridge a gap of maybe 15 or 20 years overnight—and by the time Fiji does catch up (with the help of investors, for the locals can't afford it), Hawaii will be that much further ahead again.

When one realises that there's not a hot dog rotisserie or a hamburger joint to be found in Fiji, not to mention the dearth here of blue movie houses and topless waitresses, one realises the width of the gap between the two societies!

For Americans, however, and probably for many Australian and European travellers as well, part of Fiji's attraction is its homespun air, its impression of being just a little bit behind. But one mustn't imagine that Fiji is going to stand still for the sake of pandering to tourist tastes—nor, as recent moves indicate, does

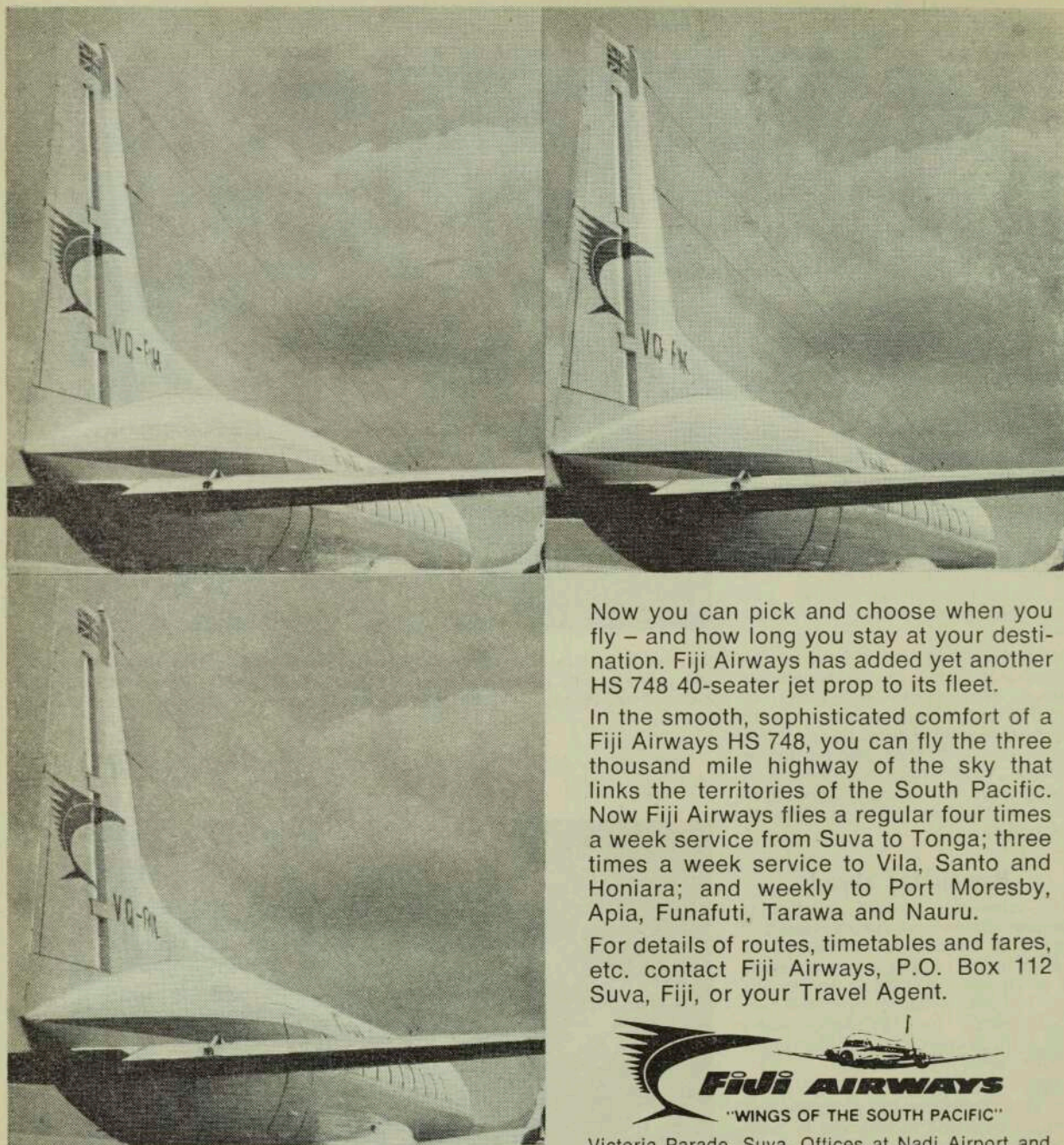
THIS . . .



Whether it be Yanuca Beach, Fiji, above, or Waikiki Beach, Honolulu, below, there's still plenty of sun, palms and water. Whether or not you like crowds of people, and high-rise apartments . . . it's your choice.—Photos by Qantas, below, and FVB.

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For details of routes, timetables and fares, etc. contact Fiji Airways, P.O. Box 112 Suva, Fiji, or your Travel Agent.



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it seem inclined to make undue concessions.

The recent abolition of Sunday trading in Suva—although one hopes it is temporary—is an example of Fiji's reluctance to please the tourist no matter what the sacrifice.

In terms of service, it's difficult to see the time when Fiji as a whole might be on a par with Hawaii. In Fiji today, hotel service is either haphazard, but delivered with an enormous amount of good humour, or else it is fairly efficient, while lacking the ready smile that tourists talk of as being Fiji's biggest asset.

Little time to smile

At one particular Suva hotel, one of the newer ones, the dining room is as efficient as any I saw in Honolulu, Los Angeles or San Francisco—but as a natural outcome of trying desperately hard to do anything properly (even to the extent of asking how you'd like your steak done!) the Fijian waiters and waitresses find little time to smile. Their endearing spontaneity has gone, along with their lackadaisical way of doing things.

At another high-standard hotel, the staff members grin broadly most of the time, and jig in rhythm to the music on their way to the kitchen, but their service is not always what one expects!

Hard to forget

A young advertising man had an experience there last month he'll find hard to forget. Because his boss was away, it fell to him to entertain a visiting Sydney newspaper publishing executive—a pretty important man to the advertising agency concerned—and his wife, when they were in Suva for a day during a Pacific cruise.

The day started badly when the large air-conditioned car he'd hired broke down before they'd even left the wharf. But the real blow came at the end of the day when the young man and his two charges were dining at the hotel. About half-way through the meal the wife half rose from her chair with the intention of pulling it towards her. The Fijian waiter darted forward, zipped the chair from under her and watched wide-eyed as she crashed to the floor.

Then, overcome by the enormity of his mistake, he burst into prolonged laughter. Fortunately for all concerned, so did the wife. But the young advertising man says his own humiliation was palpable.

There are many stories like this in

LUXURY ON FIJI'S ROADS NOW

The greatest boost yet for Fiji's comfort-conscious visitors—those travelling the road, at least—was the arrival in January of three 36-seat Mercedes-Benz coaches, acquired by Pacific Transport Ltd. at a cost of about \$100,000.

The coaches—the most luxurious vehicles yet bought for Fiji's public transport industry—arrived in the Dutch cargo ship *Neder Lek*. Pacific Transport's general manager, Mr. C. E. Chun, said it was hoped to put them into service on the Queen's Road between Suva and Lautoka within a week.

The German coaches, he said, had proved suitable for rough conditions in Africa and Europe, where the British company, United Transport, has its operations. United Transport bought the major share of Pacific Transport last year.



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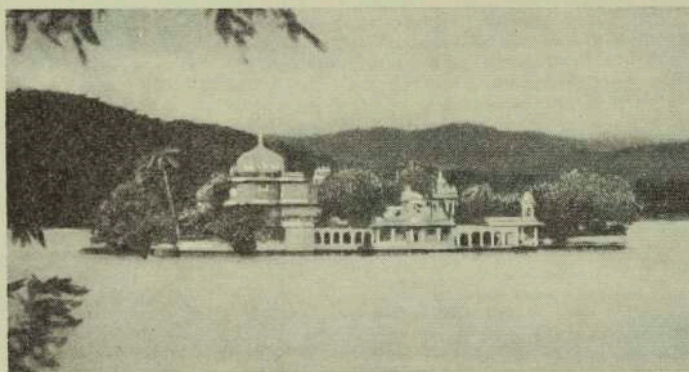
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Broad Fijian grin

Fiji, but this one I know to be true. The message seems to be that while you can teach a man to give service, it's pretty hard to school him to use judgment.

A broad white Fijian grin has made up for many a mistake in the past but as he learns to become more proficient at his work, more conscious of the probability of being tipped for service and less casual about being sacked from his job, the Fijian worker in tourism might find he has too much to think about to smile at every passing stranger. And if he doesn't smile—there goes one of Fiji's number one attractions.

On the other hand, Fiji should guard against the kind of slick superficiality of the Hawaiian Greeter Girl I saw at Honolulu Airport.

Smile for the camera!

A pert, pretty part-Hawaiian with waist-length tresses, whose job was to go up to a group of new arrivals, slip her arm through that of the nearest male and, without even a word of introduction, smile for the camera. She would then pass the phone number of the photographic agency on to the somewhat bemused tourist and move on to the next group. The photograph might make a nice souvenir to show the gullible boys back home, but it was an example of the worst kind of tourist "con".

It's not hard to decide what makes Fiji unique among tourist resorts. It's certainly not the sunshine alone, the beach-ringed outer islands or the faintly seedy Colonial air, the duty-free shopping nor the multi-racial population. But the combination of them all, held together by Indian and Fijian cultures, makes these islands different from most other holiday destinations.

Tourists want more

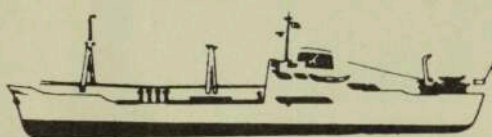
When he spoke at Fiji's ninth annual tourism convention last October, Mr. Robert H. Burns, general manager of the sumptuous Kahala Hilton Hotel, Honolulu, pointed out that the visitor who travels several thousand miles is not just interested in sunning on the beach. Most travellers can do that pretty close to home.

He claimed that to most tourists, travel is a status symbol—a fact that is to Fiji's great advantage. Being able to discuss with his contem-

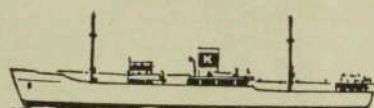
MORE SERVICE/MORE PORTS/ MORE OFTEN

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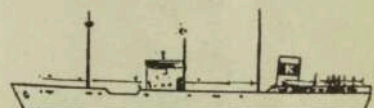
THE SEVENTH SHIP JOINS THE KARLANDER FLEET



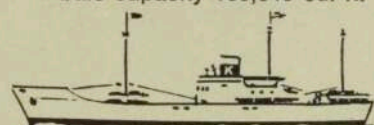
M.V. SALAMAUA. Incorporating the side-port loading technique. 345 feet 1 inch, bale capacity 219,560 cu. ft.



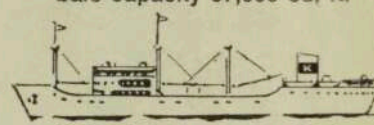
M.V. Slott 290 feet
bale capacity 160,640 cu. ft.



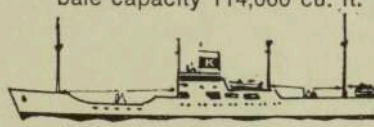
M.V. Slide 258 feet
bale capacity 97,900 cu. ft.



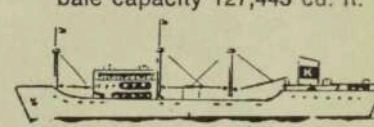
M.V. Saidor 264 feet
bale capacity 114,000 cu. ft.



M.V. Sletholm 264 feet
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M.V. Slide Timur 240 feet
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New culture emerging

poraries the far-away places he's been able to visit carries far more prestige for today's American than a new Rolls or a Lincoln Continental.

"Anyone can have one of those but how many people on his block can travel to Fiji and talk knowledgeably about its population and its culture?" he asked.

"Fiji, like Hawaii, has its own unique culture—this should be emphasised. Even if it's a little ersatz. In Hawaii, there are very few Polynesian or Hawaiian shows left on the islands—very few places you can still experience the old Hawaiian culture. There is a new culture emerging now—the blending of many races—and we are trying to emphasise that.

"But the visitor, we find, is so starved for something new and exotic that he flocks to the places that still provide a glimpse of another world.

"So—you have the chance now—be careful to preserve a little bit of what you consider unique that the visitor will be interested in—it's going to pay handsome dividends in the future."

There seems little doubt that Fiji, with commendable foresight, is determined to preserve its customs and traditions as zealously as possible. The Chief Minister has made that clear.

At the same time, the problem is how best to continue pleasing the tourist—the very tourist who has helped provide the people of Hawaii with a healthy economy and varied opportunity. Making cruise passengers feel unwelcome on a Sunday, for instance, will not please them—but this is only a small matter, affecting a few ships.

It will be the task of the proposed Fiji Tourist Commission (the bill was debated during December's Legislative Council session) to decide how far "the true culture and customs of the people of Fiji" can be sacrificed—and utilised—in return for Mr. Burns' "handsome dividends in the future."

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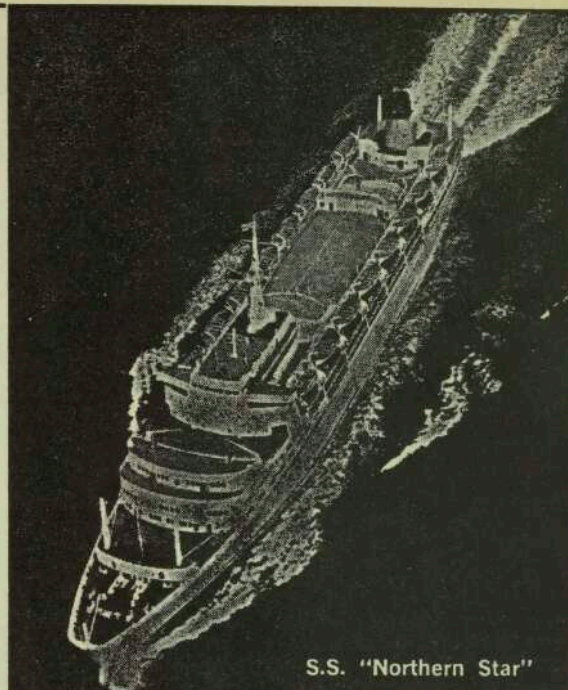
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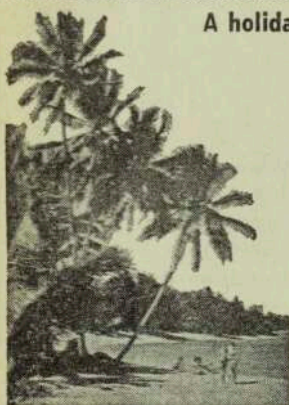
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- The controversy over Tonga's political and social future continues in PIM's pages. In April, journalist John Griffin started it all off by suggesting that educated young commoners were dissatisfied with King Taufa'ahau's monarchy. By July, Dr. Joe Fanamanu in PIM's pages declared that "as long as there are Tongans, there will be monarchs to rule them." The silence has been broken since then with letters defending both attitudes. Now Tongan journalist SIO MAGISI takes up the cudgel.

Tonga's nobles must return land or face trouble

I am neither an apostle of doom nor a stirrer of hostility, but these are some of the facts about Tonga which provoke the questions being asked by many of the more educated and younger people.

The face of Tonga, especially Nukualofa, has changed markedly over recent years and the place is not today exactly a dreamy Utopia where lovely people snail along the streets. Businesses have sprouted up all along the main avenues and people are being awakened to the advantages of trading and selling. Indeed in the past few years the outside world has moved into Tonga.

The level of education and political awareness today is at a new peak, but one is tempted to ask: "Where is it all leading?"

There is one result of the impact of Western culture and civilisation, education and relative affluence which cannot be avoided—the change in social values.

Too much brainwashing

Too many Tongans have been brainwashed into believing that blind humility and unseeing allegiance will open the door to eternal glory. Generations of Tongans have been told that they must do this and must do that for royalty, nobles and their elders.

This is breaking down among the younger people. Many would today sooner sell their crops at the market and their handicrafts to the tourists than give them free to the nobles.

Many young and old are today questioning the worth of such traditions as *kai pola* or feasting, and the wearing of the *ta'ovala*, or the soft woven mat around the waist as a mark of respect.

Why kill 100 suckling pigs and 50 chickens to be eaten in one day? Why not kill off one a day over a longer period? If the occasion is

to commemorate something, why not sell the food and give the money to the guest of honour?

Tongans haven't the most plentiful supply of protein (despite the talk about the quantity of fish in Tongan waters), so why be so wasteful with meat? A young man who recently returned from three years' study overseas said the only obstacle to his marrying his sweetheart was that his would-be in-laws wanted him to "make a big kai" on the wedding day.

"If they are so keen to celebrate," he told me, "why don't they bring all their gifts and give them to us so that we may have a better start to our married life, instead of knocking us off our feet before we even start?"

He still hasn't married her and says he won't unless her parents change their minds. People like him are what Tonga needs today!

As for the *ta'ovala*. True, it is a good thing to preserve its wearing as a mark of respect. But no one should be forced to wear it against his wishes, as is often done today.

It is strange that while Tonga's constitution bars any trading on Sundays, the Dateline Hotel bar is open seven days a week, and many of the top officials go there (or used to anyway, until they realised that drinks cost less elsewhere) for a relaxed Sunday afternoon drinking session.

If the law apparently can turn a blind eye to this, why not allow smaller stores to open Sundays for the sale of necessities such as bread, soft drinks and ice cream? Must people continue to sneak into the bakeries on Sundays to buy a loaf of bread?

It is also strange that while the



This young lady on her way to the shops looks happy enough despite Tonga's "nobility problem".

law of the land is supposedly applicable to all in Tonga, indigenous Tongans are not allowed to swim on Sundays while foreigners or *palangis* are allowed.

Many people today still say that the government belongs to the king and nobles—*Ko e fonua foki 'o Tupou mo hou'eiki*—but I also know others who want more say in what goes on—commoners who curse their representatives in parliament when they side with the nobles instead of with the people. Four or five years ago not a single soul dared express dissent.

The nobles today are losing the respect of many and that includes the king. Up till only a few years back, all commoners would collapse and sit cross-legged on the ground when they saw the monarch's car approaching. They did so automatically.

Many still do today, but several times recently I have witnessed members of King Taufa'ahau's motorcycle escort telling pedestrians and other road-users to move to the side and stop, or sit, until the head of state passed.

Why don't the people do so of their own free will? Because in many people's minds the road is for all and no one should be forced off the street without good reason.

Everyone is born equal, so we like



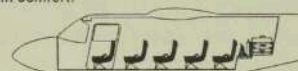
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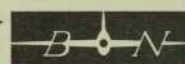


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More equal than the others

to think. But some are born more equal than others. This was evident at a parade of floats at the *malae* grounds adjoining the royal palace in Nukualofa. It was attended by King Taufa'ahau and Queen Mata'aho.

Many Tongans wanted to get a better view of what went on. Proud mummies wanted to see their smiling children on the floats; youths and young ladies wanted to see their sweethearts; and many wanted to take pictures.

But no, they were told to sit on the ground the whole time. A high-ranking police officer loudly threatened to throw in gaol people who wanted to stand to get a better view.

Why force the locals to sit while every two-bit yachtsman and beachcomber from foreign lands can stomp around freely?

It is a long-established custom to sit in the presence of royalty and superiors, but many people now question the worth of the tradition. I admit that it would be harmful if all Tongan customs were to be done away with overnight, but some are not right, and these should be removed as soon as possible.

The land problem

What if young people have more money in their pockets, what will they do in their leisure time? It is true some have land or their fathers' which they could work, but some don't have any at all. There are adults who don't even have land to farm for themselves.

Idle land in the hands of the nobles today could be more profitably used by many commoners. I know the government is supposedly trying its best to give all those eligible their dues.

The land problem in Tonga is a dicey one.

One economist told me: "The nobles are very much in a dilemma. They will either have to share out their land, much of which is idle anyway, and work only that which they can manage. Or they can hold on to their land for ever while many go without, and thus contribute to unrest which will inevitably accrue."

Either way, the nobles stand to lose something. As I see it, they must be prepared to give away all the land they don't or can't cultivate. It is a hard decision, but it is the only honourable way out. To hang on to everything regardless would be folly.

The logical solution seems to be the abolition of the poll tax and its replacement by a land tax.

That way those with large land holdings who cannot work them profitably, will be forced to surrender part, to be shared out to those without land. If on the other hand the nobles would still want to hold on to their land, they would be forced to put the land to better use, thus increasing its productivity.

The enforcement of the poll tax is unfair. Why should every male over 16 have to pay poll tax when many don't even have any land by which to earn that money, and there aren't enough jobs for them to get the money to pay it? Some steal to pay it off.

There is substance in the comment of a young man as related by Mr. Griffin: "The nobles and royalty treat us like dogs sometimes . . ." the emphasis being on the word sometimes. Which is to say that not all the nobles and royalty are bad to us commoners all of the time.

Much of Dr. Fanamanu's article is

No one should behave like this, let alone leaders and would-be leaders.

I venture also to disagree with Dr. Fanamanu when he said he was certain "there are no facts whatsoever to justify their discontent with the royalty and nobility", and that "scientists have found that a population that clamours for drastic change is a population of misfits."

Most commoners in Tonga would surely agree that the first statement is at least too sweeping. As for the second, I think it can be looked at from another angle. Are people who want change always misfits? Or can it be that the circumstances and environment in which they live are in need of change so the people will enjoy a better life?

US emigration

Not long ago most everyone preached that Tongans should stay home and build up their country. Most fervently in favour of this were church leaders and ministers. But only recently a large congregation



"What if young people have more money in their pockets, what will they do in their leisure time?" asks Sio Magisi.

correct, but may I venture to disagree with his claim that "a noble, if involved in an argument, is usually quiet and diplomatic and shows a high degree of patience and tolerance," whereas a commoner "will argue at the top of his voice. . . ."

I have been to the hotel many times and seen at least four nobles and nobles' heirs argue and talk like angry dogs, behaving in an uncouth manner. They didn't seem to have much patience and saw no obstacle to shouting down their opponents or in one way or another try to win an argument unfairly.

was told by a man just back from the United States that they should all try to emigrate there.

Many others agree off the pulpit. Even the patient and enduring church folk are beginning to think that Tonga is not quite the promised land, an idea inculcated in them by their forefathers.

Tongan stowaways must rank among the most spirited and persistent in the world, taken on a per capita basis. Methinks it is not for mere adventure!

Most of the more unyielding and case-hardened stowaways are *haus*

Don't like the land

or hangabouts with no jobs. Many of them say openly they don't like working the land but would willingly take up a town job. So they continue to hang around saloons and beg outside the main stores from the customers.

Which leads to the question of unemployment. If anyone says Tongans are subsistent farmers and therefore don't really need jobs, why then did 57 people apply for the one \$5-a-week junior clerk vacancy recently advertised by the government.

One does not really have to look hard to find discontented people even in the civil service.

Civil servants' chagrin is often mentioned among themselves, but none or few dare inform the authorities. Most probably because they fear losing their jobs and the social and economic implications which will follow; or perhaps because they have been brainwashed into accepting blind loyalty and quiet suffering at all times under all circumstances.

But this is changing slowly as more indigenous Tongans return from overseas studies, training and so on. It is sad, however, that many of these return bristling with new ideas on improvement and reform, only to give way to pressure from parents and others, especially older people.

Now is the time

Some get in well with the authorities, get a good salary and succumb to their demand for the maintaining of the status quo, thus forgetting their own desires for reform.

One young teacher with a degree from New Zealand told me: "Now is the time for our government to start introducing changes according to the needs of today. These older people holding the reins today will die off in a relatively short time. If they don't start carefully delegating authority gradually to their young successors, but hold on as long as possible, what will happen when they die? It's anybody's guess."

"Parliamentary representation should be dealt with in a similar manner. Continue with unequal representation and a time will come when the pot will boil over." There are seven nobles representing 33 nobles, while the same number represent about 79,000 commoners.

Labourers on the wharf and other places are talking more often of going on strike to get wage increases. Said one: "All we need is a leader. The only way to get increased pay

is to strike. Look at what strikes achieve for workers overseas. But the trouble in Tonga is the overabundance of labour.

"While many would agree to strike, others will come in and work for even lower wages. But I think if someone starts a union of workers, we would be quite a force."

Nobody likes to think these things are found in Tonga. Nobody likes to think they exist anywhere. Nobody wishes Tonga to lose its placidity, its warm benign people. Nobody wants the archipelago to go down in history as the last outpost of Polynesian royalty. No well-adjusted person likes to see dissatisfaction or violence in the land.

But to say that Tonga is Utopia is to do ourselves a gross injustice. To say that Tonga will undergo a drastic change in leadership in five or 10 years is also probably wishful thinking. One can only hope that the leaders will modify their stand, not just for the sake of doing so, but in order to suit the needs and thinking of tomorrow's leaders and followers in the new environment in which they will live.

Gang trouble in Tonga

A dangerous situation is developing in Nukualofa where young people leaving school and finding themselves unemployed are joining gangs and raiding houses for food, clothing and money. This is the view of former Tongan Director of Education, Mr. Peter Chignall.

In a report published at the end of 1969 Mr. Chignall says: "During the next 10 years 1,400 employees will retire and during the same period over 11,000 will join the labour force." Many of these young people had already left school and church and joined gangs.

His answer to the problem? "Punishment alone will not improve these lads—only useful training and worthwhile employment. At the moment the community has no place for them. They feel rejected; they are forced to live like outcasts."

A general youth club and gymnasium was needed to cater for the young generation. They should have workshops to learn carpentry, technical drawing, agriculture and so on.

"The soil is very fertile," he added. "Tonga needs her youth to work this fertile soil. But Tongan youths and their parents must turn away from the futile hunting for white-collar jobs."

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“RECENTLY we put out an appeal, asking anyone who knew how to catch giant octopuses to get in touch with us. So far we have no replies. A New Zealand firm wishes to photograph one being caught in the manner described by the late Sir Arthur Grimble in his book *Pattern of Islands*.

In the story Sir Arthur saw two Gilbertese catching an octopus. One would go under the water, allow the octopus to put its tentacles around him, then at the right moment his companion would descend to kill the creature.

Have you heard of an octopus being caught in this manner? If you have, please will you contact your Island Executive Officer and ask him to send an official telegram to the Assistant Resident Commissioner or the Broadcasting Office.

Do you know where there are any large octopus to be found? Are there any on your island? By large we mean ones with tentacles several feet in length. If you do, please get in touch with us. — *Item in "Colony Information Notes", Tarawa.*

WE have only received four replies to date for our offer to loan boars to the villages as from April 1, 1970. If any other village wants a boar they should apply now so that we can rear one in time for April.—*Item from "Tohi Tala Niue".*

FOR many years I have watched our leaders struggling with neckties and Europeans suits in our country blessed with a climate where clothes are unnecessary. Could we now take a sensible look at clothing for important occasions

Our women are lucky; they can look pretty in cool dresses. We men strangle ourselves with neckties, and cook inside our suits like puddings in leaf parcels.

Are we doing it to imitate the white man? I think if we start using a sensible cool style of dress for men without neckties or coats, we will soon find the white men imitating us. Perhaps our political leaders can show us the way.—*Item in "BSIP News Sheet", Honiara.*

I AM an American Samoan. I have recently completed 10 years in the Coast Guard and I have put myself through college and have a degree in political science. I returned to Samoa where responsible jobs with responsible salaries for qualified

Samoans are supposed to be the order of the day. I was given the job of TV instructor at a local starting salary stated in the OSI at \$8,800. But do I get the local starting salary that a palagi would get? Not a chance. I get \$3,948. I've been all through the administration. The answer is no. The new administration says that I have enough ability to do a job that is supposed to have three years' experience but I don't have enough experience to get paid.—*Letter to the editor of "The Samoa Times".*

THE task the *Pacific Review* has chosen for itself is an onerous one and everyone connected with this paper had put in his best against fantastic odds. It takes guts, imagination and determination to speak up against injustice and plain stupidities of bureaucrats. It takes guts to lift a finger against the powerful machineries of Government and against the crafty manipulations of Big Business.—*End-of-year editorial, "Pacific Review", Suva.*

Maenuu's letter. Firstly, to be a European does not necessarily mean he or she is automatically clever, wise or rich or that a Solomon Islander who marries a European is dreaming of living in luxury.

