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Pacific Islands Monthly



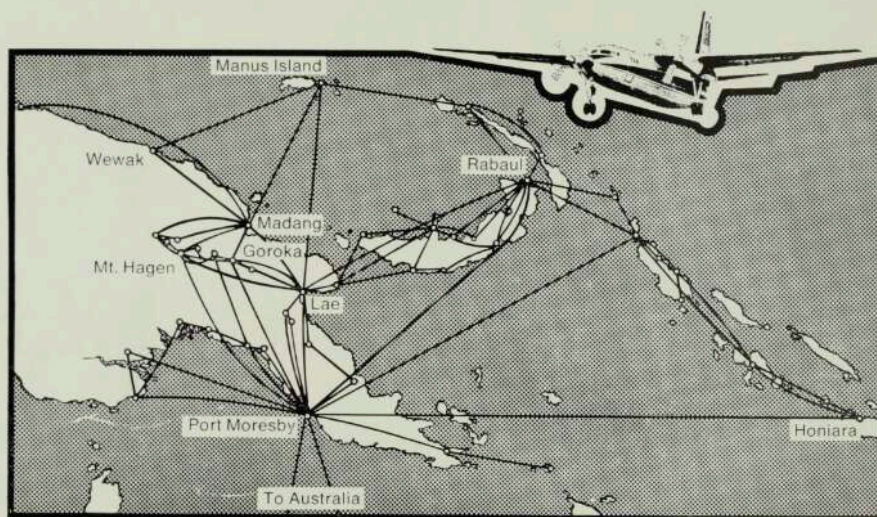
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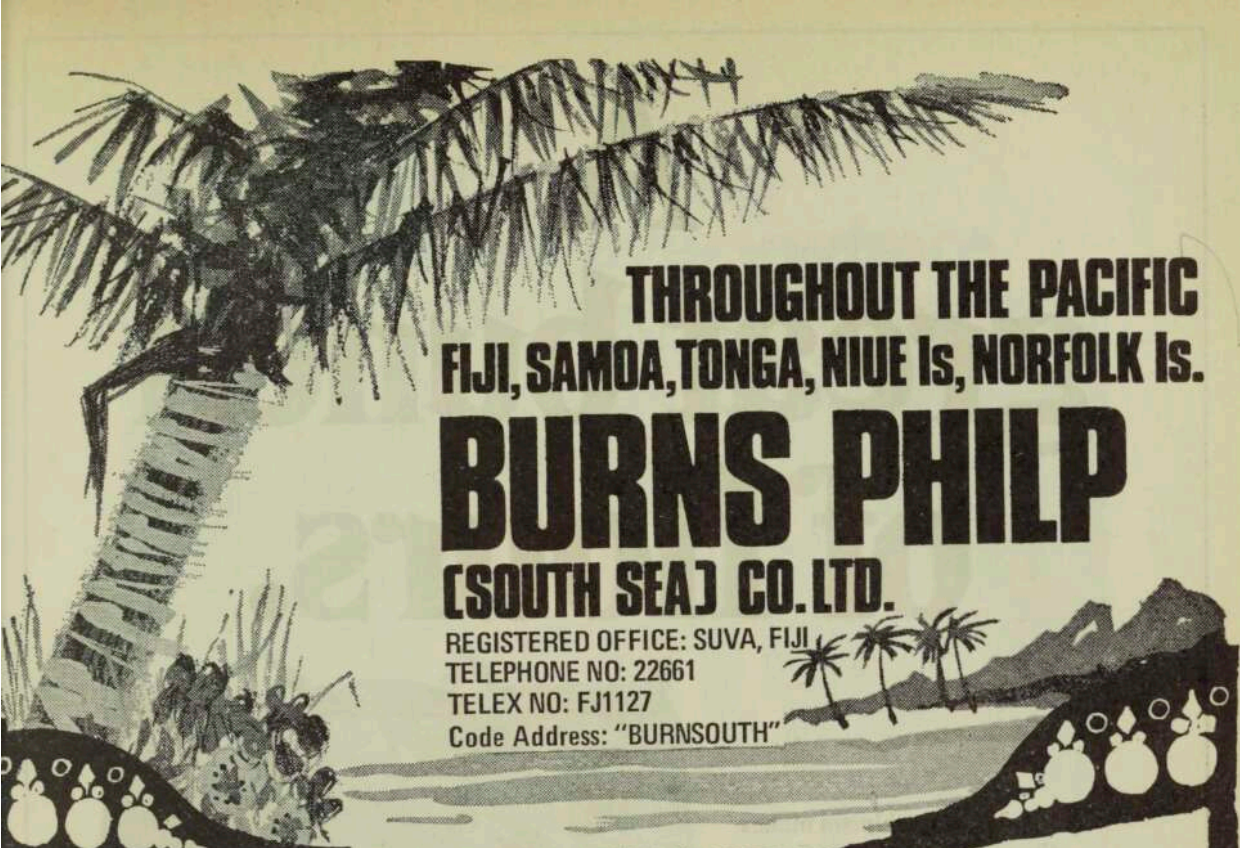
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PACIFIC ISLANDS MONTHLY—MAY, 1970

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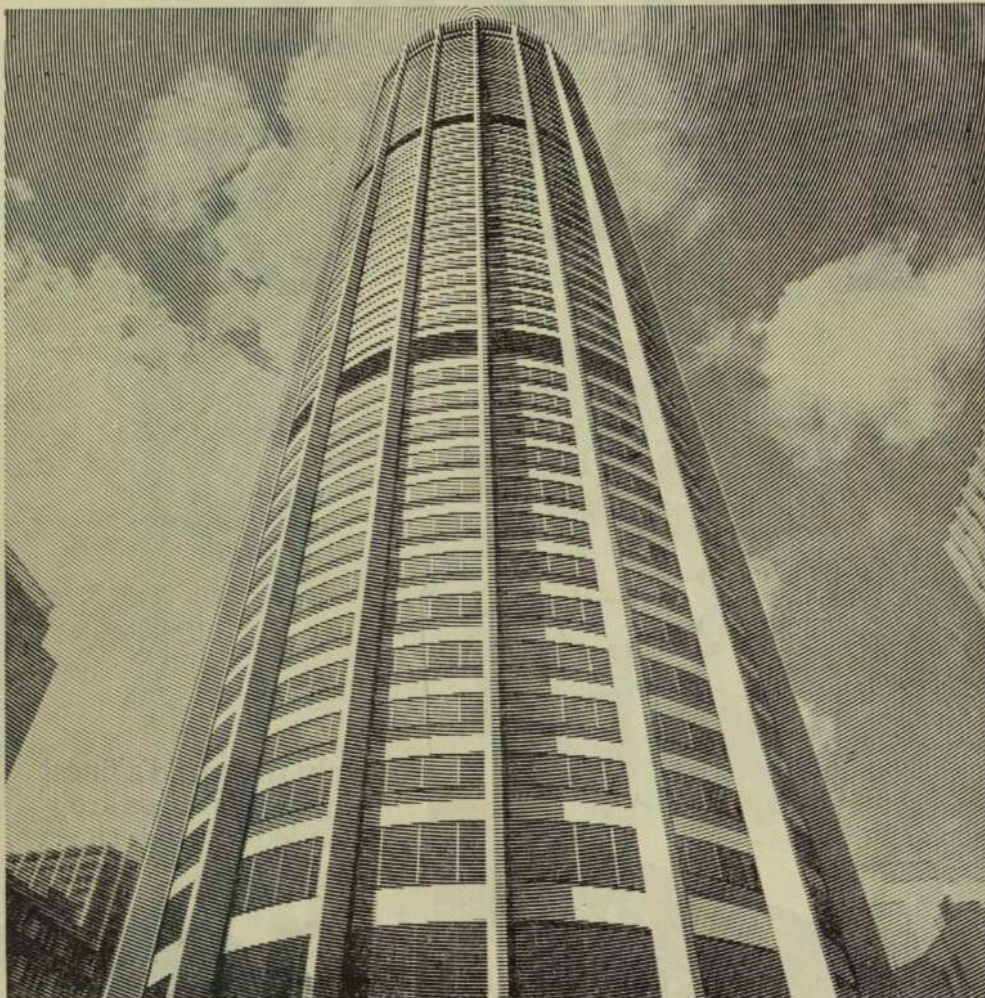
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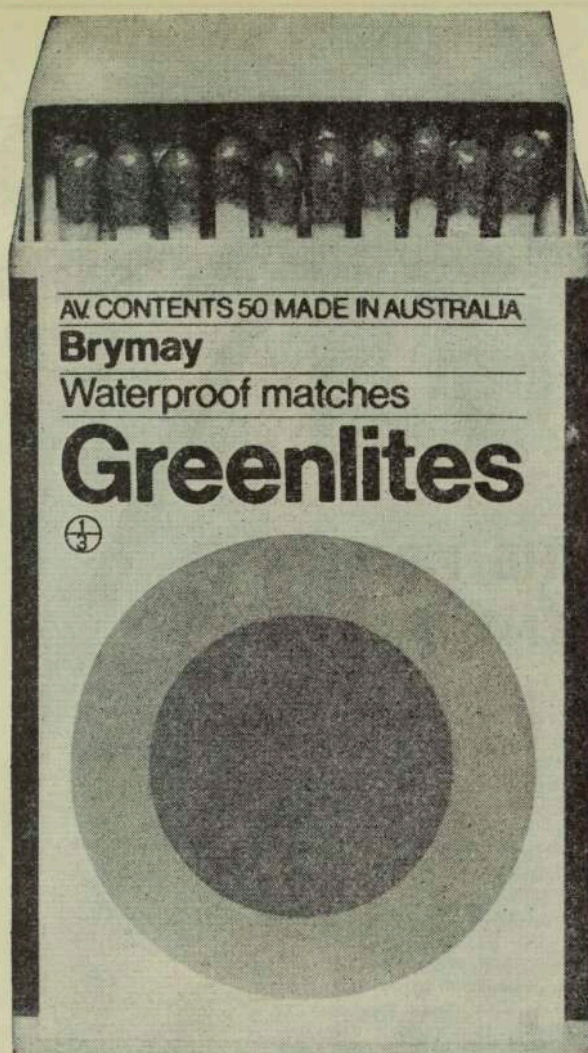
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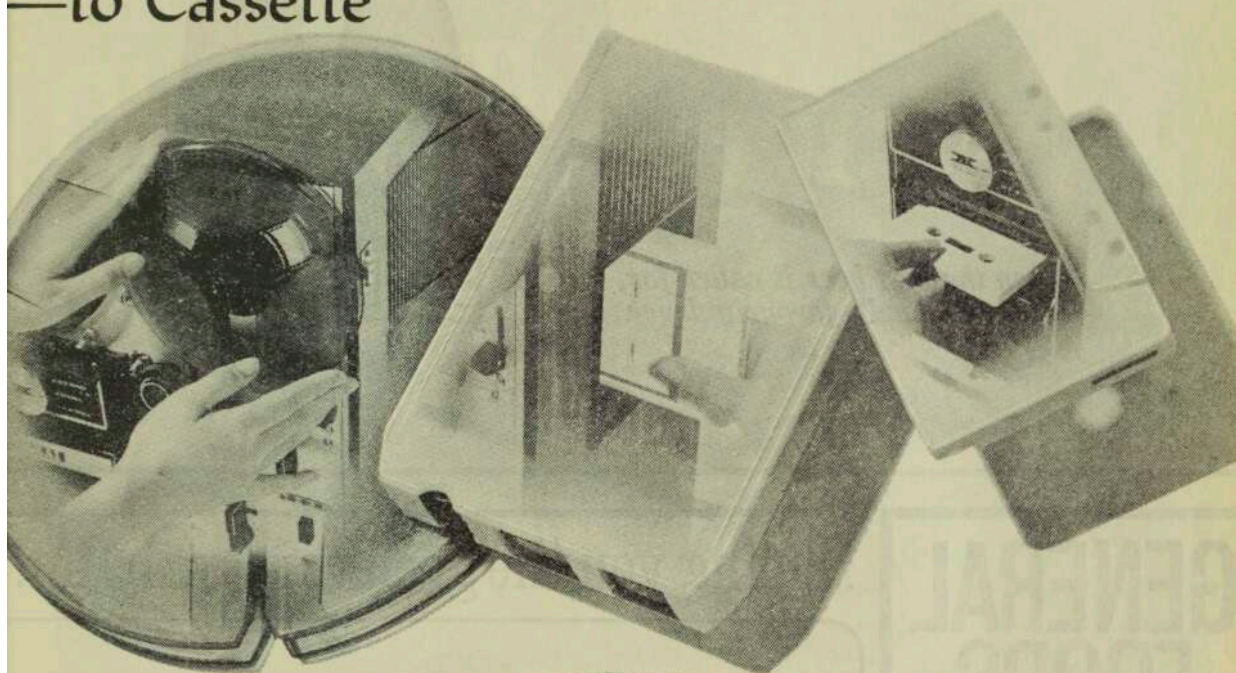
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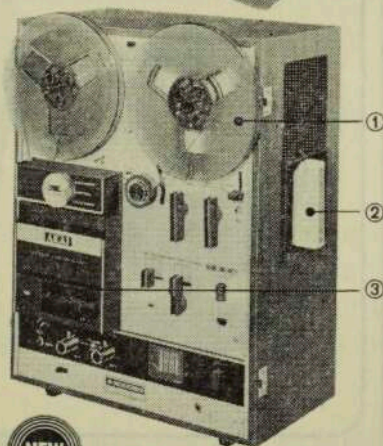


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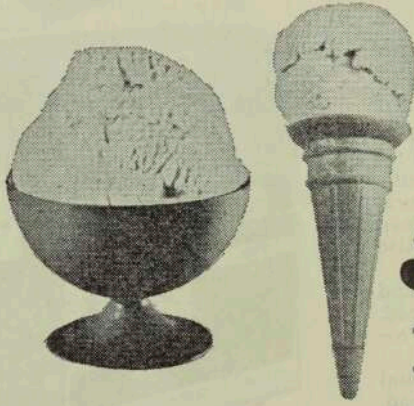


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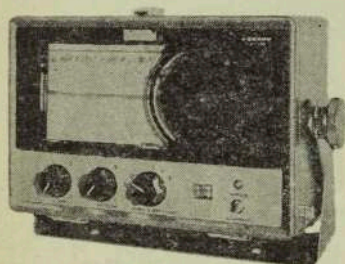
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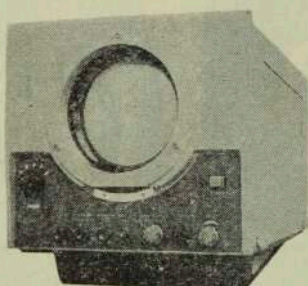
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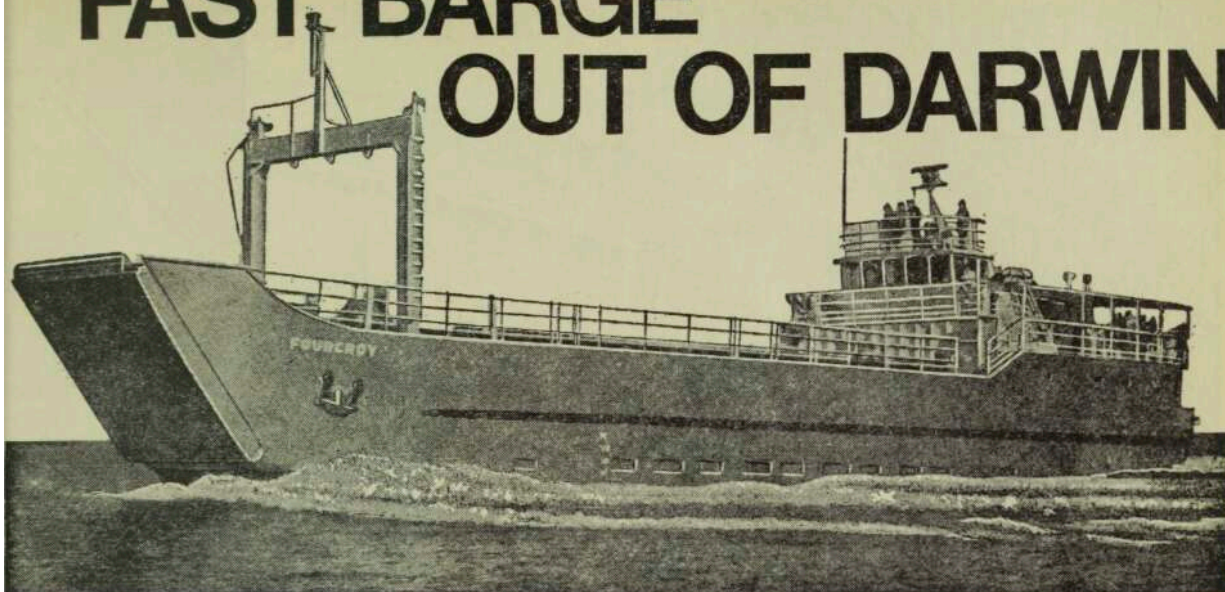
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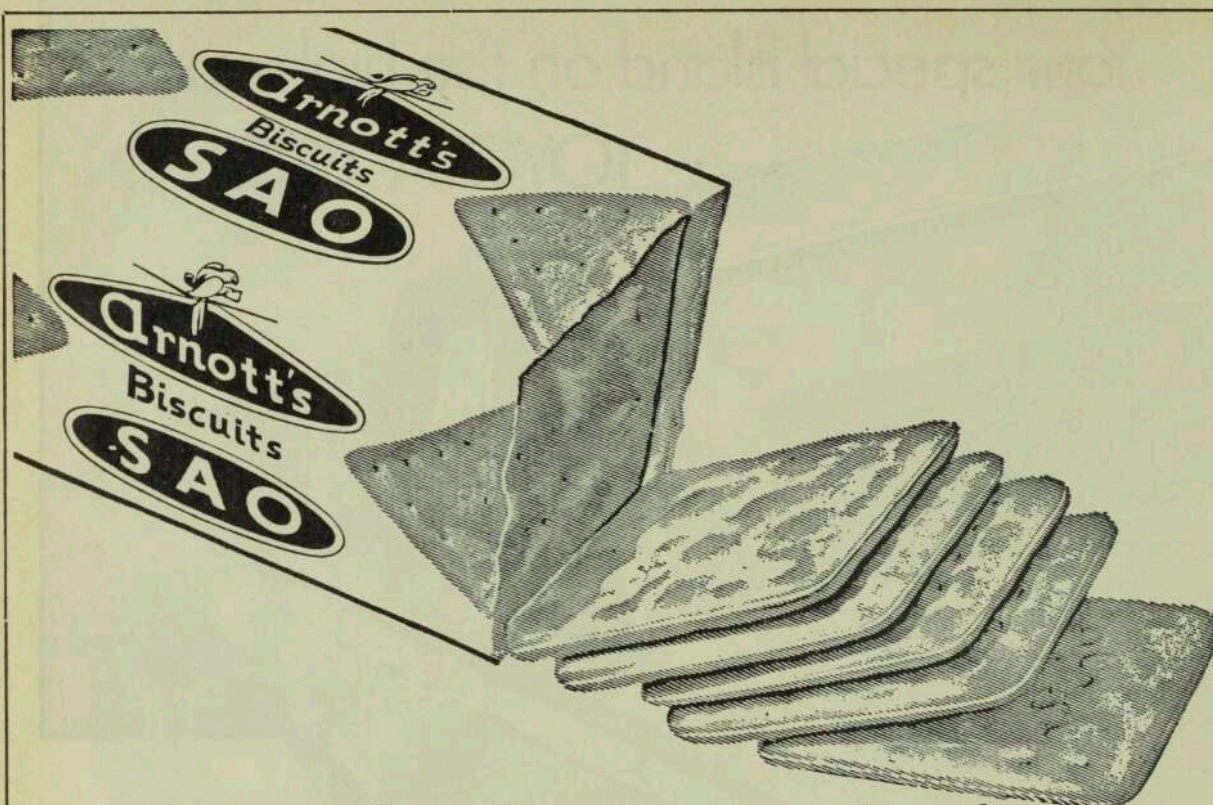


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Up Front with the Editor

A year or two ago I flew to Hong Kong for a visit, via Port Moresby, and while flying over that immense central range of New Guinea mountains I got into conversation about the island with one of the pleasant Qantas hostesses, whose name turned out to be Woodford.

Probably it was our choice of subject, plus our close proximity to the Melanesian islands below, that made me ask Miss Woodford whether she was related to a famous early administrator of those parts—the energetic C. M. Woodford, the first Resident Deputy Commissioner to the Solomon Islands Protectorate, and whose story, as far as we know it, is interesting stuff.

Yes, said the pretty Miss Woodford, she was a relative. The late C. M. Woodford was her grandfather. Her father—C.M.'s son—had come to Australia from England many years ago and he was now living in the Sydney area.

"That's extraordinary," I said. "And did your father bring any of C. M. Woodford's papers with him to Australia? He was a prolific writer and I heard he had an unfinished manuscript, or certainly some notes."

"Yes," said Miss Woodford, in this aeroplane over New Guinea nearly 75 years after Woodford first took over the administration of the nearby Solomons. "Father still has his papers, which are all in a trunk at home."

Naturally I was intensely interested in the contents of the trunk whose existence was revealed so unexpectedly in this chance conversation, and back in Sydney PIM followed up the matter.

But Mr. Woodford was reluctant to have anything to do with our inquiry. He valued both his privacy and his father's papers—an approach that we could hardly condemn, in that presumably it had guaranteed the survival to date of those important historical documents.

But we on PIM didn't feel the situation should rest there. Accidents happen, or documents later come into the possession of others who don't see their significance and who lose sight of them.

We felt somebody with experience should at least examine them and evaluate them now they were known to be in existence, so we passed on the information to the School of Pacific Studies at the Australian National University.

They followed through with enthusiasm. They found that Mr. Woodford and his wife both had a great interest in the papers, and certainly did not want to see them lost. The Woodfords hoped they might eventually be held by a library, but meanwhile agreed that the university should sort and catalogue them and perhaps allow them to be used by scholars.

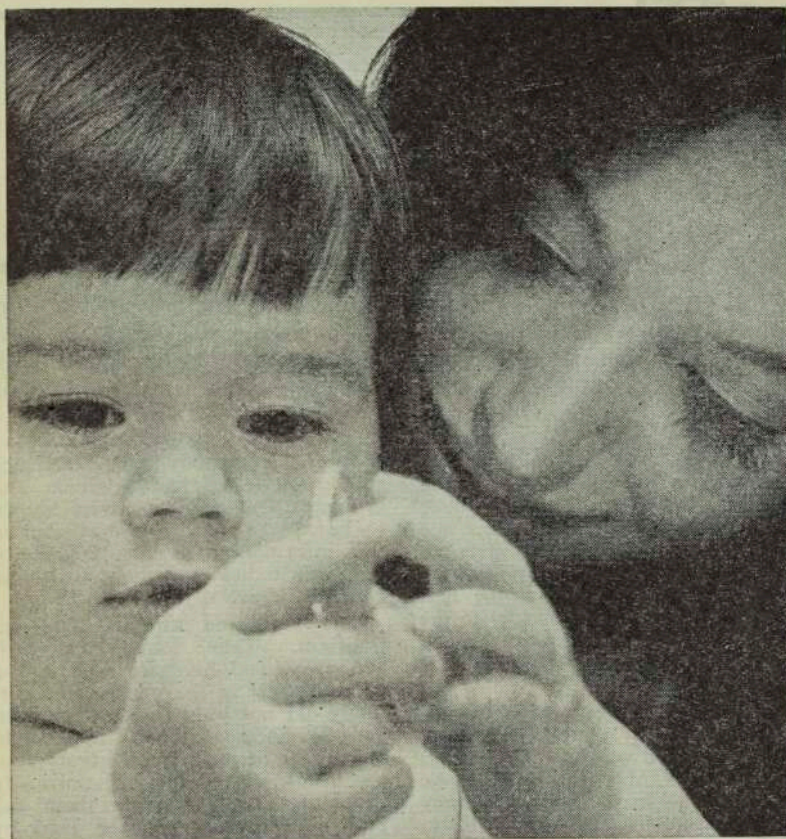
Their contents

The university has finished its cataloguing. Some of the material has in fact been studied by researchers. C. M. Woodford's papers are an interesting collection that should fill the gaps from time to time in the work of many people.

There are a number of letters, and there is also a fine collection of newspaper clippings on the Western Pacific drawn from the Press of the time, and offprints of articles written by Woodford and his friends.

There is a lot of anthropological material and historical background to the area and an interesting diary of a visit Woodford made to the Gilbert and Ellice Islands in 1884. Woodford did not become Resident Deputy Commissioner in the Solomons until 1896, but he had served briefly in Fiji in the early 1880's, and before his appointment he made other expeditions, including an expedition as a naturalist to the Solomons.

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paternal government would sooner produce beneficial results than in the Solomons". Here was "an object worthy indeed of the devotion of one's life".

As Deryck Scarr has helped to show in his recent book, *Fragments of Empire* (which is a history of the Western Pacific High Commission from 1877 to 1914) Woodford's words weren't empty. He was even able to convince the Colonial Office that it should deviate from its policy of avoiding expenditure in islands such as the Solomons, on the commendable principle that they should pay for themselves if they were worth having at all. In 1897 he got a grant-in-aid of £1,200, with which to erect a residency on Tulagi, and establish the nucleus of a local administration.

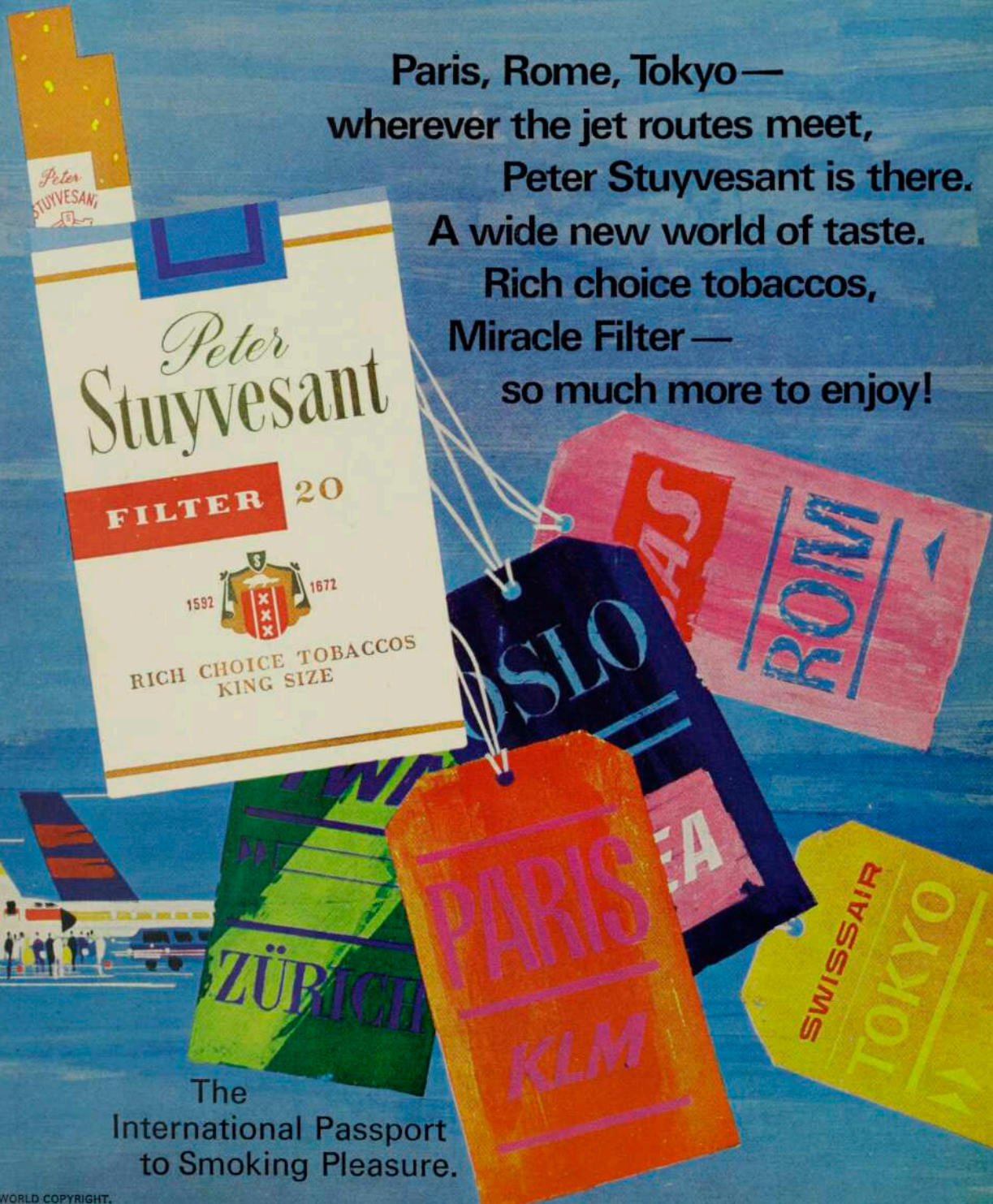
Grants-in-aid these days, all of 75 years later, are still a fact of life in the Solomons, but for our future knowledge of what the first Resident Commissioner thought about it all we will be able to thank his son—and a lucky meeting aboard a Qantas 707 somewhere over New Guinea.

THIS subject of island administrators reminds me of something. I was again in New Guinea recently, where I was depressed by the poor morale in the public service. This is a subject I shall pursue elsewhere in this issue, as it's a complicated one, but meanwhile the constant rumours to be found in New Guinea predicting an early departure from the scene of the Administrator himself, are not calculated to encourage his public servants to believe in their own permanency. During a couple of weeks in Port Moresby I was given, on the best authority, conflicting intelligence about the imminent resignation of Mr. David Hay. He was about to be appointed Australian Ambassador to Paris, Australian Ambassador to the United Nations, an Assistant Secretary in the Department of External Affairs, etc., etc. You name it and he was about to get it.

I suppose Administrators can always be removed from office, but I don't believe there are any intentions to remove Mr. Hay. And I will go out on a limb and say I don't believe he has any intention of resigning. I suspect he has found some rough spots in New Guinea, and I believe that at one period he was ready to chuck it in. But I think that time has passed, and no announcement is imminent that Administrator Hay is to stop administering in that trouble spot. That's how I read my crystal ball, anyway.

PETER STUYVESANT

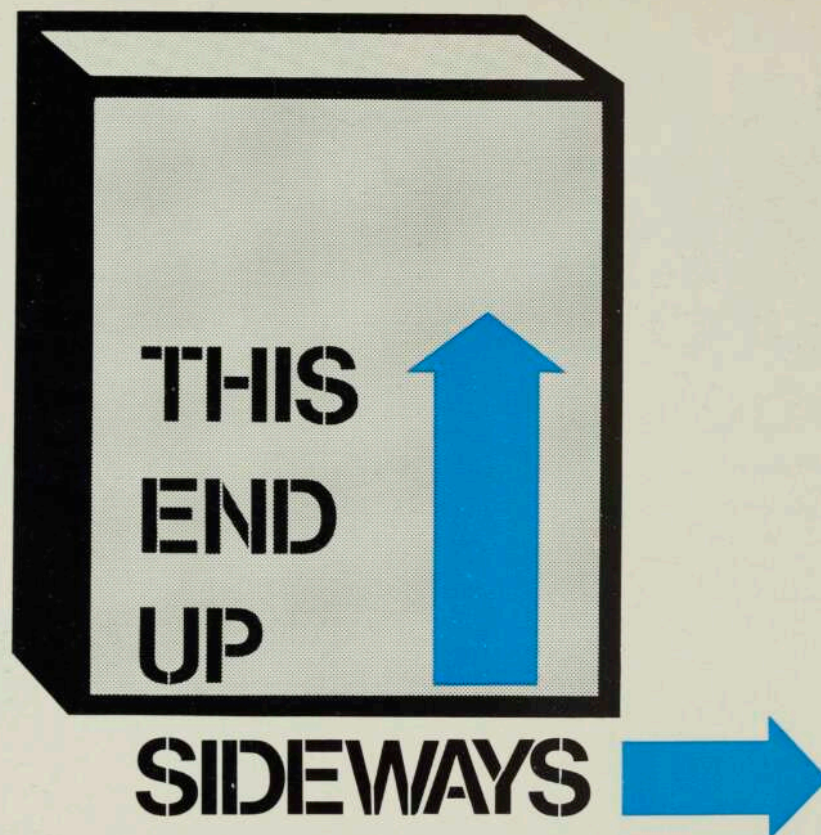
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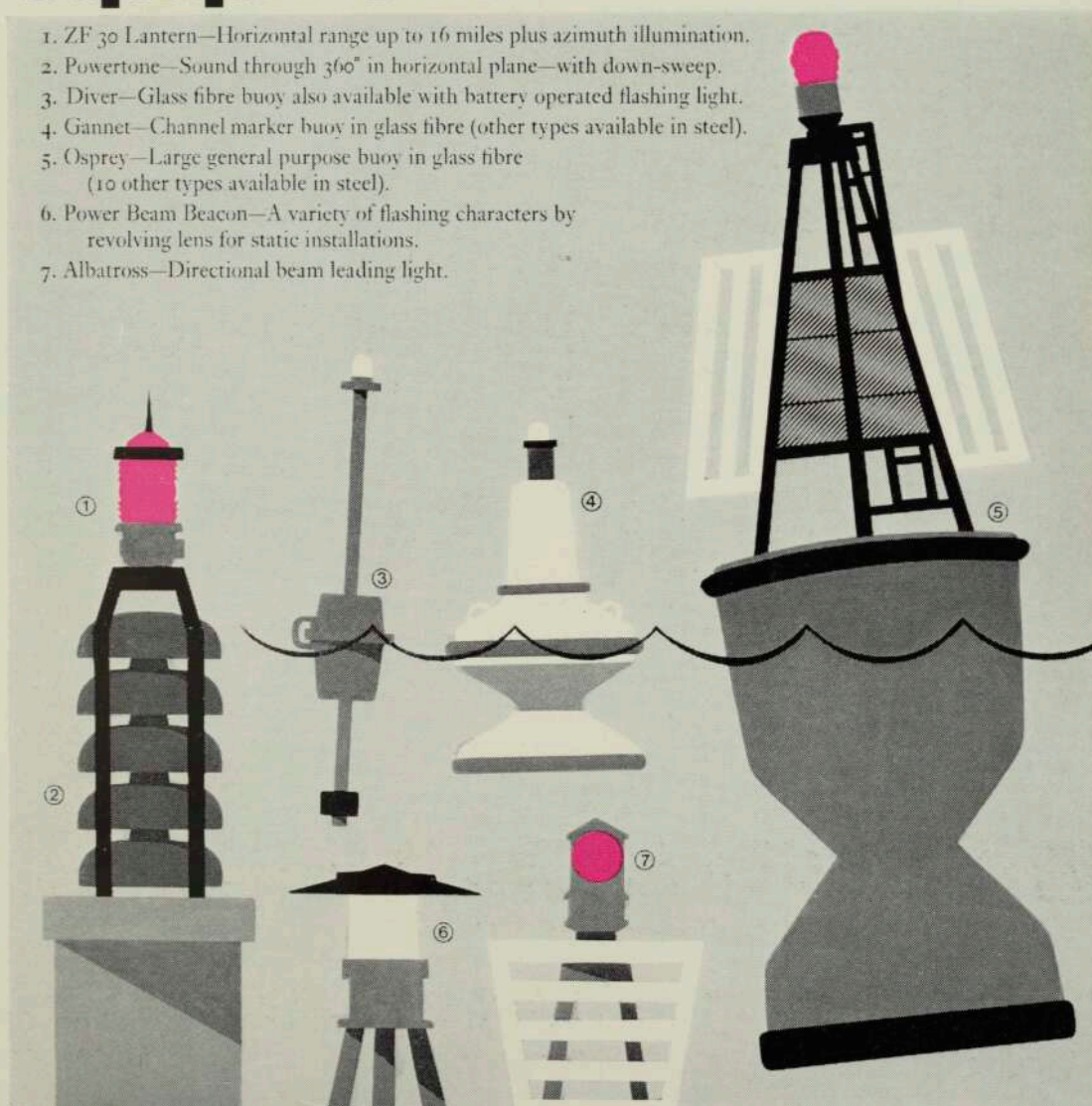
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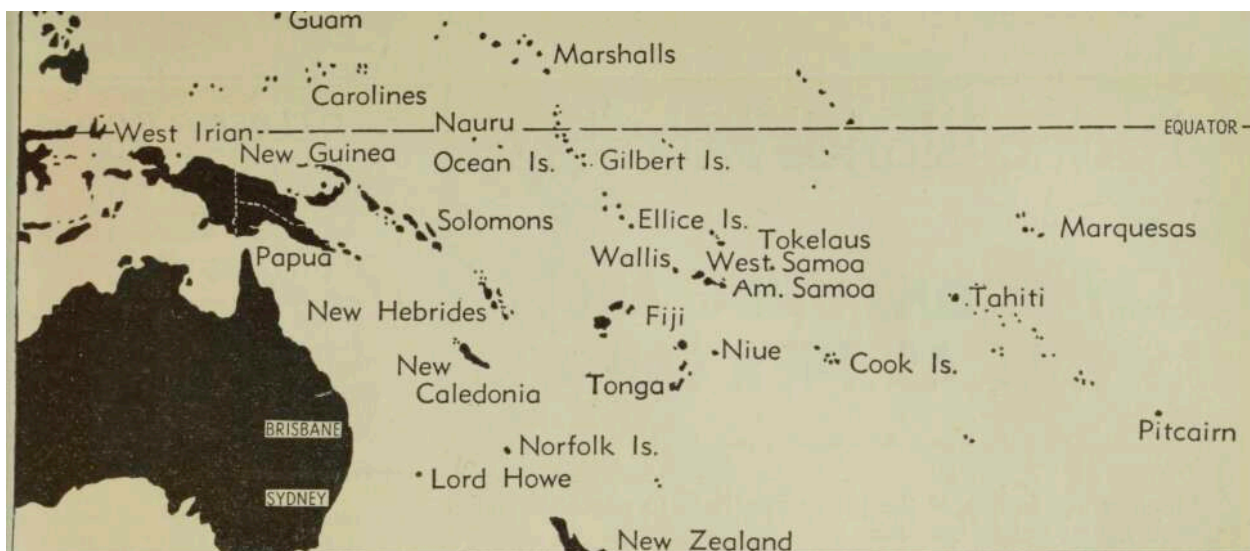
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MAY, 1970 - PACIFIC ISLANDS MONTHLY



Vol. 40. No. 5. May, 1970.