Mr. Maenuu's statement that the colour of a man's skin is determined by God alone is true enough but can he quote from the Bible that intermarriage is undesirable in the Solomons or in any other part of the world?—*Mrs. Stubbs (nee Ralwyn Effie Kevisi) in the "BSIP News Sheet".*

THE University of the South Pacific has brought honour to the university by inviting the King of Tonga to become its first Chancellor and the wife of the Prime Minister of Western Samoa to become the first Pro-Chancellor . . . King Taufa'ahau Tupou is himself a scholar of note, and his inquiring mind, always welcoming new ideas and seeking to give them practical

From the Islands Press

BUT the most notable feature of the decade in Fiji is not a tangible thing, though it lies behind all the more obvious and beneficial achievements. It is the development of a spirit of goodwill in community and national affairs, at a time when so many other communities in other lands are being torn asunder in violence and acrimony.—*End-of-year editorial, "Fiji Times", Suva.*

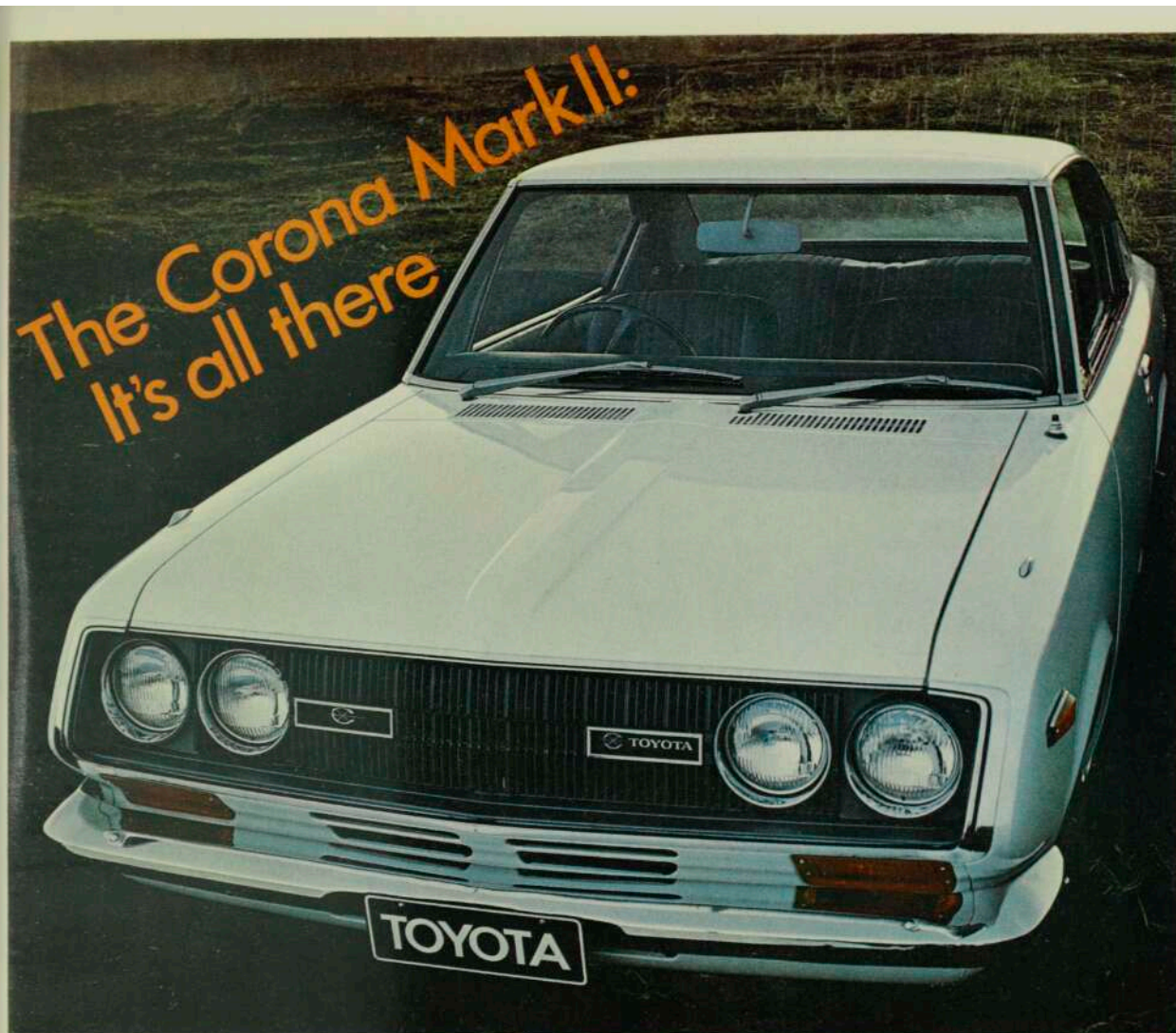
THE police are cracking down on glue sniffers who can suffer serious injury to their eyes and lungs by carrying out this unusual type of glue addiction. Four incidents were reported recently. Police fear that this deadly habit can spread unless checked by parents and friends of glue sniffers, some of whom are reported to be under 20 years of age.—*Item in "The Samoa Times".*

AS a Solomon Islander who is married to a European. I would like to state my views on the subject of intermarriage in reply to Mr.

application, reflects the very essence of the spirit that created universities.—*Editorial in "The Fiji Times".*

ERRATUM. It was incorrectly reported in yesterday's *Cook Islands News* that New Zealand's Prime Minister, the Rt. Hon. K. J. Holyoake, had become a father again. The word should have been "grandfather", as it was the Prime Minister's daughter who gave birth to twins. Our apologies.—*Note in the "Cook Islands News".*

A LETTER received from the Banks Islands tells us that two small girls made a remarkable canoe journey earlier this month. Cicilia Kavi, aged 11, and Grace Raph, aged eight, paddled an outrigger canoe from Mota Lava to Vanua Lava at nine p.m., having covered an estimated 10 miles and having made most of the journey after nightfall. Cicilia and Grace are both from Araa, a small island off the coast of Mota Lava.—*Item in the "British Newsletter", Vila.*



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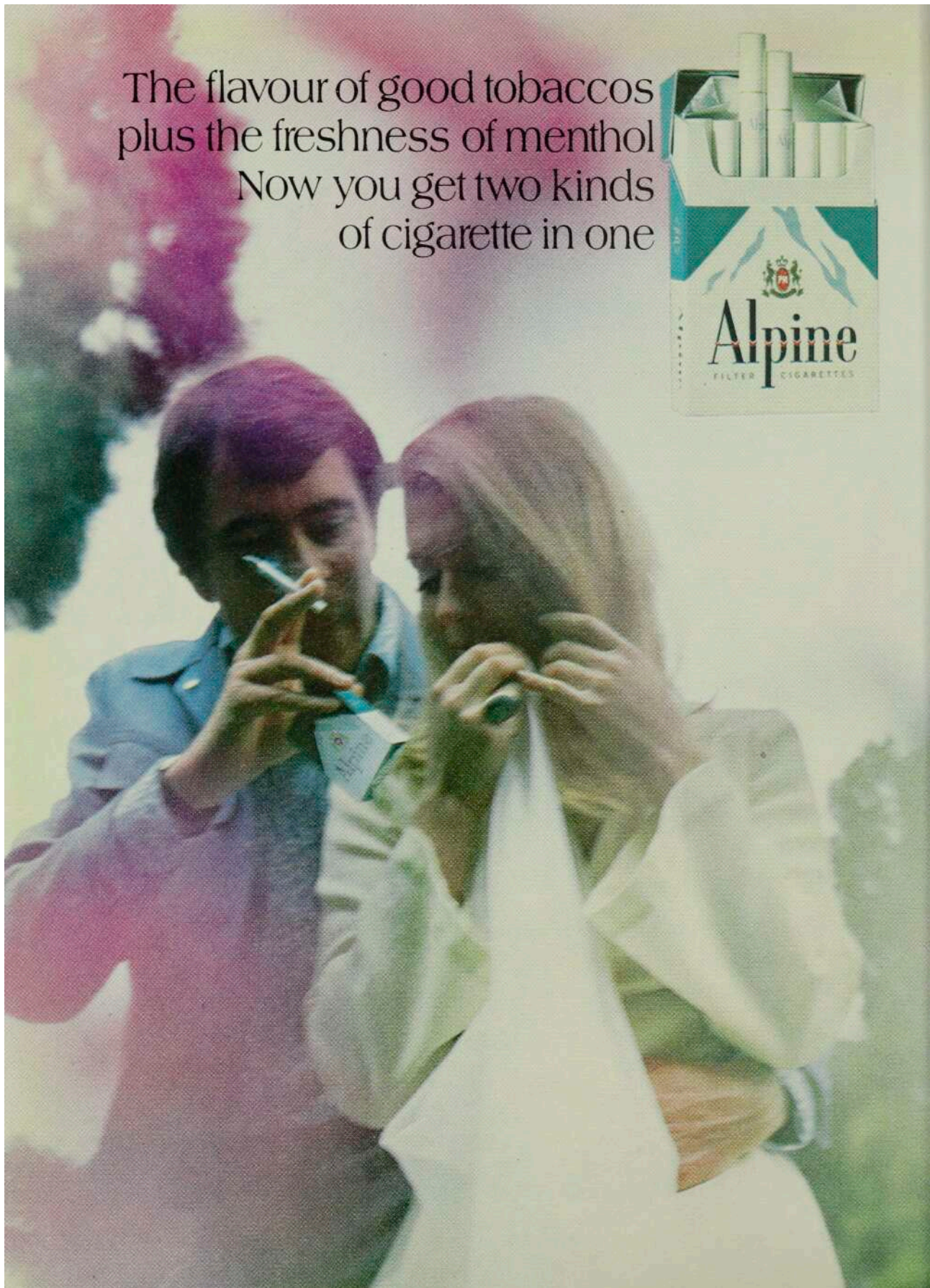
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Magazine Section

The real Sadie — a whore who fell in love

By WILMON MENARD, an old friend of Somerset Maugham

Sadie Thompson was a blonde, noisy and buxom prostitute who caused quite a rumpus in Pago Pago in 1916 before she was deported unceremoniously to Honolulu. She would have stayed a blowsy, undistinguished whore if she had not been separated in her amours by only a thin hotel wall from the great English writer, Somerset Maugham.

Maugham never forgave her for the noise she made with her numerous boyfriends and the now famous screeching of her wind-up gramophone. He wrote *Rain** and gave his version of her sad story to the world.

Sadie became as famous on the stage as in literature, and while the real Sadie probably languished in some Honolulu brothel, she was immortalised by such stars as Jeanne Eagels, Gloria Swanson, Joan Crawford, Rita Hayworth, Kim Novak and Juliet Prowse.

A sweltering dive

Miss Thompson, during her carnal career in literature, the theatre and the cinema, earned a fortune for Somerset Maugham and for a few of the major studios in California — and helped substantially to put on the map an orphan-island possession of the US in the South Seas.

Pago Pago was a sweltering dive-port in those days in late 1916 when Maugham, awaiting the delayed departure of the small inter-island boat to nearby Apia, Western Samoa, found himself occupying a mouldy room adjacent to that of an uninhibited, brazen strumpet from Honolulu, who raised bawdy bedlam night and day, while . . . "outside the pitiless rain fell, fell steadily, with a fierce malignity that was all too human."

William Somerset Maugham invariably utilised real-life characters and their emotional crises in his

short stories, novels and plays, and is still today, even though he died some years ago *persona non grata* in many parts of the far Southern Pacific. He was, indeed, a skeleton rattler *par excellence* and in his crusades invaded callously many family closets.

Why he was never roughly hauled into court and stupendously sued for slander-and-libel, defamation of character and invasion of privacy, can be attributed to the fact that the offended persons, guilty as sin—Maugham made certain of that down to the finest detail—just couldn't chance a show-down in an open court.

His Miss Thompson is a notorious example. Sadie very definitely was a real woman who, for a brief time, caroused around Pago Pago, and Maugham used the *nom-de-putain* of

* The story line concerns the machinations of a missionary, the Rev. Davidson, to have cast out of Tutuila, of American Samoa, a white prostitute who has escaped to the steamy port of Pago Pago from the old Iwi Lei red-light district of Honolulu, and whom the suspicious missionary eventually discovers is wanted by the police on a murder charge.

While awaiting the northbound steamer, which will take Sadie Thompson back to an inevitable prison sentence, Davidson, who with the connivance of the island Governor has effected her deportation, attempts to make her accept willingly her punishment. But he destroys her acceptance of atonement and God when he rapes her.

The only magazine that had the courage to publish this short-story in America was "Smart Set Magazine" (April, 1921), edited by the controversial Henry L. Mencken; later it appeared in a Maugham anthology, "The Trembling of a Leaf", published by Doubleday-Doran.



Somerset Maugham, in the latter years of his life. Photo by Courtesy of "The Australian".

the rebellious trollop. The immigration records and hotel register for 1916-1917 are lost forever, but Maugham most certainly did use her real name, taking refuge in the fact that she could never sue him for using it.

He actually occupied an adjacent room to Sadie's in Bella Bartley's boarding-house in Fagatoga, on the outskirts of Pago Pago, and, because of the construction of the partitions between the chambers, which did not come flush with the ceiling, thus permitting a free circulation of moist air and uncommon sounds, was able to listen, scribble and tell all about Sadie's ribald arguments with her Samoan boy-friends.

The late Benjamin Franklin Kneubuhl, long-established American merchant in Pago, corroborated the fact that she used the name Sadie Thompson in Pago.

"She arrived here from Honolulu in the early part of December 1916," he said. "It was on the old *Sonoma* of the Oceanic Steamship Company. The passenger manifests were de-

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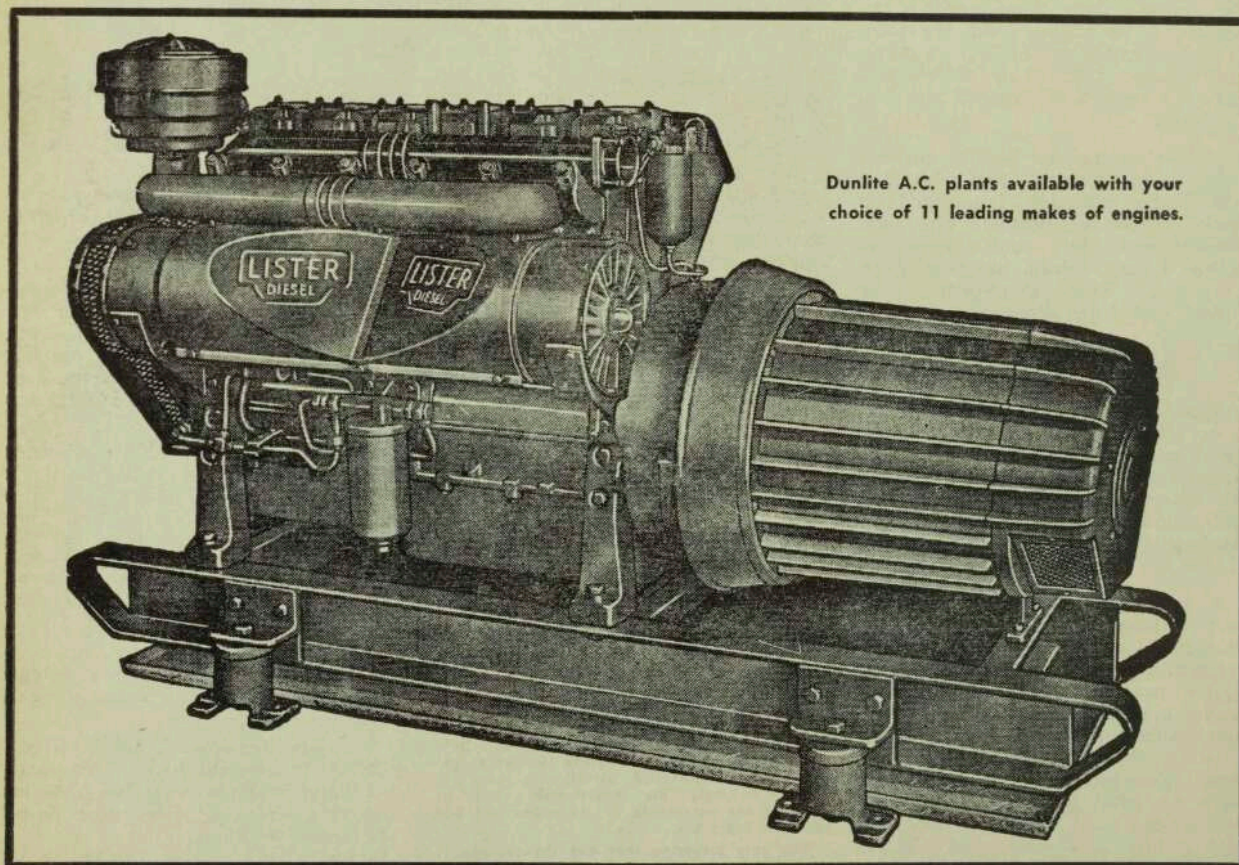
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All in the same boat

stroyed years ago, and even if I could remember her real name I wouldn't tell you. Sadie, you must remember, might still be living."

He made a wry expression. "It's hard, though, to think of Sadie as perhaps being a whitehaired grandmother. As for Maugham, he came on the same boat with her, together with a couple of London Missionary Society pastors and their wives, just like he told it in the story."

"They were Mormon missionaries," interrupted gently his pretty, part-Samoan wife Lena.

"Mormons, LMS, Catholic . . . what difference does it make who they were?" said Ben, a bit ruffled. "Whoever they were, they sure gave Sadie Hail Columbia by complaining all the time to Governor Jack Poyer about all the sinful things she was supposed to be doing here, insisting that she be deported from American Samoa."

"Actually, it was a storm that threw Sadie, Maugham and the missionaries together in Bella Bartley's hotel in Fagatoga. Maugham and the missionaries were supposed to leave right away on the inter-island boat for Apia, but the squall was so bad and the seas so rough that the boat couldn't leave for several days. But the delay was sufficient for the missionaries to get in their licks against Sadie."

"I don't think that Sadie was deported because she was drinking and disturbing the peace. She was sent away because she was associating with the Samoan boys and wanted to marry one of them—Joe."

"Joe and Sadie went over to the courthouse here to try and get a marriage licence from Judge Alexander Stronach, a staunch southerner, but he turned them down flat, telling them that they'd have to get the application approved by the Governor."

Horrible spectacle

The missionaries of American Samoa, particularly the ones confined with her in the boarding-house, must have thrown up their hands in horror at the spectacle of a young white woman in her twenties consorting with sculptured bronzed gods of the *Fita-fita* guard of the Naval Station, fearful that such a shocking and demoralising fraternisation would spell love's labours lost in the Lord's vineyards.

Joe, Sadie's former favourite boyfriend, is today a High Chief living

in the Western District of Tutuila Island. He is still handsome, alert, witty and friendly; he could pass for 50 instead of 77.

"When Sadie goes back Honolulu on up-boat *Ventura*, she write me: 'Joe, honey, you quit *Fita-fita* Navy an' I send you money come Honolulu, and we get married right 'way.'"

He cinches up his scarlet *lava-lava* more securely about his loins and squats down against the High Chief's post of his conical, thatched-roofed *fale*, staring thoughtfully across the palm-shaded roadway to the blue South Pacific washing languidly on the white beach.

It is difficult to conjecture just how Joe would have fared if he had sailed off northward to Honolulu and become the legal spouse of Sadie Thompson. One thing is quite certain: he would not now hold his chiefly title or receive his Navy pension or have his \$10,000 dollar life insurance with the US Government—all these rewards accruing through joining the *Fita-fita* Samoan Navy guard on August 1, 1912, advancing to the rating of Coxswain,

orderly of the *Fita-fita* guard, running errands for the Governor, carrying messages from the radio station on the hill to the executive naval officers and making himself useful in many ways to the young Navy lieutenants stationed in Pago Pago. He was athletically built, straight and handsome in his white singlet, white *lava-lava* edged in blue, and red *fautu* fez-like cap, the official uniform of the *Fita-fita*.

Joe was quite overwhelmed by his first sight of Sadie Thompson. "Oka-oka! Gee whiz! she was hot-lookin' baby! She look at me long time up an' down, smile vairee pretty an' say 'Ullo, Joe-boy!'"

Busty newcomer

The meeting had been arranged by a young lieutenant of the station, who had seen Sadie come down the gangway of the *Sonoma* and had been hanging around Bella Bartley's himself trying to make time with the busty newcomer. He instructed Joe to show her the sights of Pago.



Part of this building, now the Max Haleck Store, was in existence and use in 1916 when Somerset Maugham and Sadie Thompson stayed there. The original building was modernised and added to when it changed hands in 1948. Maugham described it in "A Writer's Notebook" as having verandahs on its two floors. A store occupied the ground floor and the part-European proprietor took paying-guests on the upper floor. When Maugham's story "Rain" put Pago Pago on the map in the early 1920's, the building was locally referred to as the Sadie Thompson Inn.

F4D, USNR, and completing his 30 years in service.

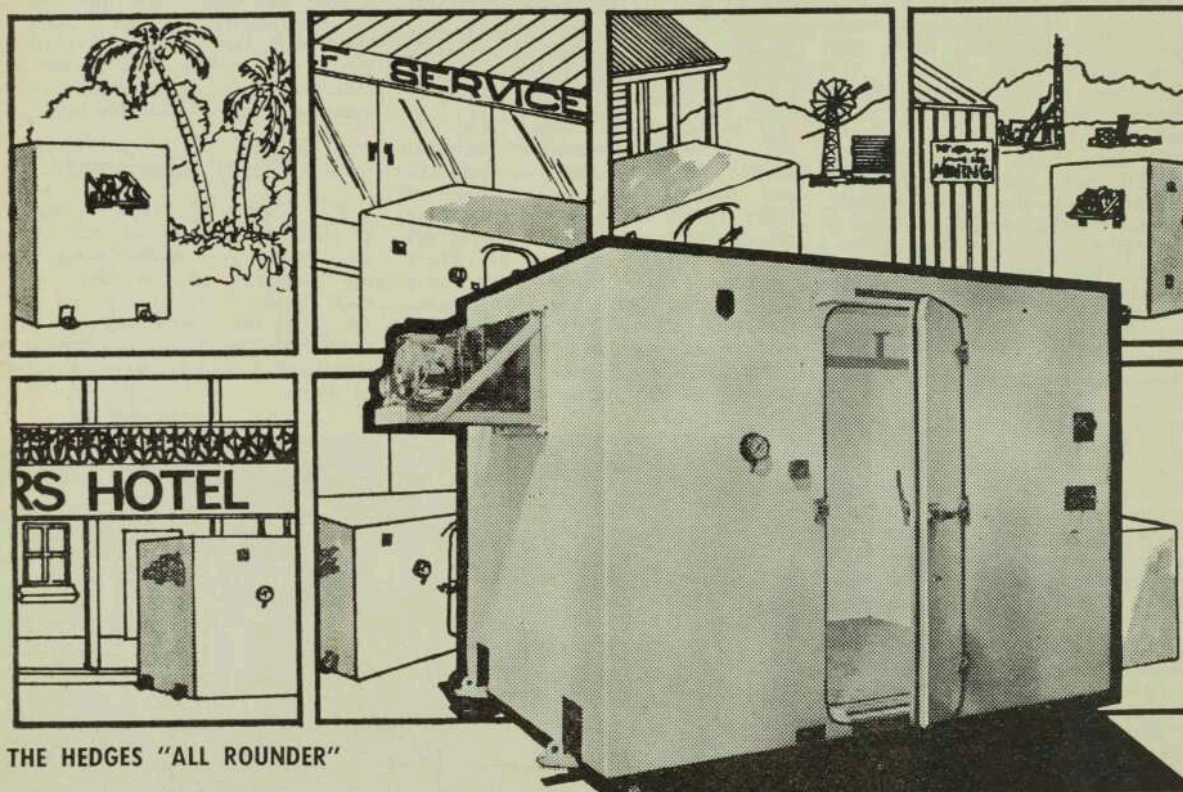
Nor would he today have a handsome 27-year-old Samoan wife and three healthy sons, or own a wide *vanu*, or valley, full of breadfruit, taro, banana, cocoa, guava and coconuts, which will feed him, his family and the people of his village for centuries to come.

Joe is today, on Samoan standards, a man of considerable means. But when he first met Sadie Thompson in 1916 he was just an

Sadie was about 5 ft 7 ins. tall, weighed close to 130 pounds and, while in Pago Pago, celebrated her 24th birthday. She entwined scarlet hibiscus blossoms in her shoulder-length light-brown hair; in fact, it became her trademark with the Samoans. They called her "The Hibiscus Girl." Her mouth was generous and heavily lip-sticked, her blue eyes sensually thyroid.

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PIM/2/70

Enjoyed Joe most of all

summer-print dress; she balanced herself precariously on high-heeled patent-leather pumps, and around her right ankle there was a thin, gold slave-chain. There was a slight alcoholic bloat to her features, and the beginning of hard lines creasing the sides of her nose to the corners of her cynical mouth.

Sadie did enjoy her walk about the port and to the radio station on the hill. But she enjoyed Joe most of all. He took her down shaded lanes on the young lieutenant's specified itinerary; they found a waterfall and a pool below it where they waded like children in the clear, cool water. Sadie tucked her dress up about her shapely thighs and explored farther depths of the pool; Joe, with a chaplet of ferns around his head, strummed his ukulele and sang Samoan songs.

Blaring out jazz

So Joe and Sadie met frequently, but secretly, usually after dark, because of the censure among the white naval staff of such a relationship. They walked hand-in-hand along the less frequented pathways behind the Naval Station, or went farther down the harbour in an outrigger-canoe, where Joe could strum his ukulele and they could sing.

In her room at Bella Bartley's, Sadie kept her gramophone constantly wound up and blaring out jazz tunes. In a nearby room, Maugham grimaced, muttered and planned his revenge. And he didn't forget her gramophone that was wrecking his rest: "*They heard Davidson's voice, and then the noise of something heavy falling. The music stopped. He had hurled the gramophone on the floor.*" No doubt, wishful thinking on Maugham's part!

Sadie was forever sneaking Joe into her room. Bella broiled wonderful steaks, and there were always desserts of pies and cakes, which Joe particularly relished.

One early morning there was a determined pounding on the door. It turned out to be the Chief of Police and he wanted Joe. Sadie put up quite a fight but Joe realised the game was up and went quietly.

So Joe was brought before the Trial Division of the High Court of American Samoa. The judge asked him sternly: "Don't you know it is wrong to go with this *palagi* (white) woman, Iosefo, to be with her almost every night in her room, like man and wife?"

Sadie leapt to her feet, eyes flash-

ing and hands flaying the air, and shouted: "It's none of your business what Joe and I do! I'll have you know that I'm taking Joe to Honolulu with me—and we're going to be married!"

From that time on, when Joe was not on duty, he was confined to the *Fita-fita* barracks. Three days before the arrival of the *Ventura* from Australia, Joe received a damp, crumpled note, slipped to him by a *Fita-fita* buddy, and he read: "Joe, honey, I'm really leaving on the *Ventura*. When you're ready to come to Honolulu, I'll pay your fare. This is where you can reach me." It was an address on Kalakaua Avenue in Waikiki, Honolulu.

Joe wrote her three letters, the first two promising an early reunion. But, following a serious conference with the Captain of the Yard and the Marine Corps sergeant, who both pointed out to him the advantages of remaining in the *Fita-fita* guard, now that he had eight years' service behind him in striking for the 30-year pensioned retirement, the third letter must have been shattering to Sadie. Joe had the sergeant write her: "I must remain loyal to the *Fita-fita* Navy of Samoa. So I guess, Sadie-baby, that this is *Tofa* (Farewell)."

Joe never received another letter from Sadie. But on September 30, 1931, Joe was transferred, as a Seaman 1st Class, aboard the deep-sea Navy tug-boat, *USS Ontario*, to be stationed temporarily for overhaul at Pearl Harbour, Oahu, in the Hawaiian Islands.

Joe had Sadie's address on Kalakaua Avenue in Waikiki, and on his first leave he took a taxi to the number. He rang the bell of the small hotel, waited an interminable time, and then an unpleasant looking woman was framed in the screen door. She suspiciously stared Joe up and down. When Joe inquired for Sadie Thompson, she snapped peevishly: "She moved away from here years ago! No, she didn't leave an address!"

Joe says: "So that was *uma-lava* (finish) for Sadie an' me."

There is a long brooding silence, and then Joe's shoulders, resting against the High Chief's post, hunch up and then settle down, accompanied by a loud belly-deep grunt.

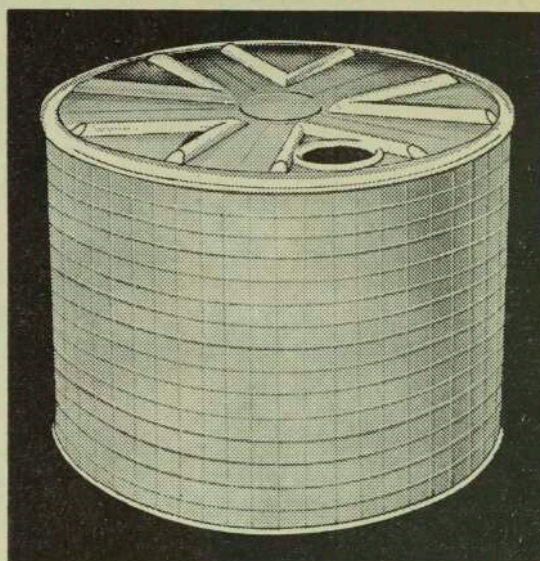
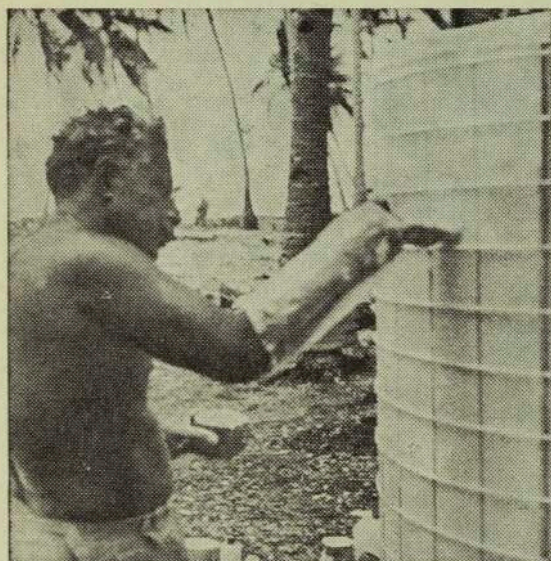
"*Au'e!* I really like know what happen to that Sadie Thompson!"

It was a coincidence that, not long before his death in December of 1965, Willie Maugham also expressed that haunting question to me.

Maugham's Pago Pago



Pago Pago when it was a US Naval Station and pretty much as Maugham and Sadie Thompson knew it. Pago Pago was regarded by many as a Pacific slum and didn't begin to get a face-lift until the early 1960's—a decade after the Navy quit. Preparations for the 5th South Pacific Conference started it and Governor Rex Lee completed the job of modernisation with large grants from the United States. The Rainmaker mountain is shown in the background.



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PHOTOS: Left; tank being assembled at Seventh-day Adventist Mission, TARAWA.

Right; Typical 2,000 gallon ribbed tank with reinforced top.

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A "vision" of sin brought Manau people to Christ

By ROBERT LANGDON

"The other day, going down the river on the flood, one of the boys suddenly shouted and pointed to a sand flat that we were just about to pass. On it lay a large crocodile fast asleep. I instantly did what was necessary to the engine; we brought the launch into position, and I let drive at the brute with my shot gun . . ."

The foregoing may sound like one of the choicer paragraphs from the now-defunct *Wide World Magazine*. But it is, in fact, a passage in a letter from a gentle Anglican missionary, Archdeacon Stephen Romney Gill, who laboured in Papua for 44 years, from 1908 until his retirement in 1952.

The letter was written on September 6, 1922, from Gill's headquarters in north-east Papua, which he described as "a queer place, 45 miles up a large, swift and flowing, muddy, crocodiley, not to mention mosquito-y, river called the Mamba".

It is one of a large number that Gill wrote from the Mamba to members of his family in England between the years 1922 and 1928. Typewritten copies of these letters have recently been copied on microfilm for the member libraries of the Pacific Manuscripts Bureau.

Family tradition

Archdeacon Gill came from a family of Pacific missionaries. His grandfather, the Rev. George Gill, and his great-uncle, the Rev. William Gill, both worked in the Cook Islands in the middle of the last century, and it was there that his father, the Rev. Arthur Tidman Gill, was born.

Archdeacon Gill was still in his early teens when he decided to be a missionary himself. In a letter to his father from Hammersmith in January, 1903, he told how sometimes he had wanted to be an engineer, sometimes a sailor and now and then a cowboy, but all the time "something pointed to the Divine life, and at last, about 1½ years ago, I listened to it".

"And now," he added, "my great longing is to follow the 'Carpenter' in the rough ways of life, in which it is one's greatest joy to give up everything, because the gain is so great."

After studying theology at St. Paul's Missionary College, Burgh, Lincolnshire, Gill took a course in tropical medicine at Livingstone College, Leyton, in October, 1907, and exactly a year later he arrived in Papua to take up mission work. He was ordained a priest in the cathedral at Dogura in August, 1910.

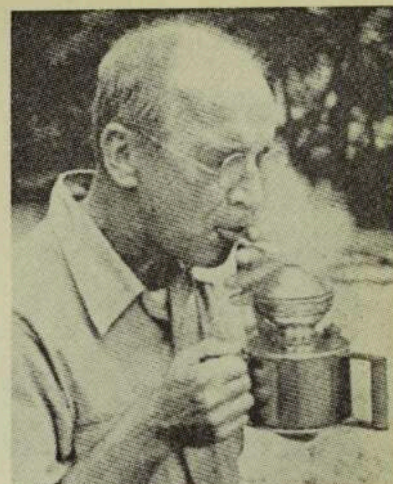
His first parish was at Boianai, a few miles from Dogura, where he remained until 1922. He then moved to the Mamba District, where he established a temporary station at Manau on the mouth of the Mamba (or Mambare) River. Two years later, he began work on what was to be his head station for the next 18 years. This was at Duvira.

After the Duvira station was destroyed in 1942 following the Japanese landing in that part of Papua, Archdeacon Gill was evacuated to Australia. But he was back in Papua the following year, and he began building a new mission station at the neighbouring village of Dewade. He returned to his native England after his retirement in 1952, and died there in 1954.

One gathers from the general tenor of the archdeacon's letters that, despite his long career in Papua, he always remained very much an Englishman, strongly attached to his family and homeland.

"I can picture you in the Strand, and the occasion, and the little meal you had together, quite vividly," he said in a letter to his parents in 1927. "How I look forward to having a meal—yes, a good big dinner—with you Both at the Dolphin, and other places." On another occasion, he wrote: "You and Max will be going in to Hove to a County Match now and again. Ae! Music and County Matches (!) are I think the only two things that I miss."