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Pacific Islands Monthly

THEY'RE LOCALISING 'ABOUT AS FAST AS THEY CAN GO'

From a Suva correspondent

"Inefficiency is one of the prices you have to pay for localisation. You have to make sacrifices."

So said the deputy director of one of Fiji's government departments during a recent conversation. He was quite ready to admit that localisation was having some fairly severe teething troubles—but he wouldn't be named, because nobody much wants to be pronounced an expert on localisation in Fiji.

It's one of the touchy questions of the day. The problem isn't only one of replacing an expatriate work force with locals, some of them relatively untrained and certainly inexperienced. There's a question too of maintaining a racial balance, which is a complicated factor in Fiji. Will your staff be Fijian or Indian?

Mostly the urge in Fiji is to localise as fast as possible, and there are in fact very few complaints about the speed of localisation here—which appears to be faster than in the Solomons or New Guinea.

Pace steps up

And the Chief Minister, Ratu Sir Kamisese Mara, wants the pace stepped up now that independence is looming close. There are even those in the government who say they would like to see the disappearance of all Europeans after independence, but this is not a view which is likely to be accepted. General view is that a small corps of overseas experts will be needed in an advisory capacity for a long time to come.

The bottom of the public service in Fiji is now entirely localised. The top posts are being localised very rapidly—everybody agrees that rapidly is the right word—with not a paleface to be seen in the top ranks of several departments.

The middle group of posts still

has a substantial sprinkling of expatriates, because one problem in Fiji is the lack of middle-rank professional men.

Although there is no specific blueprint for localisation of the Fiji civil service, the colony has been working to some guide lines—unlike some other territories. Main guide line is Sir Richard Ramage's report, "Localisation of the Civil Service", which was published in May, 1968. The man in the hot seat, with the task of implementing the programme, has been Mr. John Williams, a careful veteran of the colonial service, who spent 12 years as an administrative officer in Sarawak before coming to Fiji 2½ years ago.

In Sarawak he was in charge of

"Localisation", "indigenisation", there are several ugly words for the process of giving Islands' people control of their own affairs by seeing to it that they fill the important positions in the public service—and in commerce, too. How quickly is it happening? PIM correspondents in Fiji, Papua-New Guinea and the British Solomons give us the reports on the next five pages. It's not an entirely pleasing picture, except perhaps in Fiji, where the problem has been tackled with more perspicacity.

OUR COVER

The Cook Islands made a colourful splash in Sydney in April, when members of the Cook Islands National Theatre staged Islands dances. Later the group went on tour of New South Wales country towns, and Brisbane. Air New Zealand, which helped the islanders get to Australia, captured them for our cover picture in a little "off duty" display. For a story and more pictures, see p. 53.

the management of the civil service, working closely with the localisation programme. In Fiji in 1967 he took the title of Director of Localisation and Training.

Mr. Williams, who leaves Fiji in May, stresses that he didn't instigate today's localisation programme, which has been going on slowly for 10 years. But certainly since his advent there has been a great leap forward.

With his departure, the 14-man Department of Localisation will continue for some time to come, although it may be reorganised. The department isn't responsible for actual appointments, but for training.

Mr. Williams says, "I don't believe in sticking rigidly to a plan for localisation because you have to be flexible where the human factor is involved. But the Ramage report, which deals with each department, has served as a foundation."

Policy began in 1956

Sir Richard Ramage's definition of localisation is the employment on local terms of anybody permanently resident in the Fiji group, regardless of race or origin. But in practice localisation in Fiji has leant towards anybody *born* and resident in Fiji.

A policy of localisation of the public service was accepted as far back as 1956, but systematic recruitment of locals actually dated only from the establishment of the Public Service Commission in 1960.

Of the 416 local graduates or diplomats at the time of the Ramage report, 60 were known to be overseas; 193 were in the civil service (including 100 in the Education Department) and 163 were outside the service.

Priority has been given to attracting as many of these "outsiders" as possible into the service, but still there are too few professional men

● Right, Fiji's Director of Training and Localisation, Mr. J. A. Williams, with his secretary, Mrs. Agnes Bhai. Mr. Williams leaves in May, after having localised his own job.

available. And those that are, lack experience.

The programme will receive a boost in September when the University of the South Pacific provides a course lasting two or three months for about 20 senior administrators, who will acquire additional skills to help with positions they will take up after independence. Practical rather than academic aspects will be emphasised.

A group of overseas administration experts was in Suva in March discussing arrangements for the seminar, which will be directed by Mr. Ian Nicholson, a Senior Lecturer in Public Administration at the University of Queensland.

Any conversation on localisation in Fiji tends to harken back to an article on "Fijian Power" which appeared not long ago in the Alliance-backed *Fiji Nation Newsmagazine*, and caused great tongue-clicking among the conservatives.

Have-nots

The term itself sounded disturbing but its real meaning was in the economic and educational sense. The article tried to say there would have to be discrimination for, not against, Fijians so they should no longer be the "have-nots" of the community. A certain Fijian faction feels that a big percentage of jobs, scholarships and new business licences will have to be reserved for Fijians, even if they are not as qualified as members of other races.

The Ramage report recommended that the racial balance within civil service should be considered on an overall basis: any narrower interpretation (i.e., department by department) would be entirely contrary to the interests of efficiency. This recommendation is being followed.

Inevitably, there has been a slowing down in the service. But Mr. Williams contends that this doesn't necessarily denote less efficiency.

"When someone is pitchforked into a post with high responsibilities, it'll take him longer to do it properly if he hasn't had the advantages of experience," he said.

"There may be a short period of a year or two after independence when things will go a bit slowly, but I



wouldn't say there'll be a drop in standards."

There are many who complain that localisation has meant a definite drop in efficiency in many spheres, but the real situation could be that the departments in question were not very efficient in the first place. And many people confuse "inefficiency" with "frustration"—which is the hallmark of government departments everywhere.

One of the fastest-localising departments in Fiji is the police force. Since January 1, 1969, one local officer has been promoted to the rank of senior superintendent, three to superintendents, seven to assistant superintendents. Three were appointed as supernumerary (temporary) superintendents and two as supernumerary assistant superintendents.

Because of the promotions, six expatriate officers have been offered premature retirements and of these six, three have gone overseas.

In March this year, there were only 20 expatriate officers remaining in the force. The Commissioner of Police, Mr. R. T. H. Henry, said it was the government's plan to localise the whole force—including his own post.

The Bureau of Statistics was the first to be fully localised, with highly-qualified Mr. Mohammed Ali Sahib taking over from Mr. Michael Ward as Government Statistician when Mr. Ward left Fiji at the end of October after completing his contract.

There are now six local heads

of departments and more are predicted for 1970.

In 1965 there were 195 expatriates in the civil service on a permanent basis and 273 on contract or secondment. Last year there were 128 permanents and 299 on contract or secondment.

If expatriates who've been retired early feel any resentment about it, they haven't aired their grouches publicly.

In general, they're pretty satisfied with the "golden handshake" they've received, and they can't complain that they haven't seen the situation coming. For several years now, the political atmosphere has given no alternative to localisation at the earliest date.

No target date

Mr. Williams told *PIM* that there was no real target date. The object was simply to localise the service without making a mess of it. "If we've got the trained people, we can localise. If we haven't, we can't," he said.

"We're all very much aware that Fiji people want to run their own show, and we're helping them do it as fast as we can."

With Mr. Williams' departure (he says he is going back to Wales to find a nice quiet job in a university) he will have localised his own job. The Department of Localisation will be headed by a Rotuman, Mr. A. F. Varea, who is the assistant director.

● Next page: The picture in P-NG.

BUT THERE'S NO URGENCY IN 'PREJUDICED' NEW GUINEA

From a Port Moresby correspondent

Localisation in Papua-New Guinea is a vexed question and the true picture of how it is going is blurred by self interest, prejudice and politics. But two things emerge: there is no overall plan, and localisation is not occurring very speedily.

The government is committed to seeing New Guineans in every public service job where it is reasonable to put them, but the emphasis is on the "reasonable" part. Administration spokesmen on the subject don't like it thought that there is going to be any window-dressing in Papua-New Guinea and they insist that appointees should "maintain performance". But this doesn't take into account the fact that the Administration, through pressures, will be forced to localise far more quickly than it thinks.

The Administration's view appears to be that New Guineans in the public service should work their way up from the bottom.

And there is an incapacity among some Australian public servants to believe that a New Guinean can think sufficiently well to take over his job one day. They complain about his "lack of sense of responsibility", which is another way of saying that the New Guinean perhaps doesn't think like Australians.

Short of educated

What New Guinea is seriously short of, and what prevents localisation from being the force it ought to be at this stage of New Guinea's development, is educated New Guineans. An educated New Guinean, of course, won't be expected to think like an Australian if it suits him not to. And an educated New Guinean, in a really top job, will see to it that the lower echelons are filled by more New Guineans.

Few top Administration personnel really know how serious this shortage of educated people is to any localisation drive. It's vital that there be faster training for the top jobs.

The Public Service Training Centre in Port Moresby, the Higher Institute of Technology in Lae and the University of Papua-New Guinea are all filled with students—but none of those institutions existed until a few years ago, and it's a case of too little too late.

Some government departments have localised more speedily than others, and the kind of man you have as a departmental head is mostly responsible for this. The Health Department, for instance, has four regional medical and dental officers who are local people. The Department of Posts and Telegraphs has also been moving quickly in that direction, with Serei Pitoi recently acting as Director of Posts and Telegraphs in the director's absence. Paulius Matane has recently acted as Director of Lands. These two, together with Alkan Tololo (a former teacher and one of the first two New Guinean district inspectors appointed by the Education Department) are members or, in Tololo's case, an acting member, of the Public Service Board. But there are too few men in these key positions.

The Administration cleared the decks, in theory, for localisation, when in 1964 it introduced a contract system for any newly employed expatriate officers—granting a minimum two-year contract to those in jobs which could be quickly localised, and about five years in the case of professional people. The Assistant Administrator, Mr. Les Johnson, who left New Guinea for another job in April, was on a five-year contract. He left a year ahead of his time.

The P-NG Public Service Association continues to be a great champion of expatriates who are overtaken, or threatened to be overtaken, by localisation. The PSA often attacks

'WE CAN ONLY EDUCATE HALF'

● Papua-New Guinea is facing an education crisis because of an acute shortage of young men and women wishing to train as teachers, Ministerial Member for Education, Mr. Matthias ToLimán said on April 21.

"We are only able to educate half the population now," he said.



There are many New Guinea office workers like this man, but will they be promoted to the top jobs quickly enough?

the government over the vagueness of its policy—with good reason. It points out that because expatriates don't know where they stand, there has been poor morale in the public service.

In the public service today there are 14,000 local officers and 6,800 overseas officers. Since 1964 they have all been part of an integrated public service. Until then, New Guineans comprised an auxiliary service. But of course most of the overseas officers hold the key positions.

Private enterprise slow

Meanwhile, although it certainly hasn't got its own house in order, the Administration does a fair amount towards encouraging localisation in private enterprise. It operates an indigenous training incentive scheme, and it is continually attempting to encourage a private sector to accept greater responsibility for training its own people. Too many firms excuse the fact that they have not more native employees by claiming, "We can't compete for the educated ones . . . they can't learn what we want to teach them anyway, because it takes years for them to get that kind of experience".

There are only a handful or two of New Guineans who run substantial businesses of their own. After that, native commerce is mainly co-operative, or small-time trade stores and trucking businesses.

First P-NG 'victim' is the 'meat in the sandwich'

From JOHN RYAN, in Port Moresby

Australian public servant Robert Bryant has become the meat in the sandwich in New Guinea's first major row over giving 'European' jobs to New Guineans.

Chief Electoral Officer R. R. Bryant, 49, has just been "localised" by his Papuan deputy Chief Electoral Officer, ex-journalist Simon Kaumi, 34 . . . meaning, in layman's language, that Kaumi has been so well trained by Bryant that Bryant has worked himself out of a job.

But the complicating factors in this first major "localisation" case were fast approaching the hysterical stage at the end of April.

Kaumi had been offered a "plum" job as Conzinc Rio Tinto's Personnel Officer on the Bougainville copper project—but he publicly declined the offer and decided to go on with his new job as Chief Electoral Officer. Kaumi's basic pay jumps from \$2,595 as Deputy Chief Electoral Officer, to \$4,355 as chief,

Appeal caused trouble

Bryant, here since 1954 after being a major (with Korean service) in the Australian Regular Army, was promoted to a new job (Assistant Secretary) in the new Department of Social Development and Home Affairs. His basic pay moved from \$9,220 (Chief Electoral Officer) to \$9,556.

But 11 other Australians appealed, believing themselves better suited for the job. All 11 had greater Public Service seniority, and the Promotions Appeals Committee (an independent committee of public servants) found that three of the 11 were better suited to the job given Bryant.

The Public Service Association then began demanding Unkles's dismissal (Mr. Gerald Unkles) knocked it back—Bryant was going to get the Assistant Secretary's job come what may.

The Public Service Association then began demanding Unkles's dismissal of Australia, and lambasting the Public Service Board for ignoring the recommendation of the Promotions Appeal Committee. The PSA telegraphed Prime Minister

John Gorton, and sent Industrial Advocate Rodney Madgwick to Australia to seek Queen's Counsel advice on whether the PSA could challenge the government in court.

And to top it all, the PSA appealed to Bryant to solve the entire issue by declining to accept his promotion to Assistant Secretary. Bryant, perhaps understandably, was now no longer his smiling, affable self.

It seems quite clear that the Assistant Secretary job for Bryant is his special reward (from Canberra and the Public Service Board) for the concentrated four years of training he has given Kaumi.

Nobody has questioned Kaumi's right to become Chief Electoral Officer—the only challenges are against Bryant's "reward", and those by the PSA against the government's decision to cut right across the traditional system of letting any public servant appeal against the government's provisional promotions.

At month's end, the PSA was clearly trying to force the government into a policy decision affecting



Simon Kaumi and Bob Bryant.

Photo: New Guinea News Service

all 7,000 Australian public servants in New Guinea. It wanted the government to activate the much-vaunted Compensation Scheme (the golden handshake), which provides lump-sum cash compensation or a comparable job in Australia, for Australians "localised" in New Guinea. The principal ordinance exists for the compensation scheme, but nobody has yet got round to writing the essential regulations that will make it work.

But, at this stage, does the government really want it to work? Many here believe it does not, and that Bryant will have to remain the unfortunate meat in the sandwich. Once localisation gets underway, there could be so many redundant Australians in New Guinea that the government will have to step in with a sensible compensation scheme that will work. Meantime, Bryant is the first "victim".

IT'S MOVING IN THE SOLOMONS

From a Honiara correspondent

Is the British Solomons localising or utilising? Is the protectorate truly localising its public service and its commerce, or is it simply utilising what local resources it has, so that the vast majority of Solomon Islanders are still being employed in, and still being trained for, jobs in which expatriates have never been used?

Most people have believed for years in the Solomons that the protectorate has had a localisation programme. Figures have shown the local civil service to be growing, and daily contacts in offices and shops have indicated that the commercial world has not lagged behind. And with three Melanesian bishops out of a total of six, the churches have undoubtedly been leaders in localisation.

But now people are not so sure, about the civil service, anyway. There is vague dissatisfaction about the question, and it is growing.

"We hear about localisation on radio and in the news," says Peter Kenilorea, the president of the Civil Service Association, "but we query the reality of it."

His main concern is that the government in fact has no localisation

policy—no guide lines for departmental heads to follow—no basis for future planning. Training schemes are meeting only the short term needs.

And now it seems that the government itself has come to realise that "utilisation" does in fact better describe its programme than "localisation". They are still training house-boys, clerks, teachers, police constables, agricultural assistants and nurses, just as the first missionaries and government officers started out to do.

What certainly is different is the quality of their training. The clerks are more efficient and the agricultural assistants have better farming techniques, and in many cases the efficiency has been such that Solomon Islanders have been able to replace expatriates at the top.

But the percentage is small compared with the total number of Solomon Islanders now employed by both government and private enterprise. And the number of expatriates employed has not declined noticeably.

This policy of utilisation, of progressive replacement, has not turned out administrators, or even the kind of clerks capable of becoming administrators in the future. The need now is for Solomon Islanders able to fill executive positions, and the stress is on the word now.

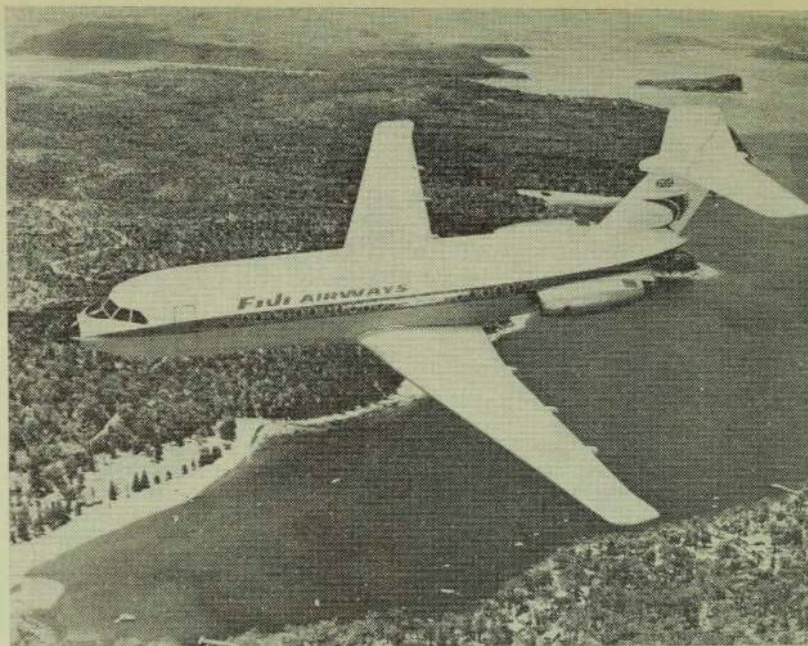
In "good time"

The present policy will allow the right Solomon Islanders to come along, "in time", but that's not good enough. One government officer has estimated that if the government follows its present non-programme, the Solomons Government might be localised "in about 145 years".

Time, of course, is running out, and one of the difficulties in the Solomons is that little political steam has developed to push the need for urgency. Political steam pushed the need in Africa, but lessons of Africa are likely to be learned in the Solomons only the hard way, say some officers with African experience.

"The trouble is, people don't read enough about how localisation problems have been handled elsewhere," says one officer who was closely involved with localisation in the Solomons. "People have to realise that progressive replacement is merely maintenance, and what the Solomons needs is reconstruction. Reconstruction means planning, and the planning must be to train for the top.

"You train for the top, and you



● Fiji Airways "goes jet" in 1972 and the BAC 111-475, pictured here in mock-up form, is one of three jets it may select from. Others are a new DC9 and the Boeing 737.

EXTRAORDINARY NEWS: AIR FARE CUTS

Air fares on routes connecting eight Islands territories fell by up to 10 per cent. on single rates and about five per cent. on return rates from April 1.

The reductions apply to services operated by the British Commonwealth-controlled and Fiji-based Fiji Airways Ltd. network. They are a small step in the right direction to reduce regional Islands fares, which remain among the world's highest.

With a fleet of three turbo-prop HS748's, Fiji Airways will "go pure jet" in 1972, with new equipment. It operates monopoly services on several of its runs and receives subsidies to fly to certain spots.

The territories affected by the lower fares are Papua-New Guinea, the Solomons, New Hebrides, Nauru, the Gilbert and Ellice Islands, Fiji, Western Samoa and Tonga.

No reductions, however, have been made to Fiji Airways' internal services within Fiji and the Gilbert and Ellice Islands.

Examples of the new single fare regional rates out of Nadi, Fiji, are: Nauru, \$235.50 (old fare, \$262); Tarawa, \$180.50 (\$200.50); Port Moresby, \$256.50 (\$272.90); Tonga, unchanged at \$52.20 and Vila, \$71.40 (\$79.30). Rates in Australian dollars.

use the fallout to fill the base positions. Local people have to fill the top jobs—they will want the government in their hands. That's natural."

Now that there are men in the Solomons who think this, the Solomons may expect to see a true localisation programme begin to develop. It is, in fact, developing. With the establishment last year of a Public Service Advisory Board, the government is now better able to assess past achievements and mistakes, and localisation policy is now being formulated which should have far reaching effects, both for the government and private enterprise.

Planning, to be intelligent, means the collection of facts and figures on population, school attendance, manpower use, etc. Before you can train for the top you have to know what your problems are, and organise your educational institutions to handle your requirements.

Some people feel that the Solomons has started so late on its localisation programme that it may not be able to achieve what is needed in the short time left, and a compromise plan may have to be adopted.

But the main thing is that *something* has started to happen.



Fiji hammers out its independence

From a Suva correspondent

Fiji's constitutional conference, with delegates seated in red leather chairs under the glistening lights of three massive chandeliers, began in the palatial conference room of London's historic Marlborough House on April 20. Present were the Governor of Fiji, all 40 members of Fiji's Legislative Council, and numerous British and Fiji high officials.

The conference's three principals, Lord Shepherd, British Minister of State for Foreign and Commonwealth Affairs, Fiji's Chief Minister, Ratu Sir Kamisese Mara, and the leader of Fiji's Opposition, Mr. S. M. Koya, delivered opening speeches.

Mr. L. G. Usher (Mayor of Suva and editor of *The Fiji Times*) was offered permission to go in as an "observer", but declined when he learned that Lord Shepherd insisted that all observers must give a pledge that they would divulge nothing of conference proceedings except with official permission.

Most of the details of the constitution had been settled at discussions in Suva with Lord Shepherd early this year. Two vital points still outstanding, however, were the nature and shape of the new legislature, and the electoral system on which it would be based.

The Federation demanded the common roll. The Alliance insisted that the present system of communal rolls and cross-voting continue.

The delegation had before it a proposal for two houses of parliament; a lower house comprising 50 elected members, of whom 11 Fijians and 11 Indians would be elected on communal rolls and 10 each by cross-voting. Three other "general" candidates would be elected from a communal roll and five by cross-voting. Of the upper house, it was suggested eight members of a proposed 21 be nominated by the Fiji Council of

Chiefs, seven by the Fiji Prime Minister, five by the Leader of the Opposition and one by the Rotumans.

It was hoped that there could be a compromise and that final agreement would be reached in London by April 24.

But it was soon apparent, that agreement wasn't easy to reach, and the talks continued into early May. Then came an announcement that the lower house will comprise 52 members—with 12 Indians and 12 Fijians, instead of 11, being elected on communal rolls.

No easy agreement

This will be an interim solution, and a Royal Commission on the electoral system will be set up after the next general election.

Later, came the most important news of all—that Fiji will attain complete independence within the Commonwealth on October 10. A formal announcement is awaited as this issue of *PIM* goes to press.

In between occasional stilted announcements, Fiji was not given any official information about what went on at these vital talks. The Fiji public expressed increasing resentment at the "Shepherd blackout".

Fortunately, Usher, and Matt Wilson (chief reporter of *The Fiji Times*), penetrated officialdom's wall of silence; and this newspaper was able to let the people know

On their way to London for constitutional talks, five delegates from Fiji stopped off in India for talks on co-operation between the two countries. Here, talking to Shri Fakhruddin Ali Ahmed, Indian Minister for Industrial Development, are (left to right) Mr. S. S. Momoivalu, Mr. Ramjati Singh and Ratu David Toganivalu. Other members of the delegation were Mr. James Madhavan and Fiji's Assistant Minister for Social Services, Mr. K. S. Reddy.

something of what was going on in the conference.

Commentators pointed out that it was obviously wrong that Fiji's representatives at this "constitutional conference" should be only the members of the Legislative Council. Constitutional issues of the kind under discussion, which will shape the long-term future of an independent Fiji, were not predominant factors in the last Legislative Council election.

Consequently, the electors of Fiji never have had an opportunity of saying precisely what kind of constitution they want.

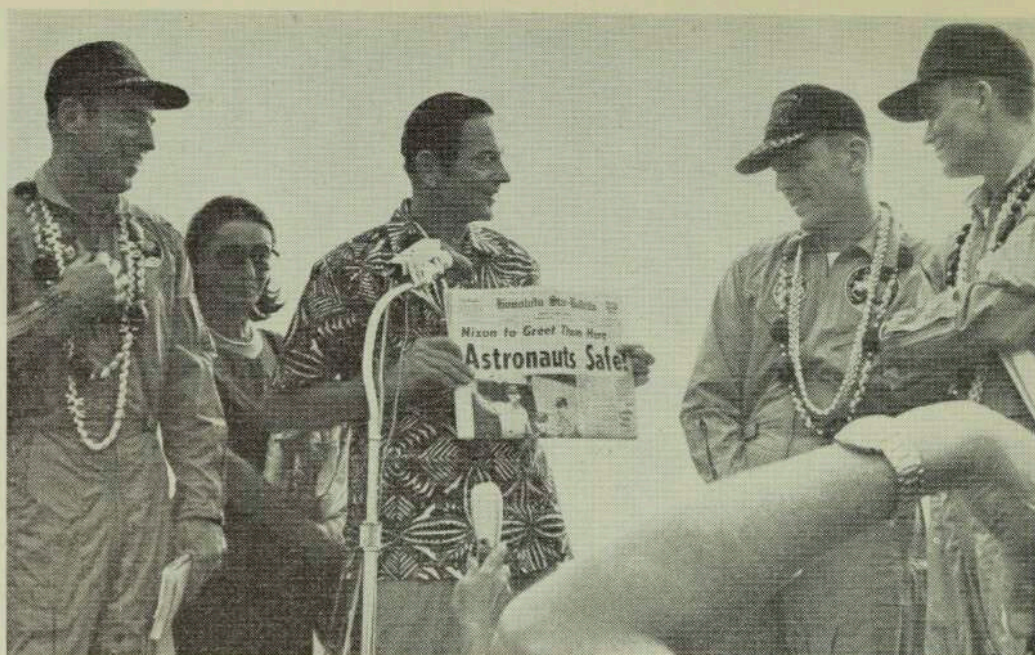
The present constitution was shaped, under bitter stress, at a London conference in 1965, and much has happened since then. Commentators say that Fiji delegates to this 1970 conference should have been elected at a convention in Fiji, called specially to deal with constitutional issues.

One important point that emerged from the conference was an indication by Britain that an independent Fiji could not expect to receive generous free grants of developmental funds, as in the past. "A colony gets grants, but an independent country gets interest-bearing loans", was how one official phrased it.

The Fiji delegates, obviously shaken, brought this matter up for further discussion. Matt Wilson, telegraphing *The Fiji Times*, said that Britain had given an undertaking that it would continue financial aid to Fiji, "for the time being, at least".

● See "Background to Fiji", p. 57.

American Samoa Governor, John M. Haydon, shows Apollo 13 astronauts Jim Lovell (left), John Swigert and Fred Haise proof in black and white of something they already knew—the "Astronauts Safe!" banner, in a Honolulu paper. Second from left is Mrs. Haydon.



7,000 SAY WELCOME BACK THE SAMOAN WAY

"This is beautiful. It was kinda' cold up there for a while"—that's what Apollo 13 astronaut, Fred Haise, told 7,000 wildly enthusiastic American Samoans when, with the two other astronauts, James Lovell and John Swigert, he arrived at Tafuna Airport after successfully returning from space on April 19.

The space mission—which would have been the third moon landing—was not successful, but the three astronauts looked well after having to turn their spacecraft back after a mystery explosion. The dramatic splashdown came 625 miles from Samoa. The US rescue ship *Iwo Jima* collected the astronauts and three naval helicopters whisked them to Tafuna Airport at 8.30 a.m.

Commander of the mission James Lovell, told the crowd, "There were times when we thought we would never get back", and John Swigert told them that the most beautiful sight he saw was the earth getting bigger and bigger as they came back.

Fighting a losing battle against the whirl of the helicopter blades, a choir of Samoans sang a traditional song of welcome. They gave the three Americans shell necklaces and the Governor, John Haydon, formally welcomed them home, together with a line-up of top Samoan chiefs.

The astronauts smiled broadly at a welcome banner showing the stars

and stripes on the background of a huge yellow moon and bearing the names of Neil Armstrong and Buzz Aldrin, first men on the moon. Another laugh came when two American Samoans introduced themselves wearing silver space suits beside the banner.

Governor Haydon told the astronauts: "I just haven't got the words to express what the people feel after all this worrying and waiting. We

really are glad to have you home safely to the very solid earth of American Samoa."

He followed up this speech with the biggest laugh of the day. He handed John Swigert his 1969-70 income tax form, which Swigert had forgotten to fill out before leaving. Governor Haydon said he believed Swigert had been worried for days about it. He added: "You can fill this up during the flight to Honolulu. Perhaps you can give it to President Nixon to initial for you."

Government Information Officer Ed Engledow and visiting Australian AAP reporter Jim Shrimpton had thought up the joke at a party the previous evening, and the Governor had happily gone along with it.

After the speechmaking, the three astronauts stood on a dais and watched a half-hour of singing and dancing by the Samoans. One, a hula, sung and expressed with the hands the adventures of the astronauts. One of the dancers was 18-year-old Sinatoga Tu'ufuli, just

Micronesia's future

The US Trust Territory (Micronesia) in April was scheduled to continue discussions on its political future with top US Government officials from Washington. Representing Micronesian opinion at the talks are 10 members of the Congress of Micronesia's Political Status Delegation. There is a hardening of opinion among Micronesians to insist on a separate political identity, with some ties to the US, mainly economic.

'Suitable' books for the astronauts

named Miss American Samoa. The musicians included a 40-piece brass band and the two choirs got so carried away at one point that they sang two different songs at the same time.

As gifts to the astronauts' wives (and girlfriend in the case of Swigert) the Governor's wife presented each with a length of *tapa* cloth.

The Governor also presented each astronaut with what he called an appropriate book to read in the plane.

Lovell received *Sailing Alone Around the World*, by Captain Joshua Slocum.

Haise received *Off the Beaten Path* (describing where to vacation cheaply in various American resorts), by Norman Ford.

Swigert, a bachelor, received *Coming of Age in Samoa* a book by anthropologist Margaret Mead with a beautiful island girl on the cover.

The 55-minute stop in Pago Pago was a relaxing time for the astronauts, and, despite reports to the contrary in some of the Australian Press, their welcome was as enthusiastic as it could be.—AAP and PIM.

One of the singing-dancing groups that gave a musical greeting back to terra firma for the three Apollo 13 astronauts at Tafuna Airport, American Samoa.

Miss American Samoa 1970, Sinatoga Tu'ufuli, dances for the three Apollo 13 astronauts on the tarmac at Tafuna Airport. Sinatoga is the 18-year-old daughter of Mr. and Mrs. Mapuilefala Tu'ufuli of Leone. She is in the advanced senior class at Leone High School, secretary of the student body and a member of the National Honour Society. Her ambition is to become a doctor. In this picture she is getting some assistance from the rear.



Celebrating 70 years

By AAP special correspondent JAMES SHRIMPTON, in Pago Pago

It's hardly the life you'd picture for an islander. No lazing around. No beer. No cigarettes. And no girls. . . . Running up mountains morning and night, and sleeping in a large community house with a fence to keep the inmates in and temptation out.

But more than 250 American Samoans have just subjected themselves to such a monastic ritual for up to six weeks, and there were no—well, few—complaints.

They were in training for a *fautasi* race, *fautasi* being Samoan for longboat. But when they say long, they mean long. Each *fautasi* is 80 to 90 ft in length, and is manned by crews of about 46 oarsmen each.

The race evolved from the days when Polynesian warriors rowed to rival islands to commit mayhem on other tribes. Things are more peaceful now, but the *fautasi* race is the biggest thing on American Samoa's calendar and the rivalry can be bitter and the betting big.

It happens every Flag Day, anniversary of the raising of the Stars and Stripes on American Samoa in



Cheering their boat

1900. The 70th anniversary was in April.

Most of the territory's 27,000 population, plus thousands of visitors, lined Pago Pago's spectacular harbour to watch the race and cheer their favourite boat.

The "field" comprised *fautasi* from six American Samoan villages plus three from the Independent State of Western Samoa.

The Western Samoan craft were towed 65 miles across a choppy stretch of the Pacific to take part in the race.

The *fautasi* themselves are the result of weeks of work by whole families assigned to the various village leaders. And they're not cheap to build. The Pago Pago village is said to have put up more than \$US3,000 for its new *fautasi*, named *Aeto* ("Eagle"), which narrowly won this month's race.

Boats must be slender to glide easily through the still harbour waters, and strong enough to accommodate 46 husky Samoans.

About six weeks before the race, the chosen crews go into a spartan training schedule that might faze an Olympic athlete. To build up their strength, there's a ban on alcohol, smokes and sex. After work each day, the oarsmen are confined to a giant *fale* which is fenced off from

the outside world with sentries patrolling the gates.

At one village this year, the chief was reported to have slept nightly across the *fale* threshold as an added precaution.

Muscles and wind are developed by training runs up the steep hills surrounding the harbour and beaches.

This year's race produced a wildly exciting finish at the end of the 4½ mile course, with *Aeto* just withstanding a desperate finish by the reigning champion, *Televise*, from Utulei.

After the presentation of the prize-money, starting at \$1,500 for the winner, victors and vanquished made off to celebrate and commiserate. After six weeks without beer, cigarettes and girls, they quickly made up for lost time with 48-hour parties featuring liberal quantities of all three.

Bets were paid—one Pago Pago villager won a bet of \$200 at odds of 2/1—then plans began for the annual return race at Apia, Western Samoa, in June.

- The race is on. Actually this boat, "*Fealofani Samoa*", came well back at the finish. But here, skippered by Tupuola Toane, it looks like it has a chance. All American Samoan pictures were taken by AAP.

MISSILE PROGRAMME FOR NEW HEBRIDES

The New Hebrides concerned in a missile programme? It sounds like a wild fantasy, but in fact the New Hebrides have recently become connected, somewhat remotely, with basic research, one of the results of which will be that intercontinental missiles can be aimed more accurately.

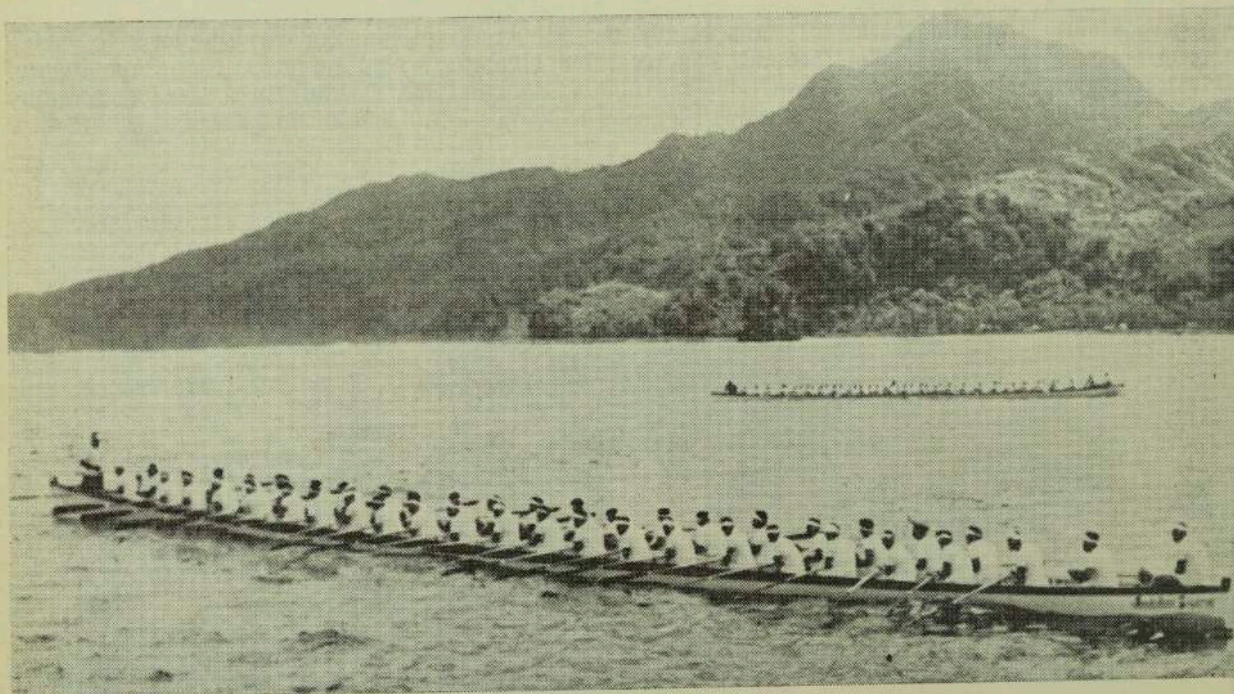
A party from the British Army, led by Major John Underwood of the Royal Engineers, arrived in Vila on April 16 to take part in a world-wide satellite "triangulation" programme being carried out by the US Coast and Geodetic Survey.

The party will take photographs of the satellite, PAGEOS (short for Passive Geodetic Earth Orbiting Satellite), an aluminium balloon with a 100 ft diameter.

Other photographs will be taken at Pago Pago, Thursday Island, Invercargill, Zamboanga and Japan.

The year's programme in basic research will provide more information about the exact shape of the earth and will enable basic triangulation points in any country of the earth to be related exactly to basic triangulation points in other countries.

The photographs will be taken from a site on Bauer airfield; equipment will reach Vila on a US air force C130 Hercules aircraft.





The "Father", Mount Ulawun, on New Britain, had calmed down when Capt. H. R. Janulis, acting superintendent of Marine, Port Moresby, took this picture from 8,000 ft. The mountain (in February nearby workers had to be evacuated) was belching smoke and ash to a height of 20,000 ft. The Father is now settling down again.

Mr. Henry speaks out

By a staff writer

The Premier of the Cook Islands, Mr. Albert Henry, is all for "togetherness" in the South Pacific Commission, but he also sees danger in some territories having too great a say in SPC affairs.

He made this clear at a news conference in Sydney in April. He said he intended to visit Canberra to find out what Australia's views were on the future of the commission, as he was "rather worried personally" about where the SPC was headed.

He said he believed in the original concept of the SPC, where politics were absent. But now politics were moving into it and the face of the SPC was changing—he thought unconstitutionally. The trouble was that as small territories grew up, they began to speak as a nation, and as a nation they began to talk too much politics. They pushed in a particular direction, and it was a pity if they were allowed to change the concept.

Asked whether he had in mind Fiji, which might soon become a dominion and whose leader had been most active in bringing changes to the SPC, Mr. Henry grinned, and said he wouldn't like to name any particular names. But he managed to give the impression that it was Fiji he had in mind.

He added: "Metropolitan governments should have another good look at the SPC. If we in the Pacific want to do something silly, should they let us do it? I think changes in the SPC might be coming, too soon. Ten or 20 years might be

time enough for changes. We shouldn't move too fast".

Mr. Henry added that he would like to see the South Pacific territories and the metropolitan powers remain together in their thinking, and not merely agree every year at a conference table. "There is togetherness around the South Pacific Conference table, but it is lost when we get up from that table", he said.

In New Zealand the previous month, the secretary-general of the South Pacific Commission, West Samoan Afoafouvale Misimoa, also had had a few pertinent words to say about the future of the commission, but he was more optimistic than Mr. Henry.

He told a Press conference that Islands delegates to the regular South Pacific Conferences had to have more say in the affairs of the commission, because this was "part of the evolution of the commission—foreseen when the commission was established in 1947". The sooner it came the better.

He thought it a good thing that delegates to the conference should change around, and he wouldn't like to see any set pattern established for selecting them. He said he thought it was a good thing to have civil servants as well as politicians at the conferences.

Hong Kong interests move into Cooks

Jardine Matheson, diversified Hong Kong trader which has made a \$1 million timber investment in New Guinea, has now, with British bankers, taken up interests in three major Cook Islands trading and shipping companies.

With Lazard Bros. of London, Jardine has taken a 25 per cent. interest (12½ per cent. each) in the 75-year-old Rarotonga-based Cook Islands Trading Corporation.

The corporation's capital has been increased from \$NZ200,000 to \$NZ600,000, and it has taken over the 88-year-old Rarotonga trading branch of NZ-based Island firm, A. B. Donald Ltd. CITC also will maintain its 30 per cent. interest in the Cooks shipping company, Silk and Boyd Ltd., which operates three inter-island ships, *Tagua*, *Akatere* and *Bodmer*.

Jardine is also understood to be associated with the building of Rarotonga's jet airport. In December last year, through a subsidiary, it took up a minority shareholding in the Malaysian business of Gammon (Hong Kong) Ltd.

Airport contract

As reported (*PIM*, Apr., p. 129), Gammon has since become the successful joint tenderer to build the airport at a cost of \$NZ5 million.

Mr. Neil McKegg, chairman of CITC, told *PIM* in Auckland in April that the McKegg family interests in CITC would be maintained under its new shareholding arrangements. The capital of the company had merely been increased considerably. Jardine and Lazard have subscribed funds.

He said the firm had been set up as a company in 1895. The late Mr. Robert McKegg had taken it over in 1916 and made it a corporation.

Through a CITC subsidiary, Bradley British Overseas Ltd., the corporation had been associated with Jardine for over 50 years.

Mr. McKegg said the corporation would concentrate on general trading and Donald would be a seller of building materials and hardware. Jardines had nominated Mr. Duncan Cox, chairman of the NZ Hotel Corporation, to CITC's board.

CITC was "interested" in hotel plans for Rarotonga but no proposals had yet been made, Mr. McKegg added.

FROM FLEET ST. TO RABE — TO BECOME A GUARDIAN ANGEL

From SUE WENDT in Suva

"The Banabans don't like the word 'adviser'—they've had a succession of those. That's why they've chosen to call me secretary. I'll be all sorts of things really, including publicity officer, a shoulder to cry on, writer of letters. . ."

Welshman, Mr. Bertram Jones, urbane product of the Fleet Street newspaper mill, has a rather unique new job. Now living on the island of Rabe, a long way from the *Daily Express* where he spent 18 years, he's fulfilling the role of—even if the term isn't popular—adviser and guide to the Banabans.

Mr. Jones first visited Rabe in March this year, having already made the decision to spend at least three years there. On that first occasion he stayed for less than 24 hours ("It was enough to see that my wife and I would have a lot of adjusting to do") before returning to Suva for the British Phosphate Commissioners' talks concerning the price of Ocean Island phosphate. The Banabans' share was not discussed at the meeting, he told *PIM* later. "It wasn't the time or the place."

"However, the Banabans counted it as a historic occasion. For the first time, the chairman of the Rabe Island Council, Mr. Rotan Tito, was invited to air his views at the meeting of government representatives," Mr. Jones said.

"He spoke about the Banabans' position and gave their views on the unfairness of the sharing out of phosphate proceeds from Ocean Island. The Banabans feel that the British, Australian and New Zealand Government representatives may now have a new understanding of their position."

Sir Dingle

Also at the meeting in Suva was Sir Dingle Foot, who is legal adviser to the Banabans in London (legal counsel in Fiji comes from Mr. K. C. Ramrakha, following the death of Mr. A. D. Patel). It will be Sir Dingle who will suggest the next move for the Banabans. So far, said Mr. Jones, there is nothing definite—though they feel their fight for a bigger share of the phosphate royalties has reached a critical stage.

"With the deposits running out in five or six years, they face a pretty

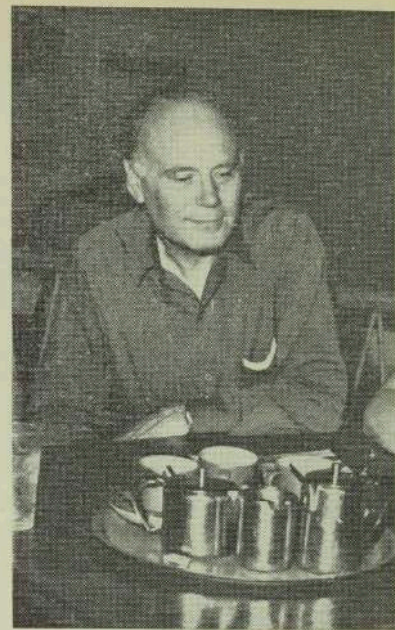
bleak future on Rabe unless they can find alternative means of earning money," he said. "Ocean Island has been turned into a moon landscape—there's no future for them there."

"They're looking to copra growing and commercial fishing as revenue earners, but there's a lot of finance needed. Tourism is a possibility too—but that has to be considered very carefully."

Modification of custom

"There'll have to be a modification of custom on Rabe—custom plays a strong part in the lives of the people, but it can be a retarding influence. The elected members of council have decided that progress MUST come to Rabe."

Mr. Jones' interest in the Rabe



Bertram Jones, in Suva.

people goes back to the early 1950's, when he was based in Sydney. He was later posted to the Far East, but kept up with the Banabans and their fight for phosphate royalties through *PIM*, which he's been reading regularly for 15 years.

"When the Rev. Tebuke Rotan,

Mara: "You are welcome"

Fiji's Chief Minister, Ratu Sir Kamisese Mara, has strongly urged the Banabans of Rabe to register and vote in Fiji's general elections.

In April when he visited the island, which is 45 minutes by launch from Vanua Levu's Buca Bay, Ratu Sir Kamisese praised the effort of the Banabans in making a new home for themselves in what was a strange environment to them.

"You are welcome here as members of our Fiji family," he said, speaking as Chief Minister and as Cross Voting Member for the North Eastern Constituency, in which Rabe lies.

"Of course, you have your own customs and traditions. I hope you will cling to them and maintain them. They add to the rich diversity of Fiji, which is one of its greatest strengths."

"You have special skills, particularly in fishing. You can make a real contribution to Fiji."

As citizens of Fiji, said the Chief Minister, it was the duty of the Banabans to take part in the country's political life by voting in elections.

"Our constitution will continue to enshrine all the fundamental human rights. You can therefore be confident that your rights as individuals and as a community will be respected."

Replying, the chairman of the Rabe Island Council, Mr. Rotan Tito, said the Banabans felt that their 1,000-mile migration to Rabe from Ocean Island had been a "most successful transplant operation."

This success was due to the manner in which the people of Fiji had completely accepted the Banabans, who had brought very different customs and traditions with them.

manager of the Rabe Island Council, and his father, Rotan Tito, were in London in October, 1968, presenting their case to Whitehall for independence for Ocean Island, I contacted them," Mr. Jones explained.

"I wrote a fairly lengthy article about the Banabans for my newspaper—a great many English people had never heard of them, of course. But the Rev. Tebuke and his father liked the article, saw that I was sympathetic to their cause, and recently asked me to become secretary of the Rabe Island Council."

Mr. Jones is earning a salary for the job—but it's less than he was getting in Fleet Street. Why then is he doing it? "Not for altruistic reasons really—I just feel strongly that the Banabans had a pretty rotten deal in the first place and that something should be done about it before the phosphate runs out.

"Seventy years ago anything went and the Banabans were persuaded to give up their phosphate on quite ludicrous terms. In London they were asking that the entire income from phosphate be paid to them for the remaining life of deposits. If this should mean any lowering of standards in the Gilbert and Ellice Is. Colony, then the British Government should make it up. It was Britain that decreed the share out between the GEIC and the Banabans."

The 2,000 Banabans, whose home was once Ocean Island, claim they are not truly Gilbertese and therefore have no obligations to share out the phosphate found on their island.

NUCLEAR POLLUTION IN THE PACIFIC

While Apollo 13 travelled on its way to the moon, news was released in Tokyo that parts of the South Pacific have been polluted by nuclear fallout from a US military satellite which failed to orbit in April, 1964.

The claim is made by the Japanese Oceanological Society which adds that although fish remain quite edible in the South Pacific, accumulated fall-out could affect the health. Apparently the satellite in question—the 331st. ever launched—burned up in a fiery re-entry to the earth and spilled Plutonium 238 nuclear generator fuel into the ocean.

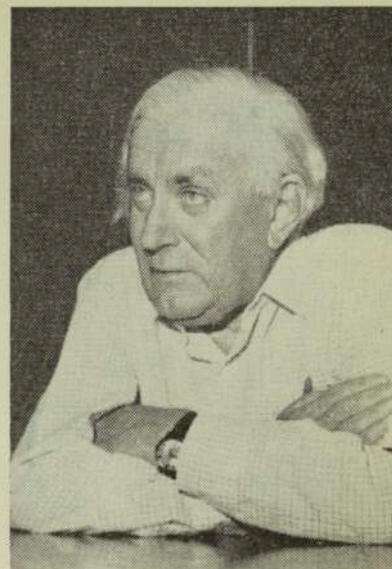
Last payment to them was \$400,000, they say, which represented about 15 per cent. of royalties.

After his first brief visit to Rabe, Mr. Jones came away with the impression of a well-ordered community. "The people have built a small hospital from the royalties, neat homes and schools in the four villages. There is also a narrow road—but feeder roads will have to be built if copra production is to be expanded," he said.

"My wife is a registered nurse, so she hopes to help in the hospital and with women's activities.

"At times it all seems a bit daunting—and then we say to ourselves, look what a marvellous opportunity to experience things hundreds of people in London would give their eye teeth to experience!

"As far as I'm concerned it's an open-ended assignment. I've come to do anything the people of Rabe ask me to do."



Sir Dingle Foot.

Five strikes and "more coming"

In an exceptional wave of employment disputes, Caledonian workers in April staged their fifth strike this year.

The latest stopwork, on April 17, involved an estimated 3,000 public servants and resulted in the paralysing of all administrative activity for the day. There were no classes in primary schools, Customs and post offices were closed, public works employees downed their tools. Only an emergency security service was maintained.

The strike followed a four-point log of claims lodged last December with Governor Louis Verger. The public servants were demanding a minimum pay rise of 4,000 CFP (\$US40) per month and improved medical benefits. They were also calling for a housing allowance for Caledonian employees, in view of the housing facilities already provided for public servants coming from metropolitan France.

Mr. Robert Kollen, Secretary-General of the Public Service Employees' Union, stated that if the claims were not settled by June 15, his union would call for an unlimited general strike. Minimum wage in Caledonia is 75 CFP an hour (65 cents Aust.).

The public service strike of April 17 was less than one month after Governor Louis Verger had made his appeal, after returning from Paris talks, for "unity of work and effort" to develop the island's future.

Other strikes this year began with the eight-day stoppage at the Societe Le Nickel in January. This resulted in a \$US290 bonus for 1969, among other benefits to workers.

Next to strike were the primary school teachers on March 2. Their dispute, over a sudden change proposed in school hours, is now under negotiation between teachers, parents and the education department.

Secondary school teachers struck shortly afterwards. They were protesting over an education department decision not to extend the term of a metropolitan French teacher after three years in the territory. (Ironically, metropolitan public servants receive significant financial benefits for the "inconvenience" of coming to Noumea, but if they are prepared to strike in order to be sent out again after their first leave home in France, conditions in New Caledonia cannot be regarded as presenting too great an inconvenience.)

Fourth strike in the territory hit where it hurts most for a Frenchman—food. It was a strike of bakery employees on Sunday, April 5. Caledonians are accustomed to calling at their local bakeries twice a day, Sunday included, to collect their fresh long loaf of "wife-beater".

The brief bread strike was thus probably the most inconvenient for the *bon vivants* Caledonians.



Studies in co-operation and conflict by New Guinean students from Manus (left) and Mt. Hagen. The picture at left shows a European patrol officer and a New Guinea villager building a road. Although the European is obviously dominant, the artist saw both figures as working in harmony. The other picture would seem to suggest that the two running axemen have the "drop" over the fleeing Europeans. But this is actually a portrait of European one-upmanship. (See below.)

Studies in black and white

From a Canberra correspondent

An unusual collection of 48 drawings, which show what New Guinean teenagers think of Europeans, is to be exhibited at various centres in New Guinea over the next three months.

The drawings, which sometimes show marked hostility towards Europeans, are part of a larger collection of more than 200 gathered by Mrs. Ruth Finney in the course of a study of motivation in New Guinea.

Mrs. Finney, an American, is a psychological anthropologist with the New Guinea Research Unit of the Australian National University. Specifically, she has been investigating whether New Guineans in several districts of varying degrees of economic development are different psychologically in wanting to be businessmen or not.

14-18 Age Group

Mrs. Finney's drawings were collected at secondary schools in four centres—Manus, Mt. Hagen, Goroka and East New Britain. All were done by boys in the 14-18 age group.

The boys, who did not know they were participants in a survey, were asked by their teachers to draw pictures of at least one New Guinean and one European "doing anything, doing nothing, thinking anything,

thinking nothing". Afterwards, they were asked to write brief stories explaining their drawings.

Mrs. Finney has since divided the pictures and their accompanying stories into three groups—those emphasising co-operation between New Guineans and Europeans, those emphasising conflict, and those not expressing either view.

This analysis has revealed that 64 per cent. of the young New Guinean artists saw Europeans and New Guineans as working in co-operation, although most of them portrayed the Europeans as dominant—e.g., issuing orders or sitting down while the New Guineans listened or laboured physically.

More co-operation

Another feature of the pictures is that those drawn by students from well-developed areas portray the co-operation theme more frequently than those from poorly developed areas.

Sometimes, it is not evident from the picture alone that the European has the dominant role. For example, the "conflict" picture reproduced on this page showing two Mt. Hagen men chasing a European is actually a portrait of European one-upmanship, as the story accompanying it makes clear:

A European man was chased by

two Native men of Mt. Hagen. Before we saw them in the picture, that European man was visiting the village and he killed the leader's pig without giving him the pay. The two native men was thinking about to kill that European and that European man was trying to run away so he ran away. The European man ran away from the village and went to the police station and see the Police Officer and the two native were put in prison.

Essays as well

In addition to her pictures, Mrs. Finney has collected essays from the same New Guinean secondary schoolchildren on what New Guineans think of Europeans and what Europeans think of them. These essays confirm what the drawings reveal—that there is "a statistically significant correlation between the degree of economic development and opportunity in a district and the extent to which students see Europeans and New Guineans as being co-operative".

Mrs. Finney found that 77 per cent. of students from the better developed areas wrote co-operation stories as opposed to only 48 per cent. from the poorer areas. Yet even in the poorer areas, it was evident that the New Guineans thought Europeans were there to help them, and it was therefore in the interests of develop-



Mrs. Ruth Finney.

"Basically," Mrs. Finney says, "the New Guinean people have a lot of goodwill towards Europeans. They have very high expectations of what Europeans are going to do . . . and they are sharply disappointed when their hopes are not met."

Mrs. Finney adds that the New Guineans' chief complaint about Europeans is their attitude of superiority. The second concerns their motive for being in New Guinea, for whereas the New Guinean students feel that Europeans should be in their country to help them, they note that many Europeans come to their country specifically with the idea of making more money than they would at home.

More results

Mrs. Finney's investigations have produced a heavy crop of other interesting findings, all of which are to be published soon in a New Guinea Research Bulletin.

As for the 48 drawings that are to be exhibited in New Guinea in the next three months, they will first be displayed at the University of Papua and New Guinea in Port Moresby during a seminar on "The Politics of Melanesia" beginning on May 11. They will then go to Lae, Goroka, Mt. Hagen, Madang, Wewak, Lorengau, Kavieng and Rabaul.

• The Western Samoa Amateur Sports Federation is to ask the Samoan Government to offer Apia to the South Pacific Games Council, as venue for the 1978 South Pacific Games.

The Editor's Mailbag

COMMUNICATION FROM TAHITI

Sir,—Following the publication in your magazine dated January, 1970, p. 14, of an article entitled "Up Front With The Editor", the 30 members of the Territorial Assembly of French Polynesia have been unanimous in expressing their surprise that such an article could have been published. In fact, they are absolutely certain that this letter could not have come from one of them.

They have thus asked me to request you to be kind enough to send me a photocopy of this letter that you claim having received from a Territorial councillor and which was the focal point of the article published by your magazine.

To enable you to meet this request, you will find hereafter, together with their signatures, a list of the Territorial councillors of French Polynesia.

Should you be unable to grant this request, I shall be obliged to resort to other means, so that full light may be shed upon this affair.

JOHN TEARIKI.

President of the Territorial Assembly,
French Polynesia.

Papeete,
April 6.

• Mr. Teariki's letter to PIM, the general text of which was published in the Tahiti newspapers in early February, bears the signatures of the 30 members of the Territorial Assembly. Now the assembly's letter has been received we have taken action on it, and have written to Mr. Teariki, commenting on the points raised. We have asked him what the assembly considers untrue in the original letter as published in PIM, and to supply us with corrections. Original text of Mr. Teariki's letter is in French.

COCONUT MILK

Sir,—Several points in your article on the production of substitute milk and milk by-products in Pacific Islands should be clarified (PIM, Feb., p. 118). The heading of your article "Coconut milk co. favours Nauru" will certainly be most misleading to Island residents, to whom coconut milk clearly means the liquid

in green coconuts. There never has been any intent to produce and market such an item.

The milk, ice cream, and other products will use coconut oil in place of butter-fat, but the balance of the ingredients will be from non-coconut sources, so that the end product could hardly be correctly classed as coconut milk. The food item, especially the sweetened condensed milk, ice cream, and margarine, will be virtually indistinguishable from those made from cow's milk.

Tonga was mentioned in the prospectus because officials there have exhibited an early interest in the production of margarine in the kingdom.

Since it is universally known that the shares of new enterprises are not traded on stock exchanges, any inferences drawn from the statement, "No stock exchange listing is mentioned for Cocomilk's shares" in the article should be ignored.

A. HANSVOLD

Uncle Sam Agency,
Seattle,
US

• As "PIM" said (Feb., p. 119), the main source for Cocomilk Ltd.'s produce would be "dairy-type production", possibly in Tonga. It was not stated the milk would come from the liquid of green coconuts. Our statement regarding stock exchange listing was made in the light of the 900 per cent. premium, Islanders are being offered for Cocomilk's shares and its initial underwriting expenses of \$US15,000. It's news to us that "the shares of new enterprises are not traded on stock exchanges"; there's been at least a dozen exceptions in Australia in recent years.

MAGISI IN REPLY

Sir,—Re Betty Sanft's letter (PIM, Apr., p. 42) concerning my article on Tonga in February PIM.

The sentence on trial—"The nobles today are losing the respect of many, and that includes the king"—simply means that the king and nobles are losing the respect of many Tongans. Anyone with healthy ears and eyes can see this after a brief stay in Tonga.

She says I should count my blessings, but how can I count my

blessings, when I see homeless youths curled up in sleep in a Nukualofa arcade; when several high-ranking people in the government operate lucrative sideline businesses despite civil service regulations prohibiting this; when several civil servants confide that they share my views, but they have to toe the line or possibly lose their jobs.

If I can't count my blessings, I can try her other proposal, that I "stir up the soil under the banana palms". But then I remember I have no land allotment although I've been eligible for many years and have faithfully kept up poll tax payments.

So I can only add that in all my writings on Tongan social changes, I have spoken from the heart, without being frightened of telling the truth. This was the major reason for the Tongan Cabinet firing me last year from my job as incoming editor of the government-owned newspaper.

I write as I do because I love my people, my country and my king. Through my writings I have hoped to make people a little more aware of the true state of the kingdom.

For the rest, I bow to Betty Sanft's "more discerning" eye, her obviously pure sense of loyalty, and, most importantly, to her superior intellect.

SIO MAGISI

Nukualofa,
Tonga

● Young Tongan journalist Sio Magisi, some of whose articles in "PIM" have brought a strong reaction in Tonga, in April left Nukualofa for the United States, where he expects to live for several years.

"PIM" regrets his departure, Magisi has the impetuosity and impatience of youth, and hasn't yet learned that more flies are caught with honey than with vinegar. But that isn't a fault, and we hope that meanwhile Tonga will develop other honest, constructive critics to fill his place. We wish Magisi the best of luck, and trust that he does not put aside his pen.

THE "LETCHI" BEARS FRUIT

Sir,—I am sending you a photo of the Rev. Father George Callet, parish priest of Vavau, Tonga. Father Callet works tirelessly to help his people in their plantations, their houses and their social life.

The fruit-tree in the photo is a letchi or litchi. It originally grew in warm parts of the Continent, and bears a red fruit which contains a pulp deliciously perfumed. It is possible to dry it and preserve it. If the tree is immersed in the sea after cutting its timber, it is practically everlasting. It is used for furniture and carts.

Father Callet, when in Noumea in 1967, noticed that the fruit of this tree was much appreciated in Noumea and brought a high price. He therefore tried to import it into Tonga as there is nothing similar here. It exists in Tahiti, however, and in some other islands of the Pacific.

He was told in New Caledonia that the letchi does not bear until seven or eight years old. He imported three small trees to Vavau in Sep-

tember, 1967. The officer of the French mine-sweeper who brought the trees told him he would have to wait for many years before they bore.

Hence the astonishment of Father Callet when one of the three trees, the one he planted at Leimatua, Vavau, flowered in September, 1969. Roughly 70 small fruits were eventually obtained. The first fruits were sent to King Taufa'ahau.

Father Callet informed Noumea of the early bearing of the letchi in Leimatua and the "Office de Recherche Scientifique et Technique d'Outre Mer" said that to obtain fruit from a letchi after only two years was "un phenomene specialement precoce".

J. H. M. RODGERS,
Bishop of Tonga

Nukualofa,
Tonga

MORE ABOUT JOHN O'BRIEN

Sir,—I refer to Peter Headley's article on Funafuti (*PIM*, Mar., p. 76) where he talks about Mr. John O'Brien.

The full story about John O'Brien, his family and activities can be read in *Funafuti: or Three Months on a Coral Island* (London, Murray, 1899). This book was written by Mrs. David Edgeworth, the wife of Professor David Edgeworth, when carrying out an experiment on Funafuti to determine the nature of atoll structures.

My uncle—Mr. Ngalu O'Brien—a retired police officer and now a businessman, told me that John O'Brien was a trader and a saviour of the Funafuti people. Without him the people of Funafuti would have been kidnapped and murdered by the blackbirders who often visited and raided the atoll. Mr. O'Brien persuaded the islanders not to embark on the blackbirders' ships or to trade with them. He even formed a little organisation to see that the blackbirders' raids were stopped.

Some of the islanders, being stupid and ignorant, did not listen to him but embarked on the blackbirders' ships. As soon as they were aboard, they were chained and taken into the hold—nobody ever heard of them again. Sometimes they were taken into the hold and told to dance. While they were dancing, the ship heaved anchor and set sail. The dance was stopped and they were released from the hold as soon as the land was out of sight. To the islanders, grief, nothing could be done but to sit there and moan.

Mr. John O'Brien was also a Christian because had he been rogue,



Father Callet and his letchi tree.

Letters

he would have driven off and killed all the Funafuti people with his guns and muskets and claimed the atoll for himself. However, he didn't do anything of that sort but introduced Christian principles, and also tried to implement the good and noble ways of the "white man".

I am glad that Mr. Headley mentioned something about my ancestor because, at the moment, I am doing a little research on the various and complicated pedigrees of the O'Brien family on Funafuti.

NEEMIA O'BRIEN

Bikenibeu,
Tarawa,
GEIC.

"I'M ALL RIGHT, JACK!"

Sir,—A most unusual change has been creeping slowly across Fiji's mental life during the past six months. Chaps in the country areas have started to wake up, while fellows in the towns seem, more or less, to have fallen asleep.

The big shot-in-the-arm for the rustics was the launching of the current rural development campaign. Government, having realised that the country populace is not recruited exclusively from nincompoops, chose to grant them a say in affairs. This benign and noble procedure is formally defined as "listening in to the grass roots".

It may not be everyone who has the brain-power to discover the exact strength of the compliment, in being likened to a lump of grass. However, let that go. What happens now if the grass roots say something that the government doesn't wish them to say? (Not very polite of them, of course, but it could happen.) In that case the right governmental adage jogs along, I surmise, roughly as follows:

"We like to listen to grass roots—but only as, and when, it suits." Unfair? The good old question of roads on the isle of Vanua Levu should serve as a very apt thermometer for taking the temperature of official interest in the feelings of grass roots.

Government, at this juncture, seems pretty well determined to bestow extremely expensive priority on a zig-zagging highway linking Labasa with Savusavu. Mind you, this would be a notably pleasing road, scenic, and so forth, a road for happy characters who already have roads, who like

driving in different directions. In military diction you would call it, probably, the "I'm all right Jack" road. Very nice.

Yes, but how now about the poor blighters in Savusavu West, that totally roadless domain? Something like 3,000 people are wilting away across there like Communists carted off to Siberia. Their dilapidated track, which passes, not over, but right through the frequent rivers, might be labelled the "I'm nothing like all right, Jack" track.

Commentators could expand: "I am pushing ahead just in my underpants, Jack . . . There's five feet of river water tickling my chin, Jack . . . Gosh, Jack, they're a couple of sharks sniffing my knees . . . Any chance of a bit of a helping hand somewhere? Otherwise, I've just about had it, Jack."

That strikes me as the gist of a recent boiled-down bulletin from the Savusavu West grass roots. This grass, by the way, is not just sensitive grass. It doesn't simply collapse when squashed. But it could sting, too, a trifle—at some strange future date: let us say somewhere roughly round about the time of Fiji's next general election.

M. E. BASDEN.

Savusavu,
Fiji.

"EDUCATE THE EXPATRIATES"

Sir,—During a stop over at Port Moresby recently I witnessed an incident in an hotel which makes me ask whether we should not be educating the expatriate rather than the indigene.

On the entrance door to a bar is a printed notice reminding gentlemen that the dress after 6.30 p.m. is slacks, shirt, tie, etc. At approximately 6.40 p.m. on March 14, among others drinking, were four Australians attired in day dress of shorts, etc., when an Asian, similarly attired, and incidentally who had just arrived at the hotel, entered the bar and ordered a drink.

The barmaid politely informed him he was incorrectly dressed to be served in that bar at that hour of the day. He questioned this statement and pointed to the other incorrectly attired drinkers, whereupon one of these gentlemen informed him that he was not being refused service on account of his colour, but on account of his dress, and also that as long as a drink was ordered before 6.30 p.m. it was all right to finish the drink off. The notice certainly did not state this.

Three of the incorrectly attired gentlemen then left the bar at 6.45 p.m. suggesting to the fourth person

he do the same, but, as no doubt he was one of the educated expatriates and could interpret the true meaning of the notice, he stayed on till 6.58 p.m.

Surely an incident such as this does nothing but harm when we are striving to show there is no discrimination against coloured races.

I can well imagine how this Asian as he travels the world will tell his educated friends how Australians not only discriminate against the indigenes of New Guinea, but also against any coloured person.

R. VICKERS.

Kirrawee,
Sydney.

STUDY OF JAPAN AND U.S.

Sir,—I am making a study of the relationship between the United States and Japan in the period immediately prior to World War II. I have heard and read that reports exist of hostilities between American and Japanese naval vessels having occurred before December 7, 1941, but do not have any specific information.

I do not have reference to the Panay incident. If any of your readers are aware of any hostilities between US and Japanese naval vessels before December 7, 1941, I would be very grateful for any specific information.

J. W. MARCHILDON.

PO Box 16123,
Phoenix,
Arizona 85011,
US.

IN SEARCH OF PHOTOGRAPHS

Sir,—We are gathering material for a book on New Guinea history. This is to be published by Jacaranda Press of Brisbane and is to take the form of a text illustrated by maps and photographs.

We would be grateful for any help which your readers could give in letting us take copies of photographs in their possession. As far as possible we wish to use hitherto unpublished material. Photographs of historical events, of people, buildings, towns, ships, and industrial enterprise, would be of interest to us.

Any material lent to us would be carefully handled and returned promptly. Acknowledgement would be made in the publication of any material used according to the directions of the owner.

N. GASH, J. WHITTAKER,
Lecturers in History.

Australian School
of Pacific Administration,
Middle Head, Mosman, NSW 2088.



Tropicalities

New Caledonian fishermen reacted rather sharply to the announcement in Noumea at the beginning of April of plans to impose a tax on all fish caught in the lagoon.

The tax was invoked as a means of protecting wildlife in territorial waters, where it is claimed that surplus catches of fish are being abandoned on the seashore.

The new fish tax was explained by newsman, Henri de Camaret, during a television interview on April 1. Mr. de Camaret introduced one of the proposed French fish inspectors, who was due to take up his post on May 1. The inspector showed viewers a table of tax rates to be applied to almost 20 varieties of local fish.

The rates ranged from two to seven francs per fish, with a special tax of 650 francs allocated to the Dawa, a particularly palatable fish, now facing extinction.

On rainy days, when no-one is likely to go fishing, viewers were told that the fish inspectors would feel free to visit Caledonian homes to inspect refrigerators and verify that any stocks of fish had been declared and paid for.

By this time, New Caledonian viewers were aghast and perplexed and the TV station had begun receiving numerous telephone calls.

At the end of the newscast, Mr. de Camaret was obliged to explain that any fish that had not been included in the chart would be free of tax, and that included *poisson d'Avril* (April fish)—the French term for "April fools".

It was all an April Fool's joke: But the joke wouldn't lie down, and next day the station had to stress that the previous evening's interview was merely a very good spoof.

Have you picked up Radio Noumea?

While on this subject of Radio Noumea and the fish it caught on April Fools Day, this is a good time to mention that Radio Noumea is, as it were, casting its net wider. Since March it has been transmitting on shortwave from new installations on the small island of St. Marie off Noumea. It's now interested to know if the broadcasts are being heard overseas satisfactorily.

The broadcasts are the same times

NEW FISH TAX NETS A REAL CATCH

as always heard in Noumea—three times a day from Monday to Saturday, i.e., 6-8 a.m.; 10.30 a.m. to 1 p.m.; 5-10 p.m.; with two sessions on Sundays, 8 a.m.-1 p.m. and 5-10 p.m. Hours given are Caledonian time, which is one hour ahead of Sydney and one hour behind New Zealand and Fiji.

Transmissions are made on medium wave 670 kilocycles (450 metre band); tropical wave 3355 Kc/s (90 m) and shortwave 7170 Kc/s (42 m).

Mr. Georges Guesdon, Technical Director of the ORTF French radio in Noumea, is keen to hear from Islanders who have succeeded in picking up Radio Noumea.

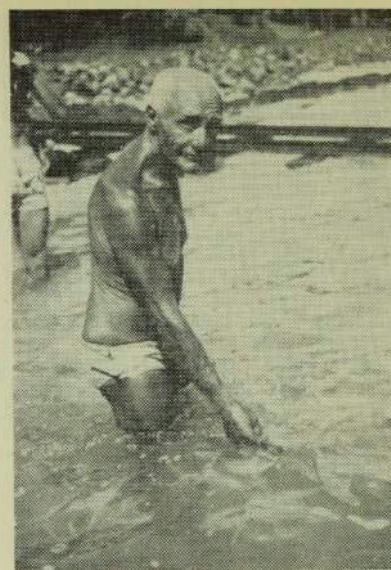
He knows now that reception has improved in the New Hebrides and extends to Wallis. He is also grateful for the number of New Zealand listeners' reports received, especially from medium wave reception. The broadcasts have also been picked up on shortwave from as far afield as Sweden, North America and Japan.

Mr. Guesdon has received one listener's report from Brisbane and is anxious to know if other Australian have picked up Radio Noumea.

Many Caledonians are already keen listeners to shortwave broadcasts in French language from both "Radio Australie" and "Radio Nederland".

Tri shows them how

We don't hear much about the dangers of trimarans these days, and so it was doubly pleasing to hear that one of the craft's champions, Marvin Glenn, has won the NZ to Brisbane single-handed yacht race. Marvin and his tri, *Rebel*, took part against seven conventional yacht owners.



Eddy, feeding his fish.

"Stinkers like toast," says Eddy

"Stinkers like toast and cheese, but mullet will eat anything." You'd think you were hearing things if a fit looking old gentleman wearing only the briefest costume stopped you on the beach and gave this hurried information.

In fact, 67-year-old Eddy Rhoades on Lord Howe Island's Ned's Beach has been offering this advice for years—and his habit of feeding the fish off the beach, and their subsequent tameness, has made "fish feeding" a prime tourist attraction on the island.

So tame are "Eddy's fish" that even if you aren't carrying their favourite tit-bits they will rush you on entering the sea and form a spectacular mass of foam around your waist.

Eddy arrived on Lord Howe 14 years ago and started out hoping to reap a comfortable crop of lobsters and crayfish for the Australian market. It didn't work out that way and six years ago Eddy started feeding the fish. Now he still feeds the fish and makes a modest profit at the same time hiring scuba and snorkel gear to people who want to watch them.

"I first began feeding the fish when Sydney photographer Jim Bowes told me he couldn't get parrot fish near enough to photograph, for love or money," said Eddy. "I fed them with sea urchins for him and he soon had trouble getting them far enough

away from his camera lens to photograph them." Eddy even has a tame parrot fish that follows him everywhere on the reef.

But Eddy is an adventurous sort of fellow and he feels his days on Lord Howe for various reasons are nearly over. "I'll be on the way again soon," he told us, "probably to Lizard Island on the Great Barrier Reef." So if you're passing Lizard Island one day, say next year, drop in and see if a sun-bronzed gentleman rubs shoulders with you and mutters: "Stinkers like toast . . ."

Cold reception for two helicopters

The Cook Islands were all set to make an international incident out of the landing in Aitutaki of two US helicopters in March.

The two helicopters were from the USS *Burton Island* and their arrival, without first obtaining official permission from the Cook Islands Government, drew the following reaction from Acting Premier, Mr. William Estall:

"I know the Americans are our friends and allies, but this does not give their aircraft or ships the right to land or call at any island on the Cook Group without first obtaining permission from the Cook Islands Government.

"I regard the action of the American helicopters as a definite violation of our sovereignty."

He added that permission would have been granted readily, if immigration, health and quarantine regulations had been observed. An official complaint about the landings was lodged by the government in New Zealand.

Five days later it was learned that the first helicopter had landed because of a minor engine fault that was quickly rectified. After it had taken off, the second machine landed to find out what had happened to the first.

It appeared that USS *Burton Island*, an icebreaker, had broken a propeller shaft in the Antarctic ice and had been steaming on one screw since leaving the South Pole. The vessel belongs to the US Coastguard service and was about 12 miles west of Aitutaki when the helicopters landed.

The aircrews were given presents of fresh fruit by the people of Aitutaki. And a verbal thick ear by Mr. Estall.

A crop of bony tales

Bones seem to be taking up a fair share of *PIM* these days. A couple of months ago we featured four pages on bones from the war. Now here are two more bony yarns, this time from Fiji.

Human bones have been found in the holes of the two main posts of Navatanitawake, the historic meeting house built on the chiefly island of Bau in the time of Ratu Seru Cakobau.

Workmen unearthed the bones while digging foundations for the meeting house during the current rebuilding programme being conducted on Bau.

Various explanations have been advanced, among them the belief that the bones are those of prisoners of war. The practice in the early days was to place the unfortunate prisoners in the post holes of *bures* being built for a chief.

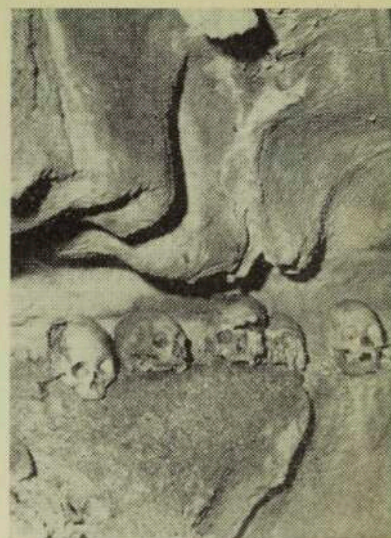
This, it was said, enabled the huge posts to slide in more easily. The practice was called *na vakasobu ni duru*.

Although this was normally practised only in *bure*-building in the Macuata area, Bau chiefs think that it may have occurred in the case of Navatanitawake.

Adi Litia Tavanavanua, of Bau, has suggested that the bones were those of Tongans killed in early battles near Bau and buried under the foundations of the meeting house.



Bones, found on the site of Navatanitawake.—Photo by Stan Ritova.



What Sheree saw in the cave.

Writer and photographer, Sheree Lipton, set off into the less-known areas of Fiji recently looking for material for a new book. She came across a burial cave on Vanua Balavu, Lau, and tried to get the villagers to come and explore it with her.

No-one wanted to join her for the trip but they had no objection to her taking a few pictures. She found rows of skulls on a high ledge. "Very interesting," she reports.

Betio is fed up with its prison

Betio, the tiny islet which is headquarters for several key Gilbert and Ellice Islands government departments and the Wholesale Society, also houses Tarawa's prison, near the newly-built Betio Club.