His letters are full of comments



This war-time picture of Archdeacon Gill shows him with, as he described it, his own patent cigarette lighter which he had made from junk.

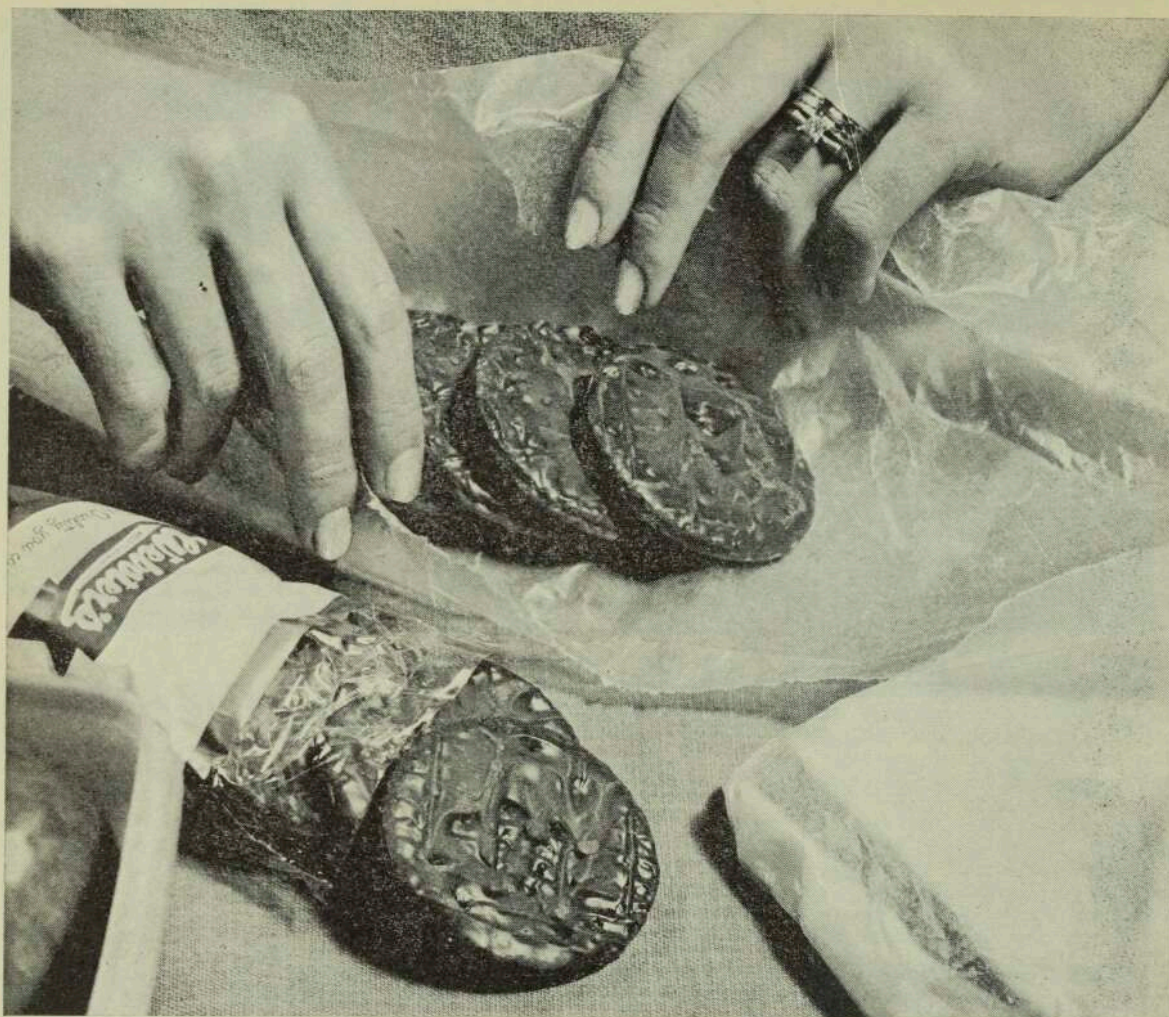
of that kind. But there are also rich pickings for Pacific historians. Here, for example, is part of his description of his arrival at Mamba River, written on August 30, 1922:

"I write, sitting on an up-turned case, with the type-writer on a couple of kerosene cases in front of me. . . . We have been here in this district just a month, but I have already been over the greater part of it, and have now a fairly clear idea as to what my plan of campaign should be. The conditions of life are very much as I had expected, a good deal worse than my Boianai helpers anticipated, I imagine, though I had done my best to prepare them for what they would find. . . ."

"One huge swamp"

"On July 31, at daybreak we anchored [in the *Whitkirk*] off the mouth of the Mamba River, and the greater part of that day was spent in getting off the stores and baggage, and drying them, and sorting things out generally.

"As a matter of fact, the Mamba has several mouths and, in between and for miles around, the country is one huge swamp infested with crocodiles. On the Mamba the mosquitoes are bad; at the beach sandflies are numerous; and on the swamp tracks mosquitoes and leeches share the honours. There are two other rivers in my new district, the Gira and the Eia, but on neither of



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them do the mosquitoes seem to cause much trouble.

"On a piece of mareg land near one of the mouths of the Mamba, the Government have had a Rest House erected. It is approached by means of logs, and is quite a large building with a fairly sound roof (just new), and anyone may stay there any length of time. It is used chiefly for storing cargo, before it—the cargo—commences its journey up the river to Ioma, the Government Station about 50 miles away. The name of this spot is Totoadari. . . .

"A number of people from surrounding villages came round on the day of our arrival at Totoadari, including the leaders of a curious cult which has lately been started at Manau. The latter stood in a line and serenaded me with an incantation of great length, at the termination of which I thanked them suitably and took the opportunity to hold a public meeting! I explained to them, through an interpreter, what we had come for and what I expected of them.

Prepared by a vision

"I told them that it was chiefly because the people of Manau had expressed their desire for Christianity —(a man there, the leader of the cult already mentioned, claimed to have had a vision, in which Our Lord appeared to him and told him that he and his people were living in great sin, and that they must 'Hear the words of the missionaries')—that we had left a place called Boianai, and come to them. They were all most friendly, and the leaders said they knew we would be coming, and had been expecting us, on account of the vision.

"I paid a visit to Manau on the next afternoon, and inspected a small hill-ridge behind the village as a possible site for a station. The Manau people are really charming; the children are natural and not at all self-conscious (chiefly, I suppose, because only the older ones wear anything but ornaments).

"The people were very anxious that I should come and live with them. I told them that I should almost certainly want to place a Base Station somewhere about there on the coast, but that where I should make my Headquarters was a matter that I could not decide until I had been over the district.

"After a couple of days I was ready to make the first journey up the Mamba with some of the stores, and all the teachers. It took us a day and a half to do these 45 miles to

Ave, where we have a small Mission Station (St. Andrew's). The river is about as broad as the Thames at Richmond, with a current varying between 3 and 5 knots. The journey up is an anxious business, especially when the water is low.

"One has to stand by the engine during the whole time and be ready for instant decisions. Snags and sandbanks are innumerable, and the dangers to both hull and propeller are incessant. One passes a number of villages on either bank, and, as a rule, somewhat dreary in appearance. Everywhere is mud and swamp.

"For mile on mile, one passes through wild sago belts without a sign of human habitation, and then the sago gives place to dense forest country. If you go up forward, away from the whirr of the machinery, you can hear that it is alive with the screams of multitudes of birds. And from the trees lining the river bank great bats hang in EVIL SILENCE waiting for darkness — 'Great birds that fight and tear!'"

On reaching the mission station at Ave, Gill wrote: "I found that almost the entire male population of the near district was in gaol! —

ostensibly, because the 'roads' were out of repair; probably, because the Magistrate needed workers on the Gov. Station and plantation. Certainly the roads are in a very bad condition, in fact they can scarcely be said to exist in many places, but owing to the very great scarcity of food, due to the destruction of large areas of garden land by floods, the people are spending most of their time digging for edible roots, and making sago, away in the bush.

In prison again

"Then, when the land dries a little and there is opportunity to get on to garden work again, they find themselves in prison because of the 'roads'! However. . . .

"After a few days I returned to the Mamba Mouth with Charles and Robert for a second load of stores. The journey down the river is comparatively simple, and can be done in about six hours. Two days were spent at Totoadari, and I had another nice meeting with the Manau people. I asked them to clear the ridge behind their village, as I had decided to put my Base Station there."

- The history of a trading firm might be the last place, one would suppose, to find references to gun battles and treasure hoards. But Canberra's Pacific Manuscripts Bureau recently received a history, written by the late Mr. L. Hallett of Auckland, of the old-established firm of Henderson and Macfarlane . . . and when that company extended its interests into the Pacific, aided by one Handley Bathurst Sterndale, life became anything but easy.

AN EPIC DEFENCE!

The founders of Henderson and Macfarlane Ltd. were two Scottish immigrants, Thomas Henderson and his brother-in-law John Macfarlane, who arrived in Wellington (then called Port Nicholson) in 1840. They acquired land in the area when the first lots were put up for sale in April, 1841, and in 1842 Henderson built the most pretentious building in town, the Commercial Hotel.

In the same year, Henderson and Macfarlane went into partnership as merchants and shipowners. For the next 20 years, they were the largest employers of labour in the colony, both of European settlers and Maoris. The kauri timber and gum industries kept 300 Maoris busy.

To export the timber, Henderson and Macfarlane acquired their own ships, and designed a house flag for these featuring a circular saw. It

was thus that the Circular Saw Shipping Line was established.

In 1849, when the gold rush to California began, Henderson and Macfarlane started a passenger and cargo service to California from NZ. This was the beginning of a shipping service that was to last for 110 years. A few years later, the company also opened up trade with Australia, China, South America and Mauritius. Henderson, who was the

Marooned for a year

more active of the two partners, was also closely associated with the founding of the New Zealand Insurance Company in 1859, the Bank of New Zealand in 1861, and the Mercantile Agency Company and Auckland Gas Company.

In 1870, the firm began to look into the possibilities of trade with the Pacific Islands. All Circular Saw Line ships not engaged in the timber trade were sent to investigate the potential of sandalwood, pearl shell, vanilla, copra, etc. In 1874, the company became associated with a well-known Pacific personality, Handley Bathurst Sterndale.

"This man Sterndale," Hallett says in his history, "had been marooned on the island of Suvarrow for 12 months and had been rescued by the notorious 'Bully' Hayes (perhaps the only time anyone had been pleased to see him) and when he came to Auckland he wrote a report for the government on the trade possibilities of the Pacific.

"It was not hard to interest Mr. Henderson, for Sterndale had a wealth of knowledge of trading in the Pacific, an extensive experience of most types of Islanders, an understanding of the missionaries and their methods, and a first-hand acquaintance of the successful trading procedure used by Godeffroy, the dominant trading concern at that time in the Islands.

"On his suggestion the island of Suvarrow, lying 2,000 miles NE of NZ and 500 miles due east of Samoa, was to be annexed by Henderson and Macfarlane and used as their main trading base.

"Early in 1875 the company dispatched the 85-ton brigantine *Ryno* under Captain Miller to establish a trading station there under Sterndale's management. She was loaded with trade stores, timber, arms and material of all kinds necessary to build the post. To protect the station Sterndale persuaded the firm to supply three ship's guns for use against South Sea adventurers, also a supply of rifles, ammunition and cutlasses.

"Sterndale's first act was to erect a fort of concrete, earth and timber in a position overlooking the anchorage, and mount the three small cannon on wooden carriages. He did not have long to wait, as the first caller was a strange cutter which anchored in the lagoon.

"It turned out to be from Samoa

with a Chinese in charge of a Polynesian crew seeking pearl shell. Sterndale gave them the order to quit and backed it up with a shot from one of his guns. They lost no time in beating out from the island.

"With this invader vanquished, Sterndale set about getting the place in order and had natives from another island planting coconuts for the company, although there were already wild groves of them on the island. Incidentally, in his excavations he found traces of old concrete dungeons presumably from earlier Spanish settlers.

"Suvarrow was to be an important station for many years to come, until it was abandoned when Henderson and Macfarlane withdrew from the South Sea trade. During those years they had built a small lighthouse, a large brick reservoir and a coral wharf at the anchorage.

"A few months after the establishment of the trading post, there was a difference of opinion between

to the captain, he was refused permission to land; so he awaited his chance in the middle watch and dived overboard.

Incredible treasure found

"Nerves on edge, fearing each moment that man-eating sharks would get him, he swam the long distance to the shore, where he lay exhausted; and while he was thus he had a strange experience. Hearing a clink of metal he strained his eyes and saw a small dark shape slowly moving by a clump of bush and on investigation it proved to be a turtle digging in the sand. At the bottom of the hole was a broken chest of buried treasure. Since he was clad only in a singlet and shorts, he put a few coins in his pocket and two or three of the rings on his fingers, and buried the rest again. Then he made his way to the flimsy house where Sterndale was living.

"He found Sterndale sick and



Anchorage islet, Suvarrow atoll.

Sterndale and Henderson and Macfarlane on its control and the firm took steps to remove him.

"Since there was no direct control by the authorities in the Pacific in those days over these scattered islands, it was necessary for the firm to dispatch the schooner *Kreimhilda* late in 1876 under the command of Captain Fernandez (of the gunboat *Pioneer* fame) to take possession of the station and bring back Sterndale.

"However, Sterndale refused to give up the management and he and Mrs. Sterndale withstood a siege for two weeks, for when the schooner's people tried to destroy his water tanks by gunfire he replied with his rifle and the two parties reached a stalemate.

"It was at this stage that the brigantine *Ryno* arrived with Henry Mair (brother of William and Gilbert) as supercargo. When Mair learned of the position, he was desperately anxious to help his friend Sterndale. In spite of his pleas

temporarily helpless, with Mrs. Sterndale very business-like with a large revolver. Her relief at the sight of him was overwhelming, and after a short consultation they decided to abandon the house and move to the fort, which they accomplished without mishap. But it was a bad move.

"Next day Captain Fernandez moved in behind the fort and had green brushwood placed round their shelter to smoke them out. With the water supply running low the manoeuvre was successful.

"On his return to Auckland Captain Fernandez, his slim soldierly figure in a close-fitting jacket, argued very strongly against a charge of attempted murder being brought against Sterndale for his part in the resistance at Suvarrow, and was successful. After a few months of futile litigation on the part of Sterndale regarding his employment by Henderson and Macfarlane he left for America where he lived for a few years before he passed away."

The Bounty Bible, from the ship which brought the original mutineer settlers to Pitcairn Island in 1780, was on its way back to Pitcairn in early 1950 after many adventures and an absence of 110 years. The Bible was taken from Pitcairn in 1839 by American whaler, *Cyrus of Nantucket*, and had remained in the US before being presented to Britain in 1948, after a request for its return had come from Mr. A. W. Moverley, headmaster of the Pitcairn school.

Other items in *PIM* for February, 1950, 20 years ago this month, included:

Solomons missionary, Dr. C. Fox, reported that islanders of Guadalcanal and San Cristoval believed a race of undiscovered islanders lived in the mountainous interior of Guadalcanal. The unknown islanders were "naked, brown, prehistoric savages who had never learned the use of fire".

Whales had left the vicinity of Norfolk Island but the local whaling company extracted about 2,200 gallons of oil during 1949—with more luck, *PIM's* man said, this figure could have been quadrupled.

A civilian government, operated by the US Department of the Interior, was tipped to take over control of Samoa from the U.S. Navy. However, the takeover was not to occur until July 1, 1951.

A motor-cutter, *Gaumata*, owned by traders O. F. Nelson and Co. Ltd., was stolen from its anchorage in Apia, Western Samoa, and later located by police at Tau, Manua, American Samoa. *Gaumata's* crew were arrested.

Six men died, the windows of Government House were shattered and wharf facilities were severely damaged when a petrol tanker caught fire, exploded and sank in Pago Pago Harbour, American Samoa.

Northern Hotels Ltd., of Fiji, purchased its sixth hotel—the Sigatoka Hotel—from Mr. and Mrs. C. A. Monk to strengthen its operations on the north-west coast of the colony's main island of Viti Levu.

Rubber prices rose to their highest level in 21 years—15 pence sterling per pound—but major Papuan producer, Koitaki Para Rubber Estates Ltd., disclosed a loss of £A367 for the year ended June 30, 1949.

Major H. G. Gregory-Smith, the Solomons new Resident Commissioner, arrived at Honiara on Janu-

Yesterday

ary 6. Cocktail parties, inspections and discussions with government department heads soon followed.

A French businessman, Mr. A. Naturel, had begun recovering some of the hundreds of thousands of dollars worth of machinery, vehicles and equipment dumped by the American forces off Segond Canal, Santo, New Hebrides, during World War II.

Mr. Andrew Kelly, a former Rabaul barrister, was appointed Papua-New Guinea's fourth Supreme Court Judge. The other judges were Justices B. Phillips, R. T. Gore and E. B. Bignold.

With an overall shipping loss of £A73,000 in 1948-49, Island trader Burns Philp was rumoured looking for a purchaser of its 6,000-ton flagship, *Bulolo*, for a reported asking price of £800,000.

Mr. Henry Kuper, pioneer Hamburg-born planter of the Solomons, died at Santa Ana, aged about 90. He served in sailing ships before arriving in the Solomons about 1900, settling on Santa Ana, where

he grew coconuts and made a special study of Solomons traditions.

A Canadian journalist, Leslie Brodie, announced plans in Sydney to start Port Moresby's first newspaper since World War II, "in a matter of weeks".

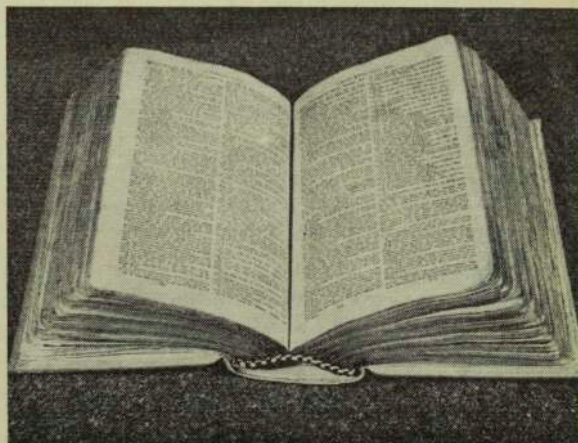
The new Liberal Government in Australia had just taken office and a new Minister for External Territories had been announced. He was Mr. Percy Spender, who also held the portfolio of External Affairs. In the event Mr. Spender (later Sir Percy) was not to hold the job long. He became Australian Ambassador in Washington and later a Judge of the International Court at the Hague.

Someone blew up a Qantas Catalina flying-boat at anchor in Rose Bay, Sydney, and the operator of a rival air service to Lord Howe Is. was charged with maliciously causing damage estimated at £24,000—but was subsequently found not guilty.

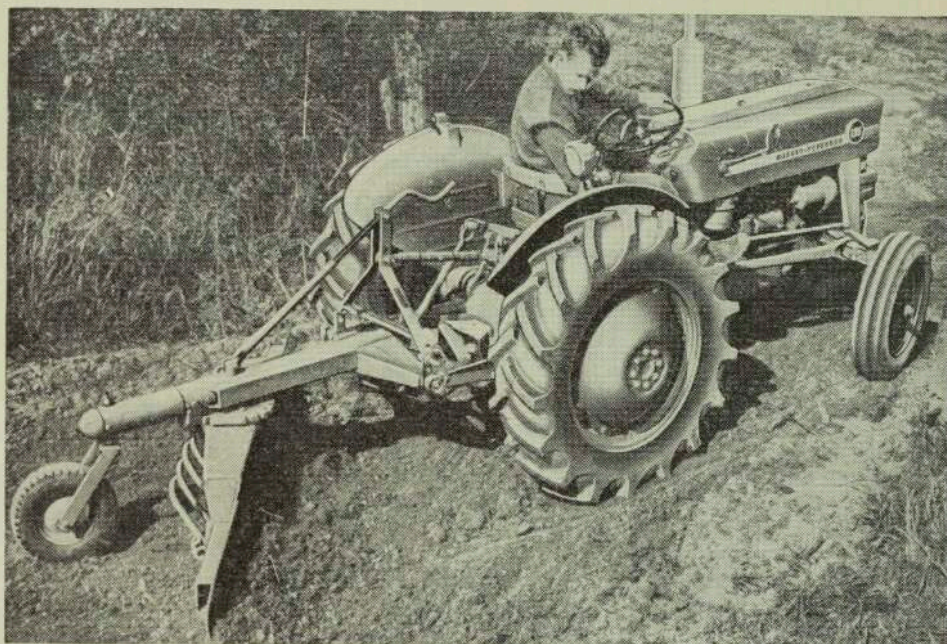
First shipments of four million gallons of crude oil left Sorong oilfields, on the western tip of West Irian, for refineries of the Vacuum Oil Company in Australia. Vacuum, now called Mobil Oil, was to the forefront with several other companies in exploiting that territory's oil reserves. Production dwindled to almost a trickle by 1962.

European planters of Kessa, Karoola and Jame Plantations, north Bougainville, were wondering whether fires which were occurring in local copra driers were due to carelessness or the actions of a fire bug. The District Officer had been asked by the Bougainville Planters' Association to find out.

The Bounty Bible



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Book Reviews

WHY THOSE AUSTRALIANS DON'T GO HOME

It's likely that if he based his judgment solely on Peter Hastings's *New Guinea—Problems and Prospects*, no sane Australian would stay in that country or invest money in it.

But having said that, it must also be said that this latest book about the state of the Papua-New Guinea non-nation, is more coldly analytical and valid than many of the others that have flooded off the presses in the last few years.

Fortunately, or unfortunately, for Papua-New Guinea, most people approach the territory in anything but a coldly analytical frame of mind. Most non-native residents suffer from some sort of euphoria about the place, and always have.

Although pre-war governments wished for nothing more spectacular than keeping the status quo and the breath of scandal out of Australian newspapers, post-World War II governments have suffered their own brand of euphoria in imagining that they could leave P-NG, at independence, a nationalistic whole, complete with Westminster type government, flag, anthem and a fond affection for Australia.

He helped design it

Although we seem to remember that the author, in the early post-war years, was one of the select band of back-room boys who helped design the new style New Guinea, he now maintains that present government policies, based on transplanting Western forms of political government onto Melanesian culture, are misplaced. He feels that there must be radical changes in Australian policies to meet the problems of independence, now only a few years away.

He suggests that rather than try to weld the hundreds of mutually suspicious tribal groupings into one national entity—the success of which he (and many others) seriously doubt—that there may be practical benefits all round if Australia deliberately promoted secession of parts of the

present combined territory. He suggests that Manus, New Ireland, New Britain and Bougainville might form one unit, to be joined ultimately by the British Solomons, the people of which are ethnically akin to Bougainville. This grouping would be part of a Federation in which the other State or States would be the rest of present Papua-New Guinea.

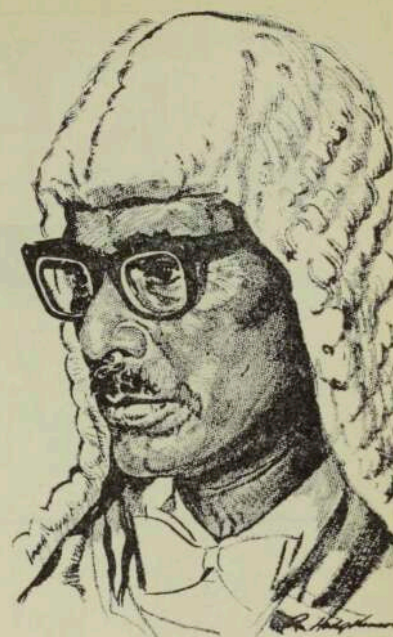
On the question of the present and future economy of the territory he quotes copiously from people who are regarded, or regard themselves, as experts.

Impractical ideas

He outlines the various suggestions that have been made to give indigenes a bigger slice of the economic cake (most of them impractical, I should say, from an investor's point of view); and makes the comment that even if it means cutting off its nose to spite its face, a newly independent New Guinea would not tolerate for long a situation where commerce, airline, shipping, banking, manufacturing and plantation interests are controlled by a foreign minority. As some New Guinean politicians have already opened their mouths on the same subject it is obvious that there are already a few knives being sharpened in the nose-disposal department.

Mr. Hastings also has a lot to say about the insoluble business of race relationships. He disposes of the Australian myth that there has been some "special relationship" between Australians and Papuans and New Guineans; that Australians, because of their mateyness, have made a better job of it than other colonial powers. Most of this "special relationship" Hastings dismisses as paternalism.

All boiled down, what it seems to amount to is that there is no real



Not everyone looks forward or expects Papua-New Guinea to fall apart at the seams before or after independence. Mr. John Guise, Speaker of the House of Assembly, still hopes for a united nation. This was part of his 1969 Christmas card. The message on it said: "May the blessings of Christmas and the strong united future of 1970 be our challenge for you and for our beloved homeland of Papua-Niugini. God's blessing. From your friend and servant—John Guise and family."

compatibility between the white "haves" and the brown or black New Guinea "have nots". The gap is too wide and fundamental to be bridged, in this century at least, and possibly not ever.

"We hate white men"

Some indigenes, like Albert Maori Kiki, one of the most vocal of Papuan politicians, has said publicly that: "We have hatred for the white man in our hearts." Others, not so articulate, have feelings of resentment that are far from specific. Many have feelings of inferiority because they are confronted continually by white assurance and achievement, not to say material possessions.

Nonetheless, it is interesting to note some of the specific resentments as listed by the author: The fact that Europeans keep dogs to guard unfenced houses against theft by natives; that some of the waiters in some of the hotels still are clothed "without dignity" in lap-laps; that courses on hotel menus are still numbered

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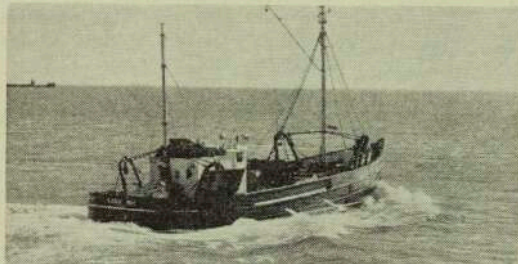
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(although most waiters speak English); that attractive native girls go out with Europeans; that European women in coastal towns arm themselves against night prowlers.

Why then bother with this hot, prickly, irritable land which, in spite of its racial tensions and its political posturings, needs Australia more than Australia needs it?

Most colonials in Africa, Asia and even in other parts of the Pacific, put down roots. But few Australians have ever called New Guinea home.

A place to earn money

"While many Australians have loved New Guinea and some its people," says Peter Hastings, at the end of his book, "it has primarily remained a place to earn a living or a pension. If, at some future date, New Guineans post 'Australians, go home' signs, or indulge in race riots in Port Moresby or Madang, then Australians will return home, not only because they will want to but because they can. In the absence of necessity there will be little disposition to remain, for in the end Australia offers them personal security, economic opportunity, a future for their children and an agreeable climate. It always has."

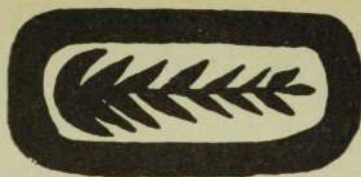
If the other 280 pages of this book mean anything, the race riots, the go-home posters and all the other manifestations of decolonisation are quite on the cards. So why not opt out now?

Because, according to the author, an enforced retreat would profoundly affect Australia's emerging image as a "sympathetic regionalist." He sees, hopefully, Australia not only as part of the SE Asia region but bringing into its "orbit of burgeoning power, resources and influence" the whole Melanesian chain, including Fiji.

In other words, Australia is going to be stuck with carrying the torch in Papua-New Guinea and the rest of Melanesia even though a lot of the beneficiaries will hate her guts for doing it. That, presumably, is the price for being a Have country in the 1970's.—J.T.

(NEW GUINEA: PROBLEMS AND PROSPECTS. Cheshire. \$3.50 soft cover; \$4.95 bound.)

● A comprehensive 16-page index to all articles, etc., published in the January to December, 1969, issues of *Pacific Islands Monthly* is now available. It was issued free to regular subscribers with the January, 1970, issue of *PIM*. Copies are still available to all other readers for 30 cents Aust., surface posted all over the world.



From savage to tea drinker!

"This story then is the story of the Worora, of the years that turned this people from a murderous, feared tribe into the . . . afternoon-tea women of today". That sentence just about sums up *The Road To Mowanjumb*, by Maisie MacKenzie, the story of the civilising of an Aboriginal tribe of Australia.

Questions posed by this book are, would this Aboriginal group have almost died out altogether if the missionaries had not come to this part of Western Australia; or would they have been able to continue at peace without the message of a different God and civilisation.

In Australia the answer must be that it is better to bring the Aboriginals into "society" in an almost painless way . . . without the policeman and the farmer. The missionaries who landed in Hanover Bay in 1912 to begin the job, were at least sympathetic to their outlook, if not ready to allow all their traditions to remain.

(THE ROAD TO MOWANJUMB, Angus and Robertson Ltd., \$5.75).

Coffee-table book for ballet buffs

Australian dance expert Beth Dean is well known in the South Pacific, having taken an interest in traditional or primitive dance forms in a number of territories over several years. Currently she is doing some work in the Cook Islands.

She has now written the text for an extraordinarily attractive book of photographs of scenes from international ballet, with particular stress on Australian ballet.

The photographs are by William Baxter, who has got onto the stage during actual performances for many of his pictures.

This is a coffee table book of interest to anybody fascinated by the dance. It's published by Ure Smith, of Sydney, at \$7.95.

Norfolk's history outlined by Merval Hoare

Merval Hoare's *Rambler's Guide to Norfolk Island* has now gone into its third printing and is doing nicely, thank you, and undoubtedly it will go into more editions yet, because it fills a very practical need.

Visitors to Norfolk Island buy that valuable little booklet because it supplies detailed maps and information on what they should do and where they should go on Norfolk Island, and treats them en route to a fascinating background chat on Norfolk's colourful history.

Most visitors to Norfolk, which was the second British permanent settlement in the South Pacific (having been occupied in 1788), will continue to want nothing more than the *Rambler's Guide*. But those who want to delve more deeply into Norfolk's past now have the opportunity of doing so painlessly with the help of *Norfolk Island: An Outline of its History, 1774-1968*, just published by the University of Queensland Press. The author is again Norfolk resident, Mrs. Merval Hoare, but this work is a far more detailed account of Norfolk's history, with sources, an extensive bibliography, index and plates. Yet it is neither large nor expensive and deserves to attract a steady readership.

This more detailed work did not grow out of the *Rambler's Guide*—the *Guide* in fact grew out of the original MS of this longer history which Mrs. Hoare compiled following several years' research.

There is only one suggestion that could be made to the publishers when they contemplate a new edition—that is that a number of very short chapters at the end of the work, some of them less than a page in length, be combined as sections of a single chapter. The present very short chapters tend to break up the continuity of the MS. There is also some repetition in the text that minor editing could remove.—SI.

(NORFOLK ISLAND: AN OUTLINE OF ITS HISTORY, 1774-1968. Published by Queensland University Press. \$3.95.)

Polynesian classics reprinted

Photographic reprints of long out of date Pacific books are issuing from publishing houses with increasing frequency. The Libraries Board of South Australia is one Australian organisation which is supplying first-rate material by this method; and in America the Charles E. Tuttle Company has lately also been doing an excellent job.