With one of the densest populations in the Islands, residents feel it's about time the prison was relocated, perhaps to an islet on North Tarawa.

In the past three years at least three temporary escapes from the Betio prison have been made—the last in early April—and all have resulted in European and Island residents being attacked before prisoners have been re-captured.

Two wives of European contract workers have been threatened and bitten by marauding escapees and the wife of an Island warder was reported to have been raped.

Europeans on Betio say the attacks

could deter overseas contract workers going to Betio with their wives and children. They claim not all the Gilbertese and Ellice Islanders attacked by prisoners have reported the attacks to the police.

Most prisoners in Betio gaol are in on minor offences, such as petty theft and drunkenness.

A feline immigrant to New Caledonia

One-year-old Sammy, a pedigreed Siamese cat who immigrated to New Caledonia from Sydney at the age of six months, is only one of an increasing stream of immigrants there from the feline, canine, bovine and equine world.

Cattle and horses have been immigrating to New Caledonia since time immemorial. Recent research places the first importer of cows to New Caledonia as James Paddon, the Englishman who established a large trading station on Ile Nou, fronting Noumea, years before the French decided to make their capital there.

The animals imported by Paddon disported in the lush pastures at Païta, some 20 miles from Noumea. Paddon had exchanged his land at Ile Nou for a considerable acreage at Païta; he is buried in a private cemetery there.

Local authorities have always encouraged animal immigration and, to further it, recently announced that some 100 cattle dogs, red and blues, were to be imported from Australia and made available to graziers at a price of about \$90 each.

The Duke remembered

That the Duke of Edinburgh has a fine memory, no-one can deny. When the Royal Family visited the Panorama of the Pacific building at the Royal Easter Show in Sydney on March 30, the Duke recognised young Taiana Finau, of Tonga, as one of the girls he saw working in the royal shelter, while feasting was going on, at his last visit to Tonga.

The Duke stopped to chat with the thrilled 18-year-old, and then with the Queen and Prince Charles, moved on to stands from countries as diverse as China and the Cooks. The "panorama" was represented by stands from countries visited by Cook on his famous voyages. It was part of the Cook bi-centenary celebrations in Sydney.

But while other countries had many things to offer, the Tongans were undoubtedly stars of the show. While many other stands contented themselves with photos and examples of handicraft, the Tongans put on a spontaneous floor show that included singing, guitar music, a dance or two, and Sione Aleki, the Tongan ukulele star written about in *PIM*, February, p. 46.

Sione and the Tongan musicians had the normally passive Australian crowds clapping and hopping up and down with the fun—and not a few of them were asking just where Tonga was and what was the best way to get there; public relations par excellence.

The Royal Family met and chatted to the rest of the Pacific representatives however. At the Papua-New Guinea stand they were introduced

to Madang potter, Liton Pulu, and territory tourist board representative, Maraga Boe. They showed special interest in a large colour tableau of the House of Assembly meeting in Port Moresby.

According to a representative of the French territories in the Pacific stand, the Duke of Edinburgh handled a brassiere from Tahiti made of native materials and liberally decorated with shells. He mentioned that it might be uncomfortable to wear.

Toe Brekelman, in charge of the Cooks stand, said the Duke told her: "Your feet must be killing you!" and then admired some pearl shell lamps.

At the Norfolk Island stand, the Duke met Ken Westlake, who was studying in Sydney under a scholarship scheme for Norfolk Islanders started by the Duke.

In all it was a memorable day for the Islanders and indeed for the rest of the crowds, for the Royal Family were at their most relaxed and informal.

The panorama was a roaring success for all concerned and in particular the Tongans and the Cook Islanders had a whale of a time visiting Sydney and dancing all over town, from orphanages to airports.

A Tongan poet with a "new" philosophy

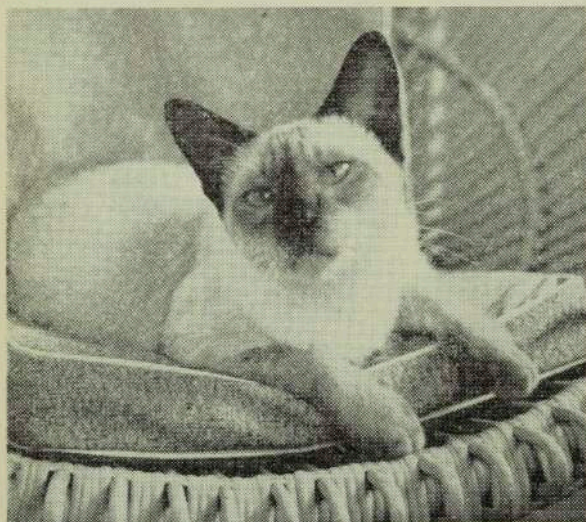
"Put down your cue Loloma And pick up your pen of wit..." whispered a voice as Loloma Mataele was brooding at the corner of a billiard table in Nukualofa eight years ago.

Since then Loloma has written over 1,000 poems and several short stories, including a brief treatise on Jesus Christ.

Daily scrawling away at the edge of his billiards table while seated rather precariously on a seemingly diminutive stool, this rotund, jolly, and occasionally bawdy, man of words has earned himself the title of "Billiard Saloon Poet" and "Tongan Poet of the Golden Apple".

The name Golden Apple was given the billiard saloon by Loloma's father, the late Siosaia Mataele, who was a member of parliament, poet, pianist and songwriter and reputed to have been one of the most successful business pioneers in Tonga. Some of Mataele Sr.'s songs of love and romance are still top favourites today in *kava* or party circles in Tonga as well as on the radio.

In his own right, Loloma himself is a poet, songwriter, philosopher, short story writer, pianist, and... an expert in pool and billiards. He



Sammy, an immigrant to New Caledonia.



Loloma letting forth outside the Golden Apple.

claims to be developing a philosophy "which will turn present philosophies upside down".

Loloma believes the age of the United States, Russia, and China is over because they stubbornly believe they are taking the right road "without careful analyses".

Loloma is truly Tonga's only poet who writes extensively in English. He has been featured on BBC television and has received letters of praise from Buckingham Palace for a poem written about the Queen, from a representative of the late President John F. Kennedy for a poem about Kennedy and the US, and from the director of President Nasser's office for a goodwill poem dedicated to the Arabs.

"President Kennedy is a rare beautiful man

Why has good God created such rare beautiful human?

Has Time a brave date with him anon

Has God created him for immortality . . ."

It was shortly after these lines were written that Loloma heard, amid tears, of President Kennedy's untimely death.

Loloma was a former junior clerk at the Lands Office and the Premier's Office and later worked as a wireless operator at the telegraphs department.

With such a vast literary accomplishment behind him and being a flowery and fluent conversationalist, many have wondered where 52-year-old Loloma was educated and where

he picked up his flair for writing.

"I never had any education abroad," explained Loloma, "but tinkling voices talk to me in the still of night. I also read the Bible a lot, so much in fact that the dog-eared thing is beginning to scream at me every time I pick it up to read. If you'll allow a humble man to offer a little humble advice, try and read the Good Book through. You will find solace in it, I can assure you."

Paul, from Apia, may be the world's best

After years of treatment after fracturing his neck at Rugby, Paul Wallwork, originally from Apia, looks like fulfilling an ambition, to compete in the world championships and the 1972 Olympic Games—as a weight-lifter.

Paul must rank as one of the most remarkable and courageous athletes to enrol at Sydney University. In 1959, while playing Rugby Union in New Zealand, he had his neck fractured. Then, writes fellow weight-lifter, Robert Fay, commenced a long fight to recovery from being completely paralysed by the accident.

Flat on his back for a year without being able to move, Paul then made up his mind to become a weightlifter—a top class one. For three years he went through agonising rehabilitation programmes to master the most rudimentary movement. In 1963, he went through an intensive programme of weight-lifting to restore his physique. From then on he was on his way.

He won contest after contest, including the Auckland and Sydney championships. At his first international competition, the 1966 South Pacific Games in Noumea, he took the middle-weight gold medal with a lift of 700 lb, a Games record.

In 1968 he enrolled at Sydney University to study arts, and in the same year he won the inter-varsity championships.

Later, in 1968, he had to undergo another operation, but he was back again last year for the South Pacific Games in Port Moresby, where, of course, he took the middleweight gold in a record lift of 788 lb. for Western Samoa.

Now, with the Australian Championships already tucked under his belt, Western Samoa's Paul Wallwork, is looking ahead for the world championships in Ohio, USA, at the end of this year and the 1972 Olympics. He may well become Western Samoa's first world and Olympic champion in any sport.

On the trail of American whalers

Dr. John Cumpston, former historian for the Australian Department of External Affairs, and one time Australian consul in Noumea, is still involved with both research and the Pacific in his retirement. In the next few months he is headed for New England, in the United States, to search out and microfilm records on Australia, New Zealand and the Pacific Islands held by libraries and museums there.

Some of the New England ports were bases for the American sealing and whaling ships that roamed the Pacific last century and Dr. Cumpston is interested in their log books, journals and correspondence.

He will be away six months on the search, which has been organised by the Pacific Manuscripts Bureau in Canberra and sponsored by 12 libraries in Australia, New Zealand and the Pacific Islands.



Paul in action. — Photo by Robert Fay.

* Footnotes

Despite all the pious pep-talk of "one name, one flag, one anthem" the cause of Niuginian national unity does not seem to be flourishing very well at present. Here, as in other parts of the world, it has been too facilely assumed that the end product of a series of colonial accidents will exhibit coherence when given the opportunity of becoming an independent nation.

The people themselves have, of course, never been asked what they wanted.

In 1884, what is now called Papua was proclaimed a British Protectorate. The people were not asked whether they wanted to be protected, and were told only in very general terms what they were to be protected from. As J. K. McCarthy suggested in his brilliant cartoon in the October, 1969, *PIM*, there was a lot of small print on the back.

In 1888 Britain annexed the place. Its people were not asked whether they wanted to be annexed.

In the early years of this century Britain decided to give British New Guinea to Australia. Its inhabitants were not asked whether they wanted to be given away, or whether they liked the new name which Australia gave to their country.

No one asked them what they wanted

After the 1939-45 war Australia decided to amalgamate Papua and New Guinea. She asked the UN for its permission to do so. But she didn't ask Papuans, or New Guineans, whether this was what they wanted.

New Guineans, of course, have had an even more kaleidoscopic pattern of not being asked than Papuans.

Now they are being told, "Get yourselves a flag and a song and become a nation". And scolded if they say, "We're not sure we want to be one".

The main causes of present unrest are not tribal but economic, and their latest manifestation comes from Papua as an aftermath of the UNDP Report, in which Papua gets scant attention. At the March meeting of the House of Assembly three members representing Papuan electorates expressed with considerable vigour their alarm and despondency at the

failure of any development plans to promote the development of the Papuan region.

All three were Europeans, but there is little doubt that, had the debate been allowed more time in the early stages of the meeting instead of being repeatedly adjourned and allowed to peter out inconclusively in its final hours, some of the Papuan members would have joined in the chorus of dissatisfaction.

From the point of view of promoting national unity it's just our bad luck that the areas of poor economic potential, and therefore the ones most likely to be neglected, are not scattered evenly throughout Niugini, but are concentrated in particular parts of it. It is even worse luck that most of them are concentrated in that part of Niugini which has for so long borne a different name, and which has had a different colonial history from the rest of the country. The MacGregor-Murray tradition in Papua and the German-Australian military tradition in New Guinea were both paternalistic, but they were two very different kinds of paternalism, and although both are now no more they engendered attitudes and sentiments in the indigenous people which still live on.

It is an over-simplification to speak of the boundary between Papua and New Guinea as just a line on the map which can be rubbed out at will with a school-boy's eraser. Perhaps the best way of getting rid of it would be to throw a road across it. A road from the south coast of Papua to the north coast of mainland New Guinea, whether it ran from the Gulf of Papua through the Southern Highlands to connect with the Highlands Highway or from Port Moresby via Wau to Lae, would do more for Niuginian unity than the most beautifully designed national flag or the most tuneful and inspiring national anthem.

It looks as if our "National System of Education" is not going to have a completely trouble-free launching in spite of the chorus of



WITH PERCY CHATTERTON in Port Moresby

praise which greeted the Weedon Report. I share the heart-searching of some of the missionary educationalists.

As a mission teacher I spent 40 years wishing that I could tell the Administration where to go. Unfortunately the mission I worked for could never afford this luxury. Missions and churches can still less afford it now. The price of Administration grants is Administration control, and the bigger the grants the more the control. Church education authorities are torn between the desire to get a better deal salary-wise for their teachers and the desire to retain a measure of that independence which is after all the *raison d'être* of the existence of church schools.

Any position in any school

And this independence involves not only what is taught but who teaches it. It's a pity that a proposal put forward by one of Niugini's largest church bodies that, as in England, teachers should be free to apply for any position in any school, while school governing bodies should be free to specify the qualifications, both professional and non-professional, required of applicants, was not accepted by the Weedon Committee. Perhaps it's not too late for this proposal to be re-examined.

Personally I am less concerned about the survival of church schools *qua* church schools than I am about the survival of independent schools *qua* independent schools. Too powerful and all-embracing a system of national education could easily become an instrument of brain-washing, conformism and intolerance. If that were to happen, our university might well find that by the time the products of this system reached its campus, it would be too late to stimulate them to think for themselves.

The existence of independent

schools alongside a national school system is a *sine qua non* for a healthy democracy. Is the salt about to lose its savour? Perhaps the major churches of Niugini would do better to concentrate their combined resources on maintaining a few strong, truly independent, inter-church schools instead of dissipating them on a proliferation of weak, over-controlled denominational ones.



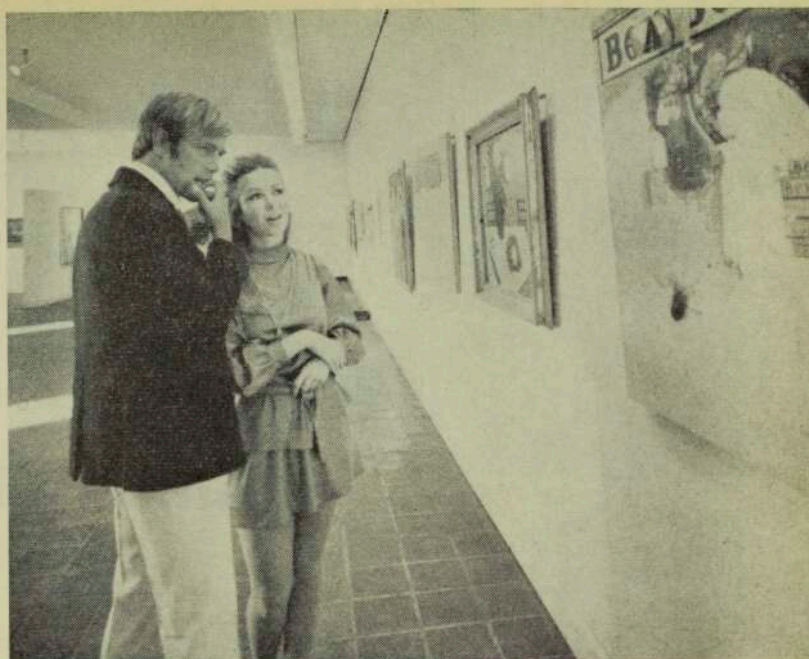
After being first looked at askance and then "accepted in principle", the making over of Port Moresby's squatter settlements into no-covenant housing projects in slowly gathering speed; and the general principle of no-covenant areas, in which would-be householders are allotted building blocks, provided with minimal services, and left to put up the best sort of dwelling they can afford, has received the blessing of the highly competent firms of consultants which produced the Port Moresby Urban Development Study, tabled at the March meeting of the House of Assembly.

Rent not the only reason for squatters

A recent survey of one squatter settlement carried out by the Port Moresby Community Development Group suggests that inability to pay the rent demanded for even the cheapest Housing Commission house is not the only reason why people live in squatter settlements.

The group finds that "many could afford Housing Commission rents but prefer to live in a group with people of their own language group", and advocates the resettlement of a group of 30 families on a four-acre block which is one of several currently being offered by the Administration for group re-settlement of this kind.

This represents a completely new departure which is to be highly commended. For too long we have assumed that Niuginians welcome western individualism. They don't. And perhaps they are right.



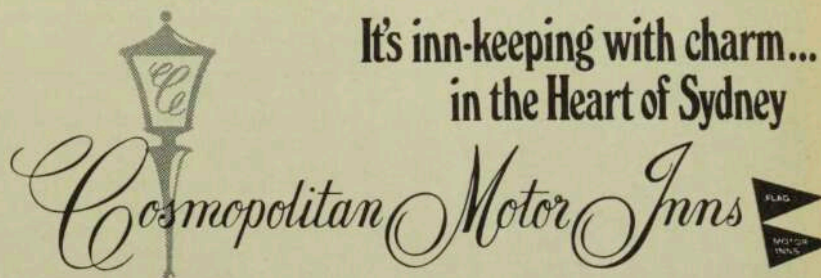
An Affair of the Heart

Whether Sydney comes but once a year, once a month or a week, stay close to everything that matters. Browse the Bonython Gallery (and a dozen others), and still be handy to nine gourmet restaurants. Tonight the Kings Cross night clubs. Tomorrow dine at the Summit and see if the Opera House is finished yet. You couldn't do and see all there is to do and see without a central base like one of the Cosmopolitan Motor Inns—at Double Bay or uptown Edgecliff, in the big heart of Sydney.

The harbour's a street away (and a luxury cruise is yours for the asking). The leading fashion houses and boutiques are all around you, with a Parisian sidewalk cafe to visit and be seen at. This is the centre of Sydney society. This is the place to stay. You'll be pampered with an air-conditioned room or suite, a rooftop pool, magnificent views, covered parking while you're not gadding further afield. Relax if you like. Or walk out the door into the middle of Sydney life at its most exciting level.

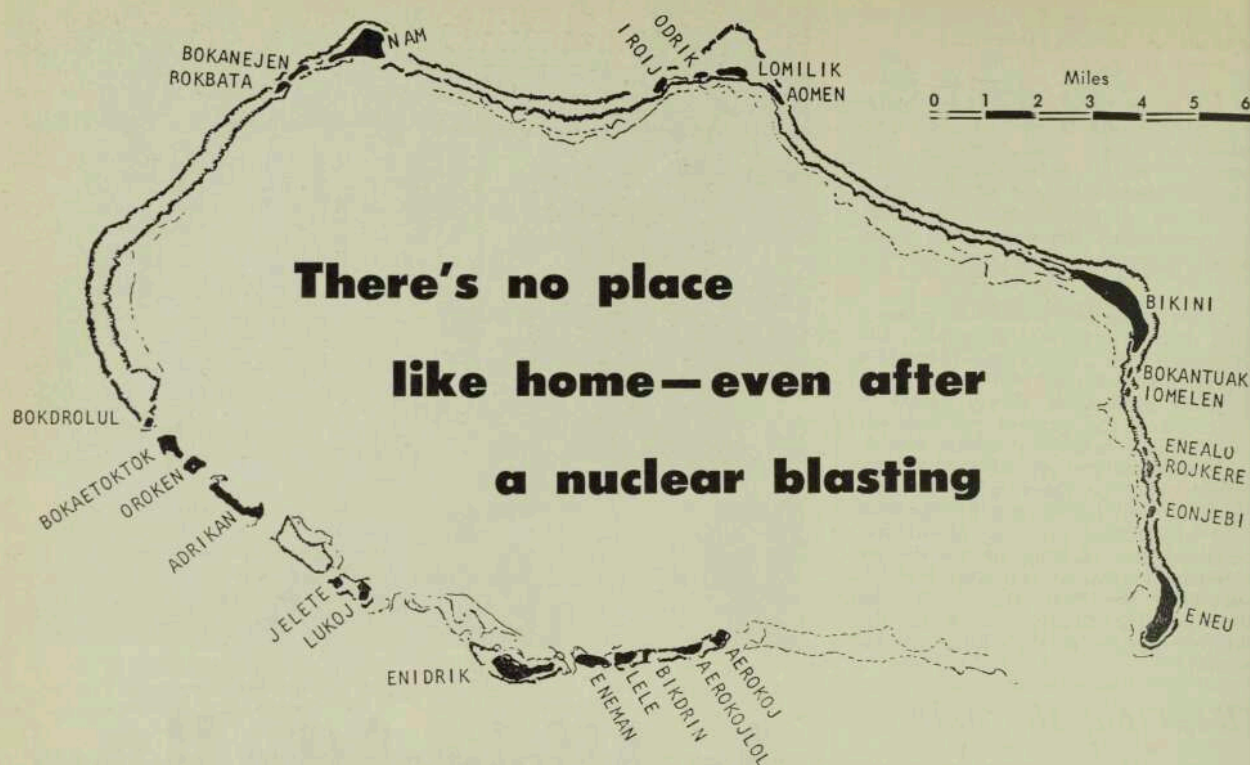
(In April next year another Inn to choose from at Bondi Junction.)

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MA544 C/A



The beginning of a new era for the exiled Bikini Atoll people has arrived. They are now returning to the atoll. This has been made possible by an announcement on August 12, 1968, that the atoll would no longer be needed for the nuclear weapons testing programme of the United States, and civilians could safely return there.

The Pacific Islanders had hoped and prayed for this day for over 20 years.

The announcement was the culmination of a prolonged period of radiological and biological surveys by the Atomic Energy Commission, and a specific study in 1967 to determine whether the atoll was safe for human habitation.

The experts found that Bikini Island and Eneu Island, the largest in the atoll, are completely safe for human habitation and exploitation. The other smaller islands can be visited, but are not yet safe for permanent habitation.

A survey visit to Bikini by ship was conducted in late August, 1968, headed by the High Commissioner, members of his staff and of the Marshalls District staff, and representatives of the Bikini people. Representatives of the Atomic Energy Commission, the Department of Defense, and the Department of Interior also participated in this inspection trip.

Intensive planning for clean-up

As the French move 11,000 men into the area to resume nuclear testing in the remote Gambier Islands of French Polynesia, we've received these two reports on islands recovering from the effects of British and US bomb testing of the past. Bikini Atoll has been announced free of danger by the Americans, and Christmas Island has still plenty to remind us of British testing. The map in the heading is of Bikini Atoll. The report on Bikini was written by Dr. Jack A. Tobin, in the official Trust Territory news sheet, "Highlights".

and clearing of debris and vegetation was done soon afterwards. Cost estimates were developed by the AEC for this herculean task. The TT developed estimates for replanting, redevelopment, and resettlement. Other top level meetings followed, the final plans were approved and in February, 1969, the programme of the rehabilitation of Bikini Atoll began with the clean up phase.

A joint task force composed of

military, AEC, contractor personnel, and a TT representative, landed on Eneu Island, Bikini Atoll to begin the formidable assignment of preparing the atoll for the return of its former inhabitants.

The prospect was not encouraging. A dense, almost impenetrable jungle-like growth of vegetation covered the surface of most of the islands of the atoll. Only a relatively few coconut trees remained on some of the islands. Rusted towers loomed high above the jungle which blanketed lower lying structures, and tons of debris.

The dazzling white beaches were littered with large quantities of scrap metal including rusted and deteriorated vehicles, landing craft, and machinery. It was a very depressing scene.

Certain islands had been severely damaged by the testing of nuclear weapons. Some of them had been partially destroyed, with portions missing. A few others had been reduced to sand spits or completely obliterated.

Arduous clean-up

The arduous task of cleanup began as soon as camp was set up. The gruelling work continued through the hot summer with its heavy rains, and was completed in September.

The rusted towers and other radioactive or mechanically dangerous structures were removed, with dynamite where necessary, and disposed of. Rusting equipment and other debris were cleared from the islands and reefs of the atoll. Large holes and culverts were filled and levelled. Roads were cut around the main islands, and also from lagoon to ocean where necessary.

The large islands of Eneu and Bikini were stripped in alternate rows in preparation for scientific planting of coconut trees.

The old airstrip on Eneu was cleared and prepared for the weekly supply plane which was to service the cleanup group, and for emergency air lifts in the future. The piers, which had badly deteriorated, were refurbished and made serviceable. Bunkers and buildings that could be used by the returning islanders were cleaned up and repaired.

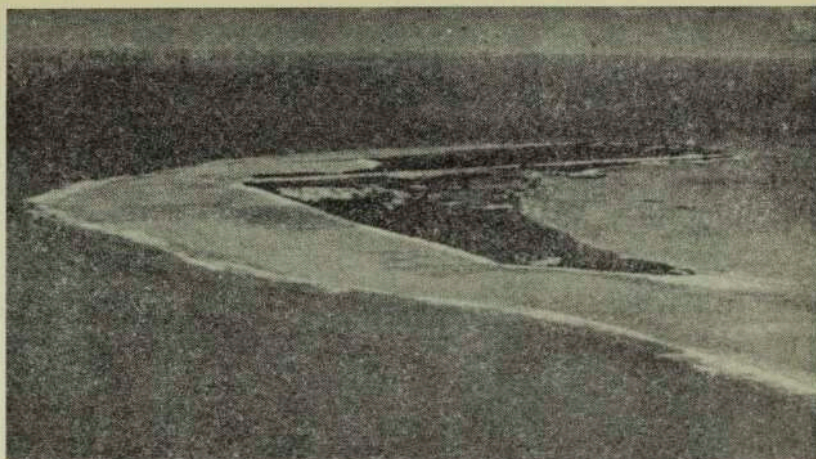
Representatives of the Bikini people, selected by the council on Killi Island, home of most of the exiles, also participated in the clean-up operation. They assisted in the work and served in an advisory capacity as well.

Teem with life

These leaders expressed satisfaction with the work that had been done, realisation of the good potential of the atoll, and optimism for the future productivity of Bikini and its desirability as a place in which to live.

The broad lagoon and adjacent ocean, and extensive reefs of Bikini teem with marine life of many kinds. Seabirds abound, and large turtles frequent the beaches of the large atoll. All of the wildlife of Bikini is safe for human consumption except for the coconut crabs. The condition of the marine life was an important factor in the optimistic attitude of the leaders. Tiny Killi, without a lagoon, and with a very limited reef area, provides very little edible marine life.

The Agricultural Rehabilitation Phase began just prior to the departure of the Cleanup Task Force. The Marshall Islands District Agriculturist, and staff members, assisted by Bikini representatives prepared a large coconut nursery on Eneu Island. Selected seed nuts were



planted and nurtured. These are to be transplanted when sprouted properly.

Thousands of nuts eventually will be planted. Copra production will be tremendously increased on Bikini due to scientific planting of selected seed nuts.

The second increment of seed nuts arrived on Bikini in mid-December. They were brought up on a special field trip from the southern Marshall atolls of Jaluit and Namorik. Twenty-three Bikini men boarded the ship at Killi and headed for their former Bikini home. These men will help replant the atoll.

Twelve members of the Killi (Bikini) Council also made the historically significant trip to their former home. Their task was to assist the district surveyors in

Eneu Island, three miles from Bikini, is planned as a community centre for the returning Islanders. A hotel may be constructed and, with an airstrip and sandy beach already in place, tourism may also be on its way.

establishing the former boundaries of the lineage land holdings. Home and municipal building sites also were laid out.

The long range plan for agricultural rehabilitation is to rotate workers, who have been selected by the Bikini leaders, from men who have land rights on Bikini. The workers will remain on Bikini approximately three months at a time. They will be paid by the government for the work that they do, and will be housed and fed as well.

The atoll will not be able to support the entire population until coconut, breadfruit, pandanus, and other food plants have come into produc-

Roadways now encircle Bikini as well as running criss-cross the island.



tion. Bikini will not be a very comfortable habitat until the trees have matured to the point where they provide shade as well as food.

Killi Island will be the "home base" until such time as a mass return to Bikini is possible. The sum of \$US95,000 has been allocated to improve homes and other facilities on Killi, to make the island a more liveable place during the waiting period.

The last phase of the programme will be that of construction of homes and other facilities on Bikini. Plans for this have been made in close consultation with the Bikinians. They have selected the house design, from the several developed at Saipan, which they feel is best suited to the environment and their needs and desires.

Plans for church

Plans for dispensaries, school buildings, a church, council house, and warehouse are being developed for final approval by the Bikinians. A water catchment and storage system is, of course an integral part of the programme. Prototype units have been constructed on Eneu and Bikini islands and are presently being used by the small work force now on the islands.

Materials will be provided so that the Bikini men can build large sailing canoes, and smaller paddling canoes. They will then be able to exploit the sea, lagoon, and reefs more efficiently in their search for food. They will once again be able to sail the broad waters of Bikini, and visit the many islands of the atoll.

The result of the Bikini Resettlement Programme will be an extremely attractive and prosperous community. The Bikinians exiles on Killi and elsewhere in the Marshalls eagerly look forward to their permanent return to their homeland. The future appears to be bright for them at long last.

The islands of Bikini Atoll were officially returned to the Trust Territory on March 17 when High Commissioner, Edward E. Johnston, countersigned the document accepting the island from the US Government. The historic document, however, provides for the retaining of two small parcels of land, 260 ft by 160 ft, on Oroken and Eneman Islands.

What the US intends doing with the land is not known, but future inhabitants of the area have been assured that it "will in no way interfere" with their normal livelihood.

Christmas Is. still a nuclear eyesore

A team of observers who made a visit to the Gilbert and Ellice island of Christmas recently found the place littered with debris of the British Army force stationed on the island during past nuclear testing programmes.

The British used Christmas as a base for nuclear experiments in 1956 and 1958 and the debris probably dates back to that period. Americans carried out tests in 1962 but took most of their equipment to Canton with them when the garrison was officially abandoned in 1967.

The team members said they were shocked to find scores of fuel tanks for Hastings aircraft and hundreds of revolver pouches. They found storage sheds containing what was once good furniture. Vehicles were left jacked up and four fire engines were found in one hangar alone.

Rotting in the heat

Offices contained an interesting variety of documents.

Information officer for the GEIC, Guy Slatter, who was one of the observers, reported in the March 20 *Colony Information Notes*: "Alfred Hitchcock could have a marvellous time here shooting thrillers—the flapping of loose sheets of aluminium and the odd bangs echoing through deserted hangars would provide ready-made sound effects."

Mr. Philip Wilder, resident of Tarawa, had this to say on the material left on Christmas:

"It was heartbreaking for the party, which travelled to Christmas Island by RAF Hercules, to see the vast amount of stores rotting in that hot salty environment.

"It is puzzling to me, as it must be sad for those workers from Christmas Island who, over the last few years, tried to salvage a few knick-knacks when returning home to these islands and were stopped by the authorities (from the District Commissioner down to the last island policeman). They were made to put it back.

"It is my opinion that there is something morally wrong in this state of affairs. I am sure many people share my sentiments in this matter."



Continuing in the *Colony Information Notes*, Mr. Slatter said:

"There are two permanent settlements on Christmas—London, where the majority of the people live, and Poland, where there are about 30 people. It's about 50 miles between the two and once a week a lorry drives from London to Poland with supplies.

"London is a peculiar settlement—even the *maneabas* (meeting houses) have roofs of aluminium sheeting. The islanders live in ex-service quarters, most of which are very spacious and well-furnished.

"They are incomparably more comfortable than civil service quarters on Tarawa—though they are made of wood and in time will rot. A lot have carpets, and some islanders even have ladders to climb up to get their toddy.

"Over the years, thousands and thousands of coconuts have been planted. One gathers, however, that a decision has yet to be taken whether to continue planting on the areas which have still not been touched or to consolidate what has been done so far."

Meanwhile Christmas Island Plantation Ltd., with a labour force of 112, copes with its 14,000 acres of coconuts. A small nucleus of men—officer-in-charge, Line Islands District, Gareth Ravell; manager of CIP, John Bryden; Ron Summers and Harry Denham, public works department; and Dr. Simeona Peni, medical officer—see that things run smoothly.

EXPANSION BRINGS A SEVERE HOME SHORTAGE TO NOUMEA

From HELEN ROUSSEAU, in Noumea

Yachtsmen arriving in Noumea, tempted by local prospects of highly-paid jobs, have to admit that the only way to stay in the territory is to bring their own housing.

The local mining expansion, bringing a rapid increase in allied business, is producing a severe housing shortage in Noumea.

Daily newspapers are now carrying large advertisements from individual companies seeking homes, apartments or business premises for their staff. Average three-bedroom homes in the suburbs—if you can find one—are commanding rents from \$400 monthly.

As workers swell into Noumea, three large land-reclamation projects are under way within three miles of the centre of town, to allow for housing and commercial construction. Low-lying marshland is being filled in with nickel slag and by simply bulldozing down nearby hills.

Latest project to be announced by the Territorial Assembly is the creation of an "emergency town" of temporary dwellings to house up to 1,000 builders/tradesmen.

Workers pour in

Bulldozers are already at work carving out a hillside for this town, opposite the Magenta domestic airport. The temporary lodgings to be erected there are for the exclusive use of building companies to accommodate their employees. The latter are expected to be recruited from Europe, the New Hebrides, Wallis Islands and New Zealand.

As for land reclamation work, this may be regarded as an extension of what has already happened in the past. Much of central Noumea, including the park and Quatier Latin, is filled-in marshland.

More recently, the Societe Le Nickel has been reclaiming a large surface along its waterfront, in the present project to double the area of its Noumea smelting works. Blue-grey slag from the factory is being dumped to fill in the shallow marshes.

Now, just one mile further out from town, the first houses are nearing completion in a large settlement

which includes further reclaimed marshland.

This Riviere Salee (Salt River) project, is planned ultimately to house over 10,000 people. It has been initially financed by the Fonds Social de l'Habitat (FSH) a semi-governmental housing authority. Funds for this agency come from a 2 per cent. payroll-tax paid by employers in

- Although there is more than enough room in most Pacific Islands, the urban centres are getting more and more crowded. Here we report on the latest housing pressures in Noumea and plans laid to remedy them. Meanwhile Port Moresby hopes to cope with its problems by moving the city centre.

New Caledonia. (Employers pay an overall 25 per cent. payroll tax to cover housing, workers' accident, child-endowment and old-age benefits. There is no individual income tax in the territory).

The Riviere Salee project is to be carried out in three stages. The first group of 200 individual homes is to be completed next year.

A NEW PORT MORESBY

From JOHN RYAN, in Port Moresby

Relocation of Jackson's Air-strip, a new city centre, suburbs designed for pedestrians, a population nearing 300,000 . . . these are the factors in the biggest thing in New Guinea's peacetime history—an expert, modern town plan for Port Moresby.

The plan was drawn up by consultants, Maunsell and Partners (Melbourne) and Alan M. Voorhees and Associates Incorporated of McLean, Virginia, and Melbourne. The New Guinea Administration has presented the plan to the public untouched, and the final version will depend to a large degree on public reaction.

The consultants considered five alternative regional plans for the long-term development of Greater Port Moresby, and they've put their plans on the ground for the 10-year period to 1980 and the 20 years to 1990. Total estimated cost is \$A20,300,000—about \$1,000,000 a year for development over 20 years.

The major features:

- The city centres, now hamstrung in 75 acres bounded by the wharf, Ela Beach and Paga and Tuaguba Hills, should be shifted to a 500-acre site on Waigani Drive (Racecourse Road) midway between Hubert Murray Highway and the University of Papua-New Guinea.

The consultants say it would be ideal for the civic centre, including Supreme Court and House of Assembly.

- Relocation of Jackson's Air-strip by 1985, to Haidana Island opposite Porebada Village, west of Port Moresby. Coral reefs would form part of the foundation for the new strip, and a causeway road would be built a short distance to the mainland at Porebada. The Department of Civil Aviation already has a \$13,000,000 investment in the existing Jackson's Strip, and much of the total Port Moresby development plan will hinge on DCA's decision (or otherwise) to go along with the plan. Existing Jackson's Strip would be turned over for housing.

- All new suburbs (both for the 10-year and 20-year projections in the plan) have been designed for an urban community short of personal transport, and generally unable to afford regular public transport. The suburbs have been designed as self-contained livework areas, so that people can get to work on foot.

- Government headquarters, Konedobu, should be shifted towards the proposed city centre on Waigani Drive.

Overall, the plan is to get the business and commercial centre away from the restrictions of the existing Port Moresby peninsula, and into the university valley, and into the new centres of native population.

- Jackson Webb is an American who has a soft spot for the Cooks but is horrified at the problems he sees there. He sees the "garbage" of civilisation in a once un-spoilt island. It's not a new point of view, but he puts it well.

Modern life (Hondas and DDT) has been unkind to the Cooks

Over this past year in the Cook Islands, and particularly now that my own departure-date approaches, I feel a deep concern for what I have seen here. Now that I begin writing about it, I find that I constantly return to the word dream: dream-like, dreaming.

Not in the sense of a sleepy, easy life in the sun. But rather in the context of some unreality about the place, some kind of surrealistic dream-game in which the movements and sounds don't fit the objects. Slowly it takes shape in my mind as the past and, moreover, the present tragedy of all Polynesia.

You see it in the trading company stores, where the worn and gloomy clerks are standing dully, uncomprehendingly, under shelves filled with gay cheap goods. You see it on the deserted airport runway in Nikau village, where the tiny dots of children are running on the cut grass.

Or in three women riding glumly on a shiny blue Honda. Drums and drunken shouts and whoops mixing with the Sunday church bells. A gala opening of the new National Bank branch in an insanely beating rain. A sad, bewildered crowd of rainbow-coloured skirts and shirts under Soviet-like posters advertising the nightly American murder movies.

Concrete houses

A thatched *kai* cooking shack and an orange-flowering flame tree behind a new concrete-slab house that is ill-suited to the climate, already gone old and sordid. A gang of stone breakers wearing flower-leis.

A statistical sort of dream is dreaming the Cook Islands these days. Even here, nobody quite believes what is happening. Sometimes it's like a good joke: just \$40 down and ride away a motorbike. Which is rather wonderful, when you don't think about it. One day you're riding one of the broken-down ponies from the village graveyard; the next day, you're on a new motorbike that they say is yours. There are almost 2,000 motorbikes in Rarotonga alone.

Or you can build a cement or pasteboard-and-tin house in just a few days on government loan. Cheap and no leaks. The trading company of your choice will deliver the materials right to where your front door will be. A liquor store and two or three movie houses for every village. Just like New Zealand, only with the tropical sun and sea. Maybe even better than New Zealand. Almost America.

But other times, as with any good thing, the new dream-life sticks in the throat. The gossipy, quasi-segregated European clubs, which offer a funny brick and tin parody of British India, could, I think, be called eyesores on two or three counts.

Tourist "boom"

And the international jet airport scheduled for mid-1972, the real *coup-de-grace* to the islands' precarious individuality, and the forthcoming tourist boom, are sure to bring higher prices and a new money-classed society. Natives, in their easy, slow native way, are just beginning to realise it.

Then, as always, there are the myriad larger problems of the modern age coming upon an undeveloped place in a haphazard, self-interested rush. But these problems are still very hazy.

For example, who can say what will be the longrun harm of the nutrition-robbing chemical fertilisers that are being added to the soil of the government plantations? What will be the damage of even the most enlightened use of DDT and the dieldrin agricultural pesticides which arrive in bulk from New Zealand, though they are considered dangerous enough to

be prohibited there, and in England, and in America?

Already one is lucky if one sees even a tiny prawn in Rarotonga's poisoned inland streams, let alone in the lagoon, where fishing, which until quite recently was a major source of natural food, has now stopped almost completely. What about 10 years from now? What about next year?

What will be the effects of the mammoth Hong Kong concern slowly, quietly buying up control of various Cooks' trading facilities? I don't know myself, specifically.



A Rarotongan gets ready for dinner, with European utensils.—Photo by Robert Johnson.

Still more important, what is being done to keep the old Maori customs and language alive through this storm of questionable modernities? Where are the beautiful woven mats, wood carving and tapa-cloth making of even 20 years ago?

Are pearl shells, flashy professional island dancing teams and New Zealand-trained Maori policemen and clerk-politicians the only items deemed worthy of cultural exchange between the Cooks and the outside?

Who, in fact, is watching the overall future of the Cook Islands in any selfless sort of way? New Zealand? Australia? The United Nations? The childish new self-government?

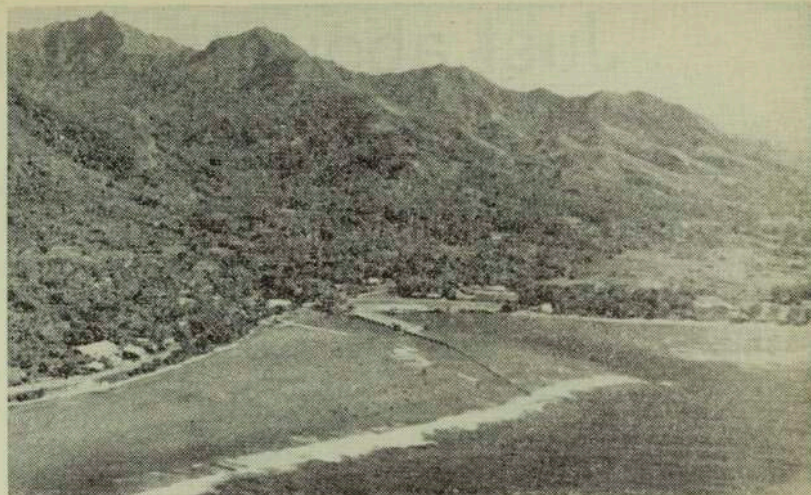
Or the hordes of international developers, speculators, draftsmen and engineers pouring in and out of the little white Hotel Otera? The soul of the place seems to be slipping through many busy fingers.

Ironically, it's the outlying places of the world like the Cooks that seem to most violently register the good and bad currents of the time.

"A new torpor?"

Why? Because they are most easily persuaded that this empty, ulcer-ridden age of ours is the *maxima* of all human achievement. They are persuaded that they now can and must hurry to catch up with the time, and they accept in blocks and wholes what they physically need to do it.

Here, the few long-time European residents say that much of the fault lies in the premature self-government, established in 1964. It may or may



not be true. They talk especially about a new torpor and hopelessness — almost a self-mockery — that has settled over the islands, despite their faster pace of life.

The fields lie fallow, either from the unfamiliarity or unwillingness of the new generation to work them. There are actually shortages of breadfruit and coconuts. The population is now almost wholly dependent upon inflation-prone, imported tin goods. The effects of this vastly poorer diet, which includes an upsetting amount of canned dog food, are just beginning to be seen.

Wider-spread theft of an almost eerie cleverness is prohibitive to owning much of anything. And lastly, perhaps most indicative of all of the future, it's well-known that one's fastest way out of the Cook Islands is to publicly come up against this

● Avarua Harbour in Rarotonga, with its magnificent backdrop of rugged mountains. Who is keeping a selfless watch over these beautiful islands? asks Jackson Webb.

increasingly nepotic, little government.

Again, I realise it's a matter of outlook. To me, there are both large and small forces that shape a setting.

The little forces are more or less administrative, treating, or not treating, the hydra-head problems of everyday civil life. The larger forces have to do with the whole will of the time, what it values and what it's prepared to discard.

Since the early 1800's there's been no looking back for Polynesia. The past has been annihilated by greed, disease and religious opportunism. Today there are simply no precedents.

Nutrition problem: Child deaths

From a Rarotonga correspondent

Rarotonga and Aitutaki islands are experiencing a major epidemic of gastro enteritis, which has already caused the deaths of nine children.

The outbreak is the result of malnutrition among the children complicated by a recent epidemic of measles, said the resident doctor in Aitutaki, Dr. Terepai Maote. Extra medical staff and drugs have been sent to Aitutaki to assist him.

In Rarotonga, public funds have been raised for the purchase of milk powder for undernourished children and the Child Welfare Association is organising meetings in clinics to instruct parents on facts about nutrition.

Meanwhile the Health Department

has updated its estimate, made in February, that 60 per cent. of children of pre-school age in Rarotonga are undernourished, (*PIM*, April, p. 102). Its survey has found that over 80 per cent. are undernourished, and that a greater proportion than had earlier been estimated are suffering gross undernourishment. Children suffering from malnutrition come from well-to-do families as well as poor ones, which indicates that ignorance and wasteful spending are factors.

Culture broken

With the cultural backbone broken, with its rich artistic and ritualistic sources of life cut off at the quick, what can the South Sea peoples do but turn completely, desperately to the present?

This, I believe, is the key to understanding the real modern-day pathos of the Cook Islands, known too long as the last "unspoiled" place in the South Pacific. It is a baffled gullible child that needs protection.

There are few warm scenes of warm family life here. These people are simply taking what they are given, irregardless. And unless there is some kind of conscientious supervision, the harsh climate of this time will decide again and again what that will be.

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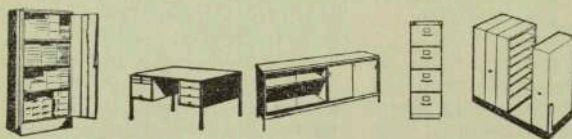
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TOURISM NOW ISN'T A DIRTY WORD IN THE COOK IS.

The Cook Islands, the only nation to bear the name of Captain Cook, won itself a fair share of attention during the Cook Bicentenary celebrations in Sydney in April—thanks to Cook Islands Premier, Albert Henry.

Mr. Henry and his wife paid their first visit to Sydney at the invitation of the bi-centenary organisers, and the Premier soon became a well-known figure as a result of Press, radio and TV interviews and public appearances at the theatre and department stores in support of the Cook Islands National Theatre, whose dancers were also in town.

Mr. Henry was guest of honour at the premiere of the National Theatre in Sydney, and a fortnight later was still in Sydney to farewell the team as they made a barnstorming series of one night stands in the country and interstate.

Mr. Henry got himself a good Press on the day of his arrival by Air New Zealand, when dancers gave him a colourful welcome at the airport while the television cameras whirled. At a news conference there he told reporters that one of the reasons he was in Australia was to tell people where the Cook Islands were, as he suspected Australians had never heard of them.

"We know New Zealand very well, but we don't know Australia, and they don't know us," he said. "The world has got smaller, and the Pacific basin has got smaller. It is not now a case of the South Pacific or the North Pacific.

"One Pacific"

"The Equator is not a dividing line. There is one Pacific, and we smaller nations have been given the right to plan our future, and we think there must be togetherness in the Pacific. The Cook Islands have had no relations at all with the Australian Government—these are handled through New Zealand—but as a responsible person I also want to make my own contacts for the Cook Islands."

Mr. Henry said Australian audiences would be fascinated by the National Theatre dancers, but it was not his government's intention to export them. They were a sample of what tourists could expect to see in the Cook Islands by going there

themselves. The international airport at Rarotonga would open by the end of 1972 and the Cooks were now gearing up to welcome visitors.

Mr. Henry agreed something of the Cooks would be lost with tourism—"that unexpected leaves are often blown into your living room when the windows and doors are open wide, and we are opening ours very wide to the winds of tourism—perhaps too wide". But it was a risk he was prepared to take. It was inevitable there would be changes. Every time he visited Tahiti he saw something different which was not Tahiti—although he still continued to see the real islands outside of Papeete.

Tourist plans

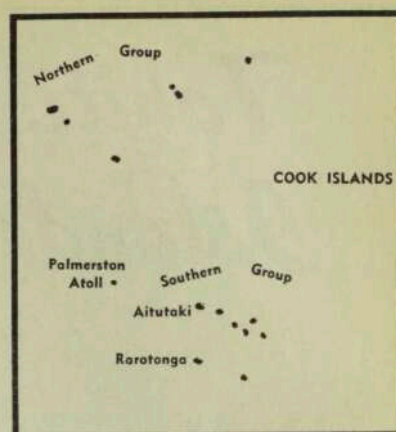
At other interviews during his visit to Sydney Mr. Henry said he hoped to have 400 hotel and motel beds available in Rarotonga by 1972, in time for the opening of the airport. He planned three types of accommodation—beginning at \$3 a day, with \$8 to \$9 as a medium bracket, and \$12 to \$14 a day for high-class accommodation.

The government had almost finished putting in transient accommodation for 75 at Aitutaki, for aircraft passengers using Aitutaki when Rarotonga airport closes in about three months. And in the meantime Air New Zealand would fly to Aitutaki every four or five weeks, using either Electras or Hercules. An overnight voyage to take outgoing passengers and pick up incoming ones would be operated from Rarotonga by the *Moana Roa*, and the passengers would possibly spend the night at the transit centre.

When the international airport was opened the transit centre would be upgraded to full hotel standard, and possibly leased to private enterprise.

Mr. Henry said an internal air service would come with tourism. Air New Zealand would operate it and airstrips had been surveyed at Mangaia, Atiu, Mitiaro and Mauke.

Although Mr. Henry made it clear



that tourism was now being looked upon by the Cook Islands Government with a most friendly eye, the details of what accommodation will be available, and of who will build it, are still unsettled.

But it looks as if two new hotels will be built by 1972—one to replace the present government hotel, the Hotel Rarotonga, and another new one on one of the beaches. Private enterprise will certainly build the beach hotel, and Mr. Henry would like to see the Cook Islands Government and private enterprise combine to replace the Hotel Rarotonga, but he is not insistent on this.

It has 40 beds at present, and it has been suggested that another 140 beds be built on adjoining land by 1972.

PIM understand there are at least four groups interested in building Rarotonga's new hotel accommodation in time for the tourist influx. Besides the Cook Islands Government, they are Air New Zealand, a New Zealand firm Campbell and Ehrenfreid, the Cook Islands Trading Company and Travelodge Australia. But at least one other New Zealand hotel chain, and a British chain of hotels are also understood to be interested.

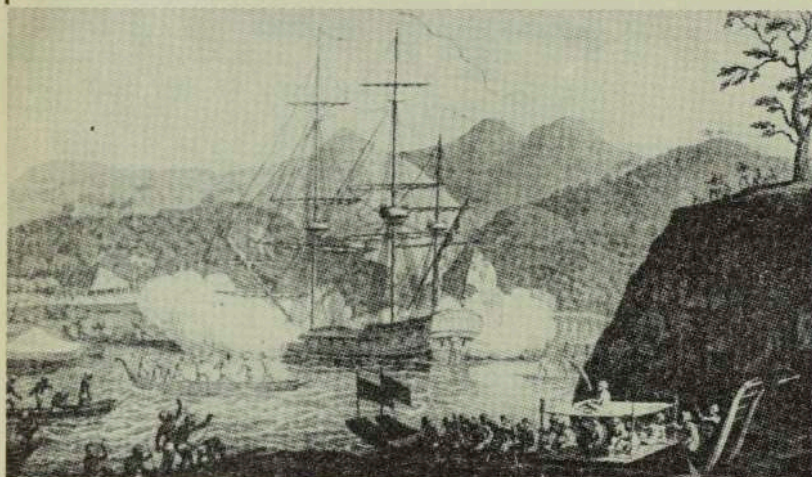
Land interest

Some of these groups, led by Air New Zealand, last year had a New Zealand firm, Environmental Research Ltd., make a lengthy study of tourist potential, but Travelodge Australia is considering asking for its own feasibility study, to be undertaken in the next three months. Travelodge is not likely to make a definite proposal until it gets this report.

Within the Cook Islands there has been a rush for land and negotiations for hotel sites are still taking place. The Native Land Court has been

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swamped with hundreds of applications from landowners and others seeking occupation rights, and other legal rights. A correspondent says that, nevertheless, most Cook Islanders only have a vague understanding of what tourism will mean when it gets into full swing.

Sites being looked at for development are the beautiful lagoon and beach area at Muri on the east coast of Rarotonga, and the McKegg leasehold in Titikaveka fronting the wide southern lagoon and reef flats. There has also been interest in a site in Arorangi, on the west side, for the development of a resort hotel.

Fullscale work on the Rarotonga airstrip will begin in the next few weeks. It's expected the contractors, Gammon and Milne, will use about 180 men for the construction, and many others will be needed, of course, when the hotels are being built.

Hotel training now

Present public accommodation in Rarotonga is only 40 beds at the Hotel Rarotonga and 30 other beds at several private motel units, all but one owned by Cook Islanders.

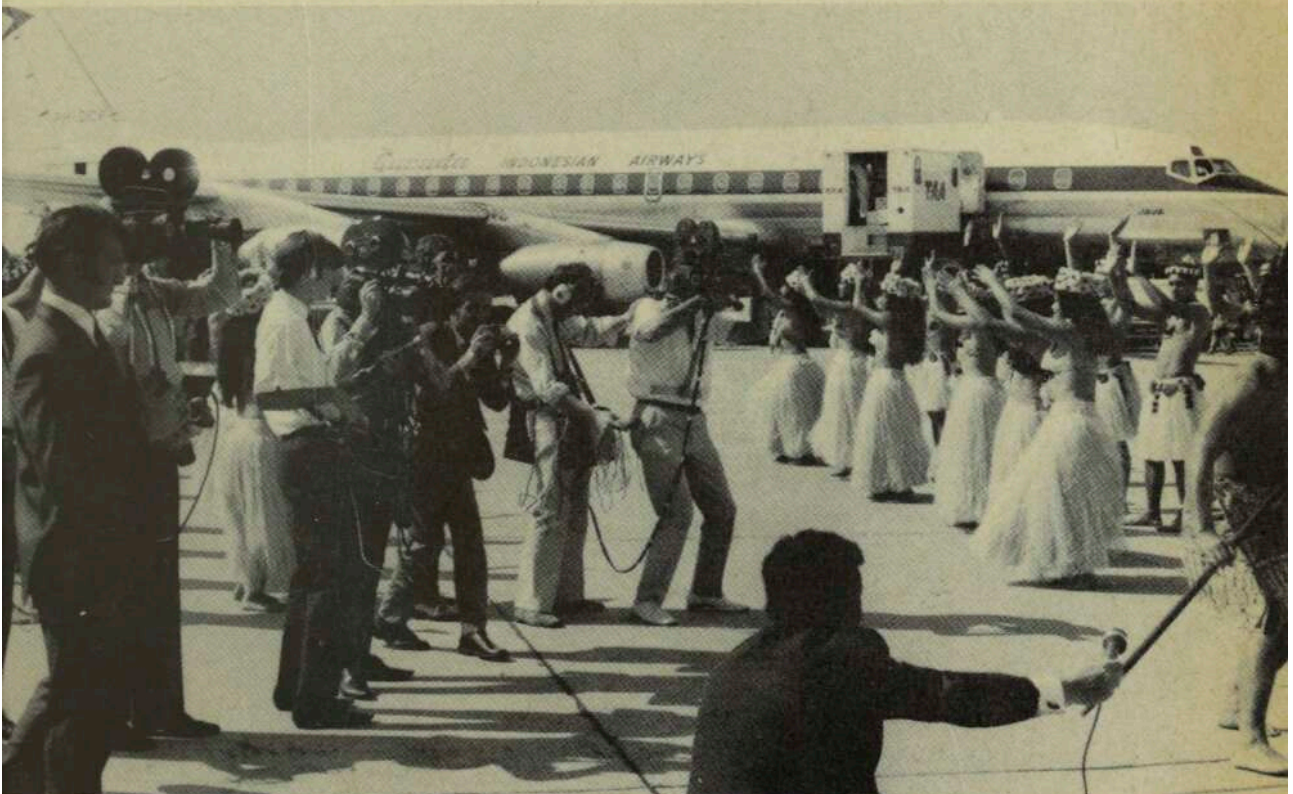
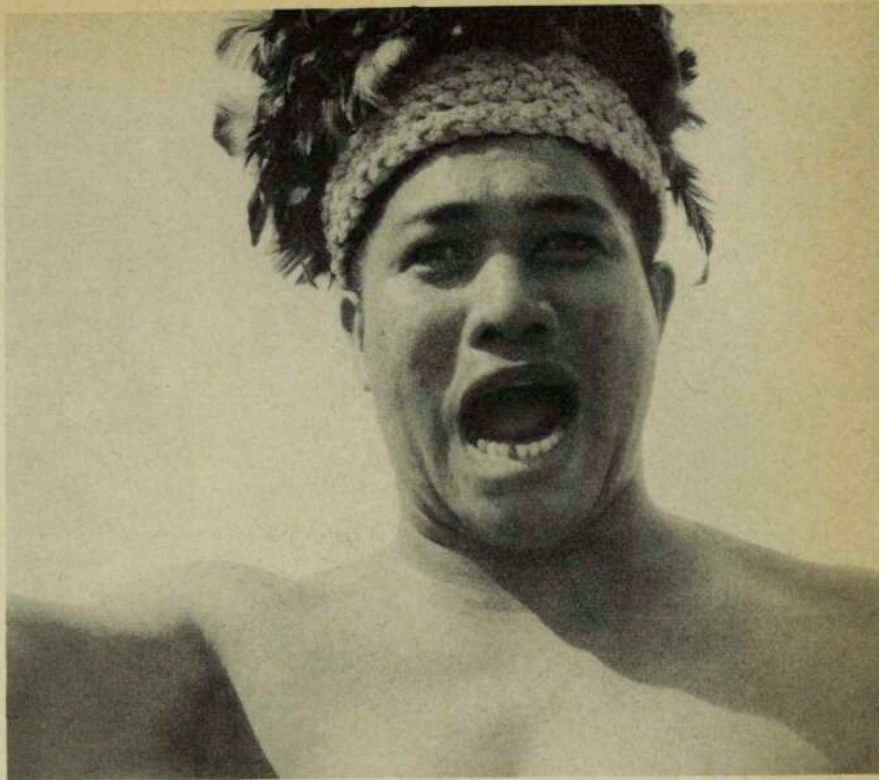
The Cook Islands Tourist Authority is gearing up for the 1972 influx. The authority, whose general manager is Arthur Heim, licenses hotels, restaurants, nightclubs, etc. The assistant general manager, Percy Henderson, said in Sydney in April that the authority could control the numbers of tourists by restricting the numbers of rooms being built, and thus help to prevent things getting out of control. The authority's policy was to see that tourist accommodation was designed to fit in with the local atmosphere, and it would not allow buildings more than two storeys high.

Added Mr. Henderson, "Three years ago, tourism was a dirty word in the Cooks, but now it is accepted. We don't intend to make the same mistakes as others. Control of architectural design will ensure that Rarotonga is not another Norfolk Island".

Mr. Henderson said the authority had already started hotel training courses — conducted by two experienced overseas people. The old hotel was being used as a training ground for waiters, housemaids, receptionists and barmen and those who passed the course would be given diplomas. The Tourist Authority would recommend only those with diplomas when new hotels wanted staff.

Islanders in Sydney

The 34 Cook Islands' dancers who, in Sydney in April, staged the world premiere of the Cook Islands National Theatre, were personally as popular as their show. The Cook Islands Theatre was formed by Sydney dancer Beth Dean and her husband Victor Carrell, assisted by Cook Islands Premier, Albert Henry, and a host of islanders with skills and local lore. They staged traditional dances and their colourful costuming made a special impact on Australian theatre audiences. Below, TV and Press photographers were out in force at the airport for the dancers. At right, dance leader Ota Joseph warms up.







The traditional method of Tongan appreciation — placing cash in the bodice of the prettiest dancer. This young lady (left) picked up quite a few Australian dollars before the end of the evening.

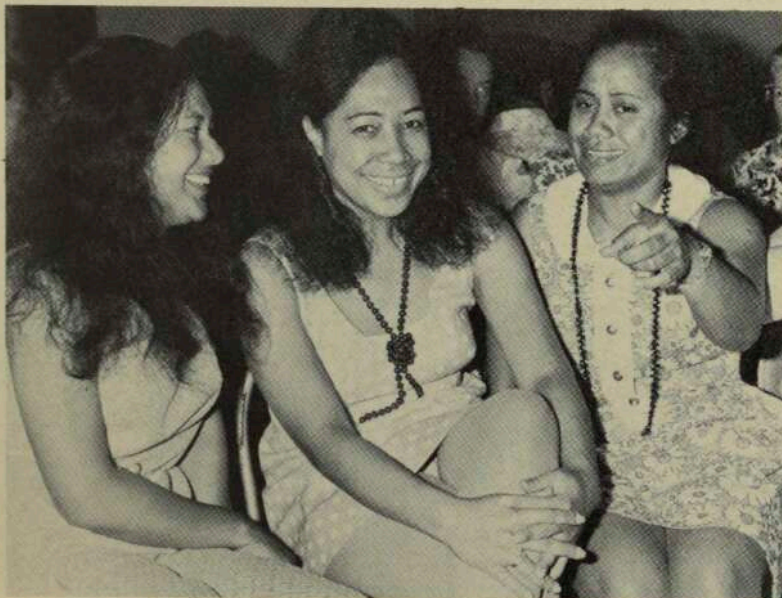
One of the prettiest dancers, was this enterprising young lady (right) who used a beer can to throw some light on her dance.

Bottom left, three Tongans taking a breather between dances, are obviously having a whale of a time.

Assistant secretary to the Tongan Government, John Kite (bottom right), relaxing on the dance floor. John was in charge of the Tongan group in Sydney—and a good job he did.



Pictures on this and preceding page by
BRUCE ADAMS.





In Fiji's interior

In the deep interior of Vitu Levu, Fiji, two girls walk from their village bearing clay pot gifts for a wedding feast. These Fijians have always lived harmoniously with the country's Indian population, but, writes John Griffin on the opposite page, in the towns it can be a different matter. Picture by Sheree Lipton.

"FIJIANS AND INDIANS MUST MAKE FRIENDS: IT'S THE ONLY WAY!"

By JOHN GRIFFIN

Covering as it does more than a third of the world, the Pacific is big enough for several island groups to legitimately style themselves "crossroads". However, none is better located or suited for the role in the South Pacific than the British crown colony of Fiji. It lies both on the border between Polynesia and Melanesia by the International Dateline, and between Hawaii 3,000 miles to the north, and Australia and New Zealand closer to the south.

Fiji has some 800 islands and islets with a total land area of 7,095 square miles, slightly larger than the Hawaiian chain.

Most of the islands are low coral atolls or limestone dots, often suited only for the growing of palms. Only 100 are inhabited. But Fiji also has "high" islands, built not just by gushing volcanoes, as in Tahiti or Hawaii, but also by great upthrusts from the ocean floor.

These mineral-rich "continental" structures are another mark of Melanesia.

Two of these islands, Viti Levu and Vanua Levu, dominate the area in size and economic importance; they have about 90 per cent. of the total land area. Some three-quarters of the colony's population lives on Viti Levu ("Great Fiji"). The capital and only major city of Suva, with 55,000 people and a fine harbour, lies some 70 miles across this circular, mountainous island from the international airport at Nadi and other larger towns of the coastal cane-growing area.

It's population embraces the economically and politically commanding Europeans, the Indians, Chinese shopkeepers and traders, part-Europeans who over several generations have become a local sub-culture, Polynesian natives of nearby Rotuma which is a dependency of Fiji, and a variety of other Pacific Islanders.

Latest population estimates a 513,000 total, broken down this way: Fijians 215,000, Indians 257,000, Europeans 12,000, Part Europeans 10,000, Rotumans 6,000, Chinese 5,400, other Pacific Islanders 6,600.

It's important to note that the immigrant Indians now make up just about half the total population while the native Fijians are a 42 per cent.

* John Griffin, of the "Honolulu Advertiser", wrote this report as an Alicia Patterson Fund winner. Fiji's constitutional future is at present being discussed at an important conference in London.

minority. But more important is to understand that this is a multiracial society not really integrating yet. It is not a Hawaii situation where Hawaiians have become a colourful but depressed and relatively un-influential minority. Fijians may eat Indian curry; Indians may sometimes take to the Fijian drink of *kava* or *yaqona*; all may like British tea and Australian beer. But the hard goals here now still involve setting up

means for peaceful coexistence that can lead to a more hopeful future.

So it is that race is the touchstone of almost everything else in Fiji today. It is possible to sensationalise the situation. One can exaggerate Fiji's tensions when in fact it may be the lack of them is more notable, considering the situation; the average visitor is hardly disturbed.

Still it would be both perilous and impossible not to underscore the deep concern about Fiji's racial situation. There is plenty of public lip-service to the idea of togetherness, but privately there are also plenty of statements such as these:

"We have been pushed back enough. The time is coming when we will have to take care of them with this," says a Fijian worker holding up a fist and indicating towards a couple of Indians drinking down the public bar.

"We may have to get tougher"

That Fijian worker may have been drunk and poor but he was not alone in his opinions. Two days later in an airconditioned office a respected Fijian chief and leader said very soberly: "It looks like we may have to get tougher. The Indians must see that one alternative they face is getting booted out . . . There could quite easily be trouble".

A top Indian leader expressed concern that so many of his people were leaving Fiji out of uncertainty, concern for the future and a shortage of opportunities. Yet he and others stressed that the big majority of Indians saw their future as people of Fiji, and, contrary to what some others might say, were not afraid to fight for their rights if necessary.

One of my more memorable meetings was with an American with much experience in the islands. For an hour he told me about Fiji's great economic prospects and the part he hoped to play. Then as we parted he

JOHN GRIFFIN SAYS . . .

Fiji is not like other Pacific places for several reasons besides the fact of its immigrant Indian majority. Though linked with neighboring Polynesia, it is really the beginning of Melanesia, the big, dark islands of the southwest Pacific that contain most of Oceania's people and natural wealth. And, as the saying goes, Fiji is a political colony of Britain and an economic colony of Australia—as well as a partial cultural colony of New Zealand which has strongly influenced the educational system.

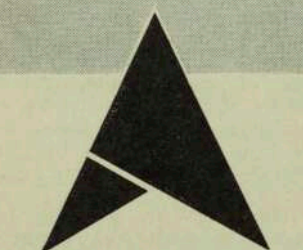
Perhaps the two most common judgments about Fiji in recent years are these: Violence is almost inevitable between the native Fijians and the Indians—a South Sea Cyprus situation, and, Fiji is in tourism going to be "the new Hawaii", with the prosperity, pressures, and social dangers that implies. Although the two points don't seem compatible, both could happen; certainly the ingredients for both are there as independence approaches and big tourism gains momentum.

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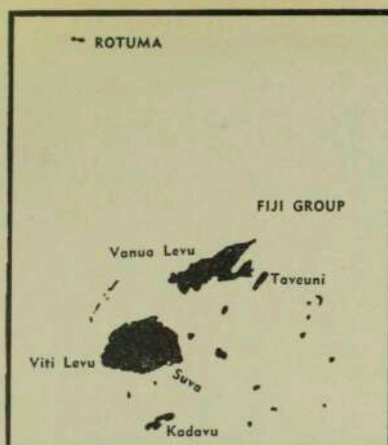
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added: "There is going to be trouble here some day. I only hope it will be over quickly and will teach them a lesson that will last for 30 years".

Another dimension was added by the wife of a prominent local European politician, who with her husband nodding assent said: "Most of the Fijians still show the old respect. But there is a rise of anti-Europeanism here that I find disturbing".

On a more fundamental level, there is the remark of an anthropologist who has lived in Fiji and studied the various Pacific peoples: "I don't think you will find two less compatible races in any one place than the Fijians and Indians. They really aren't attracted to each other".

"Religion, not race, is the barrier"

These differences run through race, type of culture, language, economic specialisation, school systems, and religion. ("It may be that religion rather than race is the big barrier," says one social worker "Virtually all Fijians are Christians, mostly Methodists. But only 2 per cent. of the Indians are Christians. The rest are Hindus or Muslims").

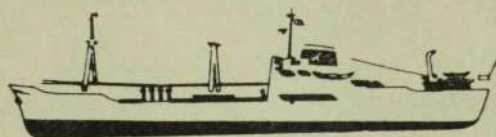
Everything considered, relations between people of two races have been mostly peaceful, especially among the rural Fijian villagers and Indian cane farmers. "You might say the people at the bottom get along while we at the top feud about their future," said one leader. Said a European who works closely with all races: "In Suva and the towns there is division. People manage to work together on the job. There is some playing together in sports, but very little in social life. Attitudes are still far apart".

Fijian attitudes have been shaped by a mixture of cultural pride and

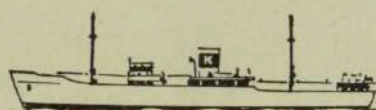
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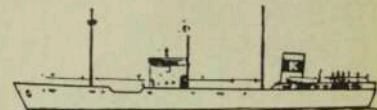
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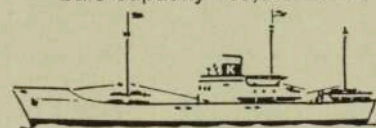
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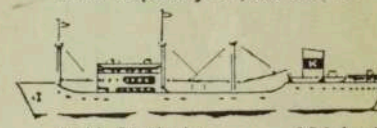
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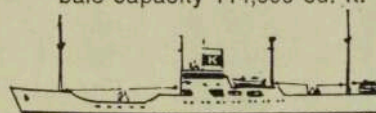
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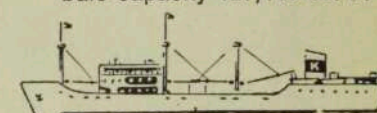
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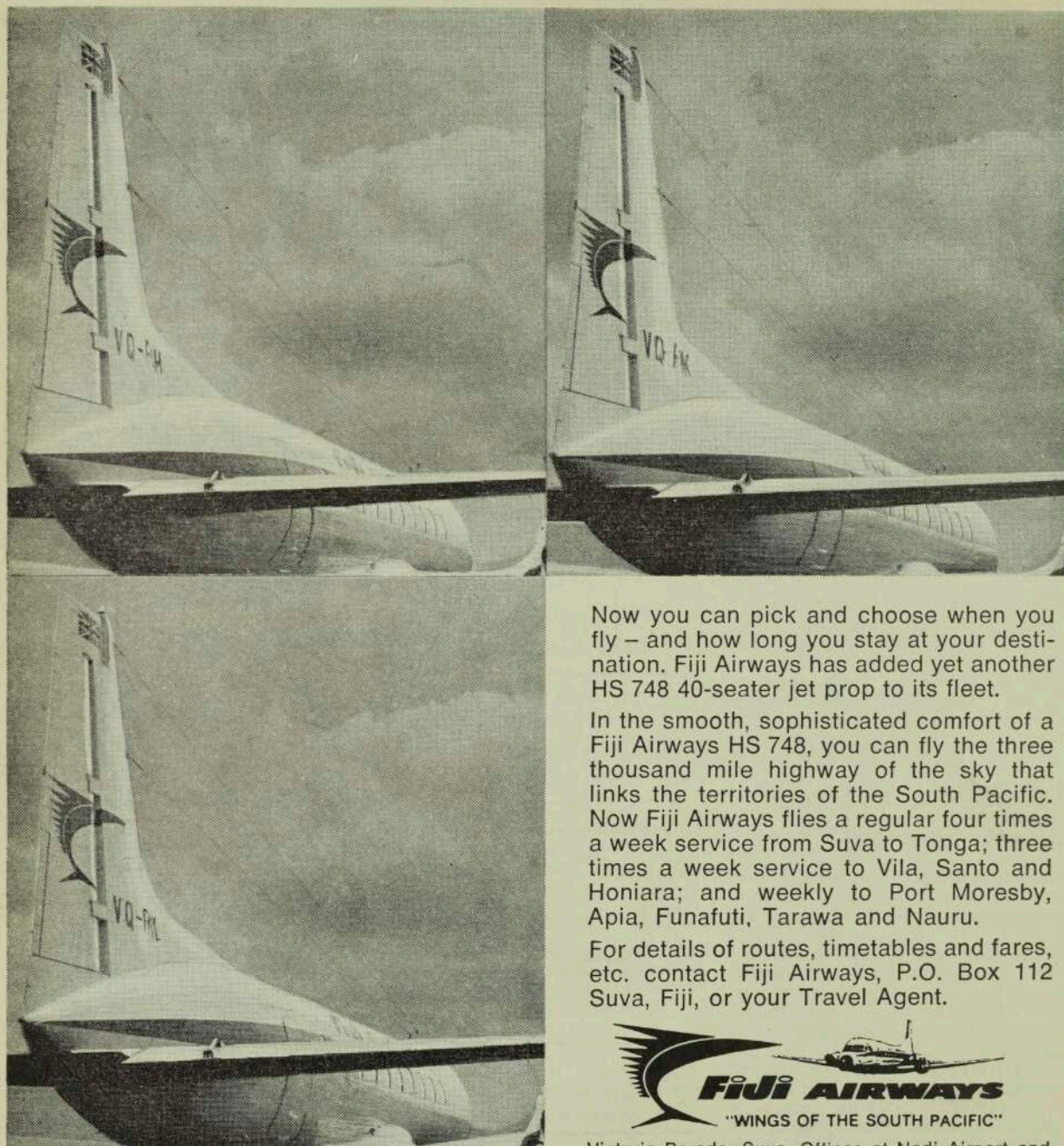
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British paternalism. Traditional Fijian society is a Polynesian-Melanesian mixture. Its elements include rule by hereditary chiefs in various rankings, elaborate ceremony, large family units in rural villages, communal ownership of land, subsistence farming, and a share-and-share-alike philosophy towards work and material goods. It is an integrated, tradition-bound culture, one poorly equipped to cope with influences of the West.

For most of the past 95 years, British policy has been a mixture of first trying to preserve Fijian tradition and, more of late, helping Fijians meet modern challenges—admirable goals some see as cross purposes in practical effect over the years.

A safety valve for Fijian frustrations

To pursue them, the British, shortly after taking over, set up a separate government within a government for Fijians. At the top of this tradition-based Fijian Administration is the Great Council of Chiefs which reviews any government proposals relating to Fijians and sends two members to the legislature. There is no doubt this system has preserved much of the Fijian communal social structure. It may now act as sort of a safety valve for Fijian frustrations.

But the system has also been more of a security blanket than stimulant. Says one important chief in the government: "It was a device where we came to let the British guide and protect us. Today our people lack the initiative to co-operate in a positive way against outside forces".

One vital fact is that because of strict no-sale laws Fijian family groups still own 84 per cent. of the land. "That's fine," says one young Fijian official. "But what you sometimes see is Fijian villagers almost surrounded by their own land they had leased to Indian cane farmers. They can't get it back or sometimes even get on it—except to work for the Indian cutting cane in season for 50 cents a day. And the tragedy is a lot of Fijians are content to do just that".

Patterns are changing, of course. It's estimated that more than one quarter of the Fijians are living outside the strict ties of traditional society. Some have managed the important transition to success as independent farmers. A few are successful in professions, and a



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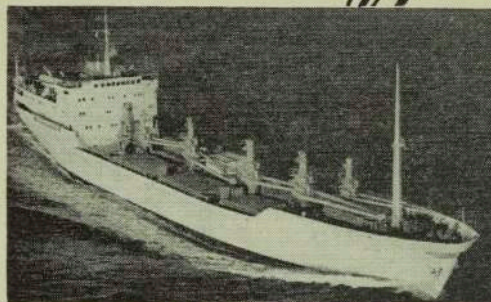
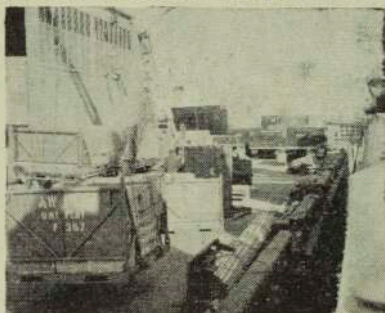
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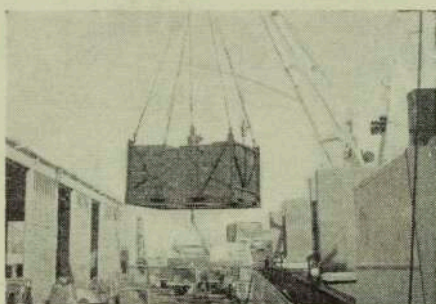
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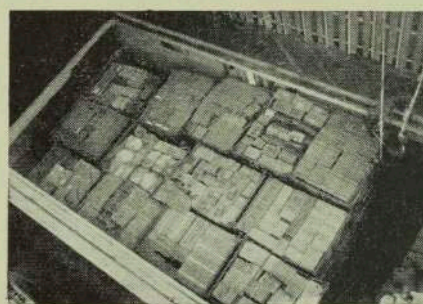
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number are high in government. Others have become urbanised workers in industry.

But many are in a transition period that means social and personal problems. Statistics tell part of the story. With just over 40 per cent. of the population, Fijians make up 72 per cent. of the inmates in prison. Some 81 per cent. of all liquor offence convictions last year involved Fijians. A college-entrance-type examination saw 246 Indian candidates and only 29 Fijians. Of these, 65 per cent. of the Indians passed while only 45 per cent. of the Fijians got through.

Behind this are the difficulties of a people bred to a communal village culture but now faced with the challenges of a materialistic society with its different concepts of money, debt, and private property. Not only do working Fijians often face demands to share their affluence with many relatives, it's also said many have a "big spender" compulsion to impress family, friends, and outsiders. In this, they are a people generous to a fault.