It is important that this kind of reprint should be clearly printed, well bound and sell at the right price, and the two most recent Tuttle reprints meet these requirements. They are Abraham Fornander's *An Account of the Polynesian Race: Its Origin and Migrations*, and William Ellis', *Polynesian Researches*.

The Fornander work has been reprinted as a massive three-volumes-

in-one, plus the index, and sells for \$A15.00. The volume is handsomely bound and labelled and is supplied with a slip case.

Volumes one and two were first published in London in 1878 and 1880 and volume three, which is a comparative study of the Polynesian and Indo-European languages, was published in 1885. The index, which is here included, was first prepared and published separately by the Bishop Museum Press in 1909.

Fornander, a great writer of Hawaiian history and legends, prepared his work in the 1870's while a circuit judge in the old Kingdom of Hawaii. He died in Honolulu in 1887.

Ellis' *Polynesian Researches* is a better-known work. Missionary Ellis lived in Polynesia from 1817 to 1825 and this work was first published in two volumes in 1829/30. In 1853 a revised and enlarged edition was published in four volumes, and this is the edition which has been reprinted by Tuttle.

The volumes are: (1) Polynesia/Society Islands; (2) Hawaii; and (3) one combining the Society Islands, Tubuai Islands and New Zealand. Each volume is available separately at \$A4.25. Again, they are handsomely and strongly bound, although the rather gaudy dust-jackets are apparently designed to attract the bookshop browsers.

Polynesian Researches, of course, is of special value to those interested in Tahiti, as the work places greatest stress on this area. Although original copies of Ellis' work are not rare—it was a popular book of the day—these reprints give the Pacific reader cheap access to the literature.

Our copies are from the Australian distributors, Paul Flesch Pty. Ltd.

A reprint of a slightly different order, but which is just as welcome, is the new Oxford Paperback edition of Bernard Smith's *European Vision and the South Pacific, 1768-1850*, which sells for only \$A4.40. The original was published only in 1960, but in a far more expensive and a more luxurious edition. Nevertheless, the same material, including the fine plates, are in this paperback in a handier form.

The volume shows how the work of the Pacific explorers of the day was interpreted back home, and shows the context in which they worked. In brief, the Pacific as part of the world of that day, with particular reference to effects on the arts. Naturally, an important part of the book deals with Cook's voyages.—SI.

Sailing the hard way—in an open boat

When Mike and Mal Leyland and their friend Trevor set out to make the longest ever open boat journey in Australian waters, from Darwin to Sydney, they had just about no experience. When they arrived in Sydney Harbour some 174 days later they could well claim to be hardened seamen.

The story of how the trip was made (it was given less than a 50-50 chance of survival) makes very interesting reading. *Untamed Coast* doesn't attempt any literary gymnastics—the brothers are both photographers—but it makes gritty reading.

The brothers and their friend set sail in their 18 foot boat with every expectation of adventure on their 5,000 mile journey. And they got it. A few days out their dinghy capsized, they filmed a turtle laying eggs, a man who made a living lasooing wild buffalo and an Aboriginal corroboree.

Besides the waves, the worst things they had to bear were the endless "moszies", the tide which went out from their moorings leaving them stranded in deep, slimy, mud, and the endless problem of staying dry in an open boat.

The trip began when the brothers were doing research into the naval pioneer Lt. Matthew Flinders. Flinders was the first man to explore the full length of the Gulf of Carpentaria and the Leylands decided to retrace his historic voyage of 1802, not in a 334-ton sloop but in an 18-foot aluminium boat.

The advantages of sailing around a coast instead of the open sea are numerous although it is not necessarily any safer. The northern parts of Australia are covered in thick mangroves and if the Leylands had been wrecked, they would have had a good chance of never being found.

But staying in constant touch with the mainland meant that they were able to meet stranger people than anywhere else in Australia, the real Aborigines, and have some wild adventures.—JSE.

(UNTAMED COAST. Lansdowne Press. \$5.50.)



Dust, beer, and more dust—Australia?

Australia, the land of beer, birds and barrenness, is further immortalised in a new book of photographs (not drawings) by artist Hal Missingham, out in November. *My Australia* is a look at Australia from the personal viewpoint of an observer of things rather than people.

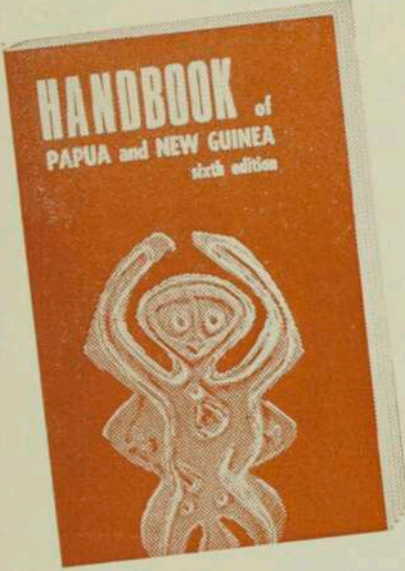
To be fair, he probes into the outback and returns with not just shots of red, dusty roads and scrub; but cars hung up on trees after a sudden flood, beer cans taking the part of blooms on a desert bush and lost mining towns petrifying in the dry heat.

But as ever intent on preserving a legend, Mr. Missingham takes too many pictures of out-back toilets, beer cans in the desert and "old-timers" all of whom are famous for their yarns. From his viewpoint you would see Australia as a land of litter, shanty towns and dust.—JSE.

(MY AUSTRALIA. Collins. \$A6.95.)

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D FEBRUARY, 1970—PACIFIC ISLANDS MONTHLY

Boy meets girl—on a swing!



Playing on the swings is a popular pursuit all over the world. But photographer BRUCE ADAMS had a shock when he walked into this scene while visiting Tarawa in the Gilbert and Ellice Islands. Full-grown adults swinging young ladies about on a length of coconut string suspended from a tree, was something new to him.

PIM found out that traditionally a "nikiranroro" or unattached woman gets up on the looped rope suspended from a coconut tree. Then youths from the village take turns to give her a push—the idea being to see who could push her highest. A youth can also, as demonstrated in the picture, further demonstrate his strength by grabbing the rope at the foot of the swing and pulling himself up onto the girl's knees. . . .

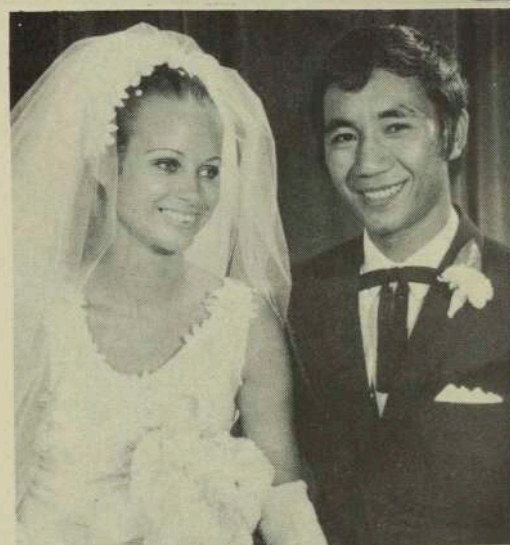
When this occurs the villagers believe that there are grounds for lasting affection between the two. They also believe that the action of the swing is "kamaui", invigorating, and certainly plenty of fun.

When missionaries arrived in the Gilberts the practice was banned—but now in these "progressive" times, it is back in full swing. There is also a belief among those who know little of the game that something more than a kiss-and-cuddle goes on on that swing. PIM's authority firmly scotches these rumours and points out that in the Gilberts, sex is accepted without shame, but public demonstrations are not.



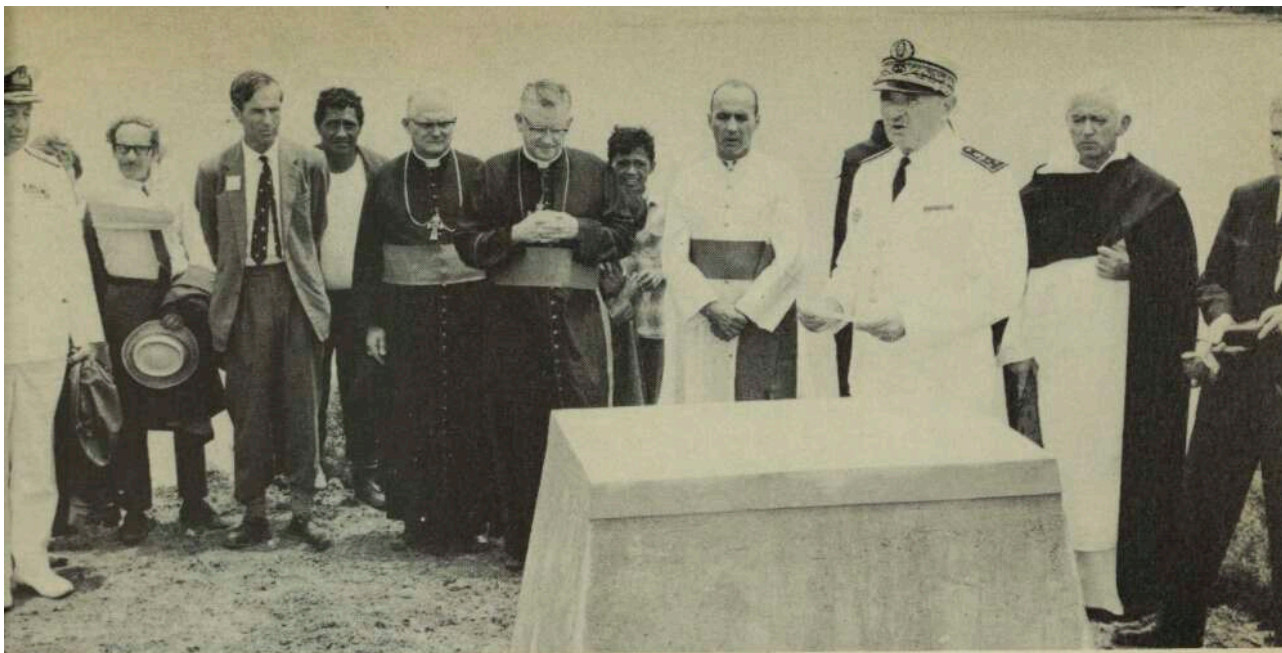
Boys from Sogeri and Iarowari High Schools in Papua-New Guinea visited Australia recently on a study tour. They had a good look round Canberra and Sydney and here they are (right) pictured outside the National Library building in the capital.

Children of prominent Port Moresby businessman, Mr. Luk Poy Wai and his wife, were married on the same day recently and held a joint reception. They were Miss Lily Luk and Mr. Barry Smith (below left) with the parents, and Mr. William Luk and Miss Jacqueline Freeman (below right). Photo by Chin H. Meen.



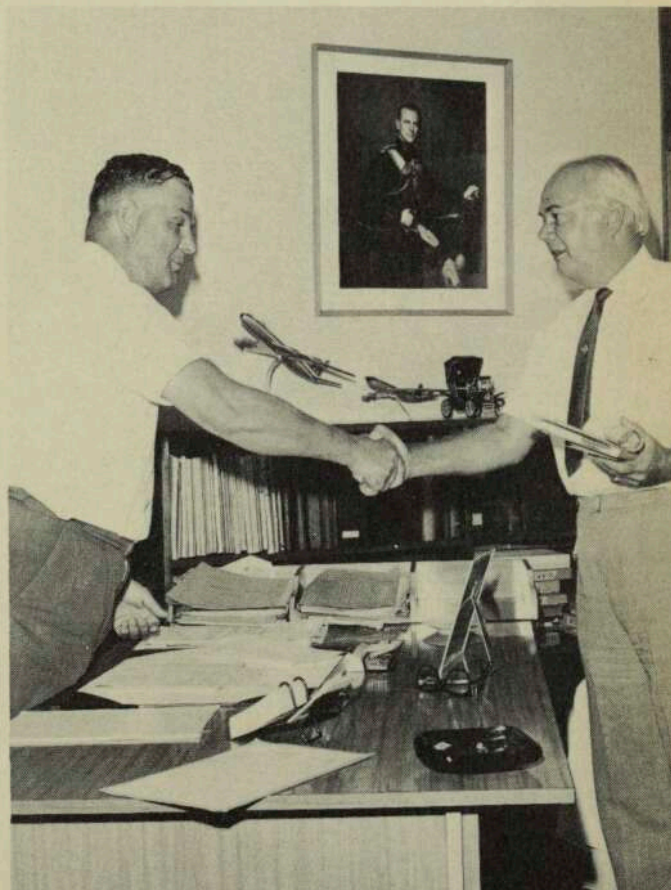
Dr. Stephen Kavana, left, is "absolutely adored" by the children of Ward 31 of Auckland Public Hospital. Dr. Kavana is a medical officer at the Tuberculosis Control and Test Clinic in Rarotonga, and is at present in NZ on a World Health Organisation Fellowship.

Right, opposite, Mr. Kevin Farrelly and Miss Elaine Bridle were married at St. Mary's Cathedral, Port Moresby, recently. After an Australian honeymoon they will live in Moresby. Photo: Chin H. Meen.



December last year was the 200th anniversary of the French explorer Jean de Surville's two week visit to Doubtless Bay, New Caledonia. To celebrate the occasion a plaque was unveiled by Commander-in-Chief of French Forces in the Pacific, Vice-Admiral R. M. Behic. Among those watching were (from left above) Chief of Naval Staff, Rear Admiral L. G. Carr; Professor John Dunmore of Massey University; chairman of the New Zealand Historic Places Trust, Mr. Ormond Wilson; Archbishop of Noumea, the Most Rev. Pierre Martin; Auxiliary Bishop of Auckland, Bishop R. M. Delargey; Bishop of Wallis and Futuna, Bishop Michael Darmencier and French Ambassador to NZ, Mr. M. F. Dufflos.

Fiji's Minister for Communications, Works and Tourism, Mr. Charles Stinson, became the proud owner of a private pilot's licence in January. Right, he receives his licence from Controller of Transport and Civil Aviation, Mr. J. V. Verran. Photo Bindar Pal.





People

● Two students have been selected by the Department of Civil Aviation and the Administration in Papua-New Guinea to undergo an 18 months' commercial pilot training course. They are 22-year-old Herman Mua from the Chimbu District, and 20-year-old Simoi Akai from the Northern District.

The training course covers navigation, meteorology, principles of flight, aircraft engines, aircraft performance and other air transport activities. It is conducted by the Department of Civil Aviation and the Aero Club of Papua in Port Moresby.

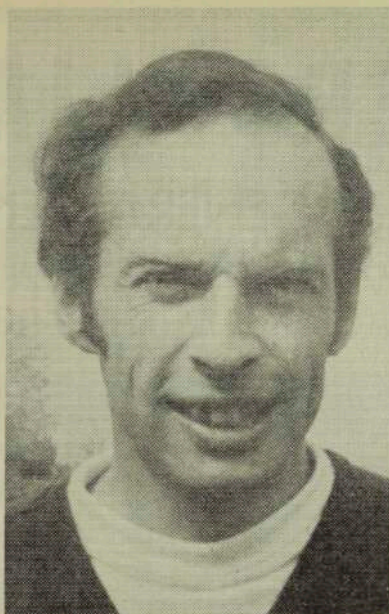
Mr. Mua, who spent a year as an art student at the University of Papua and New Guinea, joined the Department of Civil Aviation and has been working there as a communications officer. Mr. Akai was educated at Popondetta High School and comes from Ajeka Village, near Kokoda, in the Northern District.

● An additional judge, former Sydney barrister Mr. W. T. Prentice, has been appointed to the Supreme Court of Papua-New Guinea. Having raised the number of judges of the court from five to six, the appointment will enable it to dispose of a large backlog of lands appeals, about half of which are from the Gazelle Peninsula.

It is intended that Rabaul will become a major judicial centre and the Supreme Court will be able to sit each month. Mr. Justice Prentice served in the territory during the war.

● Mr. Carl Heine, who travelled as staff assistant to the Micronesian Political Status Commission when it made its sweep through other Pacific islands in early 1969, was appointed Deputy District Administrator of Yap District, US Trust Territory, at the end of last year. He may go to the Waigani Seminar in Papua-New Guinea later this year, where he has been invited to give a paper.

● Opposite: The weather in Sydney was beautiful when photographer, Bruce Adams, took this picture of lovely Suva visitor Louise Bentley. Louise, 23, is not just lolling about however—she's a very active secretary to a finance company in Sydney.



The Rev. John Kirkham.

● An English priest who has just completed a three-month visit to the Anglican diocese of Papua-New Guinea wants to see the church there make changes faster, give more indigenous people responsibility within the church and use local cultures in church services. The Rev. John Kirkham, who is chaplain to the Bishop of Norwich in England, visited the territory to see how the link formed by the two dioceses could best be forged by mutual assistance.

While impressed by the attitude of the church and the work it was doing, he said that it could do a lot more, particularly in the field of indigenous participation in church affairs.

He thought church services could use local cultures and ideas to better effect and that greater numbers of Papuans and New Guineans should be trained to take responsibility in the church.

On his return to England Father Kirkham hopes to arrange for some Papuan priests to train and work for a time in the diocese of Norwich. This, he says, would benefit the English diocese as well as the Papuan.

● Sir Donald Cleland and Mr. Douglas Lockwood have been elected directors of South Pacific Post Pty. Ltd., publishers of the *Papua-New Guinea Post-Courier*.

Sir Donald Cleland is a former Administrator of Papua-New Guinea, Mr. Lockwood is managing editor of

the company. Other directors are Mr. K. D. Macpherson (chairman), Mr. B. E. Fairfax-Ross (deputy chairman) and Mr. E. P. Glover.

● Two New Guineans have been given acting appointments in senior positions of the P-NG public service. They are Mr. Tonguna Paulius Matane, a member of the Public Service Board, who will act as Director of Lands, Surveys and Mines, and Mr. Gabriel Gris, acting Regional Dental Officer (Papua), who becomes an acting member of the Public Service Board. Both appointments began in December and will last some months.

● The Dutch ambassador to New Zealand, Mr. Van Walt Van Pragg, arrived in Tonga on December 10 for a six-day tour of inspection. He looked at development projects and, after a reception, had high-level talks with the government.

● Although there has been no official announcement about it, it is rumoured that Mr. Ian McDonald, chairman of the Papua and New Guinea Copra Marketing Board, will retire later this year. He has been in Papua since 1935, served in Angau and as OC Papuan Infantry Depot Training Bn., during the war, and became chairman of the ANG Production Control Board between 1948 and 1952.

When the Papua-New Guinea Copra Marketing Board was formed after the old ANGPCB was wound up in 1952 he became chairman of the new organisation.

● Dr. Sione Latukefu, second Tongan to gain a PhD degree, returned to New Guinea in January after spending Christmas and New Year with his family in Tonga. He was accompanied by his wife, Ruth.

While in Tonga, Dr. Latukefu carried out historical research on Tongans who served as missionaries in the Solomons and Papua-New Guinea. Dr. Latukefu is on the teaching staff of the University of Papua and New Guinea at Port Moresby.

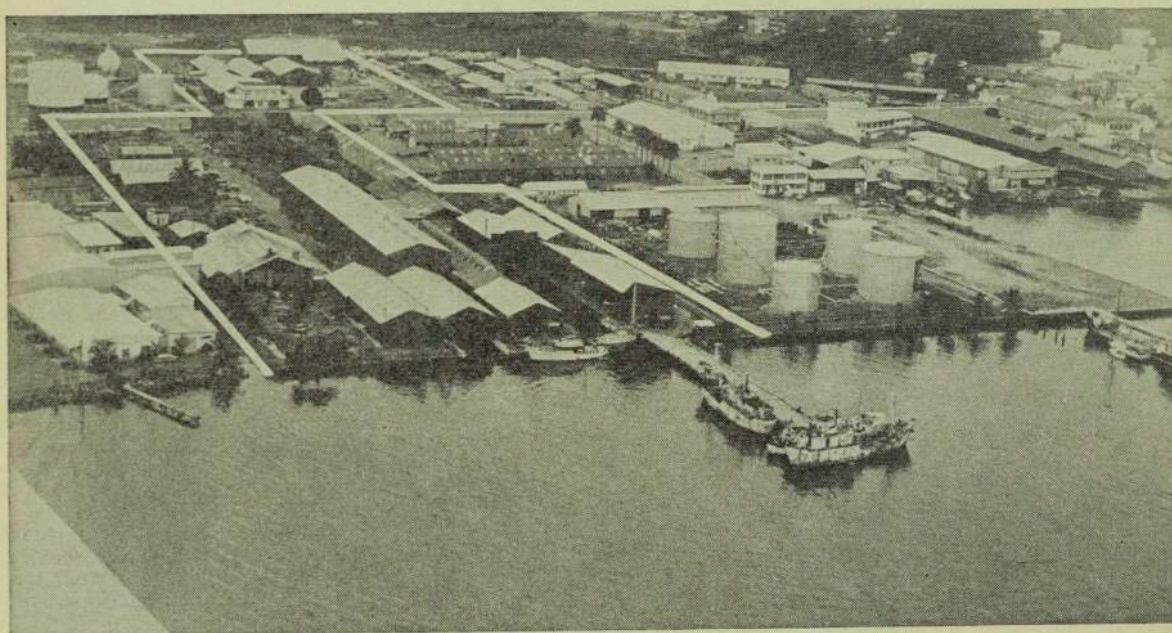
● Nearly 600 guests attended the wedding at the United Church, Lenggana, Simbo in the Solomon Islands, of Mr. Gordon Siana and Miss Mevilyn Sai. The wedding ceremony was conducted by the Rev. J. Cropp and among the guests was the District Commissioner, Western, Mr. T. Edgar. After the service, in accordance with Simbo custom, the newlyweds were thrown fully clothed into the sea.

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Pacific Shipping

"TOBI" SCRAPPED ON AUST.- NEW GUINEA RUN

Because of an over-estimate in cargo capacity, *Tobi Clipper*, the first vessel charter of the ambitious W. R. Carpenter-Thomas Nationwide Transport Australia-New Guinea freighting service, has lapsed.

The three-month time charter of the 720-ton Danish freighter ended in mid-January and was not renewed.

Weco Shipping Australia Pty. Ltd., Sydney agents for her Copenhagen-based owners, Franck et Tobiesen, told *PIM* *Tobi Clipper* would remain in the South Pacific for "two to four months" involving NG.

PNT (Australia) Pty. Ltd., jointly set up by Carpenters and TNT, chartered her for her first NG trip, leaving Sydney early last October (*PIM*, Nov., 1969, p. 113).

Her first trip featured stops at Lae, where she was delayed for 10 days due to big port holdups, and Ringi Cove, Kolombangara, in the Solomons, where she loaded logs from a major Levers Pacific Timbers project for delivery to Melbourne and Brisbane.

Dissatisfied

In all, *Tobi* delivered about 250,000 super ft to Melbourne and 150,000 super ft to Brisbane. She took logs usually only carried either by Burns Philp's *Tulagi* or Karlander's *Sletholm*.

Dissatisfied with Lae wharf and berthing delays, PNT came to an arrangement with South West Pacific Line to put *Tobi Clipper* into Madang, on an AWPL berth, for her second and final trips.

These last two trips included several stops around the north coast of New Britain to pick up logs for Australia.

A second call was made at Kolombangara (Levers are the only

exporters of logs on the Solomons-Australia trade).

TNT maintained that the ship's 5,400 cubic ft. cargo capacity was too small, her log lifting weight of about 700 tons "minimal" and refrigeration space was needed (*Tobi* has none).

Tobi's outward cargoes from Australia were not full and she did not make the profits anticipated. Carpenters say money was made on the charter.

TNT and Carpenters say disappointment over the *Tobi Clipper* will not alter their arrangement, through two subsidiary companies in Moresby and Sydney, to continue a door-to-door freighting service from Australia to the NG Highlands.

All their cargoes will now be shipped with other shipping companies.

Carpenters are considering other charters to NG. They are after a bigger ship which will handle more

In The News This Month

Abel Tasman	Mungo
Aeolus	Nam Hae 250, 276
Awahnee	Nexux
Bernina	Niuvakai
Bobbie Dee	Nivanga
Braeside	Papuan Explorer
Craestar	Sabaai
Fanafjord	Safia
Fortuna	Santa Teretia
Four Winds	Sariba
Gunner	Slembe
Hecate	Slidre
Imerina	Timur
Jardine	Sletholm
Kelasa	State Sarawak
Lazy L	Tobi Clipper
Mamamouchi	Tulagi
Mary Clare	Waimate
Moanaraoi	Youth

logs for a guaranteed and hard-to-get backloading to Australia.

The company would consider calls at Madang, Rabaul or Moresby, but not Lae, unless port conditions vastly improve.

TNT isn't as enthusiastic after the *Tobi* experience. This group's head, Mr. Ken Thomas, with his interest in Keith Holland Shipping, has had the small trader *Jardine* pulled off its Cairns-Daru-Moresby run.

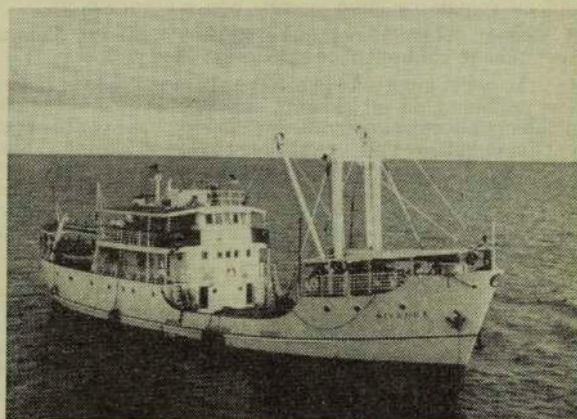
Now, Mr. Thomas told *PIM*, DC3's had been chartered to fly three times a week from Cairns to Moresby with cargoes.

Jardine was "laid-up", and could possibly work Papua's Upper Fly River, to service the growing Kennecott copper exploration teams, in opposition to Steamships Trading Company's *State Sarawak*.

Potential log exports from Melanesia to Australia and South-East Asia look brighter. Since the slump in prices offered by the Japanese in mid-1968, prices have risen 20 to 25 per cent.

Tenaru Pty. Ltd., of Sydney,

The Gilbert and Ellice Islands Government vessel "Nivanga" is a familiar sight to the Islanders of the outer atolls. She takes up to 60 cabin and deck passengers and carries general supplies from her Tarawa base. Photo: Captain Peter King, of GEIC ship, "Moanaraoi".





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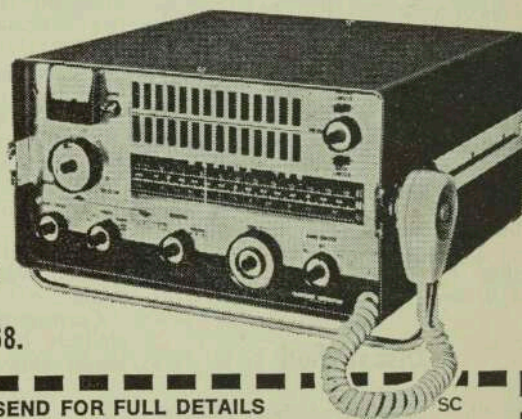
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which has handled log exports from the Solomons and the NG Islands for 20 years, says demand in Australia for Solomons logs is increasing. Several makers in Sydney are using these logs for plywood, furniture and boatbuilding.

Tulagi carries about 100 tons of logs from Kolombangara each trip. Japan is still considered "The Market", and Japanese buyers usually make their own chartering arrangements.

CAN THEY ALL MAKE A PROFIT?

New Guinea shipping group, Karlander (NG) Pty. Ltd., has taken a 50 per cent. share in a major new shipping service to include three-weekly calls at Port Moresby.

Karlander and a Swiss miner, Alusuisse Australia Ltd. (which has the other 50 per cent.) have formed Australian Territory Liner Services Pty. Ltd. of Sydney and Papuan Liner Services Pty. Ltd. of Moresby.

ATLS will operate cargo vessels only from Sydney to Brisbane, Moresby, Gove (Northern Territory) and Gulf of Carpentaria ports. The service is primarily to cater for a \$300 million bauxite/alumina project at Gove, in which Alusuisse has a major share.

It's hoped to get the service started in March with two Bulgarian-built 5,000-tonners, *Safia* and *Sariba*, owned by Papuan Liner Services, which will be put on bareboat charter to ATLS.

Australia has granted ATLS permission to operate these two vessels while two other specialised 4,500-tonners are built in Australian shipyards for the service. Tenders are yet to be called.

ATLS says agreement has been reached with Australian maritime unions (see *PIM*, Jan., p. 99) over manning of the *Sariba* and *Safia*. Crews left Australia for these ships in January.

ATLS will compete on the Gove trade (it's estimated that 370,000 tons of equipment and materials will be shipped to Gove by 1974) with the Australian National Line and a Dillingham Corporation subsidiary, John Burke Line.

Recently, Dillinghams took over Burke, buying shares held by Islands Agent, Nelson and Robertson Pty. Ltd.

Other Australia-New Guinea shippers are sceptical whether yet another service to NG will cover its costs on already intensely competitive calls, especially by employing Australian crews on Australian rates of pay.

However, Karlander says it will make its Moresby calls pay and maintains it will later this year also increase its other NG services.

Karlander proposed previously and unsuccessfully that Papuan crews man ATLS ships. This provoked top level opposition in Canberra by Australian shipowners, including Dillinghams, and Australian unions.

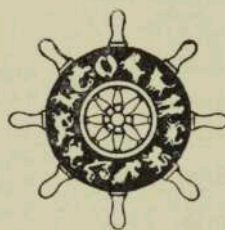
Shipowners are extremely sensitive about publicising their ships' place of registration. An Asian or Islands registration can mean big costs saved and Karlander would have preferred a Moresby registration for its project. However, it didn't turn out that way.

WORRY ABOUT LAE SHIPPING DELAYS

Start of New Guinea's coffee export season in May will be a crucial period for Lae, where 95 per cent. of the crop leaves for the big buyers of West Germany and Holland.

Export and shipping groups have protested to Mr. Barnes, Australia's Minister for External Territories, over the "hopelessly inadequate conditions of Lae".

The P-NG Coffee Marketing Board, Anglo Marketing, coffee planters from Mt. Hagen and Goroko, the Bank Line and Ham-



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burg-Sud have asked Mr. Barnes to intervene.

They told him unduly long delays by ships calling at Lae had jeopardised coffee exports, worth one-quarter—or about \$14 million—of the territory's exports.

They called for vast improvements in wharf facilities and handling operations at Lae. Extensions to Lae's wharf were behind schedule and there was no provision for coffee storage space near the wharf.

The groups said the system of berthing priority introduced by the PNG Harbours Board last September was "flagrant discrimination providing preferential treatment for favoured people."

The system was introduced to encourage unutilised cargo handling. It was, however, unsuitable for the coffee trade and ships handling coffee had since suffered even greater delays.

In late January the groups were awaiting Mr. Barnes' reply. They had called for help by May.

SHIPS WARNED OF NEW 'ISLAND'

Was it Falcon Island? Or was it a new low-lying shoal produced by underwater volcanic activity?

Tongan and Fiji marine authorities disagreed in January over the identity of a shoal seen by Fiji Airways pilots in the Falcon Island area, 20 miles north-west of Tonga's main island of Tongatapu.

No matter what, Fiji's Marine Department said, it amounted to a danger to navigation. The department decided to warn ships.

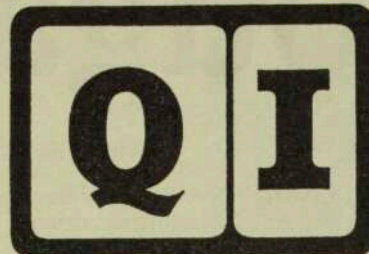
Tonga's Harbour Master, Captain C. H. Hill-Willis, disagreed. He said the reports were from the Falcon Island area and no warning to shipping would be required as the area was already declared a shipping hazard.

Chief pilot of Fiji Airways, Captain N. M. Ganley, gave the shoal's position accurate to one mile; the Fiji Marine department said his figures indicated an area 35.3 miles south south-west of Falcon Island's last reported position.

One of the airline's pilots, Captain B. N. Rankin, had seen the shoal while piloting a HS748 between Fiji and Tonga on January 3.

He estimated discolouration of the water covered between 400 and 500 acres with a definite division between a patch forming the centre and that surrounding it, which was lighter in colour.

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It is still two years before Bougainville Copper is scheduled to begin production. However, in that time a town capable of housing 10,000 people will be established. It will be as up to date and fully equipped as modern engineering and planning techniques can make it. It will be serviced by main roads, a railway and airfield.

A major personnel training programme will have progressed a long way towards equipping 2500 people of the Territory with the skills required by a complex mining operation.

From 1972 Bougainville Copper Pty. Limited will be producing 150,000 tons of contained copper in concentrate, and half a million ounces of gold a year. This will earn for the Territory more than \$100 million.

The administration will receive between \$200 million and \$300 million in the first 10 years of operation.

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CR388

MILI goes on a spending spree

MILI, the US Trust Territory's shipping company, has chartered a 1,980-ton Norwegian passenger-cargo vessel, *Fanaffjord*, for four years. She's scheduled to begin services in April on the Far East run and her initial calls will be Kaohsiung (alternate voyages)-Japan-Saipan-Guam-Yap-Koror.

Fanaffjord has a top speed of 12 knots, large hatches, wide decks and reefer space; she accommodates 10 people in five cabins. Fixed on bare-boat charter, she'll have a Micronesian crew, excluding her Norwegian master, first officer and first engineer.

Gunners Knot, another MILI ship, was to re-continue service in the Marshalls from late January after drydocking and "facelifting" in Japan. Passenger accommodation is for 12.

The company recently bought, for an undisclosed price, a 310 ft. self-contained copra barge, called *BH1*, due to go into service about May.

BH1 could be quite an innovation for collecting copra at hard-to-get-to calls in the Islands, not merely Micronesia.

She can load as well as discharge bulk copra by means of two reversible "vacuuvators" powered by her own plant. She draws copra from a ship's hold or shoreside warehouse and then blows it into either of two compartments, where it can be stored and eventually loaded by reversing the process.

With a capacity of about 1,200 tons, *BH1* can be towed from island to island, collecting copra from small deposits, or remain at anchor waiting for small ships to come to her.

When full, *BH1* then goes alongside the export vessel and discharges copra into the bigger vessel's holds at the rate of 120 tons per hour.

The copra handlings at Majuro, Marshalls, are expected to be greatly improved by the newcomer. MILI has made another recent acquisition — a 130 ft. cargo tug *Hecate*, whose initial job will be to tow *BH1* to Micronesia from San Francisco.

SHIP PROBLEM FROM AUST. TO SAMOAS

Infrequent Bank Line sailings out of Sydney have partly relieved losses of up to \$3 million feared by Australian exporters to both Samoas, Fiji and Tonga, following the ending of the Union Steam

Ship's *Waimate* service to this area from Australia last year.

Union pulled *Waimate* off the run, leaving only the Tongan Copra Board's *Niuvakai* operating, because of lack of all round support and non-existent return cargo.

The *Fleetbank* made a special trip late last year and the *Laganbank* was expected on a similar voyage in February.

Foodstuffs, mostly flour, rice and sugar, have been stockpiled in Sydney waiting for delivery and recent big loadings of explosives aboard the *Niuvakai* for Emperor Gold Mines, Asau Harbour and Nukualofa have taken up valuable space aboard this small vessel.

Exporters in Sydney see the situation temporarily relieved but still fear they could lose up to \$3 million in sales to others, especially New Zealand.

SPORTS BOAT DE-LUXE FOR FIJI

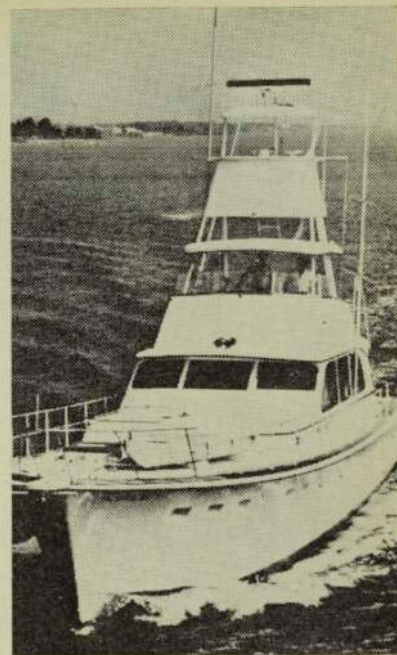
Marlin Investments Ltd., which operates game fishing craft for the Fijian Hotel at Yanuca, Fiji, has ordered a \$F100,000 Daytona fibre-glass Sports Fisherman vessel from England.

Marlin's governing director, Mr. Harry Dutfeld, says it will be one of the "most advanced" vessels of its kind in the Islands.

To be called the *Bobbie Dee*, after Mr. Dutfeld's wife, she's expected in Fiji in October.

The boat, being built on the Isle of Wight, will have a 15 ft. 6 in. beam, a draught of 4 ft. and a tonnage of 41.2. She will be powered with twin Rolls Royce diesels each developing 310 horsepower and giving a top speed of 25 knots and a cruising speed of 22 knots.

Equipped with radar, automatic pilot, echo sounder, searchlight and two powerful radio telephones, *Bobbie Dee* will also have three steering wheels and control stations — one on the flying bridge, another in the wheelhouse and the third in the cockpit. Lifesaving equipment will



This is the type of game fishing vessel ordered by Marlin Investments Ltd.

include a 20-man RFD self-inflatable life raft.

Cabins will be carpeted throughout and facilities will include two separate toilets and showers, a complete stainless steel galley, equipped with automatic electric stove and a 22 cubic ft. deep freeze unit.

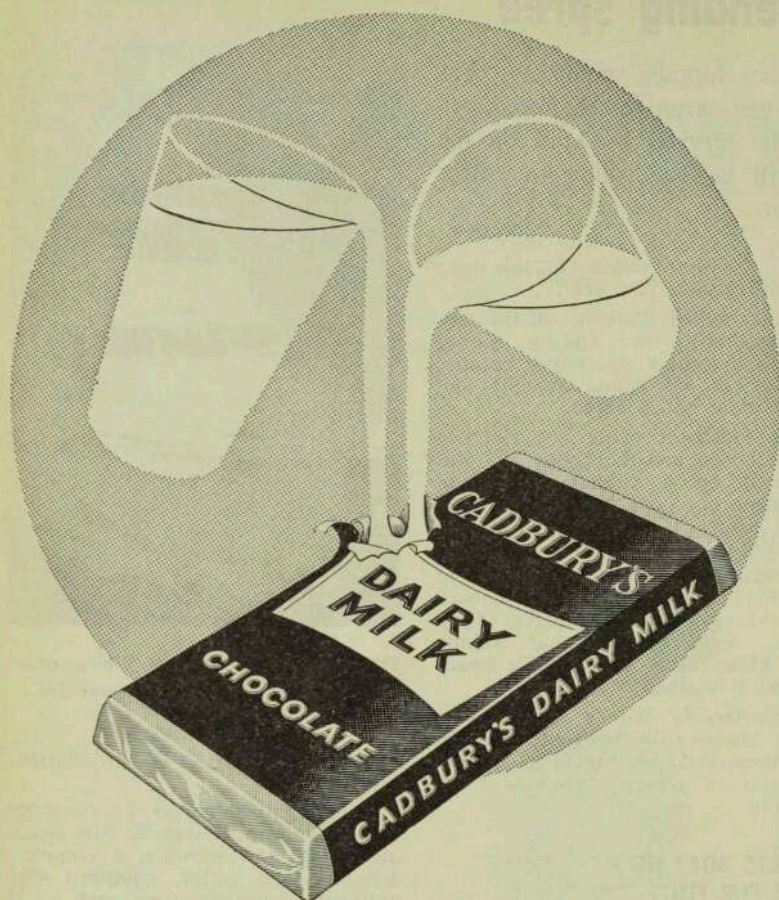
Marlin intends to sell one of its present fleet, the 45 ft *Susan Jane* or the 43 ft. *Fleet Lady*.

GERMANS HOPE FOR MORE NG TRADE

Expansion of NZ Export Line's Melanesian routes and Hamburg-Sud's Europe-Melanesia routes was considered when Mr. Horst Rilk, Australian manager of an associate company, Columbus Lines, talked with his principals at Hamburg, West Germany, in late January.

On her first two trips to NG from Europe, the Hamburg-Sud's *Hinrich Witt* carried 200 tons and 13 tons of German exports to NG. With Germany buying a minor proportion of Bougainville's copper, Hamburg hopes that more German heavy equipment will find its way to Kieta.

Mr. Rilk argued that Hamburg-Sud take a bigger hand in the European delivery of mining equip-



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ment for Caledonia's \$1 billion expansion of its nickel industry over the next five years.

The equipment will mostly come from Europe because of Common Market ties; Australia and NZ are expected to concentrate on food-stuffs, clothing and housing supplies.

NEW CONTRACT FOR SANTO WHARF

Mr. Louis Chaumont, director of the Port of Noumea, and Captain J. I. Dalby, traffic manager, Marine Department, Fiji, have recommended to the New Hebrides Condominium Government that the contract with Societe Portuaire, to operate Santo Wharf, be cancelled.

They have asked that a new contract be drawn up, tenders be called and operations of the successful tenderer be extensively reviewed annually.

These are the final conclusions of the marine authorities, who, at the request of the local government, inquired into the operation of Santo Wharf, the condominium's number two port, in mid-1969, following many complaints about stevedoring, storing and berthing operations at the wharf since 1964.

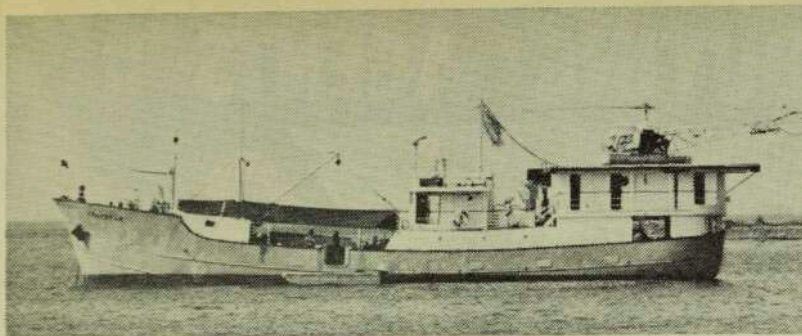
During course of the recently-published inquiry into the wharf's operations, Societe Portuaire, which has exclusively operated all the wharf's functions since it won its initial 18-month contract in early 1958, was severely criticised.

Charges against this French company included excessive charging, unnecessary damages to cargoes, poor supervision of stevedores, lack of a real wharf master, incompetent workers, prolonged delays to cargoes either waiting for shipment or delivery to local importers and a general deterioration in all services.

The inquiry was told the concrete-piled wharf was completed in 1958 at a cost of \$1,124,559; berthing length was 439 ft. Societe Portuaire was the successful tenderer to operate its stevedoring operations.

Because of lack of agreement between French and British Administrations, the contract was never renewed, but Societe Portuaire, being a French-registered company, retained its exclusive stevedoring rights because under French law the terms of contract were considered to continue until it was formally terminated.

Tenderers for operation of the wharf, presuming the inquiry's recommendations are approved, are expected to include a bid from Burns Philp (New Hebrides) Ltd.



"Craestar", Conzinc Riotinto's mineral exploration vessel complete with helicopter and its landing area, is a familiar sight in the New Guinea Islands, the Solomons and the New Hebrides. Recent calls have included Fiji, the Cook Islands and Niue.

BP'S TO SELL "BRAESIDE"

The sale of Burns Philp and Co. Ltd.'s flagship *Braeside* was imminent in late January. A Manila-based shipping company was at Madang, New Guinea, considering making an offer under \$500,000.

PIM understands BP's will accept the offer but run the 21-year-old 5,867-ton veteran to NG once more after her January run.

Meantime, BP's is looking for a modern, 6,000-ton freighter. In January it turned down an offer to buy, for \$2 million, a ship similar to the two Bulgarian freighters *Karlander* will use on its Gove run. BP's felt these ships were too slow (about 13 knots).

When it gets the ship it wants, BP's will sell its 2,600 tons, 15-year-old *Tulagi*, which services the New Hebrides and Solomons.

SHIPPING BRIEFS

● It's reported in New Guinea a 23 ft long hovercraft capable of carrying 10 passengers is being built in Tasmania for service in NG waters later this year. A company called Cushioncraft Services has been formed in NG and Air Cushion Vehicles Australasia Pty. Ltd., of Tasmania, has won a contract to build the craft, for delivery in NG in March.

● New Hebrides resident, Mr. Manuel Balesaga, of Tanna, found an unsinkable aluminium 12 ft dinghy adrift at sea eight miles west of nearby Futuna Island, in the southern Hebrides, recently. There were many limpets attached to the boat, indicating it had been drifting for many days.

● One of the Islands' largest cement barges is nearing completion in Tonga.
(Over)

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Designed by Mr. N. Ashton, of Dunedin, New Zealand, and built by Warner Enterprises, it is 52 ft long and 15 ft wide.

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If this new enterprise proves successful, possible buyers would be the Tonga Copra Board and Tonga Produce Board for inter-island transport of their products.

● After 28 years' service in New Guinea and Solomons waters, the trader *Abel Tasman* is being broken up in Madang. She will be used as an extension to the Madang wharf. Tasman's owners have included the Australian Army, Angau, the NG Administration, Captain Jim Donald and finally, Madang businessman, Mr. Licciardo.

● It's hoped the much-delayed clearing of Western Samoa's Asau reef will be stepped up with a recently-announced New Zealand Government loan of \$NZ150,000. Clearing of a navigational channel at Asau is essential for ocean-going vessels to enter Asau and load timber from the multi-million dollar Savaii Potlatch project.

● Karlander NG Line Ltd. started a direct Sydney and Brisbane cargo service to Honiara in January with the trader *Slidre Timur*. The vessel will service Honiara only and offer a 25-day service. Karlander has been servicing Honiara for some time, but with an indirect run via NG ports.

● *Mungo*, a 4,800-ton Dutch-built French vessel, called at Rarotonga in mid-December with 920 tons of general cargo and Christmas mail for the Cooks. It was a special call, because of the New Zealand shipping strike which had delayed cargoes.

● Steamships Trading Co. Ltd.'s biggest coastal trader, *State Sarawak*, went into service in Papuan waters in January.

The 136 ft 305-ton vessel, only 12 months old, was built in Singapore for rutile mining in Australia. However, her part-owner, wealthy Queensland businessman Mr. Mark Foyster, changed plans late last year and sold her to Steamies for an undisclosed sum.

When her registration is transferred from Australia to Port Moresby Steamies intend renaming her *Papuan Explorer* and working her up the



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Fly River, in association with American explorer, Kennecott, which has a major copper find behind the Upper Fly.

Her draught is small, under 7 ft, and she can carry big amounts of general goods, particularly kerosene, and copra.

● Nauru has set up legislation providing for the salvage of derelict wrecks. A Receiver of Wrecks is to be appointed. The Republic will claim $3\frac{1}{2}$ per cent. of the net sale value of the wreck where the true

owner is found; if he's not found within a year of the wreck being delivered to the receiver, the handling fee will be 10 per cent. of net value, after deducting any costs of receivership.

● *Santa Teretia*, mission ship of Roman Catholic headquarters for the Gilberts, at Tarawa, went aground on a reef off Nauru in early January. Early efforts to refloat her failed. Several years ago she went aground on a reef off Nanumea, Ellice Islands, but on that occasion she was refloated the same day.

● *Gunner*, 1,000-ton freighter (formerly *Mary Clare*), was on a one-trip charter in January to Gibbs Bright and Co. Pty. Ltd., to pick up logs at New Britain, NG, and deliver them to Brisbane. *Gunner's* agents, Danish firm Weco Shipping Australia Pty. Ltd. had the ship previously on a three-month charter to Fitzgerald Pty. Ltd., of Brisbane, who put her on a couple of trips to Port Moresby last year.

● Messageries Maritimes will replace its passenger-cargo vessel *Imerina*, a familiar sight in New Caledonia and the New Hebrides over the past 18 months, with a slightly smaller vessel, *Slembe*. *Slembe* will initially go on the Sydney-New Caledonia-New Hebrides run but she'll also "tramp" to Islands ports when cargoes warrant it.

● A recent rundown of the percentage of cargoes carried by shipping companies from Australia to New Guinea shows the big three close together. Burns Philp, with big shares of Rabaul and Madang shipments, had 30 per cent.; China Navigation, doing best at Moresby and Madang, had about 1 per cent. less and AWPL, best at Lae, was three points below China Nav. Karlander had 13 per cent; others, 4 per cent.

● While Fiji-based Korean fishers *NAM HAE* 250 and 276 were berthed in Nukualofa for repairs (*PIM*, Jan., p. 105) three similar vessels were sighted off Fuamotu, southern Tongatapu, recently.

A correspondent on nearby Eua stated that at the same time five Korean fishing vessels were offshore. Next morning three had left, possibly those seen at Fuamotu, but another joined the Eua pair.

The correspondent boarded one of the vessels and was told that all were sheltering at Eua to miss storms reported by weather stations to be approaching the area where they were fishing.

Two more vessels joined the three already there and their departure coincided with that of the two berthed at Nukualofa.

It seems that Pago Pago and Fiji-based fishers are taking advantage of Tonga's impotence to patrol her territorial waters. One would imagine they are also taking advantage of Tonga's best fishing grounds and that some salutary measures are overdue.

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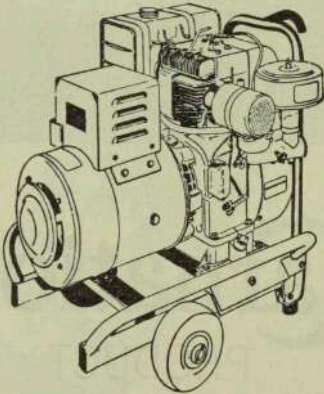
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Cruising Yachts

● **AWAHNEE**, 53 ft ferro-cement cutter with captain-owner Dr. R. Griffiths and his wife and son arrived at Rarotonga from Tahiti on December 19. Also on board were crew members M. Black, H. Russell, Marlene Pukis and K. Street.

All are Californians except Mr. Street who comes from Edinburgh, Scotland.

The voyage started from Honolulu and ports of call have included Moorea, Bora Bora, Raiatea, and Penrhyn, northern Cooks.

The first *Awahnee*, owned by Dr. Griffiths, was a wooden yacht which was wrecked at Vahanga, eastern Tuamotus. Dr. Griffiths and his wife, Nance, salvaged a good deal of the wreck, shipped the parts to NZ and used them in designing the present ferro-cement vessel which he built himself in NZ in 1965.

Dr. Griffiths has sailed twice round the world and this in his fourth visit to Rarotonga.

● **NEXUS**, with Chuck and Frances Harris, was to leave Rabaul, in late January for the Solomons, via Bougainville.

● **LAZY L**, 52 ft luxury ketch, arrived in Suva in mid-December and was due to leave for New Zealand about February.

Owner Edward Lindlev, 56, former president of the Palomar Savings and Loan Company, said he's on the trail of the "big stuff" and intends to try his hand at big game fishing in the Bay of Islands. His wife is travelling with him.

Lazy L, built specially for Mr. Lindlev by a San Diego naval architect, cost \$US85,000. She was launched in 1965. Mr. Lindlev plans to see Australia and NZ before heading home to San Diego.

● **FOUR WINDS**, with Harold and Mary Ann Seal, in French Polynesia for most of 1969, was in Papeete late last year waiting on a visa extension before cruising more local islands, such as Bora Bora and Huahine. Aim is to reach NZ about September.

Stops have included Fatu Hiva, Hiva Oa, Vaitahu, Tahuata, Ahe, Manihi, Rangiroa, Taunua, Arue and Moorea.

● **DISCOVERY**, with the Hogans, was at Honolulu recently where Bob was resting after two delivery jobs: *WINDWAGON*, from Hawaii to California, and *KOCHAB* from Fiji to Hawaii.

● **SABAAL**, driven onto a reef and grounded late last year on Assumption Island, Indian Ocean, is still stuck on the reef at last report (*PIM*, Jan., p. 107). Her owners, Carl and Mary Leonard, escaped and have returned to New York.

● **AEOLUS**, with Tony and Anne Carter, was recently at Sausalito, California, with hopes of "going South Pacific".

They're known in Tahiti (from where they've done a delivery job with *BERNINA*), Fanning and Christmas Islands, the Marshalls, Carolines and Hawaii. Fanning is one of their favourites, mainly because of plantation manager Phil Palmer, who gave them a wow of a time recently.

● **PEN DUICK IV**, with Eric Tabarly, was to leave Noumea early February for Paris, via South Africa. She reached Noumea on January 10 from Papeete.

● **IORANA**, with the Gruts, was a recent arrival at Durban.

● **YOUTH**, with Alan Quigley, R. Weldon, B. Newton and M. Graham was at Durban recently.

Last mentioned when she was in Rabaul in early '68 (*PIM*, Apr., 1968, p. 115), the 35 ft South Australian steel-hulled sloop had previously

made news when she put in an out-of-the-way call at Port Sandwich, Malekula, New Hebrides, on September 29, 1967.

● **FORTUNA**, with skipper Ken Furby, Warren Smith, Peter Hewitt and R. Goldie, was in Durban recently. *Fortuna* was last mentioned in the Trobriands, off Papua (*PIM*, Aug., 1969, p. 113) while on a trip from Rabaul to Port Moresby.

● **KELASA**, with Harry Gilbert, was at Durban recently. A 36 ft gaff-rigged cutter, her owner Harry hails from Canada and *Kelasa* was a familiar sight around places like Fiji, Tonga, the New Hebrides, the Solomons and the Samoas in '68-69.

● **SAWANKHALOKE**, with the Hedings, was at Durban recently.

● **KORORA**, with Dr. Micheal Watson and his family, recently moved from Durban to Capetown. The Watsons are well-remembered in Tonga.

● **SEA ROVER**, with John Lewis, recently sailed from Durban to Capetown.

● **MAMAMOUCHI**, with the Robert brothers, recently moved from Durban to Capetown. The sloop's voyage, which has included calls in Tonga, Fiji and New Caledonia, is being partly financed by a watch company. *PIM*'s last reference was when the sloop was at Port Moresby (*PIM*, Oct., 1969, p. 115).

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Business and Development

75 YEARS 'YOUNG' AND PROUD OF IT

Even though its original capital of £50 has grown into today's annual turnover of \$15 million, Islands agent, Nelson and Robertson Pty. Ltd. and its associate companies, feels this is only half the story.

Seventy-five years "young" this month, N. and R. is proudest of the many clients it has maintained for long periods, dating back to New Guinea's German days, and the development and changes it has engineered behind the scenes in the Islands.

The company is also proud of the fact that it is one of the leading exporters of cocoa from the Islands.

N. and R. is today jealous of what it does for its long-term clients. Services go far past selling or buying a ton or two of trochus shell or locating false teeth for a Solomons planter or chaperoning Islands children on holidays in Australia.

The company feels that an Islands agent has many roles. The company gets out and meets its clients, worries about their personal problems and takes more than a commercial interest in the territories in which it operates.

Early cocoa growers

Innovations that N. and R. has spearheaded include early cocoa-growing in Western Samoa; assisting the administration of the defunct Expropriation Board in New Guinea; and tracing missing Europeans during the Pacific War.

Great PR perhaps, but most businessmen outside N. and R. agree that the company earned its envied reputation in the Islands primarily through the original father-and-son team who turned the N. and R. wheel in its first half-century.

One of its two founders, Ivan Nelson, arrived in Sydney in 1888, a good-looking son of well-off Swedish parents who had given him an agricultural education.

He came on a "health trip", stayed 53 years and died in Sydney in 1941. He worked as a surveyor and a teller

in a now defunct bank before he met the shipbroker George Robertson.

Both put up £25 apiece in 1895, and on February 18 of that year formed Nelson and Robertson, shipbrokers, in Loftus Street.

Initial business was carrying coal to Fiji and returning with raw sugar to Sydney. Their first two ships were the *City of Hankow* and *Mary Moore*.

Mr. Robertson, who retired in 1910, handled shipping activities; Mr. Nelson turned his hand to commerce and from the early 1900's began building up Islands business.

First came Western Samoa, then New Guinea, the Solomons, Fiji,



Mr. Norman Nelson.

Norfolk Island and American Samoa.

Until 1946, when N. and R. disposed of its one steamer, *Poonbar*, 30 sailing ships were bought, sold or chartered for cargoes from New Guinea to Denmark, Australia to Fiji and New Zealand and Australia to the U.S.

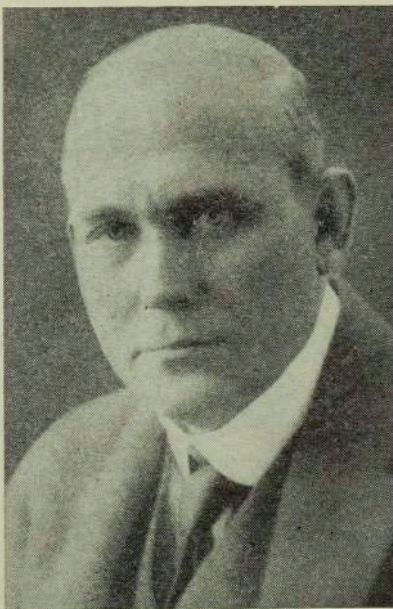
From an original staff of four, N. and R. now has a staff of over 100. Subsidiaries include Rabaul Trading Company, with branches in Lae, Madang and Rabaul; a property group, Tusculum Pty. Ltd.; RTC World Travel of Rabaul; and N. and R. Travel Agency Pty. Ltd.

N. and R.'s best known activity is as a buyer and seller of Islands products, including cocoa, greensnail, chillies, crocodile skins, trochus and peanuts.

It recently sold out its equity in the John Burke line, but it acts as agents for this line and the Australian National Line's new vessel *Sydney Trader*, on the Queensland run. It also acts, through its New Guinea associates, for overseas shipping interests.

N. and R. has a half-interest, with an English group, in Teleflex Marine Products Ltd. of Sydney; a Sydney block of flats, and extensive land holdings at Rabaul, Lae and Madang.

Currently the directors have no thoughts of the company going public and being listed on Australian Stock



The late Mr. Ivan Nelson.

Exchanges. The majority of shares are in the hands of the Nelson family and members of the staff.

The present company chairman, Mr. Norman Nelson, started work for the company in July, 1920, as an office boy. He's since worked in every one of the company's departments, including a few weeks aboard a steamer as a supercargo, and has made many trips to the Islands and Europe.

His son, Ivan, is now a N. and R. director, as are Messrs. Harold Cooper, Ray Law and Jack Flitcroft.

Over the years, Mr. Norman Nelson has held directorships in several groups. Recently, on the retirement of Burns Philp's legendary Joe Mitchell, he was asked to join the board of Bankers and Traders.

Emperor might leave Fiji after six years

Unless the official world price of \$US35 an ounce for gold is increased or a major mineral discovery in Fiji is made by Emperor Mines Ltd., Emperor in 1976 might close down its Fiji operations, which are a vital part of the colony's economy.

Mr. J. F. Wren, Emperor's chairman, didn't exactly say this, but he made this possibility very real to shareholders at the annual general meeting late last year.

He said under the current financial agreement with the Fiji Government, Emperor was obliged to continue operating for six years after the close of 1969 to qualify for the eventual "write-off" of the whole of its obligations under its government subsidy agreement.

He said Emperor was looking at an area, Colo-I-Suva, outside Suva, on Viti Levu, where about 100 acres containing anomalous copper and silver values had been found. Detailed exploration had indicated zinc was the predominant metal and diamond or percussion drilling was to start.

Nearby, Emperor had a "small percentage" of an exploration programme with Anglo American Corporation.

In January, the company's chief general manager, Mr. A. F. Watson, said \$F500,000 less income than expected would be received this year because of the sudden drop in the world free price of gold.

He said "marginal" mines such as Vatukoula had to "reconsider" future plans, particularly those dealing with development. Some men might have to be laid off.

Emperor, Mr. Watson said, was reorganising its programmes and workforce as a result of the anticipated drop in revenue.

American Samoa alleges delays

The American Samoan Government and New Zealand exporters clashed recently over alleged delays in orders of equipment and supplies from NZ to Samoa.

Samoa circulated a letter in NZ saying it wished to continue doing business with NZ, but if delays continued orders would be transferred to US exporters.

NZ shippers refuted Samoa's allegations of delays. Union Steam Ship said some of the allegations were "false" and credit was not given for regular services operated by it to Samoa.

Auckland and Wellington businessmen said Samoa was getting as good, if not better, service as other Islands territories. They claimed the new Samoan administration was "pressurising" them to treat what was merely a small export market as a major customer.

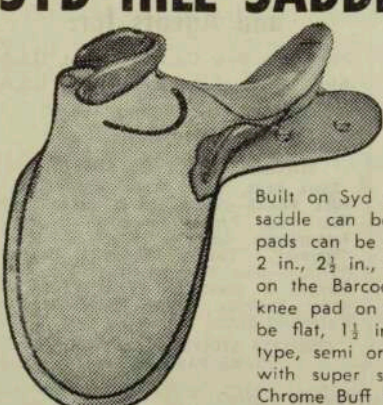
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Ansett is first with new plane

Due to a puzzling crash landing on a small American Samoan island, Ansett Airlines of New Guinea was able to introduce its new 20-passenger Otter aircraft ahead of its NG competitor, TAA, in late January.

The crash was of a \$350,000 de Havilland Otter, which made an emergency landing on an isolated beach of Tau Island, Manua, American Samoa, in early January. It was on a delivery flight from Kansas, USA, by an American ferry

company, to TAA for its NG operations.

The Otter skidded along the sand, careering into rocks which caused superficial damage. Captain J. C. Averill, the only person aboard, was shaken but unhurt.

A team from TAA and de Havilland in January was on its way to Tau to assess damage and determine whether it was worthwhile shipping the Otter overseas for repairs.

It's understood the Otter had run out of fuel because of strong headwinds on its Honolulu-Pago Pago hop. However, an identical Otter, on delivery to Ansett at the same time,

reached Pago Pago safely, was delivered to Sydney, painted with Ansett colours, and introduced to NG.

TAA had ordered three of these bigger and faster Otters to replace its NG fleet, at a total cost, with spares, of \$1.5 million. Delivery dates of the company's other two were uncertain. Ansett had ordered two Otters for NG.

Fourth nickel co. gets Paris approval

New Caledonia's so-called "fourth" mining company has received Paris approval for its establishment in the Territory. The area of future exploitation has not yet been decided upon however the group's representative — M. L. Poradier Duteil — is now established in Noumea.

The fourth company is called "Penamax", being an alliance between French Pennaroya and American Amax.

The Territory's "second" mining company — "Cofimpac" — which is to operate in the south of the island has now named Mr. Jacques Richardson to be its manager in Noumea as from about May.

Coconut milk co. favours Nauru

Among the spate of companies attempting to set up operations on Nauru in recent weeks (*PIM*, Jan p. 25) is an American concern.