"Things have turned out against him"

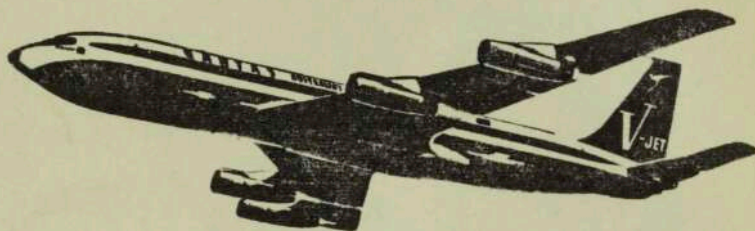
Most notable to me in 1969 was what seemed an increasing Fijian bluntness in concern about their condition in relation to both Indians and Europeans.

Wrote a young Fijian intellectual who graduated from an overseas university "The average Fijian is taking stock of his position, and inside he is aware of how things have turned out against him. The gravity of this development process should not be underestimated . . . The Fijian sees himself increasingly as a loser . . . With their political awakening, the Fijians are becoming increasingly aware of the adverse economic position of their community . . . They used to be poor men in a poor country; now they are poor men in a relatively rich country. Such a build-up provides conditions conducive to the growth of Fijian nationalism".

On a more grass-roots level, a moderate and thoughtful Fijian district officer in a rural region commented: "Fijian feelings are strong but submerged. We smile, are polite and cheerful, and pretend all is well. But inside, underneath, is a powder keg, to put it mildly. The Fijian is becoming more aware of politics and realises he is a cornered man. He is backed up and worried. This will come out. There will be trouble in one form or another . . ."

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Ratu Mara.

awareness, and so to the attendant tension in 1969, was *The Nation*, a magazine of the ruling Alliance Party which is directed by relatively moderate and progressive Fijians (although with varying European influence). The hired editor of the new magazine in 1969 was David Seidler, a young American TV producer who had lived in Fiji before. His style was outspoken, but there was no doubt the important articles were cleared and intended almost as informal leadership statements.

"If the Fijians were to burn Suva . . ."

In May, for example, there was a controversial piece advocating "Fijian Power", which began with the following statement made in 1959 by Ratu Sir Kamisese Mara, Chief (Prime) Minister and head of the Alliance Party:

"If the Fijians were to burn Suva to the ground they would lose nothing. They would gain by destroying the records of their debts."

The article went on to spell out demands for "discrimination for Fijians", a higher percentage of jobs, business licences, and scholarships to help close the gap. It said: "Fijian Power" is not meant to set Fijians against Indians and Europeans. The hatred and violence witnessed in other countries must be avoided at all costs. The cost is aiding the Fijian 'have-nots'.

"There can be no stability in Fiji until the Fijian feels secure in his own nation. There can be no racial

equality until all races are indeed equal."

Many in Fiji's powerful European establishment, including some in the Alliance Party, were disturbed by the American Black Power overtones and various other suggestions that the Indians are hardly solely to blame for the situation of the Fijians today. But more important is the feeling that such articles articulate a body of growing militancy among more educated Fijians.

The old *ratus* or chiefs were not being pushed aside; if trouble really came, their power as leaders in the hierarchical system would be important. Ratu Mara added to his

high chiefly credentials with new titles last year.

Still the biggest and most positive changes, involved Fijian nationalism in the competitive area with other races. Dangers were apparent, but so was a hope to break the old cycle. At any rate a Fijian legislator seemed to be stating a hope as much as a fact when he said "The old polite Fijian is on the way out".

The Indians

Importing Indian labour was a concession to European sugar planters. There was an understandable side:

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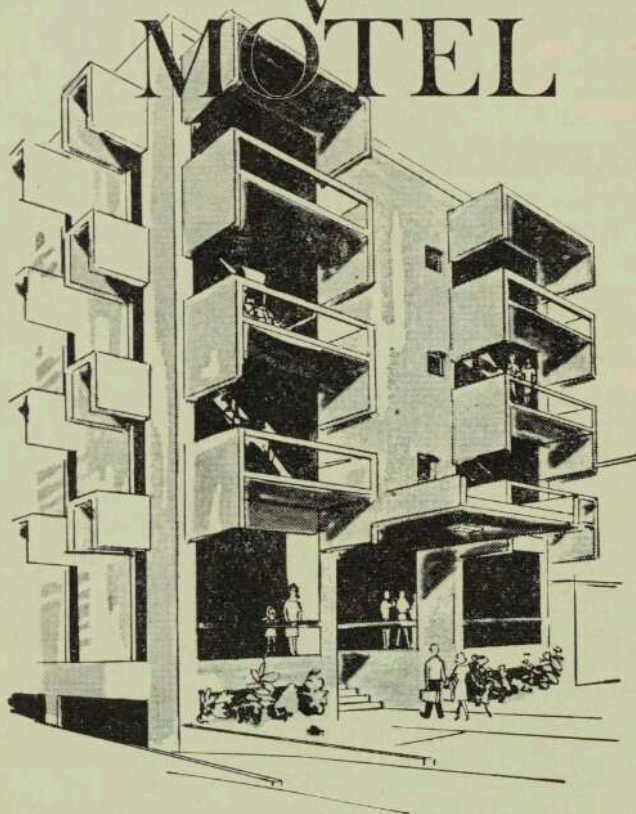
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British policy was for colonies—even this colony by invitation—to be as economically self-supporting as possible. Fijians did not like sugar plantation work and did not have to do it for survival. In fact, a British aim was to protect them from being turned into what was termed "a collection of migratory bands of hired labourers".

So unsuccessful Fijian communal plantations were started. And, after a period when other Pacific Islanders were tried, the ambitious and impoverished Indians were imported from their homeland to work for Europeans.

These men and women from various areas of India came as indentured labourers under a system that developed abuses and hardships. Still most stayed after their contracts expired. After 1916 when the indenture system was broken up they became small tenant farmers, growing sugar on land leased from Fijians or the big Australian company that controls milling and marketing.

But increasing numbers have gone into the trades and service industry, dominating such fields as rural retail sales and road transportation. In addition, small but important groups came as free migrants, notably Gujarati businessmen from around Bombay.

Indians should never have been sent?

It's possible to argue that Indians should never have been brought to Fiji, that the seeds of potential racial tragedy are not worth the economic advantages. But the dominating fact now is that over 90 per cent. of Fiji's quarter-million Indians were born there, and the great number see their future there.

If Fijian culture looks both very fragile and deceptively simple, Indian society in the islands presents readily apparent contradictions. This Indian community is far from homogeneous and unchanged. The original immigrants came from several areas in India. Most were Hindu, but perhaps 15 per cent. were Muslim and a small number Christians.

Although these religious differences continue, the Indian caste system was broken almost immediately by communal conditions on immigrant ships and in the crowded, inadequate barracks on the plantations. There is a wide range of Indian attitudes among such diverse people as the "shirt tail farmer" scratching out a living on marginal land, the more prosperous cane farmers with set

leases on good land, the poor urban cab driver, and the fat cat owner of stores and other business, between the young student and his parents.

Indians themselves make the point they are a people given far more to splitting into factions than to unity. In fact, it's felt the key element in Indian economic success is his ability to operate as an individualist.

"Is wanting to survive wrong?"

Still it's hard not to think about "the Indians" as a group. With thousands of years of tradition, the umbrella of general Indian culture remains in such things as religion, food, dress, and general togetherness; European policy and Fijian fears have reinforced it. In a basically communal election system, it is not surprising to find evidence of Indian bloc voting. No matter what divides them, many Indians can still see a threat to them as a people in Fiji. "I was born here," says one young Indian. "Is wanting to survive and live as an equal in my own country so wrong?"

Some Indian statements reflect a superior view over Fijians. "Can you imagine looking as they did for somebody to give your country to? This is the chief and culture they look up to?" "If it were not for us Indians there would be grass growing in the (British) governor's bedroom."

Both statements came from Indian leaders, but they are balanced by other more public remarks that Indians recognise Fijian historical rights to the land and their need for special help in catching up.

"Our people have never set out to harm the Fijians in any way; if anything, we have helped them," says a top Indian leader. "All we want is to be equal, to be part of things here."

"Fiji for the Fijians!"

If oversimplified, that seems reasonable enough. In fact, the present constitution guarantees citizenship rights to local born residents. Most Fijian leaders recognise the Indians are there to stay. But there are leaders—even moderate, respected leaders—who in anger and frustration at times talk of "Fiji for the Fijians", of somehow deporting the Indians.

Thus, if the Fijian fears domination in his homeland, meaningful survival as Fiji citizens is a question for many Indians. "Balance" and "equality" have long been key and often conflicting words in a Fiji situation where Europeans set the rules; now as self

government approaches they are taking on new and added importance.

"When you talk about Europeans in Fiji," said a leading local politician, "you've got to be careful to say which one". It's a worthy point. Historically, the mixture includes escaped criminals, shipwrecked sailors, missionaries, blackbirding slave traders, honest and adventurous planters and businessmen, deadbeat officials and dedicated civil servants.

Today the group counts modern versions of the same types, plus fourth or fifth generation local Europeans called *Kai Viti*. Although the British presence is much diminished—94 per cent. of the public service is now local born—there are now more Europeans in Fiji than ever before, largely Australian and New Zealand

businessmen or hired government workers.

Money, power, western skills and prestige have long given Europeans a dominant influence far beyond their relatively small numbers in Fiji. They control the top 80 per cent. of the economy (with most of the rest in the hands of Indian merchants). Europeans also ran the government, and even now retain much influence and ultimate power. Moreover, because of the circumstances of cession and special treatment since, the Fijians have had an enormous loyalty to the British Crown as their great protector. This has usually translated into friendly feelings towards all Europeans.

The special-friendship factor may

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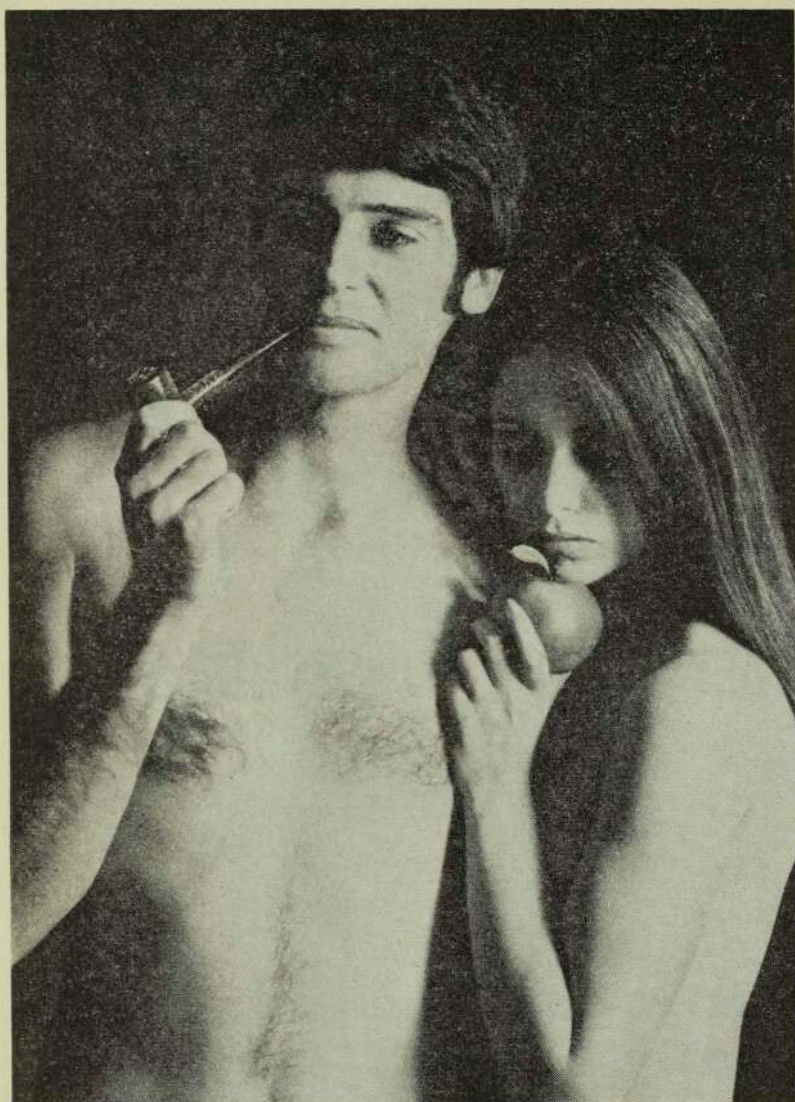
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be changing as many Fijians come to realise that not all white men have been or really are their great friends, and as some Europeans become nervous over "Fijian Power". However, by and large the friendship still seems to work both ways. There are those who challenge whether the Fijian has been really understood, but Europeans generally find him most friendly, good humoured, open—and willing to follow European leadership.

Attitudes towards Indians are often something else. Some *Kai Viti* and other Europeans reflect acute dislike.

"Some of my best friends . . ."

Others are more moderate. You get a lot of views that begin with, "Some of my best friends are Indians—but . . ." Part of the apprehension stems from the fact Indian advancement can challenge European dominance. Others cite deeper factors. Indians work hard, are individualists, enterprising and willing to sacrifice for their children, virtues high in Western Christian esteem.

Some Europeans feel they will hold on in power in an informal political alliance with Fijians. Others doubt that. Still their present economic strength and the growth of tourism and other investment indicates Europeans will remain an important factor in a new era in Fiji. How well they both use their influence and step back from public dominance is bound to bear on hopes for a peaceful future.

There may very well be racial violence in Fiji. Some would argue it is much more likely than not, although most would bet and hope against a major conflict.

There are also some hopeful signs: progress away from racial schools is not fast enough, especially at lower, formative levels, but it is being made. Inter-marriage in the key area between Fijians and Indians is still so rare it is unimportant as an influence. But there are social developments some find significant.

Said one European who works closely with youth: "The Fijian and Indian kids are getting out of the traditional Methodist and Hindu patterns; they are becoming more secularised. . . . That shakes up some parents, but give the kids one more generation and the things that separate them so much now will go."

Whether Fiji can peacefully get to that next generation is now the big question. Here also there is room for hope because the situation is fluid and depends on the work of respected, moderate people on all sides.

MORE AMERICANS AND JAPANESE EVERYWHERE

Recent figures released by both Samoas, New Guinea and the US Trust Territory show impressive rises in the number of visitors to these territories, mostly Americans and Japanese.

American Samoa's visitors for 1969 were 13,940, a 16 per cent. increase on 1968's total of 11,784; Western Samoa's visitors for 1969 were 14,584, an increase of 51 per cent. over 1968 figures and NG's visitors numbered 28,326, nearly a 30 per cent. increase on 1968's total of 21,819.

The US Trust Territory's 12-month total to June 30 last year was about 14,700, a 17 per cent. rise on all of 1968. Hopes were, a total of 17,000 called for the whole of 1969.

American Samoa's average tourist age for 1969 was 43, and the average stay, three days; Western Samoa's average tourist age was 42, and the average stay, 3.3 days.

From West Coast

Americans totalled 5,282 of Western Samoa's 1969 visitors, and most of them came from the US West Coast, California sending 1,800. US visitors rose 52 per cent., American Samoan, 77 per cent., NZ 31 per cent., European, 125 per cent. and Australian, 26 per cent.

NG's tourists included 1,500 who saw the South Pacific Games in August, 1969. During the year 3,071 Americans visited the territory, while the number of Japanese visitors rose from 425 in 1968 to 826 in 1969.

● The Fiji Visitors Bureau has appointed a Tokyo representative, to distribute Fiji tourist material and advise the bureau on the characteristics of Japanese tourists, in order to build up Japanese tourism to Fiji.

The bureau's general manager, Mr. R. J. Scott, has said that in the last two years travel restrictions on the Japanese have been lifted and they were going overseas in growing numbers. Hawaii was getting about 25,000 Japanese tourists a month and Australia expected that by 1975 it would have more visitors from Japan than from any other country.

Fiji last year received 170,838 visitors (about half of whom were staying longer than a day), an increase of about 27 per cent. on the previous year.

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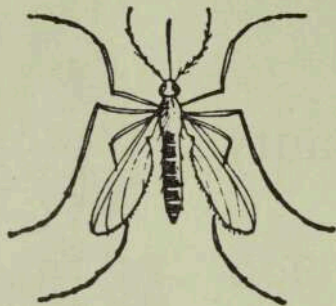
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A beauty mask or face pack is the classical method for improving the texture of the skin. One of the best for a dry skin is the egg pack. Beat the egg well until it is fluffy, like light cream and then add two teaspoons of isotonic moist oil of Ulan and spread the mixture thickly over your face and neck. Allow the pack to remain on the skin for fifteen minutes and then rinse it off with cold water. Finally, smoothe a film of the moist oil over the complexion after your face pack to hold the nourishment imparted to the skin.



Keep your family safe from mosquitoes

It is of the utmost importance to keep your family safe from mosquitoes. The spread of malaria, directly attributable to the bite of the female mosquito, is still one of the costliest diseases known to man, killing a million people a year.

Today malaria is fought on a global scale at its source—with the eradication of the mosquito itself. Programmes for control are made easier by the fact that the insects must breed in water. The elimination of any possible breeding sites near the home, such as old tins and bottles, roof gutters, flower pots, fire buckets and drains, is a natural precaution to observe.

The mosquito is also a carrier of such serious diseases as yellow fever, dengue, encephalitis and filariasis. There is no need, however, for you or your family to run formidable risks. Tremendous scientific advances made by A.N.I. Chemical Research now place the powerful effects of high-potency Pea-Beu aerosol insecticide at your disposal, an ideal means for eliminating the mosquito menace and for rapidly killing all insect pests on a pattern similar to fumigation.

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Tahiti predicts 360,000 tourists a year, and gets ready

By 1976, 360,000 visitors, consisting of 265,000 air and 95,000 cruise passengers, would visit Tahiti a year, Mr. Alec Ata, director of the Tahiti Tourist Development Board, said in Papeete recently.

Mr. Ata has drawn up an extensive 1970-75 development plan for Tahiti and the outlying islands of French Polynesia.

Among projects underway is the 18-hole Atimaono golf course to open in July. It was the first of several courses planned during the next five years, he said.

The new 463-seat convention hall in Papeete, site of a travel convention in April, provided modern meeting facilities with audio-visual and recording equipment, instant translation booths for two languages, a print shop, bar and lounge.

More rooms

New international hotel accommodations would provide an island total of 5,309 rooms, as compared to the 1,249 currently available.

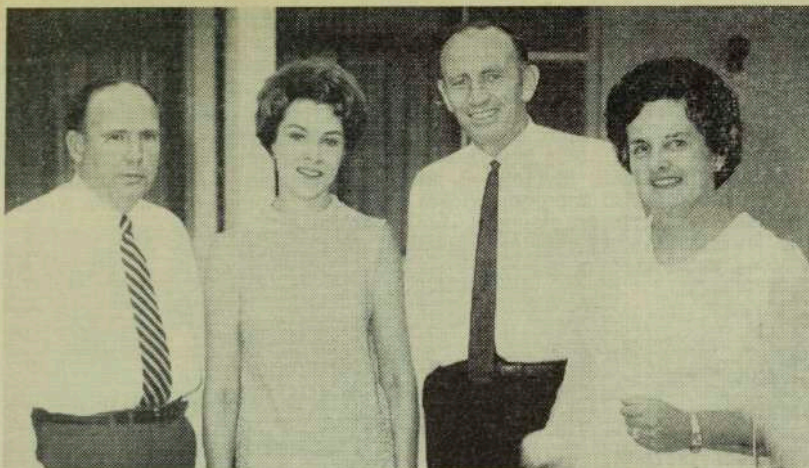
Developments in the Tahiti Iiti Peninsula and other areas would include home sites (sale subject to immigration regulations) and land and water recreational facilities.

Faa'a International Airport would double in size, increasing from two to six gates to accommodate a half-million passengers annually by 1975. The landing strip already could accommodate the 747 or DC10 tri-jet.

Airfields on all possible outer islands were underway. Manihi (northern Societies) was finished and Huahine was in progress. Strips on Tubuai (Australs) and the Marquesas were also planned.

A massive harbour front renewal and block-by-block reconstruction of Papeete's shopping district had begun. A Tahiti Cultural Centre with 800-seat auditorium was to be completed by 1975.

UTA, currently with five DC8 flights weekly from Los Angeles to the South Pacific, would begin a DC10 tri-jet service in 1973.



NEW GUINEA'S LATEST: Papua-New Guinea's latest hotel is the 40-room Rabaul Travelodge, overlooking the historic harbour. Its main restaurant is the Queen Emma Room, named after Rabaul's most famous figure. Murals depict some of the scenes of her time. Here, at the official opening recently, are, from left, Mr. C. A. Greenway, chairman of Travelodge of Australia, Mr. and Mrs. Allan Fry (he is the hotel's manager) and Mrs. Elizabeth Haines (wife of Travelodge company secretary, Mr. George Haines).

AIRSTRIP OR NO TOURISM?

Lord Howe's tiny population has good reason to be worried about the advent of an airstrip into the clear waters of its lagoon. The tiny island, 300 miles off the coast of New South Wales, is only seven miles long and less than a mile wide. The airstrip, due to take over from the Airlines of NSW flying-boat service, will, whatever its size, cut a scar across the middle of the island and project some way into the lagoon.

But the islanders are accepting the change; tourism has given the island a fine boost and virtually the entire population now depends on it for survival. The flying-boat service, romantic as it is, must close down soon. Ansett (which owns Airlines of NSW) claims it is losing money all the time on it, and there is pressure in Sydney's harbour to close the Rose Bay launching area.

The islanders want the airstrip as the best of a bad choice, but the Australian Government has done nothing to start the airstrip, to take Fokker Fellowships. Discussions have been going on between the Federal and State Governments and Ansett over cost and suitability, while the islanders themselves have had to sit and wait while threats have been made that the flying-boat service will stop, with or without an alternative service, by June this year.

It seems certain now that the

flying-boat service will stay at least for a short time longer, but, in the words of Airlines of NSW general manager, Captain Stewart Middlemiss, "we want the flying-boat service stopped as soon as we can; we can't guarantee when, and we can't guarantee it will be after work starts on a new airstrip".

Dark words have been said on Lord Howe that the delay over the airstrip is pure politics. Their votes hardly count at election time in NSW.

Ansett, last year subsidised some \$150,000 by a Federal grant to keep the flying-boat service going, has no plans to place any money in the airstrip. If it was offered an incentive in the form of some kind of tourism project in the island, it might be more interested. Cost of the airstrip is likely to be \$3 million.

Time, usually a commodity easy to find on Lord Howe, is running out.

Niue to build a hotel for "1,000 tourists a year"

Although commercial airline flights from other territories are not to arrive before March next year, the 100-mile square Polynesian island of Niue has decided to plan and encourage a tourist industry.

After considerable debate, Niue's 14-man Assembly gave tourism the go-ahead at a recent session.

An airstrip is under construction, expected to be capable of taking military aircraft from October this year, and to be upgraded for possible commercial use by between March and June next year.

Possible operators to Niue include Fiji Airways and Polynesian Airlines. But officially, no carrier has applied for Niue "rights".

Niue's Assembly decided to try to achieve an initial target of 1,000 visitors a year after the first two years of commercial airline calls to Niue.

It called for an hotel, costing between \$NZ120,000 and \$150,000 to be built in the proximity of the airstrip or Alofi township area, with between 24 and 28 rooms.

The Assembly decided to initially encourage private enterprise, rather than government, to own and operate the hotel, and that government only run the hotel should no suitable entrepreneur be found.

Liquor allowed

Sales of liquor to those staying at the hotel, and their friends, would be permitted, as would liquor sales to people visiting the hotel to have a meal.

Another decision was to amend the island's entry permits system to allow visitors one month's entry, provided outward bookings were produced.

The Assembly drew up a programme of events for its tourism schedule:

The only money currently available in Niue's budget for tourism is a \$NZ100,000 grant from the NZ Government for 1970 and 1971.

“THIS week Administration officers explained the implications of the proposed Port Moresby development plan to a representative gathering of village people from the Port Moresby urban area, the first of many meetings planned to ensure that villagers have the least possible understanding of what the town plan will mean to them and to Port Moresby.—*Administration Press release, telling the truth with a vengeance.*

“CAN you dance? Can you twist and shake? If so, then why not come to KGV Hall on Saturday night at 8 p.m. and writhe to rhythms of the Brown Boys. Entrance fee is only 20 cents. Everybody who is someone will be there!”—*Advertisement in “Colony Information Notes”, GEIC.*

WITH only two days of April gone by, present figures indicate that the island's rainfall for the month could very well be a record. Since 1890, when rainfall statistics were first kept, the highest April figure recorded was 1,673 points in 1937. Our present deluge started early Tuesday morning, and 9 a.m. on Tuesday to 5 p.m. on Thursday, a total of 1,584 points had been recorded. This figure, together with the 12 points recorded from Monday, 9 a.m. to Tuesday 9 a.m., gives a grand, although a very soggy, figure of 1,596 points for the week—and at the time of printing this front page, it is still raining.

Our annual average rainfall is 53 inches—rainfall so far this year totals 23 inches! Not to worry, there are plenty of raincoats and gumboots in the shops and a goodly supply of ark-building materials readily available.—*Item in the April 3 issue of “The Norfolk Islander”.*

THE *Tasmania Star* arrived at 5.30 a.m. from Wellington with mail and six passengers. Once again we were disappointed store-wise as the Island's supply of meat, eggs and butter failed to arrive on this ship. However the pineapples and melons are plentiful so we will all get by no doubt until “our ship comes in.”—*Item in “Pitcairn Miscellany”.*

REQUESTS from many people in Niue to spray their houses against cockroaches are becoming so frequent we can not afford to do them all. Now, here are some simple measures to get rid of them in large numbers:

Collect all egg packets, then burn

them all. By doing this you are destroying thousands of would-be live cockroaches, because there are 16-40 eggs in each.

Boiling water could also be used to flood them out from cookhouse corners. If they are not killed instantly, then it is up to you to finish them off with a broom. Please do this and keep on doing it for your own good, and save our country a few dollars.—*Item from “Tohi Tala Niue”.*

AS a regular picture-goer, I want to bring to the notice of the public and, in particular, to two theatre managements in Suva, namely the Lilac and the Phoenix, this abhorrent practice of teenage boys who stand around in the foyers of the theatres asking for money to gain admission.

Why don't the proprietors take

against any deliberate promotion of such an industry at this stage because it will certainly be not in our national interest.

Our talk about tourism is premature. Why not wait until the next 50 or 100 years before talking about such a subject?—*Letter from Ieremia Tabai in “Colony Information Notes”, Tarawa.*

CAN anybody tell me what is the point of a small body of well-meaning people organising a ball, when all most of the men do, is go straight to the bar and drink—and stay there?

It is a great shame to see the women and girls in their beautiful, quite expensive, ball gowns, hoping to have a good time and becoming drooping wallflowers. Drinking can be done at any time—why wait to attend a ball to do so?

In future, the only ball my family

From the Islands Press

some action against this flourishing business and bring it to a stop? These boys have become pests to the customers. It is most disgusting and humiliating when one of them comes up to you and says: “Five cents please” or “Friend, can you spare me 10 cents?” in front of all the on-lookers.

This sort of practice is deplorable in the eyes of the public. It is the responsibility of the proprietors and their staff to curb this practice.—*Letter by Aneil Rajesh, Suva, to “The Fiji Times”.*

DESPITE heavy rain on Good Friday, the Passion Play was held at Lawson Tama before a small but appreciative audience. Rain made the slopes of the hill behind Lawson Tama very slippery and the cast were often in difficulty when the cross was carried up to the top of the hill for the final scene. Because of the bad weather, darkness fell earlier than usual, but last minute lighting at the top of the hill revealed three figures on three crosses in a spectacular scene.—*Item in BSIP “Newsheet”.*

TOURISM in a general sense is inevitable in view of our external connections. But we must be warned

will attend will be the Bounty Day Ball at which, thank heavens, there is no bar.—*Letter from “Disgusted” in the “Norfolk Islander”.*

AFTER reading almost everything about typhoid—its causes, its dangers and its history—I am now fully aware that it is really a dangerous disease and we must do our best to eradicate it.

The other day I went down to one of our local *nakotaris* to relieve myself. The tide was low and to my surprise, I saw hordes of flies sitting on faeces. Some were just about to fly shoreward with their feet and bodies full of faeces. The nearest house was about 10 yards away. Moreover the public are not allowed to defecate or urinate near their houses, but they must use the *naokotari*. If you are seen defecating or urinating near your house, the police will arrest you.

We are told prevention is better than cure, but if the circumstances do not allow it then I think that CURE is better than PREVENTION.

—*Letter from a reader in the GEIC “Colony Information Notes”.*



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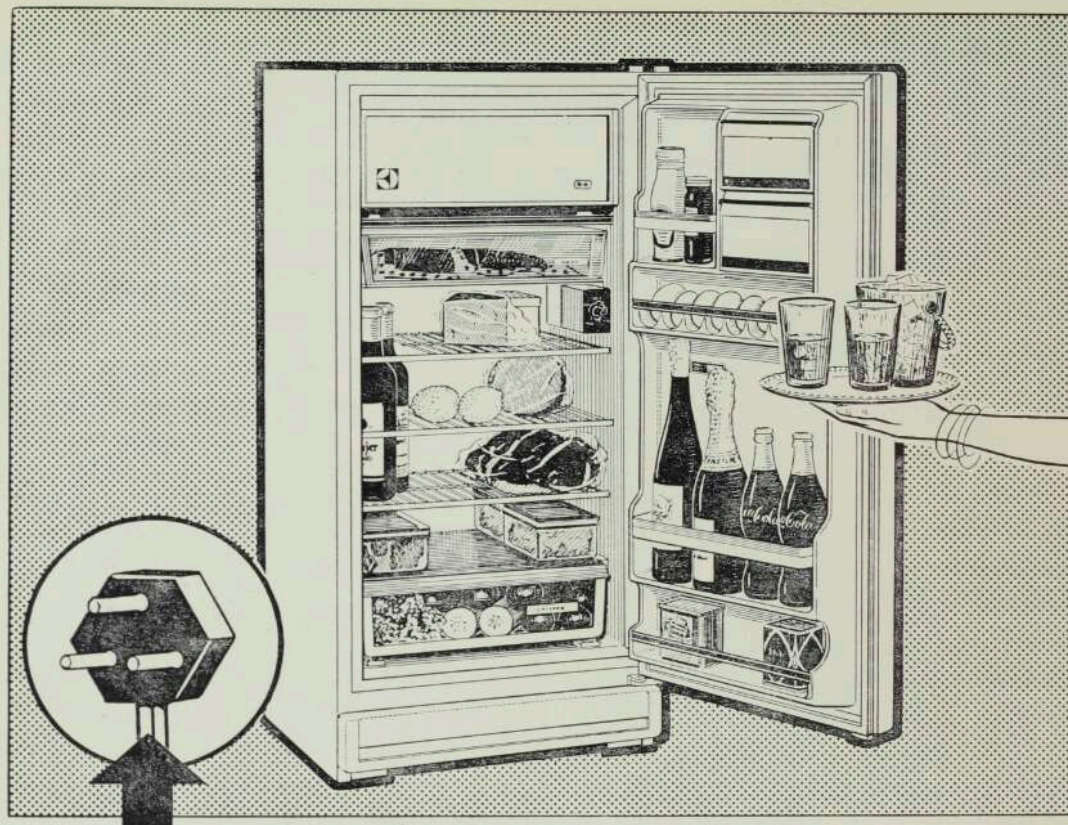
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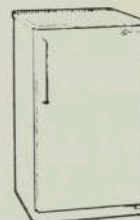
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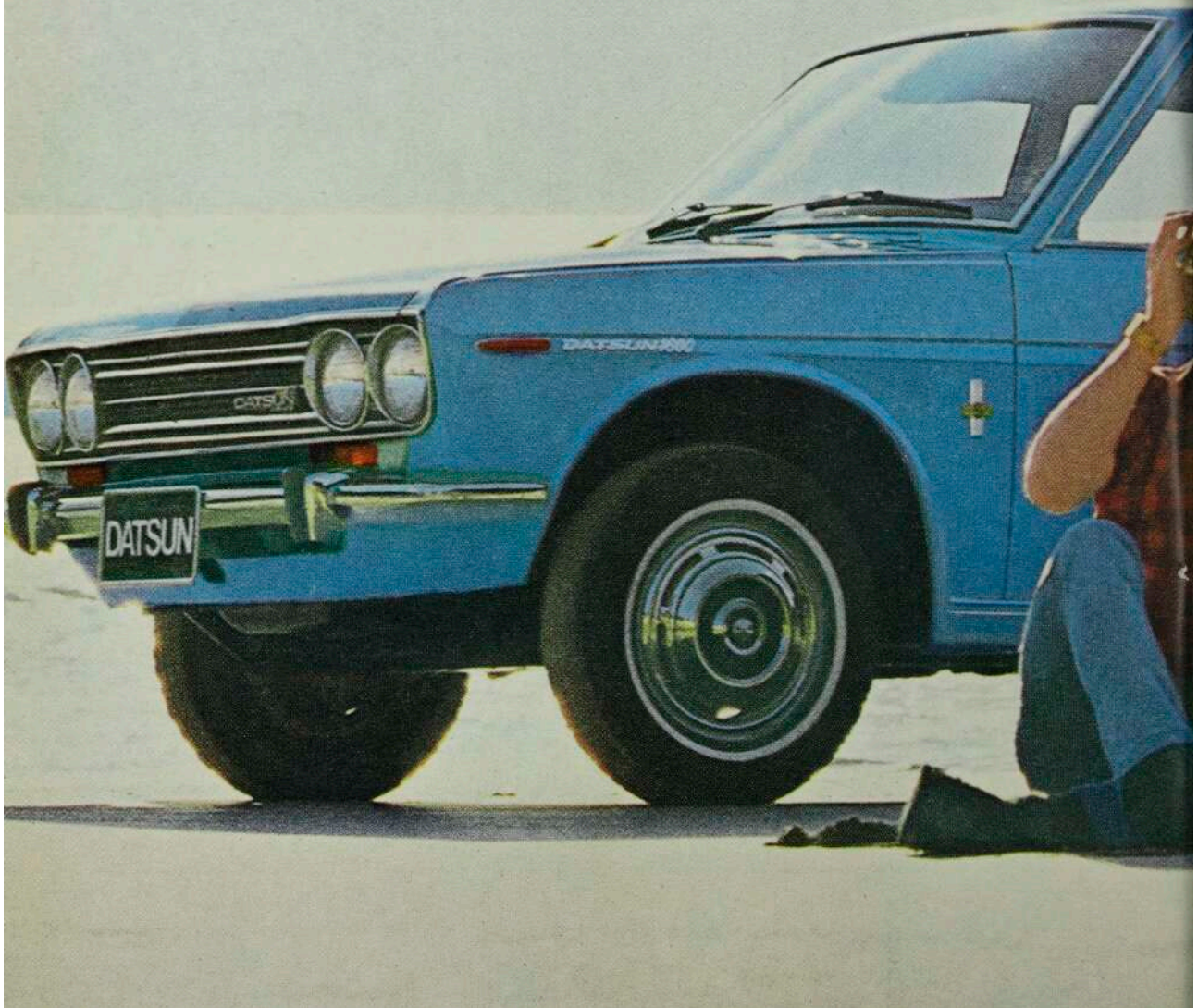
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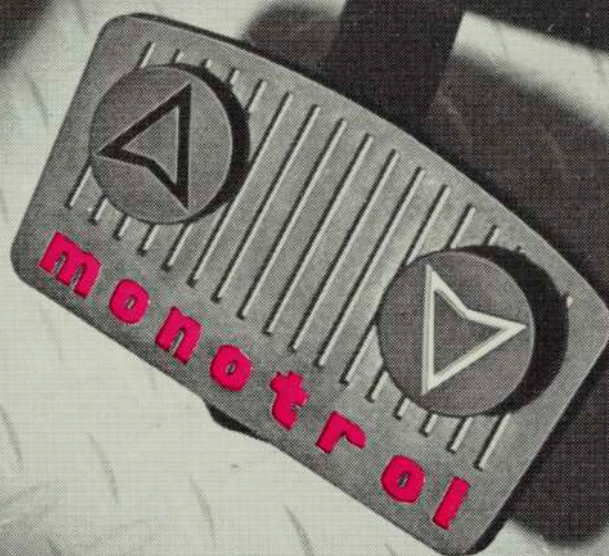
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D MAY, 1970—PACIFIC ISLANDS MONTHLY



Magazine Section

CLEANING UP THE MEMORY OF "GOOD" KING BINOKA

By KEN MCGREGOR

"His corpulence is now portable; you would call him lusty rather than fat; but his gait is still dull, stumbling and elephantine . . . a beaked profile like Dante's in the mask, a mane of long, black hair, the eye brilliant, imperious, and inquiring; for certain parts, and to one who could have used it, the face was a fortune. . . .

"I am told the king is a crack shot; that when he aims to kill, the grave may be got ready; and when he aims to miss, misses by so near a margin that the culprit tastes six times the bitterness of death. . . ."

So Robert Louis Stevenson described King Binoka, the last famous monarch of the Gilberts who ruled the central atolls of the group from the late 1860's until his death on November 10, 1891. He had stayed two months as the guest of Binoka at his Abemama headquarters in 1890 and he was later to write seven chapters about his Abemama experiences in one of his books, *In the South Seas*.

Binoka's activities dominated these chapters and Stevenson's account of the king is today the most detailed published account of the enigmatic ruler. But another account, by H. E. Maude, will shortly be published in Canberra, in a new book, *Pacific Island Portraits*.

Fat despot?

Was Binoka a fat despot who shot people for fun? Was he a whisky-soaked lover of all kinds of guns from muskets to cannon who exploited the Gilbertese by fear and the European traders of the day by threats and overwhelming shows of arms?

I think there is definitely another side of Binoka's character—one which makes him a benevolent dictator who ruled his subjects by a just judiciary system, guarded at least three of the Gilbert atolls from decimation by unscrupulous black-birders and bested Europeans at their own game—copra buying and trading.

I have visited three atolls which formed his empire—Abemama, Kuria and Aranuka—and four others which came under his influence—Tarawa, Abaiang, Maiana and Nonouti.

Gilbertese and descendants of Binoka's family I talked to thought that the king had generally been maligned by writers like Stevenson and Louis Becke as well as European traders of his time (with the notable exception of the respected George Murdoch, who teamed up with the king for about three years in the early 1880's).