It is Cocomilk Ltd., originating out of Seattle, Washington, Cocomilk is offering 15,000 shares of \$US1 par value at \$10 each to raise \$150,000. Underwriting expenses and commissions will cost the company \$15,000.

Sponsor of Cocomilk is the United Sam Agency, Seattle, and its "provisional director", Mr. A. Hansvold c/o Box 6676, Seattle.

In its prospectus, Cocomilk says Nauru was selected for incorporation because of "favourable tax law and the financially stable environment afforded by the concentration of phosphate wealth in this new nation".

"Nauru is centrally located," says, "and because of Nauru's sovereignty, will offer more freedom from politically motivated influence by overseas nations."

Cocomilk's objective is to produce and market substitute milk and milk by-products in the Pacific Island

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Cocomilk's prospectus outlines various modern methods of extracting milk and milk by-products. It says its main source of income will come from "dairy-type production", possibly in Tonga.

Fats would come from coconut oil being manufactured in Tahiti (presumably from the two-year-old coconut oil mill on Papeete Harbour). Sugar would come from Fiji and other carbohydrates from "several Islands sources".

Cocomilk says the initial \$25,000 received from underwriting its stock will be escrowed with the Bank of New South Wales, Nauru. It indicates it would prefer shareholders to be Islanders, rather than Europeans, and says its "organisational directors" will underwrite its share issue.

No stock exchange listing is mentioned for Cocomilk's shares.

New Caledonia has record 1970 budget

New Caledonia's Territorial Assembly passed a record budget during its November-January session.

A total expenditure of 5,376,867,000 CFP (approx. \$A53 million) is provided for, with administrative expenses being allocated 4,371 million CFP; and 1,006 million CFP being devoted to capital investment.

Final budget figures depended on the recent 24% rise in the price of nickel on the world market. In face of concern over inflationary effects upon the French economy, the Paris government has allowed Caledonian nickel sold in France and the Common market a provisional price rise of 10%, with a further 10% rise to be granted later. Nickel sold on the foreign market has automatically jumped 24% in price.

Giant nickel growth in Caledonia

Outside of Canada, New Caledonia is carrying out the greatest expansion of nickel producing operations in the world.

International Nickel, Canadian-based and American-controlled producer of nickel, recently estimated future production figures for the various expansion projects of Caledonia. They are:

- Societe le Nickel, sole current producer, to increase output from 100 million lbs in 1968 to 130 million lbs by 1971.

- Kaiser, whose plant is expected

to be completed in 1971, to produce 30 million lbs per year.

- Cofimpac, owned by Inco and French interests, could produce 100 million lbs in 1974.

- Penamax GIE, owned by American Metal Climax and Penarroya of France, could produce 100 million lbs in 1975.

- Patino Mining Corporation, with Societe le Nickel, could produce 80 million lbs in 1976.

If these projects all materialise, a Caledonian production of 440 million tons — over half the free world's current production — is possible by 1976.

However, as Inco notes, with ex-

pansion from other sources, free world production in 1976 is expected to be about 1.7 billion lbs.

Eskell not in P-NG brewery

The prospectus for New Guinea's second brewery was released in mid-January, with one surprise. New South Wales State parliamentarian, Mr. S. L. M. Eskell, was missing from the list of the company's four directors.

As reported in *PIM*, December last year, three of the directors of Ter-

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If you live in Fiji, call and meet the Resident Manager, Mr. A. W. Cooper. If you are in Papua-New Guinea, remember that senior Trustee executives visit centres in the Territory at regular intervals. If you live elsewhere, and need prompt advice, Head Office is always at your service. Ask for a free brochure at your nearest B.P. Branch; it will give you a very good idea of what B.P. Trustee can do for you and your family.

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9.645

ritory United Brewery Ltd. remain Messrs. N. A. White, chairman, Cliff Jackson, head of the Patair Group, and K. C. James, of Goroka. Fourth director is Mr. A. J. S. Cotter, also on the board of an Australian mineral exploration company, who replaces Mr. Eskell.

Mr. Eskell told *PIM* he resigned from TUB although he was "closely in with its moves to float in Australia". He had resigned for "personal reasons" and now had nothing to do with the company.

He said he "wished TUB all the best" and he had the "best relations" with its current directors. Mr. White had been "sorry" to accept his resignation. Mr. Eskell said there had been "no friction" between TUB and him; hotels in NG in which Mr. Eskell had an interest would sell TUB beer.

Copper mining to start in Irian

American miner, Freeport Sulphur, with an iron ore-copper deposit 60 miles inland from the south coast of West Irian, was in January reported to have signed its first Irian contract—\$107 million—for export of copper to West German and Japanese buyers.

The company was also reported to have decided to buy a 40-seat Fokker Friendship aircraft for operations in the isolated Etsberg area, from base camps on the coast at Merauke and supply depots at Darwin, Australia.

The report said plans had been made to develop mines, at over 11,000 ft., and produce 60,000 tons of processed copper concentrate, enriched to about 20 per cent.

Reserves are estimated at 33 million tons of copper ore averaging 2.5 per cent. copper (five times Bougainville averages), as well as 0.02 ounces of gold ore and 0.3 ounces of silver ore per ton.

The report said all eight of Japan's copper producing companies, including those associated with the Bougainville development, had signed the contract with Freeport Indonesia Inc. of Djakarta. They, and a German group, had agreed to supply loans of \$US44 million (\$20 million from Japan, \$22 million from Germany) to the total cost of \$120 million for the project.

PIM understands Indonesia would prefer Freeport mounted its Irian operations out of Indonesia, rather than Darwin. This is a matter to be hammered out between the company and the Indonesian Government.

Coral can be precious—if it's old

Charcoal from coconuts, jewellery from coral. It's all very possible, according to experts, and if current experiments prove fruitful, new Islands industries and exports of these by-products could eventuate.

In New Guinea, cocoa and copra producer, Dylup Industries Pty. Ltd., has begun producing charcoal, of a "very high quality", from coconuts at a rate of 50 tons a month.

The company says the charcoal is used in the pharmaceutical industry and plans are to increase output.

In Hawaii, studies are continuing into methods of mining pink and black coral. The University of Hawaii, Ocean Science and Engineering Inc. of Washington and Maui Divers Inc., of Hawaii are co-operating in the enterprise.

Pink coral is required to be about 75 years old and black 25 years old. This year, Maui Divers, expects about \$US1 million worth of business from jewellery made from the "precious" corals. Pink coral has been fetching up to \$600 a pound and black, up to \$700.

Japanese are currently leading the manufacturing field, but American businessmen are now paying interest

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Trade enquiries to General Foods Corporation (N.Z.) Ltd., P.O. Box 722, Auckland, N.Z.

A42

Southland Mining's future

Mr. Hari Akhil, reputed to be Fiji's richest man, because his 1.6 million shares in the Viti Levu manganese mine, Southland Mining Ltd., are worth \$9 million, is not expected to sell the shares even after February 6, when, under agreement with the company, he is permitted to do so.

With Southland's other interests in African iron ore, New Caledonian nickel and New Hebrides manganese, Mr. Akhil sees the company as a good, long-term investment.

The sudden sale of large numbers of shares would, in any event, cause the price to tumble. In January, on Australian stock exchanges, the 25 cent shares were changing hands at \$5.50.

Strike ties up Nickel Co.

A general strike began on January 16 at Doniambo smelting works of Societe le Nickel in Noumea over the company's refusal to grant workers' log of pay claims dating back to last August.

Major demand was for one month's pay as a bonus per year. A bonus equivalent to two-thirds the monthly salary of workers was granted last year to engineers and white collar workers at the SLN. As we went to press talks were continuing on the dispute; so was the strike.

Trade briefs

• The W. R. Carpenter-Thomas Nationwide Transport door-to-door freighting service from Sydney and Brisbane to Lae, New Guinea, has disappointed in its first 12 months. Volume of goods has been below estimates and the pair encountered strong competition from forwarding agents in both Lae and Sydney.

• Prices for copra are going up and prices of cocoa are going down. New Guinea Copra Board prices rose by \$12 a ton in January to a high of \$130 a ton for hot-air on news of improvements in prices from the world's biggest producer, the Philippines. Increases in Ghana's production of cocoa came to light in January, and prices per ton fell below \$600 — lowest point since 1968.

• Repco, Australian maker of automotive parts, has appointed Mr.

Peter Fisher, owner of Peter Fisher Trading Co., of Sydney, agent for its sales in French Polynesia, Guam, the US Trust Territory, Western Samoa, Tonga, the Gilbert and Ellice Islands and the Cook Islands.

Mr. Fisher, currently on a three-month trip to Europe, is expected to return to Sydney in early March. Late March he will begin an extensive sales tour of the US Trust Territory, Nauru, the GEIC and Fiji, where his firm exports a variety of products, from European knives to Australian beer.

• After over two years looking for loggers prepared to develop vast

timberlands behind Vanimo, north-west New Guinea, the NG Administration has accepted an offer from a Melbourne-based group, Savoy Corporation Ltd., to survey the area with Japanese paper company, Oji Paper Co.

• The 50 cent and \$1 shares of two major Island traders, Burns Philp and Steamships, dropped to their lowest level on Australian stock exchanges in over a year, in January. There were no apparent reasons for the falls. BP's shares sold for \$3.90, compared with a '69 high of \$6.50; Steamies, with a \$1.03 '69 high, sold for 67 cents.

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MORE OF THE PACIFIC TRADE CAKE FOR NZ AND JAPAN

Special for "PIM" by JACK ASHCROFT-SMITH

Imports of 13 islands territories, excluding Micronesia, have increased more than three times in the past nine years—and last year they exceeded, in total, \$A500 million.

The territories, and their imports in 1968 were: French Polynesia, \$156 million, New Guinea \$145 m., New Caledonia \$83 m., Fiji \$64 m., American Samoa \$12 m., Solomons \$9 m., New Hebrides \$8 m., Nauru \$6 m., Western Samoa, Tonga and Gilbert and Ellice \$5 m., each, Cooks \$3 m. and Norfolk Island \$2 m.

With the exception of the two French territories, Australia holds the largest share of this market, having more than doubled its exports in the past five years. However, its percentage share is slowly declining.

The rapid development of this market has attracted the attention of several European and Asian countries, which, realising the market potential and capitalising on the complacency of the otherwise traditional exporters, are making major in-roads.

Australia's share of canned meat sales has decreased in recent years, the benefit being gained by New Zealand, Communist China and, to a lesser extent, France. In addition to fresh, frozen and canned meats, NZ biscuits are showing increasing sales in a number of territories.

Japanese manufacturers have gained in sales of cement, motor vehicles, metal manufactures, radios, photographic goods and can-

ned fish. A portion of the Japanese market for fertilisers has recently been taken by European manufacturers.

The US continues to increase its share of the market for machinery and transport equipment.

Singapore petroleum products have replaced those previously supplied from Indonesia; and Singapore and Hong Kong textiles are gaining a significant share of the market originally held by India.

Despite the large volume of Pacific Island produce exported to Britain, some traditional imports from Britain have steadily declined.

Among suppliers which are gaining an increased share in the market are Denmark, West Germany, Canada and South Africa. Losses have been sustained by Holland, Belgium and Italy.

Present indications are that Japan and New Zealand will consolidate their respective market shares in the immediate future.

The competitive export prices for Japanese motor vehicles, metal manufactures, radios and photographic goods can offset tariff penalties where preferential Customs duties are levied.

In New Guinea, where a single-

European call for trochus

There's currently a strong European demand for good quality trochus shell. Buyers can't fulfil orders and are searching for shipments from the Solomons and New Guinea.

Sydney buyers W. Balchin Pty. Ltd. in January increased their prices by up to \$30 a ton. Highest price offered was up to \$170 a ton for Papuan trochus.

column tariff applies, direct shipping services from Japan provide a lower landed cost to the importer than from traditional Australian suppliers who are hampered by excessive freight rates.

New Zealand, through the need to boost a flagging economic position, has embarked on a positive export drive in the Islands area. In a period of little more than 12 months, it has not only regained markets previously held by its primary products but has acquired an increasing share for a wide range of its secondary industry products.

Attention to detail, together with constant contact through regular visits by representatives, as a follow-up to orders, is enhancing the prospects of NZ exporters.

Tariff policies, quotas and restrictions, particularly in the French territories, are a handicap to Australian exporters. High shipping freights from Australian ports are an added difficulty in competition with other suppliers.

Britain's possible entry into the Common Market could result in a short-term adverse tariff effect on Australian and NZ suppliers, who currently enjoy preferential treat-

(Continued on p. 132)

Imports into South Pacific Territories—percentages of total value, 1968

	Aust. %	Com. China %	France %	Germ. Fed. %	Hong Kong %	Japan %	NZ %	UK %	USA %	Other
Papua-New Guinea	53.7	1.2	0.6	1.9	3.2	10.0		5.0	13.5	1.8 Singapore
French Polynesia	2.2		70.0	3.2	0.7	0.7	2.7	1.4	12.9	
New Caledonia	18.4		48.6	5.3		2.9			6.7	
Fiji	27.5	0.6	0.5	11.1	3.4	13.4	9.9	22.5	5.4	1.4 Singapore
American Samoa	5.6					5.6	8.0		72.0	3.2 Fiji
New Hebrides	47.1		14.9	1.1	5.8	10.3	1.1	3.4	2.3	
BSIP	44.7	2.1		1.1	4.3	4.3	1.1	19.1	9.6	5.3 Singapore
Nauru*	71.7									Not available
Western Samoa	21.7			1.9	3.6	9.0	25.4	9.0	5.5	
Tonga	28.8				1.9		30.8	7.7	1.9	23.1 Fiji
Gilbert & Ellice Is. ..	50.0					3.7	3.7	14.8	1.8	
Cook Islands*	6.7			3.3	3.3	6.7	66.7	6.7		
Norfolk Is.	59.1						13.6			18.2 Asia
Total	26.6	0.4	30.0	3.8	1.8	5.8	3.4	5.5	11.7	9.1 Europe

* Nauru and Cook Islands are 1967 figures.

Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Australian dollar equals \$1.00 New Zealand; 98-99 cents Fiji; 98 French Pacific francs; 80 cents Western Samoa; \$1.00 Tonga; 9/3 sterling and \$1.12 USA).

COPRA

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

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

NEW GUINEA:—The board, with planters' reps, directs distribution and sales and pays planters. Buyers include: Unilever, of the UK, Australia and Japan, and coconut oil and desiccated coconut mills (controlled by Carpenters) on New Britain.

Jan. prices, delivered main ports, were: hot-air dried, \$130 per ton; FMS, \$127 per ton; smoke-dried, \$125 per ton.

FIJI:—The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. Prices recently were: 1st grade, \$F163.25; 2nd grade, \$F138; CAS, \$F119. A scale of deductions has been established for copra delivered to grading centres other than Suva.

WESTERN SAMOA:—The board makes payments to producers through its agents—local firms—and sells the copra on the open market with a portion of Abels Ltd., NZ. Recent prices were \$WS117 for 1st grade, \$WS117 for 1st grade sun dried, and \$WS104 for 2nd grade.

TONGA:—All copra is sold to the board which sends it to Europe and the open market. Recent prices to growers were \$T104 1st grade and \$T92 2nd grade, per ton.

SOLOMON IS.—All production through board at prices based on Philippines rates. Output goes to Unilever, UK; to Australian crushers; and the rest to the open market. Jan. prices were: 1st grade, \$120; 2nd grade, \$116; 3rd grade, \$106 per ton, BSIP ports (Honiara, Yandina and Gizo).

GILBERT AND ELLICE:—Copra board pays growers \$78.40 per ton and receives \$143.05 per ton from overseas buyers; 2nd grade price increased from 3c to 3½c Jan.

EXCHANGE RATES

FIJI.—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda. Sterling dollar on Fiji dollar, buying £Stg.1 = \$F2.085; selling \$2.11.

WESTERN SAMOA.—Through Bank of Western Samoa, controlled from NZ, seller \$A1 to \$WS Tala 1.2470.

NORFOLK IS., PAPUA-NEW GUINEA.—Australian currency used: no exchange payable in transactions with Australia.

FRENCH PACIFIC COLONIES.—Pacific francs (CFP) are used in New Caledonia, New Hebrides (jointly with Australian dollars), Wallis and Futuna Islands and Fr. Polynesia. **French Bank,** Sydney, on Jan. 20, quoted: Selling, Noumea and Papeete, 110 Pac. francs to \$ Aust.; approx. 100 Pac. francs to US \$; Noumea 18 c. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc). Paris-London: Buying 13.33 francs to £Stg. Also, cStg. equals 215.50 Pac. francs.

NEW HEBRIDES:—Copra sold direct by planters to France and Japan. Official market price up to Jan. 18 was \$100 (10,000 Pac. francs). French price was 1,315 francs per metric ton, c.i.f. marseilles.

COOK IS.—Copra goes to Abels, Ltd., of Auckland, who operates NZ's copra crushing mill. Prices for Jan., Feb. and Mar. were fixed, subject to freight adjustment, at \$NZ171.13 1st grade, hot air dried; \$NZ169.04 1st grade, sun dried, and \$NZ167.48 standard grade.

US TRUST TERRITORY:—Copra Stabilisation Board pays \$US112.50 per ton, grade 1; \$100 per ton, deliveries outer islands.

OTHER PRODUCE

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote F20c (4 in. to 7 in.) to F30c (9 in. to 11 in.) lb for "Sucuwalu" and "Loaloo" varieties.

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

CHILLIES.—Solomons, Honiara, Tabasco, grade one, dried 22c per lb, wet, 6c per lb; long red, grade one, dried, 12c per lb, long red, wet, 3c per lb.

COCOA.—Islands rates are based on Ghana prices. Ghana price on Jan. 21 was £Stg.355 per ton, c.i.f., UK Spot.

On Jan. 22, Quote No. 1: In store Rabaul, export quality \$602 per ton, delivered ex-wharf Sydney, \$665. Quote No. 2: Best quality ex-wharf Sydney, \$670, in store NG ports \$600 (for UK, Continent and USA shipments).

W. Samoa.—Latest price quoted in Sydney in Jan., was 1st grade, £Stg.350; 2nd grade, £Stg.330, f.o.b. per ton.

New Hebrides.—beach, Vila, Santo, \$300 per ton.

Solomons.—5 cents a lb delivered to a fermentary, 4 cents a lb at buying points.

COFFEE.—P-NG: On Jan. 22, Quote No. 1, good quality A grade 47c per lb; B grade 44c; C grade 40c; X grade 45c and native X grade 41½c (ex-store Sydney).

CROCODILE SKINS.—On Jan. 22, Sydney buyers quoted for 12 in. and over, 1st grade quality as follows: **P-NG**—\$3.05 per in., f.o.b. main ports, small scale (salt water); large scale (fresh water) \$2.10 per in. **B.S.I.**, Honiara: \$1.80 to \$2.20 per in.; Gizo: \$2.10 per in.

GREEN SNAIL SHELL.—On Jan. 22 Australian buyers report very little demand from Japan, Europe and the US. Price not quoted: Honiara: 5c to 6c per lb.

PAPUAN GUM: Graded gum \$185 per ton, f.o.b., NG ports.

PASSIONFRUIT.—Cook Islands, Islands Foods Ltd. pays growers NZ2.5c per lb for good fruit.

PEANUTS.—P-NG: Sydney agents reported Jan. 22, f.o.b., Lae; Kernels—white Spanish 17.25c lb.

PEARL SHELL.—Torres Strait Pearlshellers' Assn. recently quoted these prices for MOP: AA grade, \$A1,260 per ton; A, \$1,460; B, \$2,060; C, \$2,100; D, \$1,260; E, \$910; EE, \$635 and EEE, \$375 f.o.b. Thurs. Is.

Solomons.—Honiara, mother of pearl black-lip 15c lb, goldlip 20c lb. **Cook Islands.**—Manihiki, 40c-46c per lb; deliver Rarotonga, consignment 50c-56c per lb. **French Polynesia.**—Tuamotu, Gambier shells, up to \$1,000 per ton, Papeete.

PYRETHRUM.—NG growers 17c lb. flowers.

RICE (Aust.): Prices, until Mar. 31, 1970, are—P-NG: Dried brown rice, \$136.00 per ton, f.o.w. Sydney. Vitamin-enriched white rice,

STOCK MARKET

LAST SALES SYDNEY

	Dec. 22	Jan. 21
A. Lemon .50	1.05	1.02
ANG Hold. 1.00	.71	.85
Bali Plantations .50	.85	.75
Burns Philp 1.00	4.19	4.10
Burns Philp (SS) 2.05	3.60	3.20
Camelec .50	.60	.60
Carpenter .50	2.50	2.52
Choiseul Plntn. 1.00	4.10	4.00
C.S.R. 1.00	7.66	8.80
Dylup Plntn. .50	.94	.89
Fiji Industries 1.02	2.98	2.95
Kerema Rubber .50	.25	.29
Koifaki Rubber .50	.75	.74
Lolorua Rubber .50	.38	.40
Makurapu Plntn. .50	.64	.68
Mariboi Rubber .50	.36	.31
P-NG Motors .50	.64	.60
Plantation Hldgs. .50	.76	.75
Queensland Ins. 1.00	5.10	4.15
Rubberlands .50	.33	.33
Sogeri Rubber .50	.63	.60
Sth. Pac. Ins. .50	1.60	1.60
Steamships Tdg. .50	.78	.72
Watkins Cons. .50	1.04	1.05

OIL AND MINING SHARES

	Dec. 22	Jan. 21
C.R.A. .50	20.80	20.70
Cultus Pacific .25	1.00	1.25
Emperor .10	1.50	1.30
NG Gold Ltd. .35	.55	.70
Oil Search .50	.54	.55
Pacific I. Mines .25	.42	.42
Papuan Apin. .50	.62	.56
Placer Dev.*	39.00	42.00
Southland .25	6.00	6.40

* No par value

Sydney stock exchange share price index for ordinaries on Jan. 21 was 617.84. On Dec. 22 it was 614.89.

\$150.50 per ton. **Other Pacific Islands:** Polished white (56 lb bags) or dried brown rice (112 lb bags), \$161 per ton, f.o.w.

RUBBER.—P-NG price is based on Singapore rates which on Jan. 21 were: Prompt nominal shipment 67½ Malayan cents per lb; Feb., M68½ cents per lb and Mar., M69½ cents per lb (all about 23 Aust. cents per lb).

SANDALWOOD.—New Hebrides, landed on the beach, Vila and Santo, \$250 a ton.

SHARK FINS: Chang Sing Loong Co., Suva, offers F45c per lb for well-dried fins of commercial quality.

TROCHUS.—A Sydney buyer indicated the following prices: Jan. 22—**Papua**—\$160-\$170 per ton—**Honiara**—\$150-\$160 per ton, f.o.b. Islands port—direct shipment overseas—**NG**—\$130-\$135 per ton. European demand.

TURTLE SHELL.—BSI: First grade unmarked 60c to \$1.50 a lb at Gizo.

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, buy mainly from Tahiti for Sydney and Melbourne essence makers. Prices on Jan. 22 were: White and yellow label processed standard packs, \$5.95; green label \$5.85, c.i.f., Sydney. **Tonga.**—\$T4.20, f.o.b., Nukualofa; \$T4.50, Melbourne.

UK, US QUOTES

COPRA: LONDON, Jan. 15, Philippines, in bulk, \$US235 per long ton, c.i.f., UK/Nth. European ports; US Pacific coast \$US222 per short ton.

COCONUT OIL: LONDON, Jan. 15, Ceylon, 1% in bulk, £Stg.162 per ton, c.i.f., UK/Nth. European ports.

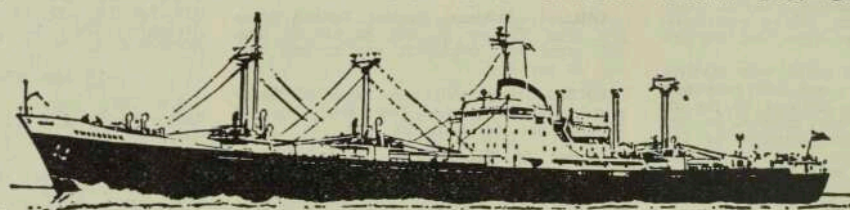
RUBBER: LONDON, Jan. 21, Spot 23d Stg. lb; Feb. 23½d Stg. lb; Mar. 24d Stg. lb.

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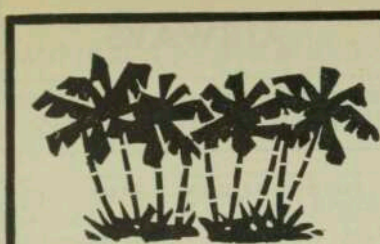
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Shipping & Airways Information

SHIPPING

AUSTRALIA - FIJI - NORTH AMERICA

Pacific-Australia Direct Line operates a monthly cargo run, leaving east coast Australian ports for Nth. America, via Lautoka and Suva.

Details from Trans-Austral Shipping Pty. Ltd., 275 George Street, Sydney (29-2551).

SYDNEY - WEST IRIAN - INDONESIA

P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service from Indonesia to Brisbane, Sydney and Melbourne; there are inducement calls at Diayapura.

Details from John Manners and Co. (Aust.) Pty. Ltd., 4 Bridge Street, Sydney (27-9164).

SYDNEY - FIJI

CSR operates a passenger/cargo run with the MV Rona, departing Sydney every three to four weeks for Suva and Lautoka and return. Details from Colonial Sugar Refining Co. Ltd., 1 O'Connell Street, Sydney (2-0515).

SYDNEY - NZ - FIJI/TAHITI - UK

Chandris liners Australis and Ellinis maintain a two-monthly passenger service from Sydney via NZ, Suva (Australis only), Papeete (Ellinis only) to Southampton.

Details from Chandris Line, 135 King Street, Sydney (28-2451).

Sitmar Line, with three liners, operates a monthly passenger service from Sydney, Melbourne or Brisbane to Southampton, UK via Balboa, Panama, via NZ or Papeete.

Details from Sitmar Line, 22 Bridge Street, Sydney (27-4521).

SYDNEY - LORD HOWE - NORFOLK IS. - NEW CALEDONIA

Jacques del Mar II (owned by Societe Maritime Caledonienne, Noumea), operates a three weekly passenger-cargo voyage from Sydney to Lord Howe, Norfolk and Noumea.

Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

Chargeurs Caledoniens, with the Ville de Noumea, operates three-weekly Melbourne-Sydney-Noumea.

Details: Hetherington Kingsbury Pty. Ltd., 4 Bridge Street, Sydney (27-1671).

SYDNEY - GEIC - HONOLULU

Columbus Lines of New York, operate approximately monthly passenger-cargo sailings from West Coast, USA to Australia and New Zealand, returning via Tarawa, GEIC (with transshipments to Majuro in the Marshall Islands) and Honolulu to Nth. America.

Details from Shiptraco Sea Transport Services Pty. Ltd., 19 Bridge Street, Sydney (27-4149). Port Moresby. NG Aust.'s Island Chief runs

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FRENCH POLYNESIA

Messageries Maritimes Line passenger-cargo vessels, Tahitian and Caledonien from Marseilles, via West Indies and Panama, call regularly at Papeete, Taiohae (Marquesas Group), Vila, Noumea and Sydney, and return to France via S. Africa or Panama.

Polynesie maintains three-weekly passenger sailings—Sydney, Noumea, Vila and Santo.

Details from Messageries Maritimes, 2 Young Street, Sydney (27-2654).

SYDNEY - NZ - FIJI - HAWAII CANADA - UK

P. and O. Lines passenger vessels call approximately monthly at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and Nth. America; occasional calls at Pago Pago and Tonga.

Details from P. and O. Lines of Aust. Pty. Ltd., 55 Hunter Street, Sydney (2-0317).

SYDNEY/NZ - FIJI/COOKS - TAHITI - UK

Shaw Savill's five passenger vessels each make four round-the-world voyages per year, from Southampton, UK, alternatively via South Africa and Panama, calling at Sydney, Wellington, Auckland, Rarotonga, Suva, and Papeete.

Details from Shaw Savill Line, 8a Castlereagh Street, Sydney (28-1828).

SYDNEY - NORFOLK - HEBRIDES - BSI

MV Tulagi (passenger-cargo) leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

AUSTRALIA - P-NG

Australia-West Pacific Line operates a fortnightly cargo/passenger service from Sydney and Brisbane to Port Moresby, Lae, Madang and Rabaul with two ships.

Details from Wilh. Wilhelmsen Agency Pty. Ltd., 13 Bridge Street, Sydney (2-0517).

Burns Philp passenger/cargo vessels maintain regular services from the Australian East Coast to New Guinea ports.

Braeside sails every seven weeks from Melbourne and Sydney to Pt. Moresby, Samarai, Rabaul, Madang, Lae, Pt. Moresby, Sydney, Melbourne. Carries some passengers.

Moresby maintains a service from Sydney and Brisbane to Lae, Madang, and return to Brisbane and Sydney.

Montoro sails every four weeks from Sydney to Brisbane, Pt. Moresby, Samarai and return. Marsina sails every three weeks from Sydney to Rabaul and Kavieng, and return. On alternate trips she calls at Honiara instead of Kavieng. Sira sails monthly from Sydney to Brisbane, Wewak, Lombrum, Lorengau.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

NG Aust. vessel Coral Chief runs a service every 17/18 days from Sydney to Brisbane and Port Moresby. NG Aust.'s Island Chief runs

a service every 21 days from Sydney to Brisbane, Lae, Madang and Rabaul.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (27-4701).

Karlander New Guinea Line's seven cargo vessels leave Sydney regularly for P-NG ports, calling at Brisbane, Pt. Moresby, Samarai, Rabaul, Lae, Madang, Wewak, Kieta, Fulleborn, Honiara, Buka. Three carry passengers.

Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

Amplex NG, with Jette Bue operates monthly Sydney-Rabaul-Lae, occasionally Fulleborn.

Details: Botany Bay Shipping, 19 Bridge Street, Sydney (27-3837).

SYDNEY - P-NG - FAR EAST

Austasia, with Malaysia, runs two-monthly Aust. ports — Moresby-Djakarta-Singapore. Passengers taken.

Details: Macquarie Travel, 183 Macquarie Street, Sydney (221-3799).

FAR EAST - FIJI - NEW ZEALAND

China Navigation operates a monthly cargo service from Hong Kong to Lautoka, Suva, NZ ports, Manila, Kaohsiung, Keelung, Hong Kong.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (27-4701).

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA - NZ

Nedlloyd Lines operates a regular cargo service from the Continent and UK every three weeks via Panama to Tahiti, Western Samoa, Fiji and New Caledonia, and every alternate month from the Continent to Tahiti, New Caledonia and New Zealand.

Details from Royal InterOcean Lines, 261 George Street, Sydney (2-0573).

GERMANY - LONDON - PANAMA - NEW CALEDONIA - NEW GUINEA

Columbus Line operates a four weeks service from Hamburg, Rotterdam, north Continental ports and London through Panama to Noumea, Port Moresby, Lae, Madang and Rabaul and return via Panama.

Details from Breckwoldt & Co. Pty. Ltd., 324 Pitt Street, Sydney (61-7110).

FAR EAST - NEW GUINEA - AUSTRALIA

China Navigation Co. Ltd. operates a monthly cargo service from Japan to various New Guinea ports and Australian nickel ports.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (27-4701).

EUROPE - TAHITI - NEW CALEDONIA - AUSTRALASIA

Messageries Maritimes' eight vessels (three cargo only) run monthly between France and Australasia, via Panama and South Africa, calling at Noumea and Papeete.

Details from Messageries Maritimes, 2 Young Street, Sydney (27-2654).

FAR EAST - FIJI - NZ

Royal InterOcean Lines operates a monthly return service with three ships from Manila, Bangkok (opt.), Pt. Swettenham, Singapore to Suva, Lautoka and NZ, returning to Manila.

Details from Royal InterOcean Lines, 261 George Street, Sydney (2-0573).

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA - TAHITI - AMERICAN SAMOA - FIJI

China Navigation vessel Chengtu maintains a monthly cargo service from Japan and Hong

Kong to Rabaul, Kavieng, Madang, Lae, Samarai, Pt. Moresby, with regular calls at Wewak, Honiara, Santo, Papeete, Pago Pago, Apia, Suva, Lautoka and Noumea returning to Japan direct.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (27-4701).

GEIC - SANTO - SYDNEY

The GEIC Wholesale Society operates a 12-weekly cargo service between Tarawa and Sydney, using Moanaraoi. Passengers taken and occasional southward calls at Santo or Vila, New Hebrides.

Details from Kerr Bros., 65 York Street, Sydney (29-5703).

JAPAN - SAMOA - FIJI - N. CALEDONIA - GEIC - N. HEBRIDES - BSI

Daiwa Line runs a monthly passenger/cargo service from Japan via Guam to Apia, Pago Pago, Suva, Labasa, Lautoka, Noumea, Vila, Santo and Honiara. Alternate trips—Tarawa.

Details from Burns Philp (SS), Suva.

JAPAN - NEW GUINEA

Mitsui and China Nav. vessels provide fortnightly services from major Japanese cities to major NG ports, and return.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (27-4701).

NEW ZEALAND - COOK IS.

NZGS Moana Roa (40 passengers) makes monthly trips from Auckland to Rarotonga, with calls at Niue and other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (71-846) or any office of Union SS Co. of NZ, Ltd.

NZ - FIJI - TONGA - SAMOAS

Union Steam Ship passenger-cargo vessels Tofua and Taveuni (cargo only) leave Auckland alternately every two weeks. Tofua calls at Suva, Niue, Pago Pago, Apia, Vavau, Nukualofa, Suva and Auckland. Taveuni calls at Lautoka, Suva, Pago Pago, Apia, Nukualofa, Suva and Auckland.

Details from USS, Quay and Commerce Streets, Auckland (379450).

NZ - N. CALEDONIA - NG - NORFOLK

NZ Export Line operates a 14-day service from Auckland to Noumea, Pt. Moresby, Lae, Rabaul, Norfolk Island, and return.

Details from Maritimes Services Ltd., 22 Kitchener Street, Auckland, or Shiptraco, Sydney (27-4149).

Holm and Co.'s vessel Holmburn operates fortnightly between Auckland and Noumea.

Details from Holm and Co. Ltd., Customs Street East, Auckland (49930).

NZ - NORFOLK IS. - NEW CALEDONIA - NEW HEBRIDES - FIJI

Sofrana, with Capitaine Cook, operates a monthly passenger-cargo run out of Auckland to Tauranga (NZ), Noumea, Vila, Santo, Suva, and return.

Details from Trans Pacific Marine Ltd., 29 Fort St., Auckland (41-873).

NTH AMERICA - TAHITI - AM. SAMOA

Polynesia Line vessel Graziella Zeta maintains a regular seven-week cargo route (with limited passenger space) from Los Angeles, San Francisco, Coos Bay (British Columbia) to Papeete and Pago Pago and return.

● PIM's shipping and airways information are correct to time of publication.

Details from American Trading, Box 168, GPO, Sydney (25-5421).

TONGA - FIJI - AUSTRALIA

Tonga Copra Board vessel Niuvakai operates a six-week cargo service from Nukualofa, Apia, Suva, Lautoka, Melbourne and Sydney.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo-passenger run from Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoniui; inducement calls at Apia and Pago Pago.

Details from Burns Philp (SS), Suva.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka.

Details from Burns Philp (SS), Suva.

UK - PAPUA - NG - BSI

Bank Line operates a monthly direct service from Europe via South Africa to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, GEIC, Vila and Santo, New Hebrides, Noumea, Kiefa, Djayapura and Yandina.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George Street, Sydney (27-2041).

US/JAPAN - MICRONESIA

MILLI, with several inter-island passenger-cargo ships, operates regular services out of the US west coast and Japan, via Honolulu and Guam, to all major Micronesian ports, including Saipan, Yap, Koror, Ponape, Truk, Kusaie, Kwajalein, and Majuro.

Details from American Trading, Box 168, GPO, Sydney (25-5421).

US - HAWAII/SAMOA - AUSTRALIA

Matson-Oceanic Line operates a monthly passenger-cargo service from Los Angeles with the Sonoma, Sierra (no passengers) and Ventura. Regular calls include Sydney, Brisbane, Melbourne, Pago Pago and Honolulu.

Details from Matson Lines, 50 Young Street, Sydney (27-4272).

US - FIJI/TAHITI - AUSTRALIA

Bank Line Ltd., operates regular services from US Gulf ports to Australia and NZ. Calls at Suva, Lautoka and Papeete on demand.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George Street, Sydney (27-2041).

Matson Line liners Mariposa and Monterey maintain a regular passenger/cargo service every three weeks from San Francisco and Los Angeles to Bora Bora, Papeete, Rarotonga, Auckland, Sydney, and return via Suva, Niuafoou, Pago Pago and Honolulu to San Francisco.

Details from Matson Lines, 50 Young Street, Sydney (27-4272).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vessels Thorsgaard and Thor I maintain approximately monthly services from West Coast Nth. American ports to Papeete, Pago Pago, Apia, Suva, Noumea, and occasionally Santo, Vila.

Details from Trans-Austral Shipping Pty. Ltd., 275 George Street, Sydney (29-2551).

AIRWAYS

TRANS-PACIFIC SERVICES

SYDNEY - BRISBANE - HAWAII - US

Qantas, with 707's, operates weekly from Sydney and San Francisco, departing on Thurs.

SYDNEY - FIJI - TAHITI - MEXICO

Qantas, with 707's, operates weekly services out of Sydney on Wed. and return out of Mexico City on Sat. Stops at Acapulco.

SYDNEY - FIJI - HAWAII - CANADA

CP Air, with DC8's, operates weekly services out of Sydney on Sat. and Vancouver on Thurs.

SYDNEY - NZ - HAWAII or TAHITI - USA

Air-NZ, with DC8's, operates out of Sydney and Los Angeles on Wed., Fri. and Sun.

SYDNEY - FIJI - HAWAII - USA

Qantas, with 707's, operates daily services, from Sydney to San Francisco, and from San Francisco daily, except Thurs. Sat. flights by-pass Fiji.

BOAC, with VC10's, operates from Sydney to Los Angeles on Mon., Tues., Wed., Thurs., and Sat., and Los Angeles on Mon., Tues., Thurs., Sat. and Sun.

SYDNEY or NOUMEA - USA (via FIJI, NZ or TAHITI)

UTA, with DC8's, operates out of Sydney on Fri., and Noumea on Mon. and Thurs. Thurs. flights operate Los Angeles direct to Sydney.

SYDNEY - USA (VIA N. CAL., NZ, FIJI, AM. SAMOA OR HAWAII)

PanAm, with 707's, operates daily return trans-Pacific services out of Sydney and Los Angeles. Also, extra Wed. and Sat. flights out of Sydney terminate at Hawaii and Wed. and Sat. flights out of Hawaii terminate at Sydney. Jets connect with services to the Far East, New York and London.

Jets fly Sydney-Hawaii non-stop both ways Mon., Tues., Thurs. and Sat.

NZ - AM. SAMOA - TAHITI OR HAWAII - USA

PanAm, with 707's, operates out of Auckland on Mon., Wed., Thurs., Fri.; out of San Francisco on Tues., Wed. and Sat. Mon. flights depart Honolulu for Auckland, via Pago Pago.

INDONESIA or MALAYA - USA (via DARWIN, NOUMEA, NZ or TAHITI)

UTA, with DC8's, operates a weekly service out of Djakarta to Los Angeles on Wed. and return on Sun. A non-stop Noumea-Singapore flight operates on Thurs.

AUSTRALIA-FAR EAST

SYDNEY - P-NG - FAR EAST

Qantas, with 707's, operates services out of Sydney on Wed. to Port Moresby and Hong Kong on Sat. to Port Moresby, Manila and Hong Kong, and return from Hong Kong on Wed. and Sun.

AUSTRALIA-NEW ZEALAND

Qantas, Air-NZ, BOAC and PanAm operate regular trans-Tasman services. The Qantas and Air-NZ services link major NZ cities with Australian east coast cities.

AUSTRALIA-PACIFIC ISLANDS

(For other schedules touching these Islands see also trans-Pacific services.)

SYDNEY - FIJI

Air-India, with 707's, operates weekly services to Nadi on Tues., returning to Sydney on Wed. Qantas, with 707's, operates weekly on Sat. to Nadi, returns Sydney same day.

SYDNEY - LORD HOWE IS.

Airlines of NSW, with flying-boats, operates twice weekly, return services from Rose Bay, Sydney, to Lord Howe. Extras on holidays.

SYDNEY - NEW CALEDONIA

Qantas/UTA, with 707's and DC8's, operates return services on Mon., Tues., Thurs. and Sun. Qantas operates Mon. and Thurs., UTA on Tues. and Sun.

SYDNEY - NEW ZEALAND - FIJI

BOAC, with 707's, operates services out of Sydney on Mon. and Sat., and out of Nadi on Tues. and Sun. NZ call is at Auckland.

SYDNEY - NORFOLK IS.

Qantas, with DC4's, operates at least twice weekly. More in holiday periods.

AUSTRALIA - P-NG

TAA and Ansett, with 727's, operate 11 times a week from Sydney or Melbourne to Pt. Moresby. Ansett doesn't operate on Tues. or Thurs., TAA doesn't operate on Wed. Extra flights in Dec. and Jan.

QUEENSLAND - PAPUA

TAA and Ansett, with Fokkers, operate weekly services. TAA leaves Townsville, via Cairns, for Pt. Moresby on Tues. and returns on Thurs. Ansett leaves Cairns on Thurs. for Moresby and returns on Fri.

NEW ZEALAND-PACIFIC IS.

(For other schedules touching these islands see also trans-Pacific services.)

NZ - AM. SAMOA

PanAm, with 707's, operates from Auckland to Pago Pago on Wed. and Thurs., and returns on Mon. and Wed.

NZ - COOKS

No commercial services but RNZAF planes make regular calls, Auckland-Rarotonga return. Passengers are carried.

NZ - FIJI

Air-NZ, with DC8's, operates daily return services from Auckland to Nadi with BOAC, using 707's.

NZ - FIJI - AM. SAMOA

Air-NZ, with DC8's, operates services out of Auckland on Tues. and Sat. and from Pago Pago on Tues. and Fri.

NZ - TAHITI

UTA, with DC8's, operates from Auckland on Thurs. and from Papeete on Tues. Air-NZ, with DC8's, operates from Auckland on Sun. and from Papeete on Sat.

NZ - NEW CALEDONIA

UTA, with DC8's, operates once a week from Auckland on Wed. and returns Thurs. Air-NZ, with DC8's, operates weekly from Auckland on Sun., returning same day.

NZ - NORFOLK IS.

Air-NZ, with chartered Qantas DC4's, operates a weekly service, leaving NI on Sat. and Auckland on Sun.

INTER - TERRITORY SERVICES

CHILE - EASTER IS. - TAHITI

Lan-Chile, with DC6-B's, operates fortnightly services, leaving Santiago on alternate Tues. and Papeete on alternate Fri. Trips include a 36-hour stopover at Easter Island. Details from Mr. J. Federer, Box 196, Kings Cross, NSW, 2011 (Phone 31-4366), or Tahiti Tours, Papeete.

FIJI - GEIC - NAURU

Fiji Airways, with 748's, operates weekly return services to Nauru, leaving Nadi on Fri. and making stops en route at Funafuti and Tarawa. Planes return from Nauru on Sat.



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680 Beach Street, San Francisco,
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TWX 910-372-7388 RCA 27-337
Cables: 'Interco'

Hawaii Agents:

Hawaii Freight Lines Inc.,
711 Nimitz Highway,
Honolulu 6, Hawaii 9-6806
phone 567-031
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Tahiti Agents:

Maison Morgan-Vernex,
Papeete.
Cables: 'Morex'

Samoa Agents:

B. F. Kneubuhl,
Pago Pago.
Cables: 'Kneubuhline'

Australian Agents:

American Trading Shipping
Co. (Pty.) Ltd.,
G.P.O. Box 168,
Sydney, N.S.W., 2001, Australia.
Telephone No.: 25-5421
Telex: AA20436
Cable: 'Camohe', Sydney

FIJI - WESTERN SAMOA

Fiji Airways, with 748's, operates from Fiji on Thurs. and Sun., returning on Wed. and Sun. from Apia.

FIJI - NEW HEBRIDES - BSIP - NG

Fiji Airways, with 748's, operates from Nadi on Wed., Fri. and Sun., via Vila and Santo, to Honiara. Planes leave Honiara on Tues., Thurs. and Sat. for Nadi. On Mon. 748's fly direct to Pt. Moresby from Honiara and return to Honiara same day; staying overnight before flying to Fiji Tues.

FIJI - TONGA

Fiji Airways, with 748's, operates from Suva to Nukualofa four times a week and return. Polynesian Airways, with 748's, operates from Suva to Nukualofa four times a week, and return.

HAWAII - AM. SAMOA

PanAm, with 707's, operates from Honolulu on Mon., Wed., Thurs., Sat., and Sun. and operates from Pago Pago on Mon., Thurs., Fri. and Sat.

HAWAII - AM. SAMOA - TAHITI

PanAm, with 707's, operates from Honolulu on Thurs. and Sat. and from Papeete on Thurs. A Sun. flight from Papeete overflies Pago.

HAWAII - NAURU - MICRONESIA

Air Micronesia, with 727's, operates from Honolulu on Wed. and Sun., via Johnston Is., Majuro, Kwajalein, Truk, Guam and Saipan, and returns on Thurs. and Sat. Nauru calls fortnightly, alternate Thurs., from Majuro.

NEW CALEDONIA - NEW HEBRIDES

UTA, with DC4's, operates two return services a week, out of Noumea on Tues. and Fri., making calls at Santo and Vila.

NEW CAL. - WALLIS IS. - NEW CAL.

UTA, with DC4's, operates a fortnightly service, leaving Noumea on the second Wed. of the month.

NEW GUINEA - WEST IRIAN

TAA, with DC3's, leaves Madang on alternate Wed. for Djayapura and returns the same day.

P-NG - SOLOMONS

TAA, with Fokkers and DC3's, operates twice weekly. Fri. planes leave Moresby via Munda to Honiara, returning Sat. Tues. leave Rabaul via Buka, Kieta, Munda, Yandina to Honiara, returning Wed.

TAHITI - USA

UTA, with DC8's, operates on Mon., Thurs., Fri., Sun. non-stop from Papeete to Los Angeles, and return, the same day. The same flight on Sat. out of Papeete makes an extra call, at Honolulu.

PanAm, with 707's, operates to Los Angeles from Papeete on Mon., Thurs., Fri. and Sun. The Thurs. flight takes in Pago Pago and Honolulu; the Sun. flight is via Honolulu. Planes return from San Francisco on Wed., Thurs., Sat. and Sun.

Air-NZ, with DC8's, flies to Los Angeles from Papeete on Sun., leaves Los Angeles Fri.

W. SAMOA - AM. SAMOA

Polynesian Airlines, with DC3's, operates between Apia and Pago Pago at least twice a day (all flights, 45 min.).

W. SAMOA - TONGA

Polynesian Airlines, with 748's, operates twice weekly Apia-Nukualofa.

SAMOAS - FIJI

Polynesian Airlines, with 748's and DC3's, operates from Apia, and Pago on Tues., Wed., Fri. and Sun. Return flights operate from Suva and Nadi on Mon., Wed., Thurs., and Sat.

INTERNAL SERVICES

AM. SAMOA — WEST SAMOA

Two charter companies, Air Samoa Ltd., with Cessnas and Islander aircraft, and South Seas Airways, with Cherokee seaplanes, now operate internal services within Western Samoa and American Samoa respectively, and also connect Apia and Pago. Stops include Savaii, Manua, Rose and Swains Islands.

FIJI

Fiji Airways, with Herons, DC3's and HS748's operates regular services to Labasa, Matei, Nadi, Nausori and Savusavu.

Details: Fiji Airways, Victoria Parade, Suva.

Air Pacific, with Beech Barons, operates to Ovalau Island, Korolevu, Natadola, Ba and Vatukoula and with Grumman Mallard Amphibian to Vanua M'Balavu, Kadavu and Lakeba.

Details from Air Pacific Ltd., P.O. Box 1259, Suva (Telephone: 22666).

FRENCH POLYNESIA

RAI, with DC4's, Twin Otters and a Bermuda flying-boat, operates to Bora Bora, Huahine, Moorea, Papeete, Raiatea and Rangiroa.

Details from RAI, Quai Bir Hakeim, Papeete, or any UTA office.

Air Tahiti and Air Moorea, with light aircraft, operate charter services from Papeete to Moorea, Raiatea and Bora Bora.

GILBERT AND ELLICE ISLANDS

Fiji Airways, with Herons, operates regular services between Tarawa, Butaritari, North Tabiteuea and Abemama.

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APIA—Burns Philp (South Sea) Company, Ltd.

PAPEETE — Agence Maritime Internationale Tahiti.

PAGO PAGO—G. H. C. Reid & Co.

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.

GUAM - US TRUST TERRITORY

Air Micronesia, with 727's, DC6's and Grumman SA-16 flying-boats, operates regular services to Guam, Koror, Kwajalein, Majuro, Ponape, Rota, Saipan and Yap.

Details from Continental Airlines, International Airport, Los Angeles, California.

PAPUA - NEW GUINEA

TAA, operates regular services to Baimuru, Baiyer R., Balimo, Banz, Buin, Bulolo, Buka, Cape Gloucester, Cape Hoskins, Chimbu, Daru, Jacquinot Bay, Kainantu, Kandrian, Kavieng, Kerema, Kiet, Kikori, Lae, Madang, Malalau, Manus, Mini, Misima, Mt. Hagen, Munda, Natanai, Nissan Is., Popondetta, Pt. Moresby, Rabaul, Talasea, Valimo, Wabag, Wakunai, Wau, Wapenamanda and Wewak.

Ansett, with Fokker Friendships, DC3's and Piaggios, operates regular services to Aitape, Ambunti, Angoram, Banz, Buin, Buka, Bulolo, Erave, Goroka, Hayfield, Ialibu, Kainantu, Kagua, Kavieng, Kiet, Kundawa, Lae, Lumi, Madang, Mendi, Mini, Mt. Hagen, Momote, Nuku, Pt. Moresby, Rabaul, Tari, Telefomin, Vanimo, Wabag, Wapenamanda, Wau, Wewak and Yangoru.

Papuan Airlines Pty. Ltd., with a variety of aircraft, operates regular services to Aroa, Balimo, Bereina, Cape Rodney, Daru, Gurney, Kairuku, Kokoda, Losuia, Mendi, Mt. Hagen, Paili, Popondetta, Pt. Moresby, Rorona, Tapini, Vivigani, Wanigela and Weitape.

NEW CALEDONIA

Air Caledonie, with Twin Otters, Herons and Aztecs operates regular services to Hienghene, Houailou, Isle of Pines, Isle Ouen, Kone, Kouaoua, Koumac, Lifou, Mare, Noumea, Ouvea, Poindimie, Touho, Voh.

Details from Air Caledonie, Noumea.

NEW HEBRIDES

Air Melanesia, with Piper Aztec and Navajo aircraft, operates to Erromanga, Lamap, Longana, Lonorore, Norsup, Santo, Tanna, Tongoa, Vila and Walaha.

SOLOMON ISLANDS

Solair, with Beech Barons, operates to Auki, Avu Avu, Barakoma, Honiara, Kira Kira, Marau, Mono, Munda, Sege and Yandina.

Details from Solomon Islands Airways Ltd., Box C25, Honiara, BSIP.

Kaputin speaks

(Continued from p. 36)

situation by some of the misguided policies of the Australian Government.

● *Do you openly encourage violence?*

Violence is a reality which we have to face. Even the Australians are fighting a war in Vietnam. I no more like violence than you do, but it is something which is there. It happens.

● *Can you sum up briefly, your own objectives in New Guinea—your own attitude to what is happening and what you want to happen there?*

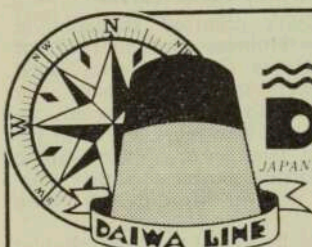
It's taken me over 16 years to realise that I have a responsibility towards a people who are primarily living in a subsistence economy. The plight of our people in the villages, and the violence that now has exploded as its product, has given me the determination to speak out.

If we are to live with less racial tension it seems important to me that we have constructive programmes. We may be unconventional in achieving our ends, but we've got to do things our own way. For 16 years I have been told what I should think about New Guinea. This is to the benefit of some people, but not necessarily to the benefit of my people.

I find that a great number of other New Guineans think like I do, which is the reason why such organisations as the Mataungan are strong. Most Europeans in New Guinea don't realise that the time

has come when we must do things for ourselves. Too often Europeans take control, even when we have a majority, as we have in the Gazelle Peninsula Multi-racial Council. If we are not allowed to run things our own way with the Europeans, then we must do it without them. If Australians in their own country legislate to control people entering the country, or foreign companies, I see no reason why New Guineans should not do the same in their own country.

What I am saying is, New Guinea must eventually be for the New Guineans.



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PAGO PAGO Apr. 8-9
APIA Apr. 9-10
SUVA Apr. 13-14

LAUTOKA Apr. 15-16
NOUMEA Apr. 18-19
VILA Apr. 29
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PAGO PAGO: B. F. Kneubuhl, Inc.
NUKUALOFA: Tonga Shipping Agency.
SUVA: Burns Philp (South Sea) Co., Ltd.
LAUTOKA: Burns Philp (South Sea) Co., Ltd.
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VILA: Burns Philp (New Hebrides) Ltd.
HONIARA: British Solomons Trading Company Ltd.
PAPEETE: Etablissements Baldwin.

DEATHS OF ISLANDS PEOPLE

Mrs Wan Kong

One of the best-known pioneer Chinese residents of Papua-New Guinea, Mrs. Wan Kong, died at the Angau Memorial Hospital, Lae, on December 20.

At her funeral service, conducted by the Rev. H. Brown of the Lutheran Mission, were her two sons and seven surviving daughters whose names read like a P-NG Chinese community Who's Who.

They are Mr. Wan Jin Wah and Mr. John Wan; Mrs. Chin Hoi Meen, Mrs. Bernard Chan, Mrs. Tam Po Yin, Mrs. Liu Chiong Fatt, Mrs. Tong Pung Ming, Mrs. Woo Ping Chiu and Mrs. James Fong.

Mrs. Wan was born in Canton and went to Rabaul with her husband in 1910 when New Guinea was still a German colony. Mr. Wan died in Hong Kong in 1940; a daughter also died there before the war and a second was killed in an air raid at Adler Bay, New Britain, during the Japanese occupation in 1942.

Over 100 of Mrs. Wan's descendants now live scattered all over Papua, New Guinea and the Australian States.

Mrs. Walter Hickson

Mrs. Walter Hickson, wife of the well-known Noumea theatre proprietor, died on January 3, after several months illness.

Formerly Caledonian, Germaine Deruelle, Mrs. Hickson married her Australian husband 47 years ago. Much beloved by Noumea cinema enthusiasts, whom she greeted regularly each night either at the family's drive-in or two city theatres. Mrs. Hickson is survived by her husband, married son Bob and her daughter, Mrs. Georges Lavoix.

Mr. E. L. Lancon

The death occurred on Norfolk Island on January 1 of Eugene Laurent Lancon, better known there and in the New Hebrides as Jim Lancon. He was 67.

He was born in the New Hebrides where his father was a planter on Epi and one of the first to introduce Tonkinese indentured labour. Jim Lancon was educated in New Caledonia and at Riverview, in Sydney. He then worked with his father and eventually inherited the family plantations.

However, he later sold out, and joined the New Hebrides Condominium Government as Superintendent of the Works Department. In

1946 he joined Burns Philp (NH) Ltd. and served in that company until his retirement in September, 1969.

Mr. John Stegler, BP manager in Vila, said of him at the time of his death: "He personified the spirit of the Condominium. He was a wonderful man—he got on with everyone and everyone liked him. It didn't matter to him what nationality, race or religion another man was."

Mr. G. H. C. Carter

The death occurred suddenly in Lae, New Guinea, on January 2, of Gordon Henry Charles Carter, aged 57. He went to Port Moresby as a draftsman with an oil company in the early post-war years but, with his wife, Joan, later set up a photographic and importing business which they operated in Port Moresby for some years.

In 1960, he joined the P-NG Public Works Department and was attached to the Water Resources Branch in Lae when he died. He is survived by his wife and two small daughters.

Harry Oscar Freeman

The death of Harry Oscar Freeman at Anelghauhat, Aneityum in the New Hebrides, at the age of 73 recently, marks the end of an era which extends back into the whaling days and severs a link between the Freeman family and Aneityum which has lasted nearly 100 years.

Harry Freeman was the youngest son and last of seven children of the late Frederick and Marguerite Freeman, both of whom are buried on the family property at Aname. Harry was buried on the plot also with his two eldest brothers.

Born in Prussia in 1842, Frederick Freeman came to the Pacific as a young man. He arrived at Aneityum as a member of a whaling ship and later worked ashore on a whaling station there. Subsequently he and his wife settled at Port Patrick where he conducted business as a planter and trader. He had seven children, all of whom survived him.

Harry became well-known in the southern part of the group and was knowledgeable about Aneityum custom and legends and was well versed in the bird and insect life of the island. The late Miss Evelyn Cheesman, the entomologist, who visited Port Patrick on collecting expeditions in 1930 and 1955, wrote a delightful account of Harry in her book, *Who Stand Alone*, published in 1965.

Mr. E. J. Hart

News of the death in October in London of Mr. E. J. Hart, has just recently been received. He was a member of the British Colonial Service and was stationed in Fiji between 1927 and 1946 as an accountant in the Public Works Department.

He retired in 1953 to live in the UK.

He was born in Surrey, and was 68 at the time of his death.

He leaves a widow, Thelma, four daughters and a son. All five children were born in Suva and the girls attended school there.

New Fiji status

(Continued from p. 23)

policy where there must be a close identification of view between the Government and the Opposition in their joint aim of the country's welfare."

Mr. Koya, while predicting the end of an old order and the emergence of a new in Fiji, urged expatriates and temporary citizens not to be concerned.

"This should not cause any anxiety in the minds of those who are residing here temporarily, including the expatriate civil servants," he said. Fiji had in the past given protection to expatriate civil servants and businessmen alike.

"I feel therefore that so long as they adapt themselves to the changing conditions of the time, and work for the welfare of this country, they need not fear that their interests will be in any way placed in jeopardy."

Although the report by Lord Denning deals mostly with the sugar industry, the findings of this arbitrator could have a big effect on the political situation in Fiji.

As cane-growers and mill workers support the Federation, it was felt that if the "wild men" of the Federation did not like the report, which is supposed to provide a blue-print for the future of the Fiji sugar industry, they could wreck the harmony of the constitutional talks.

Lord Denning's report was released in Fiji on January 27 (see page 23), on the day that this issue of *Pacific Islands Monthly* went to press.

Although there was therefore no time to judge the reactions to the report in Fiji, it seemed, on the face of it, that not even the wild boys among sugar growers could have hoped for anything more favourable to their cause.

What the millers—meaning South Pacific Sugar Mills—feel is another matter.

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Pacific trade pattern

(Continued from p. 122)

ment in the British Islands territories.

British associated territories which could be affected by a Common Market entry would be Fiji, the New Hebrides, the Solomons, Tonga and the GEIC.

Common Market policy, as recently outlined by the Market's executive commission, requires Britain to adhere to market Customs tariffs as a prerequisite for entry. This requirement will fundamentally alter conditions of trade between Britain and the British Commonwealth through substitution of Common Market preferences for those currently applying to the Commonwealth.

In its report, the commission notes that Britain has not stated the need for special solutions in favour of the Commonwealth's developed countries.

The Common Market (1958) Rome Treaty includes provisions for extension of preferences to ex-colonies of member nations. Preference is limited mainly to underdeveloped countries and would have little effect on imports to dependencies of members in the Pacific area.

Existing contracts with Britain for

sales of produce from the Islands territories can be expected to be honoured, being gradually phased out over a number of years according to a "harmony of interests". This mainly applies to copra.

Australia could lose further to NZ for some commodities currently supplied to the Islands.

Past experience in the French territories does not indicate that there would be a vast in-flow of competition from other Common Market member countries. The established Island traders tend to obtain supplies from the more stable and competitive sources.



American Airlines to start in May

Newly-appointed Fiji manager for American Airlines, Mr. Ron Hunt. The airline hopes to start Pacific services in May. However, in late January it seemed that Fiji might become the initial turn-around point for the services, as the US company's negotiations for rights with Australia and New Zealand were making little progress.

Mr. R. L. Frederick, a vice-president of American Airlines and a party of half a dozen technical and operational personnel visited Fiji in January. A subsidiary of the airline would consider building a hotel in Fiji when services had been successfully established, Mr. Frederick said.