They believe writers repeated unsubstantiated tales or invented their own about Binoka. They think traders manipulated the facts to blacken Binoka's character and take over his trading empire, of which Abemama was one of the richest prizes of the atolls.

From my talks in the Gilberts, where I found that any resident with any interest in history was invariably pro-Binoka, I feel the king did more good than harm, especially from the Islanders' point of view.

It may, perhaps be too late—and the records too scarce—to give the leader the evaluation he deserves. I shall be interested to read H. E. Maude.

On Abemama I talked to High Chief Paul Tokatake, current holder of the still-extensive Binoka family titles in the Central Gilberts. On Kuria I talked to Binatake, a direct descendant of Binoka's brother Simon, and Bureteiti, at 93 a former employee of Binoka who can remember both Binoka and Stevenson.

On Tarawa I met David Murdoch, a son of George Murdoch, who recalls a long, detailed book his father wrote on his 56 years in the Gilberts



Robert Louis Stevenson.

which would, David said, have shown Binoka in a favourable light (George Murdoch willed that the book be destroyed, as it was, four days after his death in 1936).

All agreed that Binoka was a "man of his time." The Gilberts in the late 1800's saw many of the most bizarre and toughest characters in the Pacific arrive, including black-birders for South America, Fiji and Queensland plantations and pirates like Bully Hayes.

While other kingships in the Gilberts and southwards in the Ellice collapsed under the wave of European influence the clever Binoka managed to survive, on his own terms.

When Europeans couldn't dislodge the king, they slandered him by spreading extraordinary tales about his activities. Stories of him shoot-

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Tales were 'inventions'

ing Gilbertese out of trees for sport and forcing couples to copulate on Abemama beaches in front of his followers were all "good stuff".

As was the one of Binoka punishing a Gilbertese who was seen to dance at one of his 36 wives. Binoka was supposed to have had the man strapped underneath a bridge to a lagoon toilet and then had 10 men excrete on him before the man was speared to death.

This particular yarn, when I related it to part-European residents of Tarawa, caused more than a few laughs at the Betio Club. It was "invented", I was told, by someone who had a scant meeting with Binoka or a friend who had only heard woolly tales of the king.

Binoka's own life sheds some light on his many-sided character.

He is generally believed to have been the son of King Baitake of Abemama, a small and warsome monarch of the big atoll in the 1860's. However, Stevenson throws some doubt on this and hints that Binoka was in reality the son of Baitake's brother, Binatake, a huge Gilbertese who was a champion warrior and the real power of the family.

Adopted nephew!

Stevenson wrote:

"How if the heir of Baitake, like the heir of Binoka himself, were not son, but an adopted nephew? . . . How if on the death of Baitake, the two stronger natures, father and son, king and kingmaker, clashed, and Binoka, when he drove out his uncle, proved out the author of his days?" Here is at least a tragedy four-square.

However, in my conversations with the Gilberts I was told that when Binoka came to power on Baitake's death, he banished Binatake, presumably to consolidate his own newly-won power. In turn, when Binoka died over 20 years later, because he left no children it was the son of his brother Simon who won eventual succession.

Kuria's current-day Binatake told me Binoka had a brother, Simon, and a sister, Tea. Neither Binoka nor Tea had any children, but Simon had two—Paul (no children) and Rita one, Tokatake, who later had five children, George, Binatake, Molly, Charles and John).

By the early 1870's Binoka, from his Abemama headquarters, had established complete power over the nearby atolls, Kuria and Aranuka.

He was running his own schooners, trading and buying all the coconut oil and later copra from these three atolls.

At first he employed two Europeans—a German carpenter Hoffman and a boat-builder, Tom Ree.

In the 1880's he was to employ many other Europeans for various periods. They included Sukong, a Chinese cook and steward, George Murdoch, as trader, supercargo and turtle-catcher, Captain Henty as master of one of his vessels, and Charlie Turk as a seaman.

Lavish homes

Binoka very early set about building himself lavish headquarters near the site of Abemama's present-day government station as well as houses on Kuria and Aranuka. On Abemama he put up his palace, a big European-style two storey building, several sheds and two trading stores to house big supplies of liquor, arms, trade goods and copra waiting for shipment overseas.

Vessels out of Australia, Fiji and New Zealand called regularly to drop off trade goods and collect copra. Binoka sold copra measured in houseloads and bought almost any new possession he could lay his hands on. He was always in the market for guns of all descriptions and once bought a huge safe which was never used because it was subsequently locked with the key inside.

Twice—once by a German warship and once by a British warship—all his cannon and guns were confiscated and dumped into Abemama or Kuria's deep lagoons. The warships fined the king huge amounts of copra for keeping the guns.

Inevitably soon after, Binoka was armed again, once with the help of European traders from Butaritari.

Bureteiti, who has lived most of his life on Kuria, told me Binoka had 36 wives. For them he had a massive pool built behind his Abemama palace. Water was carried to the pool by servants and pumped in half a mile from the lagoon by an elaborate pipe system.

Only Binoka was allowed to see his wives romping in the pool and men were strictly banned.

"He called the pool 'Tekaburoro', which means brain," Bureteiti said. "In Gilbertese the brain or head is sacred and the pool was sacred to everyone except the wives and Binoka."

Bureteiti said playing cards was one of Binoka's favourite pastimes. "The king divided his wives into two groups—a high and low class. Then he would play cards with wives

A PORTRAIT MIGHT HAVE EXISTED

It's possible there really was a life-size portrait of King Binoka, resplendent in a bartered admiral's uniform with a cutlass and musket. It is believed that a framed portrait was carefully preserved on Abemama up till recent years.

A French missionary on the atoll was reputed then to have bought the portrait for \$20 and had it shipped to Europe.

The portrait is now the only chance of getting a look at the elusive king. Despite inquiries in the GEIC, Australia and NZ photos, sketches or portraits of the king have not been found, and it is unlikely any will now turn up.

from each class separately for cash or tobacco.

"Binoka used to play against Stevenson in the Abemama palace on the floor. The king always won because he had choice of both hands of cards."

Bureteiti and Binatake said Binoka fought only one "war" during his reign. A chief of Tarawa, Kalakalia, had gone to Honolulu and returned to the Gilberts with several followers. Kalakalia had been trained in the use of firearms and brought many guns back with him.

"Kalakalia went to Nonouti, south of Abemama, with his men and killed the local leaders. The people of Nonouti fled in canoes to Kuria but they arrived at a time of great poverty in the 1870's because all the islands were having a great drought," Bureteiti said.

"The Nonouti people put a great strain on Kuria's food and land resources so Binoka decided to act."

"Binoka chartered a schooner from Fiji with a New Zealand skipper and with the schooner and armed men from Abemama he retook Nonouti with the loss of four lives. The Nonouti people were able to return home in peace but Binoka didn't take control of Nonouti."

This version of the Nonouti "war" differs from the more-widely held story that Binoka invaded the island with his own men for plunder and women.

I believe the Nonouti war and several other tales were made up to discredit Binoka. Certainly he was harsh: he had to be, to survive in the early days of the Gilberts.



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84 MAY, 1970—PACIFIC ISLANDS MONTHLY

"Tarzan the Ape Man"—who brings back fond memories

By J. EDWARD BROWN

There are historical films which are historical for different reasons. *Battleship Potemkin* was recently shown on Niue Island by the Film Society. But it didn't get the audience that *Tarzan The Ape Man* got in Araura Hall 20 years after its original showing.

In February, 1949, it was the first commercial film screened on Niue. And an old man at Makefu village fell in love with Jane. I don't think Jane ever knew anything about it, but the old man left his wife because of her.

The Araura Hall picture theatre is on two levels.

There is one home-made rickety wooden chair by the main door on the ground floor for the fat old woman who takes the money from the affluent film-goers who can afford 20 cents for upstairs away from the mob downstairs, who pay 15 cents to squat on the floor or sit on the half-dozen long forms—if they get there early enough.

Peanut shells

The concrete floor is painted red, with marks for badminton courts obscured by peanut shells from previous film showings.

The wall at the end is painted white, the paint peeling in places. This is the screen. A big crudely made box hung high in the rafters, houses the speaker which blasts the sound at the audience.

The big deep freezers in the lean-to, off to one side, pound as they keep the ice-creams cold.

Upstairs, there are forms on either side of the projection box, and one chair, a greasy armchair perhaps long ago removed from some European expatriate's residence and now the official censor's chair.

The projection box is lined with flattened galvanised roofing iron. The two projectors are Japanese. The record player, with its scratched discs, balances precariously on a rough shelf in a box made from a corned beef case.

It's hot under the corrugated iron roof, and when it's pounded by heavy tropical rain, not even the powerful Japanese amplifier can make the sound track audible above the roar.

The projectionist, a slim boy in a bright red and yellow and green shirt and shiny orange cheap Hong Kong trousers, barefooted, professionally the X-ray technician at the hospital, waits to start the show rolling.

Smoke from cooking fires rises from the houses in the coconut palms outside. Lights shine through the trees.

A policeman in khaki uniform holding a torch stands by the entrance, ostensibly to keep order, at the same time getting a free look at the film.

There are no school children in the audience, it is an offence against the Cinematograph Ordinance 1949 for school children to attend a public entertainment when there is school the next day—and this is a Wednesday night.

The lights flick out and *Tarzan The Ape Man* loomed on to the screen. The audience roared at the animal stampedes and ram-paging natives and echoed Tarzan as he swung through the trees. *Battleship Potemkin* didn't get a reception like this.

The Niueans are very discriminating in their film tastes, and unless it's a Tarzan film or a cowboy film, or even a biblical epic, the takings from the peanuts and ice-creams are more than from the door.

First film in 1949

A curiously late date is 1949 for the first commercial film showing on Niue, but it wasn't until Arumaki Strickland from the Cook Islands arrived here and started in business that the Niueans were introduced to the delights of Tarzan.

Arumaki had a bakery on Rarotonga, and a friend who had been to Niue on Boys Brigade



business said there was a good business opportunity there because there were no bakeries in any of the outer villages, and only a small quantity of bread baked in the main one of Alofi. So in 1947 he arrived and started bakeries.

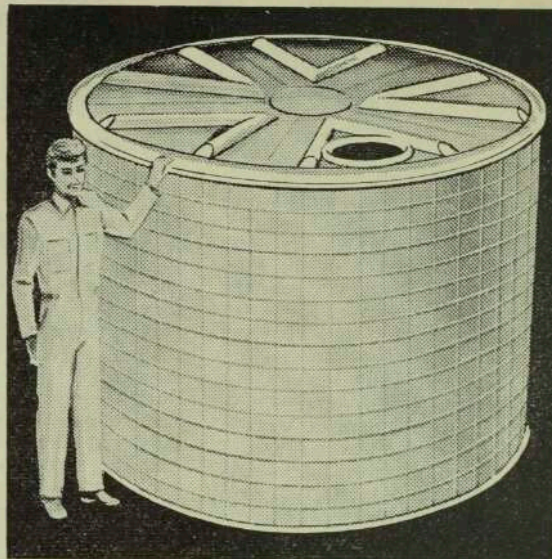
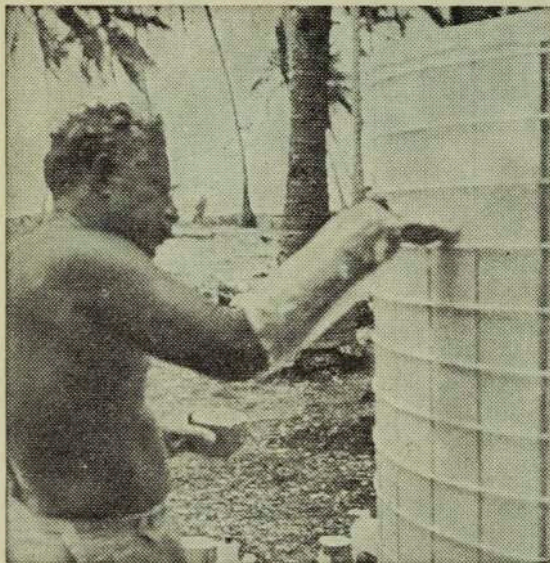
In 1948 he got his projector and a mobile generator from the United States, and in February, 1949 *Tarzan The Ape Man* had arrived for showing. He had nowhere to screen it but he had hundreds of empty flour sacks and these were sewn together and used as walls in the open air to keep out people who hadn't paid.

Early arrivals

On the first showing night in Alofi, people arrived from all over the island as early as 4 o'clock to buy tickets, even though the showing didn't start until 7 o'clock. Arumaki took £57, charging 1/6d for admission, which is unchanged to this day. And the next night when he showed it at the village of Tuapa, the people from Alofi who had seen it the previous night went there. And so it went all over the island.

Then Arumaki commenced showing films in a cargo shed above the wharf, before starting up at the Araura Hall, which he built and named after his school on his home island of Aitutaki.

Papa, as he is often called, is a success. He brought the first bus to the island. He has bakeries, a big store in Alofi, other stores around the island. He has been the Member for Radio in the Executive Committee. But *Tarzan The Ape Man* is something worthwhile to be remembered for.



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

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

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Gaol break in Tonga 20 years ago! The kingdom's two most notorious criminals, Mahe Tupou (the Seadog) and Tupou Ngata (the Tiger), escaped from Matakieua Prison, Tongatapu, and evaded a massive police search. Mahe had escaped three times previously, including once in a crudely-made canoe to Fiji's Lau Group, and Ngata had escaped once, during which he sailed to Eua Island in a frail canoe. In the latest escape, the pair disappeared in a stolen 14 ft sailing boat.

Other news in *PIM*, for May, 1950, 20-years-ago, included:

The cost of oil search in Dutch and Australian New Guinea was £A27 million so far, Mr. Harold Rabling, managing director of Vacuum Oil Co. of Australia, said. Of this, £7 million had been spent in Papua.

Mr. N. B. Theodore, son of the late Mr. E. G. Theodore, was appointed to fill the vacancies on the boards of Emperor Gold Mines Ltd. and Loloma (Fiji) Gold Mines NL, caused by his father's death.

The natives of the Ninigo Islands, west of Manus in the New Guinea Islands, were dying out and losing an interest in life because a tired soil would produce no food. Plantations were deserted and no boats were calling at the group.

American Samoa celebrated 50 years under the US flag. Admiral A. Radford, Commander of the US Pacific fleet, arrived from Hawaii, and 9,000 locals and Western Samoans took part in dancing, festivals, singing, school competitions and sports.

Despite a week-long inquest, Mr. B. Faithorn, Port Moresby coroner, found that Mrs. Mavis Conron, 26, died "from an unknown cause". She was found unconscious in the grass, 75 yards from her Moresby home, and died in hospital three hours later. Witnesses said she was a sleep-walker. Police said she had stumbled after a fall.

An American cargo vessel of 8,000 tons, *Pioneer Glen*, went aground on the reef off Port Moresby. She closely followed the Burns Philp vessel, *Mangola*, which grounded nearby. *Pioneer Glen* was carrying oil drilling equipment. Both ships were refloated soon after grounding.

Yesterday

Seven people got together in the Solomons and formed a Solomon Islands Planters' and Commercial Association. Members were Messrs. R. C. Symes, J. C. Hammett, L. F. Gill, J. A. Johnstone, K. Dalrymple Hay, R. G. Hodge and Father Palmer.

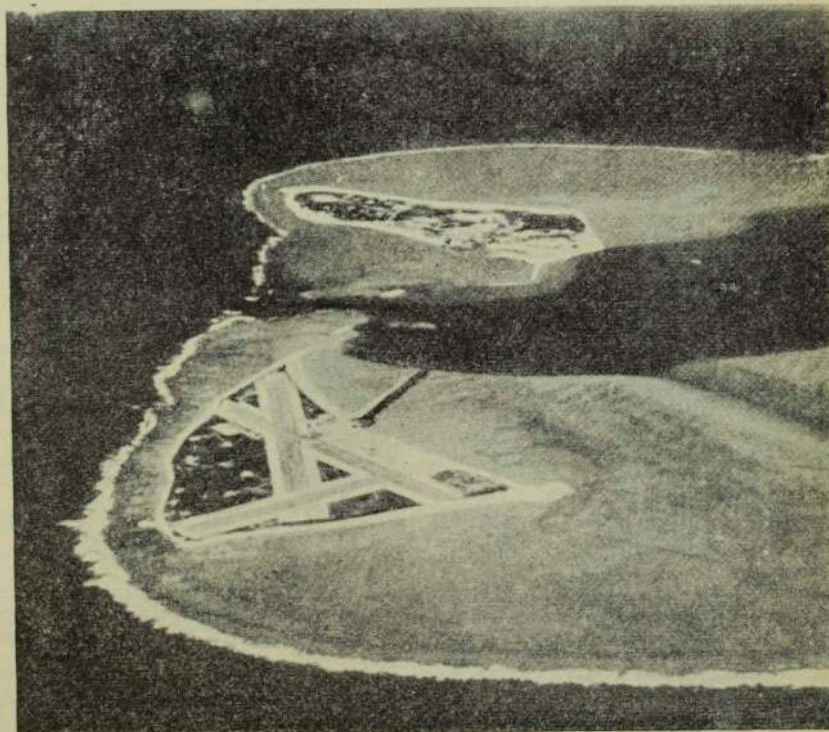
PIM said there were rumours that Tahitian politician, Pouvanaa a Oopa, "had become a member of the Communist Party", which was awaiting his arrival in Paris. Oopa had just won the local election to represent French Polynesia, as a deputy in the French Parliament, and, *PIM's* correspondent at Papeete said, Oopa

had received support in his election campaign from a communist from overseas.

It was really wet in Rabaul. Rains razed the Methodist Church, unroofed a Colyer Watson store, brought down telephone and power lines and damaged many famous old trees in Mango Avenue. From January 1 to May 5, 80 inches were reported, and at last count, *PIM's* man said, squalls of gale force were continuing.

- It was announced in May, 20-years-ago, that Midway Island in the central Pacific was to be abandoned by the US Navy, who had built an air-naval station there in time to repel a Japanese attack launched on August 7, 1941. In 1950 the Americans were ready to leave Midway to the gooney birds who formed its only indigenous population—but today the Americans are back, although what they are doing is largely a mystery.

Midway actually consists of two islands, Eastern (39 ft above sea-level in places) and Sand (only 12 ft above sea level), and they are encircled by a 15-mile reef. It lies 1,300 miles north-west of Honolulu and roughly half-way between the US and Asia—mid-way indeed. Note the US Navy installations in this 1950 picture.



How Pacific treasure (via Cook) found its way to Russia

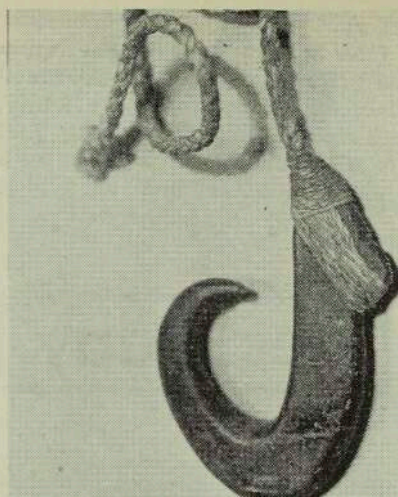
When the "Resolution" and the "Discovery" were on their way to try and force a northern passage back to England during Captain Cook's third, fateful, voyage round the world, they put in to the Russian port of Petropavlovsk-on-Kamchatka for provisions and repairs. In appreciation of their kindness, the new commander of the expedition (following Cook's death in Hawaii) Clerke, gave the Russians a number of presents from the Pacific.

The Russian port was to become better known not long after. In January, 1780, the *London Gazette* announced that Captain Clerke had reached the harbour of St. Peter and St. Paul, Kamtschatka, and had reported to the Admiralty the sad news of Cook's death.

Captain Clerke also gave a letter of gratitude, a gold medal and a silver cup, in thanks to the Russian Empress, Catherine II, and the Kamchatka Governor, Magnus Bem.

The two ships failed in their attempt to pass from the Bering Straits through a north passage and returned to Kamchatka bearing the body of Captain Clerke, who died of consumption, and was buried there.

The Russians were well pleased with their gifts from the Pacific and from Kamchatka the collection was taken to the capital St. Petersburg (now Leningrad) and placed in Peter I's curio chamber. After two centuries it still rests in the curio chamber, now re-named the Museum of Anthropology and Ethnography, and the Russians—in Cook's bi-centenary year—have been reminding the world of their own close connection with



A Polynesian fishing hook made of tortoise shell. Both photos by V. Tselik.

the great navigator.

There are several rare Hawaiian capes in the Leningrad collection and Polynesian headpieces made of fine twigs overset by feathers. The Russians were surprised at the resemblance of the headpieces to those used by the ancient Greeks.

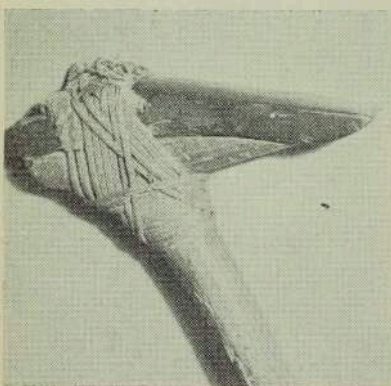
A recent news report from Russia describing the items says an honoured piece in the collection is a bracelet, given to Cook by a Hawaiian chief, made of two rows of boar teeth. As Cook understood it, the bracelet had been handed down through many generations before arriving on this chief's wrist; it was only worn while dancing.

From Tonga there are lace-like mats decorated with triangular patterns and combs made of sharp sticks. The collection also includes the breast-plate of a Hawaiian *Giva*, a costume used during burial ceremonies. The breast-plate is made of thin, narrow, mother-of-pearl plates, formed so well that they seem solid, but displaying great variety of colours when moving.

There is also a large fan made of the tail feathers of the frigate bird, a fan covered with several layers of greyish *tapa*, a dancing rod in the form of a stick with a white dog-tail spread on it, a sleeping mat, a double-weave bag made of rope and a light bench used as a pillow in Tonga.

Among weapons in the collection are a dagger with a rope noose, to fasten round the hand allowing a warrior to strike with great precision, and a wooden instrument lined with sharks' teeth, for disembowelling an opponent.

The Leningrad collection is highly prized by scholars outside Russia, as well as within.



A stone axe from Hawaii, in the Russian collection.

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Book Reviews

NAURU: INDEPENDENCE AND TRIUMPH, NOW WHAT?

The Republic of Nauru has its problems. Having attained independence in 1968 after a campaign conducted with great skill and great speed in David and Goliath fashion, the architects of victory have yet to consolidate.

The Nauruans are short of able, local administrators and the turnover in key expatriate staff in the last 12 months has pointed up the fact that there are pitfalls in buying your own experts.

But two years is not a long time—certainly too short a time for anybody to know what sort of fist the Nauruans are likely to make of independence. Meanwhile, in *Nauru: Phosphate and Political Progress*, we have a timely record of the background to independence, and an interesting study of how European influences have helped mould the Nauruan character so far.

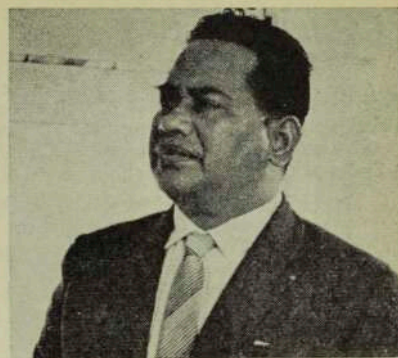
'Big brother'

H. E. Maude, in a foreword, says that on the whole it is "not a picture in which Australia can take an un-mixed pride". And he continues, "The Administration, both in Canberra and Nauru, exhibited the typical syndrome of colonialism: 'Big brother knows best; while at the same time being clearly unwilling to subordinate Australian interests to Nauruan. A few Administrators, such as General Griffiths, were prepared to stand up for the islanders vis-a-vis the British Phosphate Commissioners, but others were more concerned with the public recognition of their personal status. It was paternalism at best and a quarterdeck autocracy at worst; while the Phosphate Commissioners, like

monopolists the world over, maintained a complacent taciturnity which not even the United Nations could penetrate."

Mr. Maude in fact is far more outspoken in his views than is the author, Nancy Viviani, who is a research assistant in the Department of Economics of the Research School of Pacific Studies at the Australian National University. Her writing approach is probably too academic for the book to attract the casual reader, although, at times, snatches of her material can be of absorbing interest.

Miss Viviani lived on Nauru for a time while gathering the facts, and as a result has been able to make use of many first-hand accounts of events. As for instance her account of the founding of the Nauru Co-operative Society, which is based

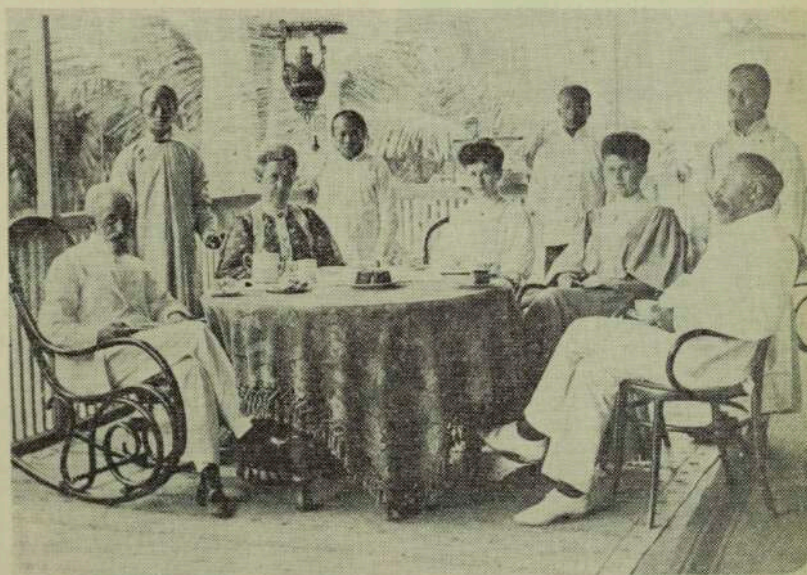


President DeRoburt.

almost entirely on the evidence of present-day Nauruans, including President DeRoburt (whose father was a leading exponent), Jacob Aroi and Buraro Detudamo, whose father was gaoled for his part in the foundation.

When the Boston Board of Missions Church on Nauru was taken over by the LMS in 1917, the celebrated missionary, the Rev. P. A. Delaporte, went back to the USA, taking with him a young Nauruan, Timothy Detudamo, to help him complete his Nauruan translations. Four years in America impressed Detudamo with the example of free enterprise and on his return he urged Nauruans to start their own store so that the British Phosphate Commissioners' trading monopoly would be broken and the price of goods reduced.

The BPC and the Administrator, then Mr. Smith-Rewse, found the Nauruans intention to found a store "unbelievable and intolerable". When



- This scene, of a prosperous white family in Nauru, was used in the book, having been lent by PIM. Photographed in 1907, the group (left to right) are A. H. Gaze, Elsie Gaze, Ethel Gaze and Captain Fleet (or Theet). Note the Chinese servants.

Gaoled for two years

the Nauruans insisted, Detudamo was charged with disturbing the peace and was gaoled for two years. Other chiefs were also charged in court.

The situation was resolved only by the arrival of Administrator Griffiths (1921-1927) who gave the Nauruans permission to start the co-operative and the store, which was done in 1922, with £800 subscribed by the Nauruans.

The author has also made good use of local informants in re-creating the picture of World War II, during which the Japanese deported, to Truk, 1,201 Nauruans, and would have deported the rest had not the ship intended for the task been torpedoed.

The men were put to work building an airstrip but the food situation grew very difficult and, in 1944 and 1945, 463 Nauruans died—or more than one-third of all Nauruans on Truk. Every family lost at least one member.

One of two priests, Father Kayser, died as a result of ill treatment and malnutrition (the other, Father Clivas, still lives an active life on Nauru) and some Nauruans were killed and injured by air raids by Allied planes operating from Tarawa.

The deportation of two-thirds of the Nauruans and the death of nearly 500, mostly the old and the young, left the society, after the war, with a gap in generations and a disruption of family life. The Nauruan population had fallen well below the 1,500 level which the Nauruans themselves regarded as a minimum for survival.

Turning point

Writes Miss Viviani: "The remaining Nauruans greeted the return of the Australian Administration with joy, and yet this was a turning point for them. For half a century, secure in their social separation they had endured German and British occupation with a kind of indifference, but the wartime upheaval in their economic and social life forced them for the first time to look outwards as a people."

Her book helps show that the fight for control of the phosphate, and eventual independence, were inevitable from that time, but the process was speeded up once DeRoburt was elected Head Chief in 1955. He was keenly aware of the changes wrought by the war and already saw the future welfare of



This is one of a variety of drawings by Australian artist, Elizabeth Durack, for a new book, "Face Value, Women In Papua-New Guinea". Commissioned by the Australian Department of External Territories to portray and write about the womenfolk of the territory, Miss Durack travelled everywhere drawing, talking and sometimes just looking. Published by Ure Smith, Sydney, it costs \$3.95.

the Nauruan people as a problem that must be faced as soon as possible.

"DeRoburt," she says, "shares the genial nature and pleasant manners of his people, but he has a shrewdness and strength-of-purpose that has enabled him to swing the, at times, apathetic Nauruans behind him in the struggle with the BPC and the Administration. His strength as a leader and as a negotiator is based firmly on the Nauruan people's trust."

It was DeRoburt, who as far back as 1963 set a pattern of negotiating which was extraordinarily successful. When at the conference table BPC or Canberra would reject a Nauruan proposal, the Nauruans would reply, not by compromising, but by raising their demands.

The details of those long series of negotiations are very well documented here and the book also has an appendix of useful facts and figures, copious notes, a bibliography and index.—SI.

(NAURU: PHOSPHATE AND POLITICAL PROGRESS. Australian National University Press, \$5.00).

What made the Dutch use force of arms in the Indies

Two books about Indonesia from different viewpoints are *The Mask of Time*, by James Murray, and *The Contest For North Sumatra*, by Anthony Reid.

Anthony Reid's book is an interesting exercise in taking a thorough look at an apparently uninteresting and obscure piece of East Indies history and coming to a conclusion which explains to an extent the rise of Indonesian nationalism.

North Sumatra, under the sultanate of Atjeh, was just one of hundreds of petty principalities within the mighty collection of islands now known as Indonesia. But that sultanate, facing both the British, Straits Settlements and the Dutch East Indies, was a vital cog in the machine which brought fortunes to Holland or Britain, depending on who had the upper hand.

Dutch took over

After the Indians, the Arabs and the Portuguese had been left behind, the Dutch and British had the arena to themselves. It was the Dutch who were able to take Sumatra into its East Indies, and try to monopolise its pepper industry, which at one time exported half the world's supply.

Batavia (capital of the Dutch empire) could not allow Atjeh's independence, and war broke out between the sultanate and the Dutch. The sultanate drew sympathy from many parts of the world in its bitter struggles with the Dutch, but by 1898 it was all over.

Mr. Reid points out that this was more than a petty war between an uncaring European power and a small but proudly independent sultanate. The Dutch after the war decided that the rule of force was more expedient than diplomacy. It wielded its East Indies into a nation centred around Batavia, which later became Indonesia with Djakarta its capital.

Mr. Reid's book is a fascinating glimpse of how history can spring from the most unexpected quarters; it is written in a scholarly fashion but with an eye to what is relevant in today's world.

The Mask Of Time is like visiting Indonesia through the eyes of a

romantic poet of the last century. James Murray means well and his efforts to make contact with the Indonesians are more sincere than those of any other travel writer about the place, recently published.

But for all his good intentions he gives the impression of being more tourist than the average tourist. He refuses to eat the Indonesian delicacies on the grounds that he doesn't know where the meat comes from and when confronted by a poor, but pestering, painting seller, he says: "I'll take six and any will do". Besides being insulted, the seller probably thought he was quite a mug.

Photographs by Lance Nelson are in mood with the author's style. They are very beautiful and evocative. But the writer gets a little carried away.—JSE.

(THE CONTEST FOR NORTH SUMATRA, Oxford University Press, \$12. THE MASK OF TIME, Ure Smith Pty. Ltd., \$5.95).

Unremarkable book on something or other!

The dustjacket of "In One Lifetime" says that the book is "more than just another general view of the territory of Papua New Guinea". But having said what the book isn't, the writer of the blurb unfortunately does not say what the book is.

It's a book of text and pictures, neither of which dominates and neither of which is remarkable. Maslyn Williams gives us a half dozen brief biographical sketches of New Guineans who have achieved something, and although he describes them himself as "simple essays", his style is often so simple as to make one wonder whether he is directing his text at high school students. His biographies, to be sure, are invariably illustrated by some of the pictures—but the addition of others is not always relevant.

It's not luxurious enough to be a coffee table book and probably too expensive to give away at trade fairs. Probably it would be most at home in the waiting rooms and libraries of Australian Government offices abroad where it might hope to show somebody that New Guinea is a big island, with a lot of different people in it, all progressing towards something or other.—SI.

(IN ONE LIFETIME, F. W. Cheshire, \$4.95).

A potted look at 19th century Islanders

Islanders of the 19th century—all types of Islanders, black, brown and white—are the subject of a book to be published in Canberra in late July.

The book, *Pacific Islands Portraits*, is a collection of short studies of Islands identities of the time, about half of them native, half European.

It is edited by J. W. Davidson and Deryk Scarr of the Australian National University, and is to be published by ANU Press. Professor Davidson describes the book as "an attempt to cover the varieties of human experience in the Islands in the 19th century".

Contributors, besides Davidson and Scarr, include H. E. Maude, Sione Latukefu, Peter Corris, David Hilliard, Hugh Laracy, Niel Gunson, John Young and Caroline Ralston.

Portraits include those of Peter Dillon, King Cakobau, Ma'afu, King Binoka, Bishop Patteson, Father Xavier Montrouzier (mainly about New Caledonia), George Tupou I, Kwaisulia (a Solomon Islander recruited to work in Queensland and who later returned to the Solomons to become a recruiter himself), and a West Samoan rebel, Lauaki (a supporter of traditional Samoan culture who attempted to overthrow German rule and was exiled to Saipan in 1909, where he died).

Group portrait

Caroline Ralston does a group portrait, "Beach Communities", about early settlers in such towns as Levuka, Apia and Papeete. John Young's contribution is also a group portrait, of the Fiji cotton planting community.

Niel Gunson's contribution, "Devotions of a Missionary Family", takes a close look at the peculiarities of the family of William Henry, one of the Duff missionaries, and comes up with some pretty fascinating stuff.

In all, there are 12 portraits in the book.



JUST ENJOYING OUTER FIJI

Inside the Reef, by Victor Barker, is a pleasant little series of chapters on the author's experiences just wandering around Fiji, enjoying himself. He has the pleasant ability of being able to convey his enthusiasm to the reader and he makes his chance encounters with all manner of people seem larger than life.

He manages to get tipsy drinking yaquona and "home brew" in at least two chapters, buys the usual carvings with the greatest glee and meets some strange characters, including a man who makes friends with fish and a seven foot dancer. For anyone interested in a light-hearted look at Fiji from well outside the walls of an air-conditioned hotel, this is the book.

(INSIDE THE REEF, Lansdowne, \$3.50.)

The "Bounty" story in blank verse

The Pacific's most famous story, *The mutiny on the Bounty* has been turned into a film on four different occasions. It has been depicted on the stage. It has provided several novelists with profitable themes. And it has been the subject of countless factual books and articles.

But it is only now that an epic poem has been made of it.

The poet is Dr. J. M. Couper, a Scot, who came to Australia in 1951 and now holds the post of Senior Lecturer in English at Macquarie University, Sydney.

Dr. Couper's poem, called *The Book of Bligh*, runs to 88 pages of blank verse. Here is a sample:

Bligh eyed his men in the bowels
[of the boat, their scattered
dumb despair, their limbs and
[other limbs
at odds, all comfortless, like
[slag of shale
or slate askew, slid into a
[quarry on Exmoor
where the brisk Roman traders
[came, so smart, their
galley below in the bay, but
[now neglect
oozes and festers no better than
[dough in the rain.

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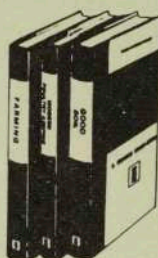
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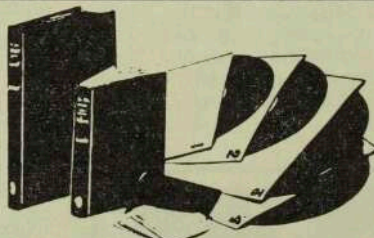


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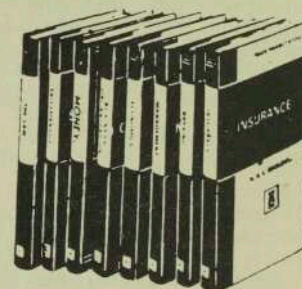


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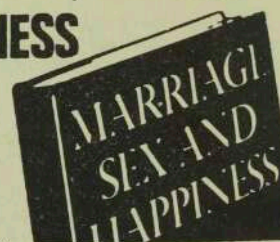
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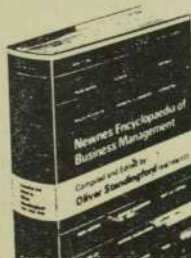
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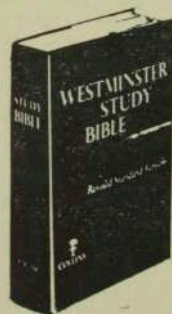
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Lord Howe Island, part of New South Wales and lying about 300 miles off the mainland, is a recreational paradise for jaded Australian tourists. But on the tiny island, seven miles long and just over a mile wide, the tourists remain largely unaware that the small population is split into two camps, Islanders and non-Islanders.

The 70-odd non-Islanders who reside more-or-less permanently on Lord Howe have had to live with this label since the Lord Howe Island Act was passed in 1953 giving only residents who leased land before the act the right to call themselves Islanders, with all the advantages that go with the title. But the 70 have now become more articulate and, with an eye to the tourist boom which has hit the island, have formed themselves into a Non-Islanders Association, dedicated to having the act changed.

At the island's only "pub", the Bowling Club, you'd never think there was any friction. There, all are welcome and non-Islander rubs shoulders happily with the most jingoistic Islander. But in matters of land and status there is plenty of bitterness.