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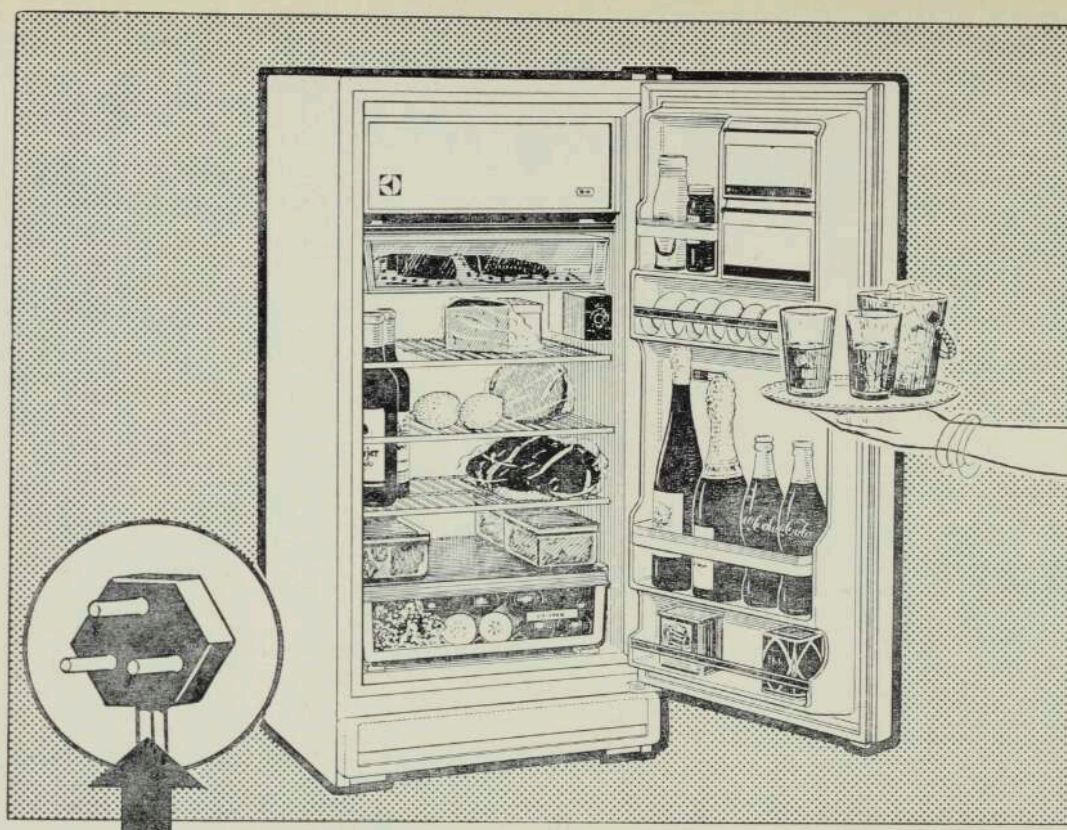
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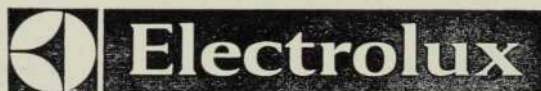
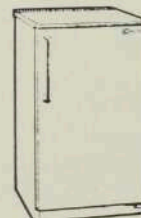
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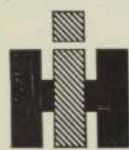


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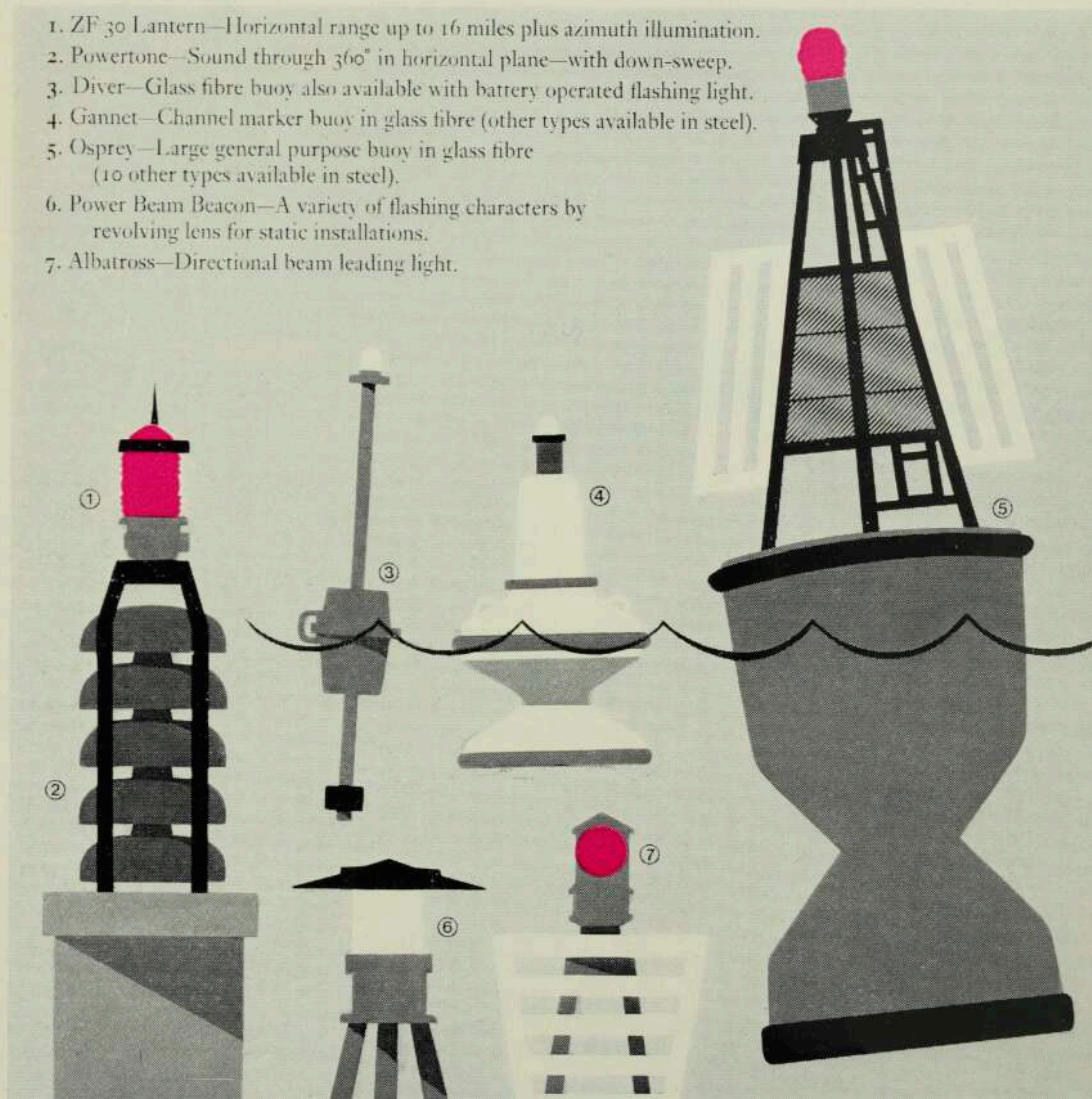
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MANAGEMENT OF ESTABLISHED BANANA PLANTATIONS

From "Banana Production in the South Pacific", a handbook shortly to be released by the South Pacific Commission, edited by MICHEL LAMBERT.

The yield of a banana plantation depends on a number of physical and climatic factors but also on management. Management may be defined as the aggregate of operations required to ensure high yields of quality fruit for several years. The bananas may be sold either on the local market or to importing countries.

It is noticed only too frequently that growers tend to neglect some of these operations or to carry them out too quickly and without due care. They must understand that a banana plantation will give a sufficient yield of quality fruit only if the maintenance work is carried out with care and as the need arises. It will not necessarily have to be done following the order adopted here, which is simply designed to separate the operations for a clearer understanding of the text.

Hoeing and weed control

It is important to start weed control operations right from the establishment of the plantation, as this is the time when weeds will thrive with the preparation of the soil and its exposure to the elements. Generally, weeds seek light and develop very quickly where there is no shade.

Weeds compete seriously with bananas because they absorb a part of the fertilising elements and water present in the soil. The development of the banana plant is thus impeded in the first stage of its growth; later, the clusters will be smaller and not so plentiful.

Weeding should, therefore, be carried out very thoroughly and this offers the opportunity to hoe around the butt of the plants to a depth of a few inches.

Hoeing is important, particularly in heavy loams. It breaks down the superficial soil crust and aerates the soil; this allows water to seep in.

However, care must be taken not to bruise the surface roots because these are the feeding organs of the plant.

Weeds should be left on the ground or, better still, heaped at the butt of the banana trees; they will maintain moisture and, as they rot, enrich the soil in humus.

Manual weeding operations should be repeated as often as necessary; however, as the plant grows, the shade becomes thicker under the

cover of its large leaves and the weeds find it more difficult to grow.

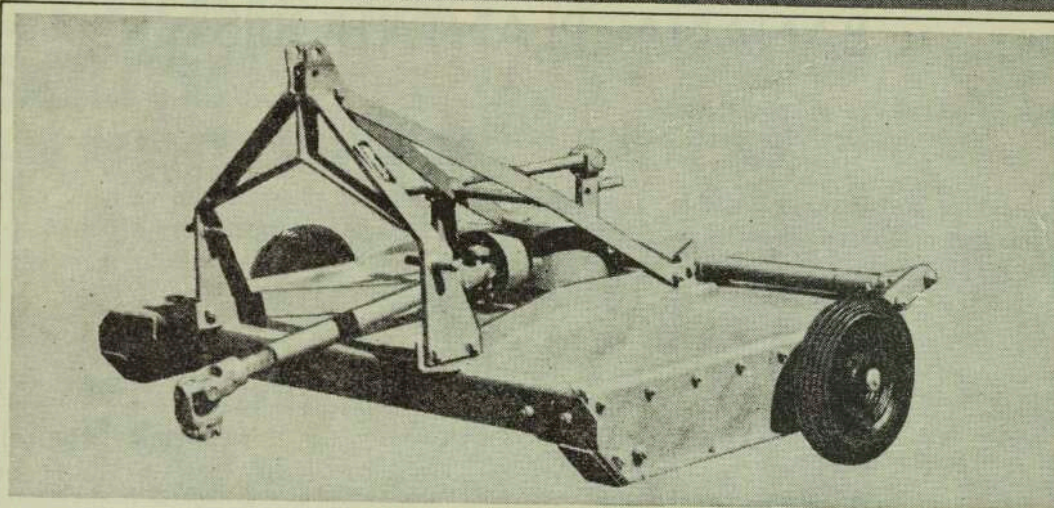
Chemical control

Herbicides can be of great help at the stage of land preparation and during the establishment of the plantation. They may also be used in well established plantations. Further, to obviate the danger of erosion in certain soils it is sometimes necessary to leave some weeds



Weeds, leaves, banana pseudo-stems and suckers (when desuckering is carried out) are used to make mulch.

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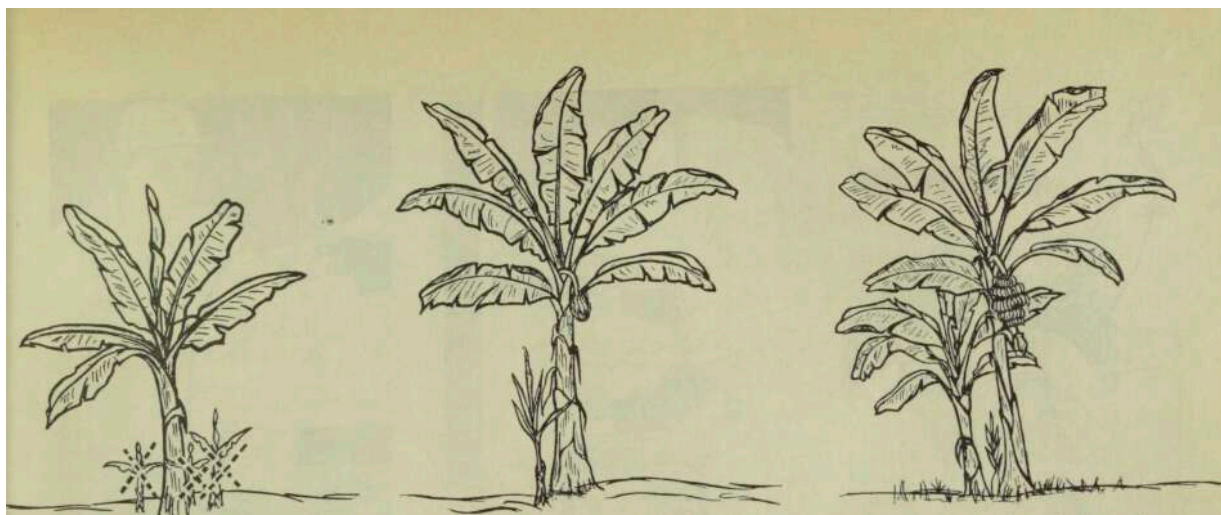
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Desuckering the banana (pruning) is a much neglected operation. From left, during the first five months all the suckers must be eliminated. On the sixth month after planting, or as soon as the flower appears, one sucker is allowed to grow. Right, a healthy tree following the bearer-follower-sucker system.

for a time: they can later be destroyed by the use of herbicides once the shade of the banana plants covers the soil.

In all cases, and particularly in young plantations which can be more vulnerable to the action of these chemical products, great care should be taken in their use and the instructions provided by the manufacturer must be followed strictly.

Arsenical herbicides have proved to be both effective and economical but they can be dangerous for the user if he does not take all due precautions; there is no residual toxicity for the plant. The Diuron mixtures (Karmex) and Paraquat also give satisfactory results, as does Dalapon.

It should be stressed, however, that the action and effectiveness of herbicides vary according to the area, climate, type of soil, plants to be treated, age of woods, etc. They should, therefore, be tested by the Research or Agricultural Department which would then advise as to the suitability of certain herbicides and their use in a plantation.

Desuckering

If nothing is done to the banana plant it will bunch out into a tuft which becomes larger and larger. One notices also that when there is a large number of suckers, the corms are not so healthy. Therefore, pruning is necessary and this pruning is called desuckering.

Desuckering is often the one operation in the management scheme which growers neglect the most. They often believe that the more suckers there are the more bananas there will be. This is not true.

If one removes the excess suckers, the remaining ones grow stronger and produce larger clusters. On the other hand, if there are many suckers competition is such that they all remain small, thin and very low yielding.

On dense plantations one usually leaves the main stem, a sucker and a follower per plant. On sparsely spaced plantations one can leave more than one main stem; the same rule applies in rich soils containing ample mineral elements.

Suckers should be chosen at least two months before the mother-plant comes into bloom and desuckering should be done when the suckers to be removed are still small. This makes the work easier.

The time lapse between the production of two clusters on two different suckers from the same stem depends on climatic conditions. Through experience the grower will know how to choose suckers at the right time to obtain either the largest fruit when mature or a high yield during the peak market demand.

Generally the sucker is removed with a gouge which leaves a cone-shaped hole; on young plantations a few drops of kerosene may be dropped into the hole. On established plantations the sucker is removed and there is no need for kerosene. This operation is usually carried out with a bush-knife which gives very satisfactory results.

At the time of desuckering it is advisable to keep the suckers which grow on the same side as the mother-plant so as to preserve the alignment of the banana plants. This is, in any case, necessary in plantations where maintenance work is mechanised. The suckers chosen

to be left on the stool should be either well rooted or deeply buried; they grow better and offer better resistance to the wind.

Desuckering is an important operation which conditions the yield of the plantation and should therefore be carried out periodically, at least every two months.

Mulching

As mentioned previously, a light mulch may be spread at the butt of the banana plants after weeding the plantation but, obviously, if the grower can afford it or better still if he is willing to do the work, mulch may be spread on practically the whole area of the plantation. This practice increases the growth and yield of the plants.

Mulching has the advantage of increasing water conservation in the soil, it reduces evaporation and, when rotted, the mulch enriches the soil in humus. Mulch prevents the growth of weeds, reduces rain erosion and brings down soil temperature. Its only disadvantage appears when the banana plantation becomes infected with banana weevil or other parasites for which it then provides a shelter.

However, under normal conditions, the banana is the plant which responds the best to mulching. To this end, tall grasses, small branches and twigs from the surrounding bush as well as leaves and banana pseudo-stems, suckers when desuckering is carried out, trash from banana clusters, etc. . . . may be used. All this plant material should be chopped up and heaped at the butt of the banana plants or dumped on the soil itself. (Over)



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It's a very demanding plant!

However, in areas badly affected by the Sigatoka disease or various *Cercospora* leaf spots, it is better to pluck and burn banana leaves rather than to use them for mulching, as they would constitute infection foci.

Fertilisers

Contrary to general belief, the banana is a very demanding plant. Usually only the leaves and the pseudo-stems are returned to the soil whereas the number of clusters taken away is often very large. Therefore, the plant should receive complete fertilising if it is to be maintained for a large number of years and give high yields.

Organic manure

This is important as it promotes the conservation of humus in the soil and often contributes to enrich the land in humus. Humus is of the greatest importance; it preserves moisture in the soil as well as the fertilising elements and liberates these as and when the plants need them.

Mulching has already been mentioned as a good way of providing organic matter. Mulching should be carried out before the dry season so as to reduce the evaporation of the water contained in the soil.

Naturally, farm manure spread at the foot of the plants is the best form of fertiliser but only growers who also keep cattle are in a position to use it; in its place, it is recommended to spread commercial fertilisers, compost, and/or rotting grasses.

Commercial fertilisers

This should only be envisaged if the plantation management is carried out regularly. Desuckering, weed control and pest control must have become an established practice before consideration is given to the use of commercial fertilisers. Also, the plantation must contain sufficient humus. If these conditions are not fulfilled the grower will be spending money uselessly in buying and spreading commercial fertilisers which are often very expensive.

Potash is the most important element in banana cultivation but it is often advisable to provide the two other major elements: nitrogen and superphosphate. Growers should therefore think in terms of com-

plete fertilisers, but it is difficult to give definite instructions since the use of commercial fertilisers depends primarily on the fertility of the soil and its deficiencies in certain fertilising elements.

Complete fertilisers such as 12.12.20 and 10.10.18 may be sufficient in many places. If the soil is deficient in phosphoric acid either 9.15.20 or 8.10.16 should be used.

The application of commercial fertilisers must be started as early as the life of the plant and we have already recommended to place fertiliser in the planting hole. Fertilising gives the best results if it is done before the cluster forms.

During the first year of the plantation, fertilisers should be applied in small doses but at regular intervals. In established plantations fertilisers should be applied approximately every three months according to soil humidity, since a strong drought will delay their assimilation by the plant.

Fertiliser placement varies according to the plantation; it is recommended to place the fertiliser around the plant on flat land and on the upper side of the plant on sloping land. The first application of fertiliser can be at one foot from the plant and subsequent ones at two and three feet from the plant.

In well established plantations the fertiliser is broadcast and subsequently dug into the soil when hoeing or desuckering processes are carried out. On flat land it is recommended to broadcast the fertiliser between the rows.

When there is the possibility of the fertiliser being washed away by strong rains there are two solutions: either apply the fertiliser frequently and in small quantities or cover it up with a thin layer of soil.

Shoring

The banana plant may lean over under the weight of too heavy a cluster; any strong gust of wind would be fatal and the cluster would fall to the ground. The fruits are bruised, they no longer receive nourishment and may rot. Therefore, the banana should be shored with a proper shoring perch or with two long poles crossed just below the cluster and well anchored to the ground. Bamboo stems or branches cut in the nearby forest can be used for this purpose.

If windbreaks are necessary at the time of the establishment of the plantation one should think ahead and use timber which can later be re-used for shoring.

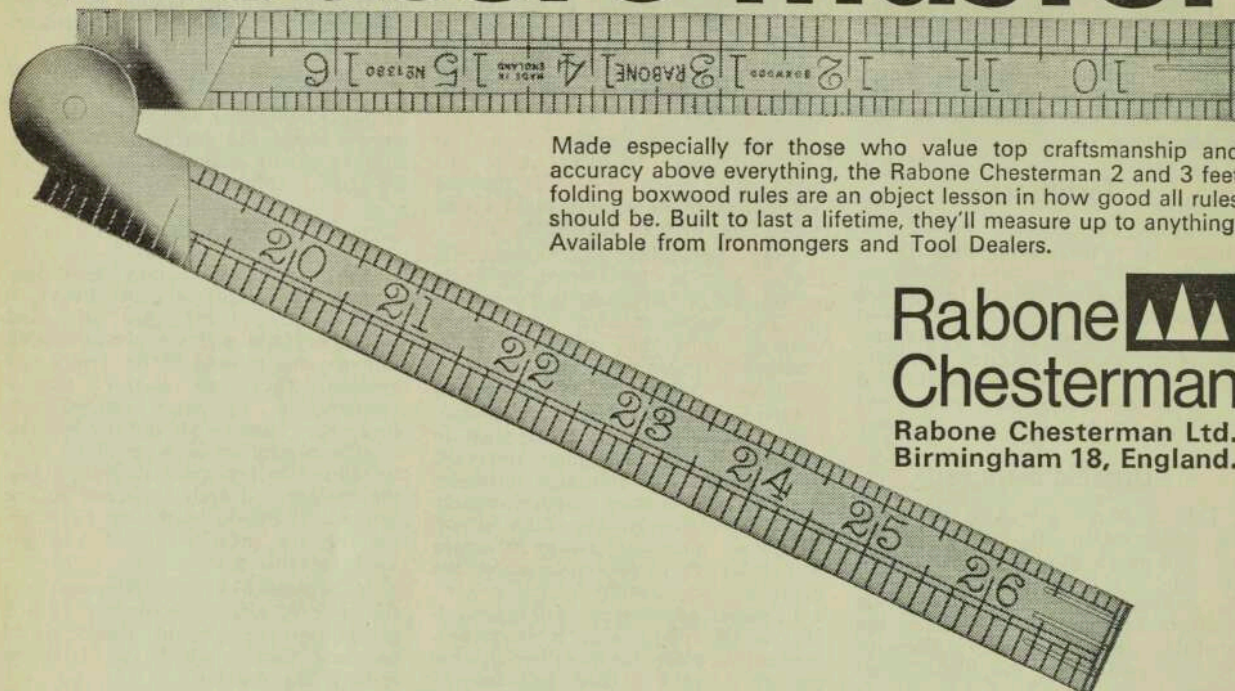
Removal of the flowers

In some banana varieties, all the bracts do not break from the cluster



The banana must be shored with a proper shoring perch. This is done most successfully with two long poles crossed just below the cluster and well anchored to the ground.

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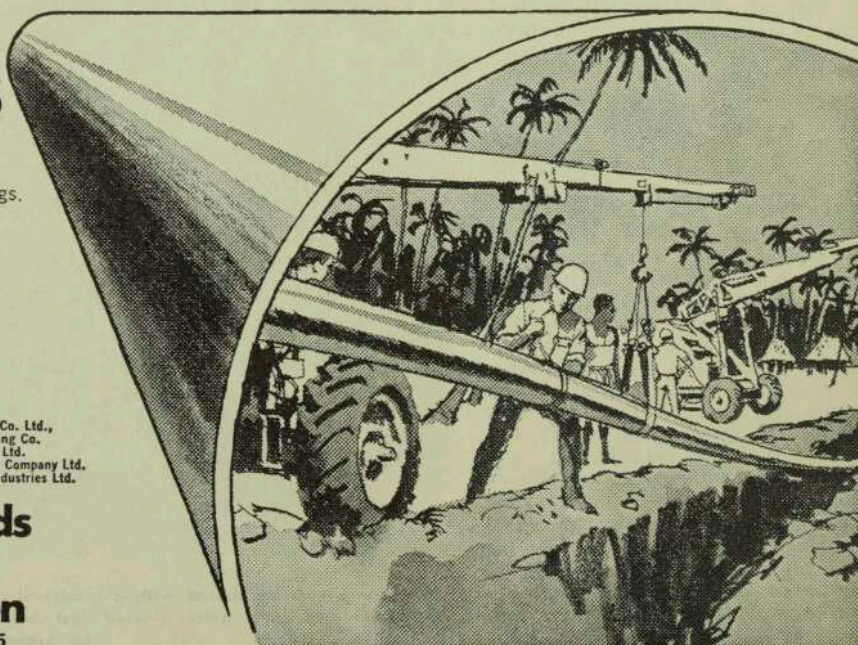
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'Open door' to fungi

and in this case they fall onto the fruit; in rainy weather they may cause spots on the fruit and even rot. On the other hand, dead flowers may remain attached to the stem and become hard and dry. If they are broken by hand when the clusters are harvested or handled, the wound is an open door to fungi which are the source of serious rot diseases.

It is, therefore, recommended to remove the bracts remaining on the clusters and to brush off the flowers which still adhere to the fruit at the time when removal is easiest, that is, once the cluster is completely formed.

Pest control

As all cultivated plants, the banana is attacked by pests. The grower must be in a position to control these and to do so he requires spraying implements and chemicals to destroy these pests or to reduce the damage they cause. Insects and diseases likely to cause serious damage to plantations and the means which must be used to destroy them cannot be adequately dealt with here; nevertheless, it should be appreciated that this type of work forms an integral part of banana plantation management.

Growers should, therefore, keep a watchful eye and carry out in good time all the management work which alone can guarantee high yields of quality fruits, once the plantation is well-established.

Aitutaki banana scheme progress

A total of 139 acres have come under banana production on Aitutaki, in the Cooks, 106 acres of them previously government banana nurseries. A further 10 acres were producing in December and by the same time in 1970 it is expected to have 260 acres in production.

Since the scheme started three years ago, 22,000 cases have been shipped and a further 3,000 were expected to be shipped on the December voyage of the NZGV *Moana Roa*.

The original target was between 7,000 and 10,000 cases a month for the New Zealand market, and it was estimated that a minimum of 500 acres would have to be planted and the fruit grown under expert management for the scheme to be successful. (PIM, Jan., '67, pp. 141-142.)

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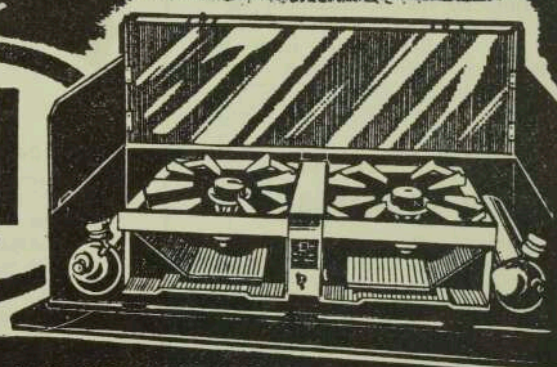


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South Seas in a nutshell

A. Samoa reserve police authority revoked

Following complaints from the public and a personal inquiry by Attorney-General of American Samoa, Thomas K. Thorpe, the country's police reserve has been abolished. Mr. Thorpe issued an order revoking all authority of the reserve police including the right to carry side-arms, the power of arrest other than as ordinary citizens, and the right to operate personal cars as emergency vehicles with flashing lights and horns.

But Mr. Thorpe instructed Police Chief Moaali'itele Tu'ufuli to make a study of the reserve operation for several weeks and then discuss with him whether it should be re-established and the men given proper training. He said it was possible the reserve police, with proper training, might help the police department reduce overtime, by working at crowd control during holidays and special events.

Tarawa reclamation

Work began in December on reclaiming 800 acres of land in the Temaiku area, between Bikenibeu and Bonriki, South Tarawa, in the Gilbert and Ellice Islands. Britain has approved a grant of \$25,000 for the colony's airfield construction team, under Major B. O. Bown, to do the job. When completed, it's hoped to plant coconuts, casuarina and other trees on the new land.

Better communications for the Cooks

Rarotonga's new communications centre in Avarua was officially opened on November 26 by the High Commissioner, Mr. L. J. Davis, and the Premier of the Cooks, Mr. A. R. Henry. Mr. Davis then had brief telephone conversations with New Zealand's Minister of Maori and Islands Affairs, Mr. Duncan McIntyre.

The ceremony took place in the recently constructed extension to the Government and Post Office block which houses a new telephone exchange and a new overseas telephone. A two-storey structure of steel and reinforced concrete, it is connected by underground telephone and radio cables to a recently completed radio

receiving station in the Arorangi district, about eight miles away.

The service was hastened by the advent of Rarotonga's international jet airport because of the urgent need of giving airport contractors efficient communications.

By the New Year it was hoped to connect overseas telephone calls to private line subscribers in their Rarotonga homes, and on December 1 the telegraph circuit between the Cook Islands and New Zealand changed from the hand-operated morse system to the much faster teleprinter. It was expected that the international Telex system would be installed soon.

P-NG Public Service tribunal

Appointed members of the new Public Services Conciliation and Arbitration Tribunal for Papua-New Guinea are: chairman, Mr. L. G. Matthews; members, Mr. E. G. Deverall, Mr. S. G. Hastings; assistant members, Mr. Kwamala Kalo, Mr. Gavera Rea, Dr. Reuben Taureka and Mr. To Meriba Tomolaka.

The new tribunal will replace the present Public Service Arbitrator, following recommendations by two experts appointed by the government to examine the present system. Mr. Matthews will continue as Public Service Arbitrator until the tribunal begins.

P-NG University's first degree

The University of Papua-New Guinea has awarded its first degree to a student, Robin Stanley O'Regan, who becomes a Master of Laws for a thesis entitled "The Reception of the Common Law in Papua and New Guinea."

Mr. O'Regan's thesis was examined by professors from London, Melbourne and Singapore and was highly commended as an original piece of work. He has been a candidate for the degree since early 1967 when he first joined the university as a senior lecturer in the Faculty of Law. Prior to that he spent a number of years in the territory in private practice in Rabaul and working in the Crown Law Department. The degree will probably be conferred in mid-1970 at the first ceremony to confer this honour.

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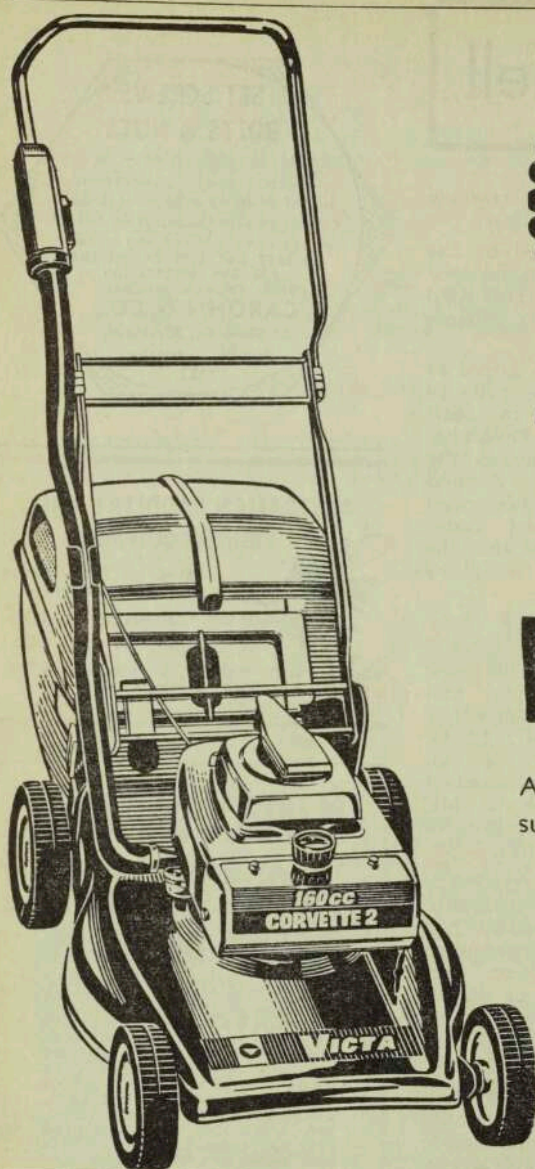
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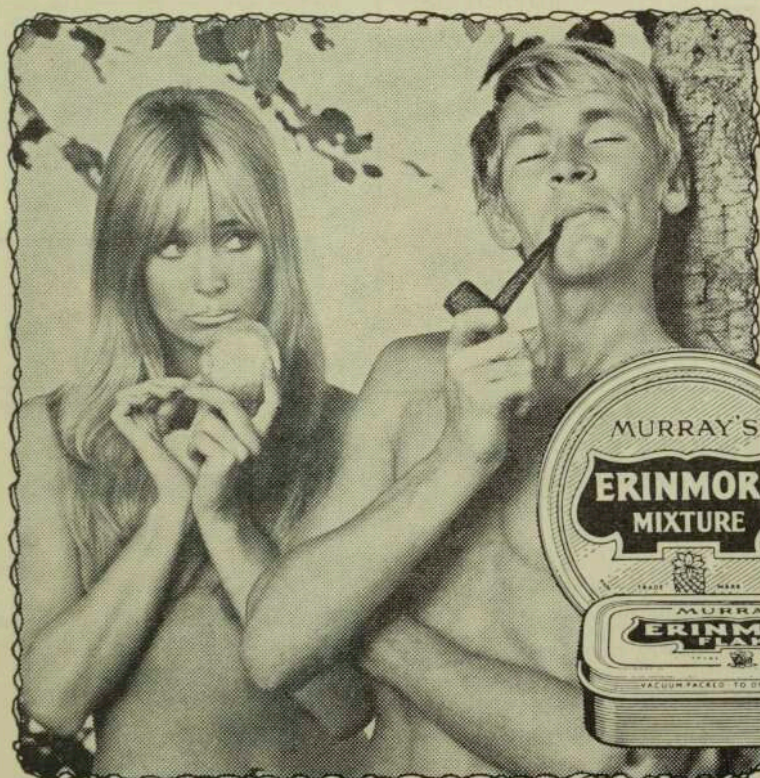
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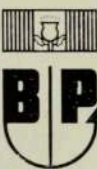
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