I asked Nick Potter, who runs a thriving store not far from the beach, what it meant to be a non-Islander on Lord Howe. The answer came

Talking about islanders of Lord Howe, this picture of Blinky Beach, on the non-lagoon side of the island, was taken around 1910. It shows Lord Howe personality, Cobby Roberts (left) cut fishing in the days when everyone was an islander, if he chose that title. Picture here and those on opposite page are supplied courtesy of Cobby.



WHEN AN ISLANDER IS NOT AN ISLANDER

By JOHN ECCLES, just back from Lord Howe.

back that to those who are Islanders there is an automatic free "perpetual lease" of five acres (all land is owned by the crown) for residential purposes and a loan of \$8,500 for development. Islanders alone serve on the Island Committee (the only body to advise the Lord Howe Island Board of Control, which runs the island as part of NSW). Islanders have priority over the purchase of land and under law they can buy any land up for sale at a nominal price, even though a non-Islander is prepared to pay more.

Protects the island

The act was passed to protect the Islanders, their island and the quiet, easy-go-lucky life which goes with it. The Islanders claim this is exactly what it does do.

The non-Islanders, some of whom have been on the island for as long as 14 years, say it is a ridiculous situation that an Islander may leave Lord Howe and settle in Australia and yet his wife and children will remain Islanders, while a non-Islander may remain on the island all his life and even his descendants have no chance of being called Islanders—and all because of a piece of legislation.

Tourism, a new airstrip and general prosperity are coming to Lord Howe and the subject of land, who owns it, and who gets the chance to reap the most benefit from the tourist dollar, is now a matter of paramount importance. The non-Islanders want:

- All non-Islanders to become Islanders after 10 years residence

on the island. Subsequent absence from the island for more than six consecutive years would revoke Islander status. This, says the association, would mean Islandership immediately for only seven or eight people, but it would bring a sense of belonging to residents who might otherwise remain "different" for all time.

- All non-Islanders to be entitled to enrol for island elections after a 12 months' residence.

- Non-Islanders to be entitled to be elected to the Island Committee after three years residence, and to the board after five years.

- All leaseholders, regardless of status, to pay the same land rent as Islanders from the date of initial occupancy.

- All non-Islanders to have equal claim to the transfer of existing leases with Islanders after three years residence.

Many of these proposed changes deal with land questions. The Islanders feel, with plenty of examples to support their point, that islands which give "foreigners" a finger in the land pie, end up with nothing to call their own and a place to live which bears little relation to the happy place they once knew.

First priority

The act, they say, gives them first priority to do what they like with their own land and gives them the right to run the island their own way, instead of being swamped by a spreading population from the mainland. That population problem can be further complicated, theoretically by the fact that any Commonwealth subject can work and stay on Lord Howe as long as he likes. In fact, few visitors are even allowed to board the flying-boat to Lord Howe unless they have evidence of a place to stay and money to pay for it.

The non-Islanders in this war claim, of course, that not all Islanders are angels. They are just as capable of making a mess of the place as any one else, and are just as capable of selling the island out to make money as any visitor.

Whatever the merits of either argument, some sort of change is needed in the status of non-Islander residents on Lord Howe.



Fifty years ago on Lord Howe Island the most common and most sensible mode of transport was the sled. In the above picture, taken 1910, the right-hand horse is bearing a sled, the other is pulling a "spring cart". Personalities in this picture are also interesting: The lady on the right is Mary, the daughter of one of Lord Howe's first residents, Nathan Thompson, an American whaling man. Nathan had married a Gilbertese girl. The lady, left, is Mary's daughter, Elsie, from her marriage to another famous Islander family, the Wilsons. Elsie Wilson married a Young, to give birth to Brian Young, the island's present milkman.



Lord Howe's roads are rough and 50-years-ago they were even rougher, as the above picture shows. This young man, his girlfriend, and his sled, are taking a fast bend round Windy Point on what is now Lagoon Road. Things haven't changed much. The historic picture at left shows the island's first post office with postmaster, Jack Stevens, in the doorway. On the sled is Frank Payten (a carpenter when not delivering mail) and the large bundle represents the island's mail for the month, freshly collected from the Burns Philp ship that serviced the island in 1910. Coral Court guesthouse now stands in place of the old post office.



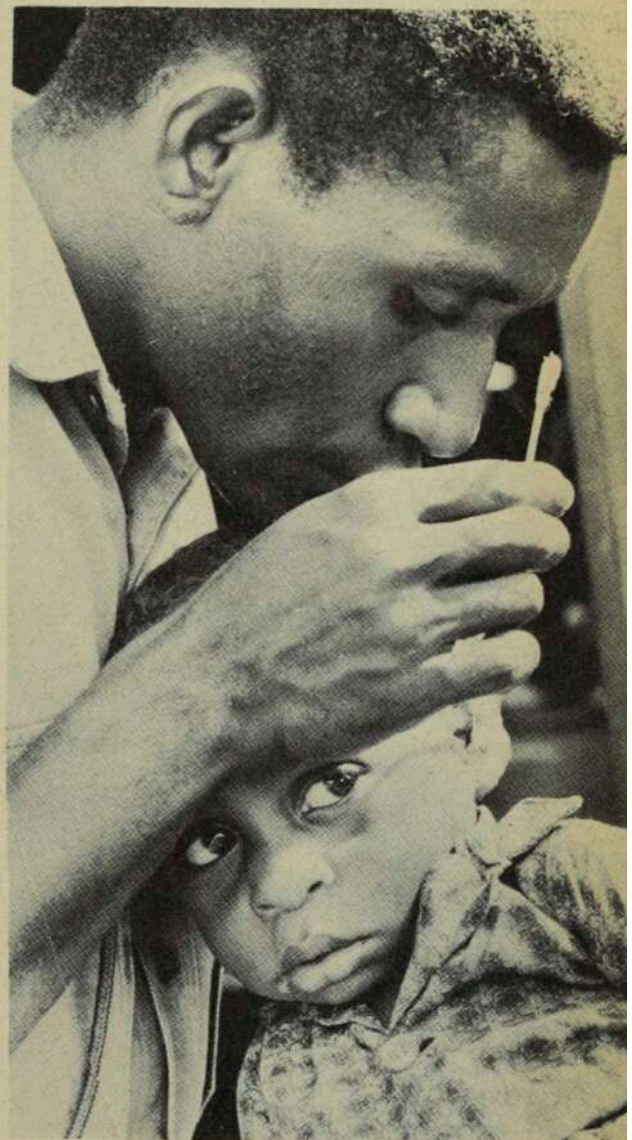
Overhead supervision from a parakeet

Giving this poor fellow the bird in the shape of a little overhead supervision obviously hasn't increased his chances of fixing that outboard motor. Corporal Patrick Bana of Bougainville took it all in good part but the strain began to tell after a few minutes. The parakeet was impressed by his civic action, which was just as well as he was helping the people of Kikori and Ihu in Papua, in a community project.



Army medicine

It's not much fun having a tropical ear infection, as this little girl (right) from Kikori in the Gulf District of Papua, is quite aware. She's receiving attention from medical assistant Cpl. Lomus Manna of the Pacific Islands Regiment, during a "civic action patrol" in the area. The soldiers helped out in a number of ways in Kikori and Ihu and won many friends—not the least of them being eight-year-old Nomi, above, being treated at the Kikori Hospital, by army medical assistant Sgt. Sam Pasen.



Helen dresses Fijian

University student from New Zealand, Helen Kedgely, spent a couple of happy months in Fiji recently. One of her "discoveries" was Suva clothes designer, Cherie Whiteside. The feeling was mutual and Cherie prevailed on Helen to model clothes for her. Here is Helen in two new Whiteside creations. Left, no less than the mini-tabana, the "tabana" being the Fijian word for wings. The wing-like effect is achieved by the arm panels which reach an abbreviated hem. The mini is self evident. Below, casual culottes in deep blue with an overprint of etched white hibiscus.



100

MAY, 1970 — PACIFIC ISLANDS MONTHLY

People

● After 11 years in the sunny Pacific, South Pacific Commission demographer, Dr. Hans Zwart, departed for Holland in March, sadly returning to a European winter and, as he put it, "fields of frozen potatoes".

Mr. Zwart has worked since 1959 at census and population studies in West Irian, Auckland, Fiji and the Gilbert and Ellice Islands. He is succeeded at the SPC in Noumea by fellow Dutchman Dr. Ko Groenewegen, formerly at the University of Auckland. One of Mr. Groenewegen's first tasks is to work on the census held in the British Solomon Islands on February 1.

● Mr. L. W. Bergstrand, last of the early directors of Pacific Islands Mines Ltd., Misima Island, Papua, minerals explorer, resigned recently after nine years on the board. He will remain in close association to PI Mines as "alternate" to deputy chairman, Mr. J. G. Fuller.

Mr. Bergstrand, an engineer, first went to New Guinea from San Francisco in 1931 to construct dredges for Bulolo Gold. He retired from Bulolo in 1957 and moved to Sydney.

● Twelve members of the Papua-New Guinea House of Assembly left on a three-week political tour of Fiji and Australia on April 3. They were first to visit Fiji for five days, then fly to Sydney for the remainder of the tour. This brings the number of elected members of the House who have visited Australia up to 42 of a total of 84.

● Commander G. J. B. Simeon (RN ret.), project manager of the UN Development Programme survey of the transport system in Fiji, returned to Suva on March 7 after three months leave in the UK and New York.

Although the project was concluded last year, it has been extended for two years to continue hydrographic work initiated under the project. During his leave, Commander Simeon discussed with the British Minister of Defence the purchase of a hydrographic vessel for the project.

● Terry Shick has become (it is believed) the first Lord Howe Islander to be called up for national service in the Australian Army.



Fiji Military Forces officer cadet, Alexander Eastgate, was due to begin a two-year course at the Royal Military Academy at Sandhurst on April 27. Since September last year he has been attending a series of army courses in New Zealand.

Mr. Eastgate, who represented Fiji in the 200 metres at last year's South Pacific Games, is the son of Mr. and Mrs. Reg Eastgate of Suva.

● Mr. Donald H. Crothers, 46, of Fargo, North Caroline, has been appointed Chief Justice of American Samoa, succeeding the territory's Chief Justice since 1965, Judge H. Edward Hyden.

● The Bishop of Melanesia, the Rt. Rev. J. W. Chisholm, is a busy man judging by a recent trip he made to the New Hebrides. During the tour he travelled more than 2,000 miles by sea, made innumerable bush walks and climbed dozens of hills to inland villages. He made 15 confirmations, dedicated three schools, seven churches and a hospital clinic, preached more than 50 sermons, conducted three ordinations, addressed more than 20 public meetings, held a three-day staff conference—and took a week off.

● Professor A. B. Weston has been appointed Professor of Law at the University of Papua and New Guinea.

The Foundation Professor of Law, Professor P. G. Nash, resigned in October, 1969, and will shortly take up an appointment as Professor of

Law at Monash University. Professor Weston, who has held teaching posts in several Canadian universities, has been Professor of Law in the University of East Africa at Dar es Salaam since 1961 and was Dean of the Faculty from 1961-1968. He takes up his appointment in June.

● Dr. Mary McDonald of Canadian University Service Overseas (CUSO), left the New Hebrides at the end of March, at the same time as Mr. Gordon Skipper, secretary of the New Zealand Voluntary Service Association. Both had had discussions about the possibility of sending volunteers to work in the Hebrides.

● Papua-New Guinea's Assistant Police Commissioner, Mr. B. J. Holloway, took control of the territory's police from April 1 as Acting Commissioner, following the resignation of Commissioner, Mr. R. W. Whitrod. Commissioner Whitrod left Moresby in late March to become Police Commissioner in Queensland. He had been in NG less than a year (*PIM*, Feb., p. 29).

● Mr. Gerard Chénais, Condominium Assistant Statistician, was due to leave the New Hebrides at the beginning of April for Noumea to attend a South Pacific Commission Statistics Conference.

● Mr. Ian Mance, Public Administration Liaison Officer at Britain's Ministry of Overseas Development, spent three days in the New Hebrides at the end of March after visiting Fiji in connection with administrative training at its university. A specialist in training for localisation, he had discussions with officials at the British Secondary School in Port Vila.

● The Pope has appointed the very Rev. Father Desmond Charles Moore, of the Missionaries of the Sacred Heart, Bishop of Sideia, Papua-New Guinea, in succession to the Most Rev. John Doyle, who has resigned his office owing to age and ill-health.

● The Rev. Bernard G. Thorogood left Rarotonga in the Cooks with his wife and family in early March to take up a new appointment in London. He is to become the assistant to the general secretary of the Congregational Council for World Mission, with a view to succeeding him on his retirement in 1971.

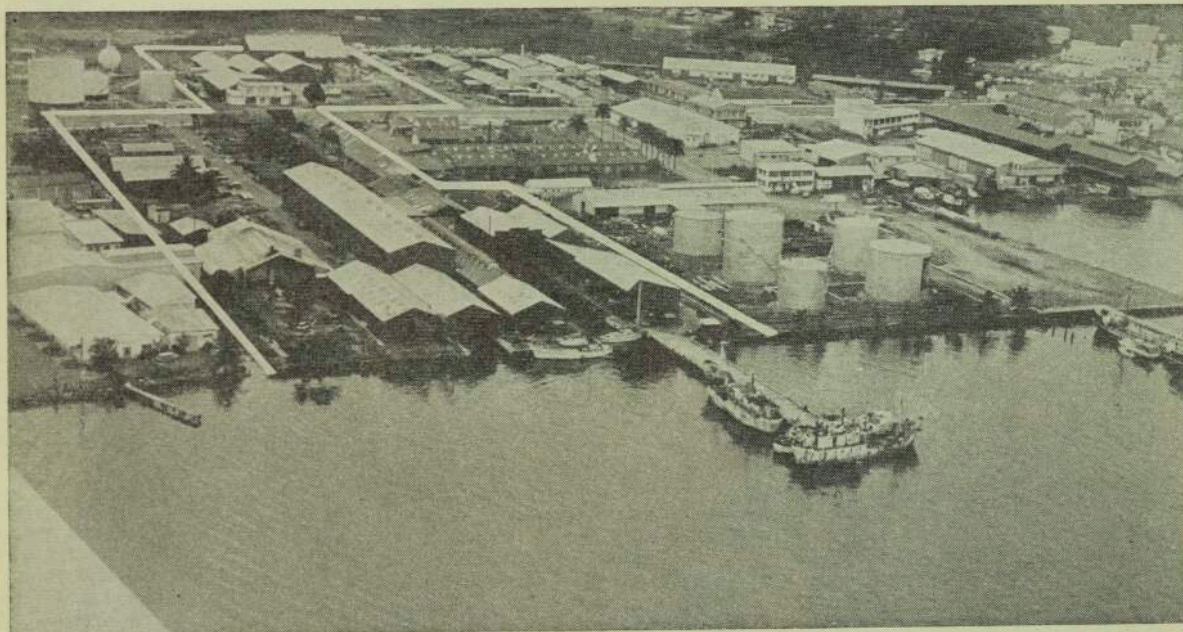
Mr. Thorogood first went to Rarotonga in 1953 as a member of the London Missionary Society (later, the Cook Islands Christian Church).

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Pacific Shipping

Matson, with too much work, may go for a fourth ship

Changes are likely to Matson Lines' trans-Pacific cargo runs before the company begins operating two new container-ships in early 1973.

The company's vessels, *Sonoma*, *Sierra* and *Ventura* can't cope with growing cargoes and Matson may put out on a fourth ship, or replace these ships with bigger vessels.

Currently they operate monthly, calling at Hawaii and Pago Pago, en route from Los Angeles to east-coast Australian ports.

Matson would like a bigger percentage of American Samoa's fish exports, despite the Polynesia Line, so it's feasible a bigger ship may call at Pago Pago to compete with Polynesia's *Graziella Zeta*. Meantime, the *Zeta* could also be replaced.

For their two containerships, Matson are still considering schedules. No facilities exist at Pago Pago, Suva, or Papeete to handle containers at present but this is not an inhibiting factor as these facilities could exist by 1973; or Matson ships could carry their own cranes, etc., to offload the containers without help from shore.

Matson recently won a US Government subsidy to build these ships, which will be identical to the company's new 720 ft *Hawaiian Enterprise*.

Enterprise has 638 regular 24 ft containers and 318, 40 footers, including 282 reefer containers.

The advent of a couple of ships of this nature in ports like Suva and Papeete could revolutionise cargo handling faster than the advent of cranes and side-loading has taken New Guinea ports by storm over the past three years.

No word yet has been heard as to whether Matson's proposals for container handling at Pago Pago have been approved or rejected (PIM, Jan., p. 97).

WORLD ARRIVALS TO P-NG SHIPPING REGISTER

Twenty-five ships from 13 countries were added to New Guinea's shipping register during 1968-69. Most were

cargo or fishing boats; 10 came from Australia and their gross tonnages varied from 17 to 1,701.

Australian-origin ships were *Julie Ross*, owner, Mr. M. Ross; *Peter Ikori*, Steamies; *Ellan*, Chin Pak; *Eugowra*, W. Cunningham; *Baia*, BP's; *Junel*, J. Licciardo; *Explorer*, M. Steer; *Davara*, *Arawe* and *Alepa*, all NG Administration.

American ships were *Bulolo I* and *Bulolo II*, both owned by Territory Fisheries Pty. Ltd.; Mexican ships were *Universal II* and *Taroob II*, both owned by Gulf Fisheries (NG) Pty. Ltd. and NG ships were *Baken*, NG Administration, and *Klaus*, Catholic Mission.

The other ships were: *Arasjo*, Norway, W. Cunningham; *Hokianga*, NZ, M. McCormack; *Lemana*, Scotland, Hetherington-Kingsbury; *Sletholm*, Hong Kong, Karlander;

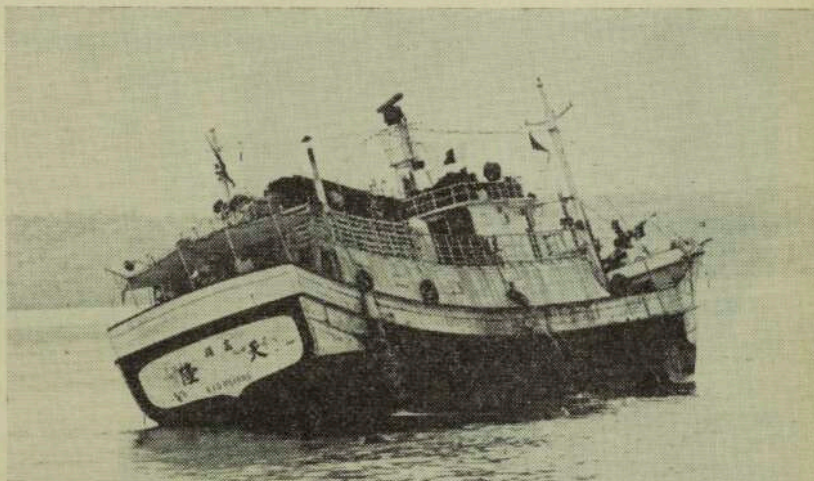
MENTIONED THIS MONTH

Alepa	Maristela
Arasjo	Moresby
Arawe	Nambuto
Baia	New Horizons
Baken	Nimos
Blanquita	Nomad
Bulolo I & II	Oberon
Capitaine Cook	One and All
Capitaine Wallis	Peter Ikori
Davara	Princess Margreit
Delos	Rashid X
Derwent Hunter	Resolution
Duiyabaki	Reyad III
Ellan	Rosie D
Enna G	Santa Teretia II
Eugowra	Sawankhloke
Explorer	Sere-ni-Wai
Fortuna	Sierra
Four Winds	Six Stars
Frisia	Sletholm
Graziella Zeta	Sonoma
Guinea Gas	Stormbird
Hawaiian Enterprise	Tamango
Hecate	Taroob II
Hokianga	Tiare
Houhere	Tein Loon No. 29
Ignore	Triaster
Iris	Tulagi
Island Chief	Uhuru
John Williams VII	Universal II
Julie Ross	Ventura
Junel	Vuniwai
Kashan	Weir
Kelasa	Whitewake
Claus	Youth
Lemana	

Guinea Gas, Japan, Boston Investments; *Rashid X*, Britain, Gulf Fisheries; *Reyad III*, France, Gulf Fisheries, and *Nambuto*, Germany, Nana Shipping Pty. Ltd.

BP'S AND UNIONS CLASH IN SYDNEY

Burns Philp and maritime unions clashed in a bitter dispute in Sydney in April over the sale of a five-year-



The 120-ton Taiwan fishing boat "Tein Loon No. 201", pictured before she was pulled off the reef at the eastern side of Suva passage after perching there for more than 24 hours in March. One of a small fleet of Taiwan fishing boats on contract to the Pacific Fishing Company in Levuka to supply fish to its processing factory, she was on her way to Suva for engine repairs when she hit the reef.—Photo by Stan Ritova.



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old Australian vessel of BP's, the 4,000-ton *Moresby*.

The parties met in the court of the Commonwealth Arbitration Commission following a strike on board the *Moresby* and another BP vessel, *Tulagi*. The strike, by Australian seamen, delayed the *Tulagi's* sailing to the Solomons and Hebrides by a day, and the *Moresby's* sailing to New Guinea by at least a week.

The unions, led by the Seamen's Union of Australia, claimed that the *Moresby*, which was built with a considerable Australian Government subsidy, shouldn't be sold.

BP's disagreed, and went ahead with the sale to a subsidiary of the Singapore Government, Neptune Orient Line, for over \$500,000. After a delay, the Australian Government gave permission for the sale, "with regrets". But in late April, with 900 tons of NG cargo, she remained strike bound in Sydney.

Australians aboard the *Tulagi* wanted a \$15 a week "hard-living allowance" and 46 Australian officers, seamen and greasers aboard the *Moresby* claimed four weeks severance pay for every year of BP service. The arbitration court awarded them three weeks pay and BP's agreed.

BP's best-known master, Brett Hilder, also took BP's to court in April, claiming severance pay exceeding the 17 years' service BP's offered him.

Captain Hilder, by far BP's longest-serving master, went "on leave" in April, with his dispute and the BP's-unions disputes unresolved.

ANOTHER (LUXURY) SHIP FOR NAURU

Another ship—a 9,336-tonner with luxury accommodation for 111 people—has been bought by the Nauru Local Government Council.

Formerly the *Princess Margreit*, she was purchased from Holland America Line and will be delivered in late August or early September. Plans are to use her to supplement Nauruan services on Australia-NG-Fiji runs.

The Nauruans will rename her *Enna G*. They have also decided to rename their earlier purchase, *Triaster* (PIM, Apr., p. 111) *Rosie D*.

Rosie D was expected to begin runs out of Melbourne in mid-May. Mr. J. Greig, shipping agency manager for the council, told PIM.

However, where the Nauruans will operate to in NG or Fiji hasn't yet been stated.

"Kashan", a 74 ft workboat built by S. G. White Pty. Ltd. of New South Wales, was delivered to its owners, Placer Prospecting, in Lae, NG, recently. She'll be used as an exploration landing barge and her equipment includes geological survey gear.



GEIC CATHOLIC MISSION ORDERS A NEW BOAT

An order has been placed with Fiji shipyards for a faster boat with greater cargo capacity, costing \$166,000, to replace the Gilbert and Ellice Islands Catholic Mission's *Santa Teretia II*.

The *Santa Teretia* was grounded on a reef off western Nauru in early January and despite several attempts to refloat her (PIM, Mar., p. 113) she was abandoned in late March.

It's hoped to salvage her new engine.

Delivery of a replacement from Fiji will be in early 1971, and until then, the Protestant Mission in the GEIC will assist with its mission ship, *John Williams VII*.

SHIPPING BRIEFS

● Captain Jim Wilby, master of the New Guinea Australia Line's *Island Chief*, was recently presented with an "Excellence Award" by Mr. Victor Bahr, NSW director of the Bureau of Meteorology.

The award, in citation form, is made annually by the bureau to the ship providing the greatest contribution to the overall availability of meteorological data. Captain Wilby has been master of the *Island Chief* since August, 1968 and he's well-known in New Guinea.

● About \$F100,000 left over from a just-completed five-year survey of Fiji's land, sea and air transport systems by the United Nations

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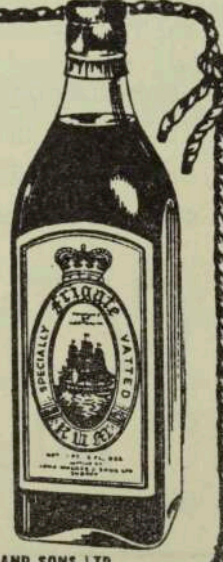


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Development Programme will be spent on surveys for the improvement of reef passages and navigations within reefs in the colony.

● Three people were drowned when heavy seas swamped a canoe in the Vitiavai Strait, between Rooke Island and the New Guinea mainland, in early April. A 45 ft vessel, operated by the Seventh-day Adventist Mission, was forced to shelter nearby and return to Kavieng, New Ireland.

● Mr. Robert Siliko and the late First Officer Geoffrey Clifford Bye have been awarded the George Medal and the Albert Medal for gallantry during a fire aboard the trader *Frisia*, in Rabaul Harbour on May 3, 1968. Mr. Bye died from injuries aiding two people in the fire, and Mr. Siliko, of Nissan Island, won his medal for helping his cabin mate to safety during the fire.

● Alterations have started to the Millers Ltd. engineering shed at Walu Bay, Suva, to permit the building of steel ships up to 100 ft long and 200 tons deadweight. Current orders include a 50 ft tug and a 100 ft barge for Marine Pacific Ltd., several barges up to 75 ft for Fiji Forest Industries Ltd. and others, a 46 ft self-propelled barge for the Cook Islands and a barge capable of handling 50 to 60 tons of copra and cattle. A possibility is a 90 ft steel ship for the Gilbert and Ellice Islands.

● *Sere-ni-Wai*, a Fiji gamefishing launch, was recently laid-up at the Tradewinds Hotel marina, Suva, pending a dispute over her ownership between Mr. Graham Wallace and Tradewinds Marine Ltd.

● The wreckage of an 85 ft ship, reputed to be no more than three months old, has been identified as Japanese. It was washed up on the beach about eight miles from Rabaul, in north New Britain. The name of the ship has been withheld, pending notification with the Japanese Embassy in Canberra, Australia.

● A 82 ft, 120 tons \$100,000 barge owned by Coastal Shipping Company, of Rabaul, New Britain, was to be launched in May. It will carry 1,100 bags of copra and 19,000 gallons of fuel in bulk tanks around the NG Islands, out of Rabaul.

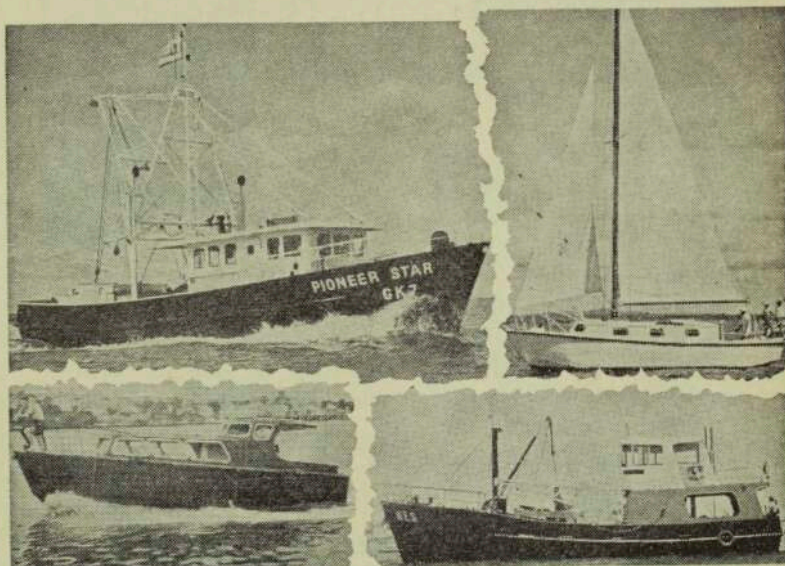
● The keel was to be laid in late April on the building berth of the Fiji Government Slipyard, Suva, for a second government landing barge—which will be 20 ft longer than the first, *Duiyabaki*. Its construction will follow the recent launching of a new hospital ship for the Fiji Medical Department, the 92 ft *Vuniwai*.

● Because of improved schedules with New Guinea's berth reservation scheme, Australia West Pacific Line has reduced passenger fare prices with its ships, *Delos* and *Nimos*. Round trip on the *Delos* has decreased from \$420 to \$320.

● Mrs. Dulcie Wort, manager of Alotau guesthouse, in New Guinea's Milne Bay District, is operating a commercial boat run between Atolau and Samarai, with a 25 ft launch. The launch carries up to 10 passengers and has cut the usual four-hour trip to two hours.

● Mitiaro, southern Cooks, has a new tow boat. Mr. Raui Pokoati, Member of the Legislative Assembly for the islands, and the island's councillors recently paid \$NZ500 to buy the boat from Mr. Tiakana Numanga, Minister of Education and Mr. Apanera Short, Minister of Economic Development.

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● Micronesian Interocean Line's new 130 ft tug *Hecate* and its copra barge *BHI* have arrived at Majuro, Marshall Islands. *Hecate* has gone on the Kwajalein-Ebeye-Kusaie run. Another MILI ship, *Six Stars*, recently carried 11 Indonesians from Koror to Singapore. The Indonesians had made an abortive attempt to settle on one of the uninhabited islands of northern Indonesia—their small boat had instead been driven onto an island in south Palau, Caroline Islands.

● A Russian ship, *Tamango*, called in at Honiara, Solomons, on March 25, for fuel and provisions. The ship had engine failure on its way in and had to be helped by the port authority vessel, *Iris*. Some assistance in interpreting was given by Miss Christine Salt, acting schools' broadcasting officer, who, having an Oxford degree in modern languages, speaks Russian well.

● Warwick Hood, naval architect who has designed workboats for Niue and the Cook Islands, has designed the "imbi", a 10 ft by 5 ft fibreglass polystyrene-coated pleasure craft weighing 102 lb. He says she won't sink or tip over, and can be used as a mini-yacht, rowing boat or outboard.

● Sofrana of Noumea, which operates the *Capitaine Cook* every five weeks from Auckland to the New Hebrides, Fiji and New Caledonia, will introduce another vessel, *Capitaine Wallis*, on the run in early June. *Wallis* will provide an extra call at Lautoka and a direct call to Wallis.

● The Melanesian Mission vessel, *Fauabu Twomey*, struck the reef at the village of Narovorovo, Maewo, New Hebrides, in high winds on April 1. The ship was a total wreck but only one passenger suffered injury—a broken rib. On the same night the Japanese South Pacific Fishing Company fishing vessel, *Santo No. 3*, went aground on a reef in the Torres Islands.

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VISITING SOUTH AFRICA

By JOHN PRAGNELL, secretary of
Point Yacht Club, Durban.

Yachtsmen who arrive here un-announced are sometimes astonished that they are not given VIP treatment and the freedom of South Africa.

From my experience the South African Department of the Interior treats visiting yachtsmen very well. But, yachtsmen tend to bring problems with them.

One has to face the fact that many cruising yachtsmen sailing round the world are doing it on a shoestring. There is possibly no country in the world where you can arrive with little or no money in your pocket, no return ticket, and be accepted for an indefinite stay.

South Africa is no exception and if one expects to be permitted to enter the country or visit neighbouring territories, as opposed to being confined to a port and one's boat, one should have sufficient funds to cover one's maintenance and to pay the fare back to one's country of origin.

Yacht owners are surprised that a yacht is not looked on as a return ticket, but strange as it may appear, many owners cannot prove that they own their boats.

The few incidents that have been reported have, I think, been caused by an unreasonable attitude by the yachtsman himself. One has only to ask oneself what the position would be if one arrived in one of the Australasian ports under similar conditions.

Skippers should be particularly careful of crew they expect to sign off in South Africa. Although they may all set off friends it frequently happens that after a long voyage the crew wants to leave, so this should be borne in mind.

Only if the crewman has sufficient funds or a return travel ticket can the skipper hope to shed responsibility, otherwise the crewman is tied to the boat and the skipper must take him on with him.

Another point that skippers should bear in mind is that if they stay in South Africa for longer than a year, they may be called on to deposit Customs duty on their boat.

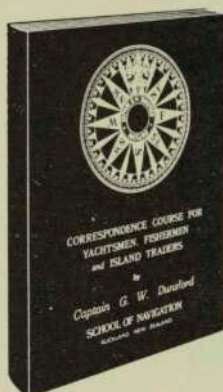
Cruising Yachts

● *ONE AND ALL*, 75 ft ketch-rigged yacht built in Tasmania in 1878, was to arrive in Sydney from Adelaide in late April with a new owner, Sydney caterer, John Huie. Future plans are undecided, but they could include the Islands.

She was sold for an undisclosed sum by Captain Van Gelder and Co. of Sydney, who has reported a recent US demand for old yachts of 75 to 100 ft. US buyers, Gelder says, are trying to buy the yachts "on the cheap". for private cruising.

● *SAWANKHLOKE* (C. and A. Heding), *KELASA* (Harry Gilbert), *YOUTH* (Alan Quigley), *FORTUNA* (Ken Furley), *NOMAD* (B. Williams), *WEIR* (R. Perkins) and *MARISTELA* (John Morrison) were in Durban in late March.

● *UHURU*, 26 ft sloop, arrived at Rarotonga from Bora Bora on



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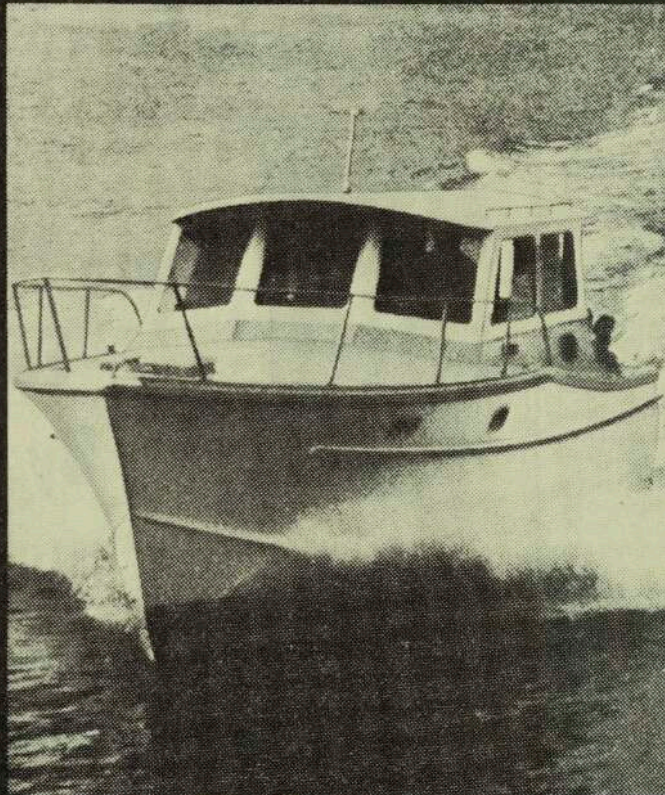
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April 14 with James Lee Ulrich, his wife Mary, and their children Steven and Cynthia, on board. Previous ports of call included Acapulco and Raiatea.

● **TIARE** arrived at Rarotonga with Paul de Smet and Vaea Tanetoe on board on April 14. Previous ports of call included the Galapagos, Raiatea, Maupiti and Bora Bora.

● **WHITEWAKE**, with Dr. Barry White, his wife Elizabeth and their three children arrived at Rarotonga from Tahiti on April 4.

● **NEW HORIZONS**, 38 ft tri with Charles Bruni and his wife Gloria arrived at Rarotonga from Tahiti on April 4. Next stops were Aitutaki, Palmerston and Niue.

● **FOUR WINDS**, 42 ft yawl with Harold and Mary Ann Seal of San Francisco, arrived at Rarotonga April from Bora Bora.

● **RESOLUTION**, with Horst Deltjem, his wife Susan, and Bill Mengersoll, arrived at Rarotonga from Bora Bora and Papeete on March 10. She was slipped at Avatiu on April 9, and plans were to call at Palmerston Island, Tonga and Fiji.

● **OBERON**, with B. E. Humphreys, of Auckland, made a call at Durban in January and rumours were Frank Melhop, of Auckland, on board *Taurangi* was to marry in April before continuing his circumnavigation.

● **STORMBIRD**, 74-ton auxiliary ketch, grounded on Sek Island, Alexishafen, New Guinea, on November 4, 1968, is not forgotten and her mast, steering wheel and compass will go to the Orbost Historical Society of Victoria.

Built in 1874, she worked the east and south coast Australian runs before she was bought in the mid-1960's by Mr. Jim McCormick for the Moresby-Daru-Era run. Her last owner was Mr. Jim McKinnon.

When lost, on a trip from Madang to Wewak, her master was Captain Peter Yemen. His father and two children lost their lives in the mishap.

● **HOUHERE**, 39 ft yacht with three Aussies, John and Warren Tyler and Ronald Smith, was to leave Fiji in late May for Tahiti, via either Samoa or Tonga. *Houhere's* on the way to the US where the boys hope to sell her.

● **DERWENT HUNTER**, 24-year-old 75 ft gaff-rigged schooner owned by Sydney businessman Lloyd Hughes, could be Islands cruising about October for charter ventures. Known in Fiji, Norfolk and Lord Howe Islands, she's currently undergoing extensive repair work in Sydney.

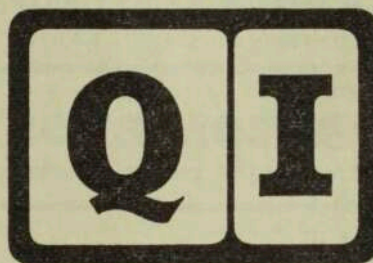
● Mr. Colin Philp, 63, managing director of Suva's Tradewinds Hotel, is having built in the hotel's marine section a 85 ft all-steel ketch with twin hulls. Construction is expected to take two years and when completed, the yacht will be used for pleasure cruising.

● A 9 ft sailing dinghy, in perfect condition, was found at Mangaia, southern Cooks, on Good Friday. The white-painted hull was covered with tiny shellfish, indicating that it had been at sea for some months, and the name *Ignor* was painted on the counter.

Inquiries revealed that it belonged to Mr. Robert E. Amos, skipper-owner of the yacht *Blanquita*. He lost the dinghy last November when it was in tow and he was sailing *Blanquita* from the Society Islands to Tahiti in very rough seas.

The dinghy took five months to drift about 1,000 miles westward.

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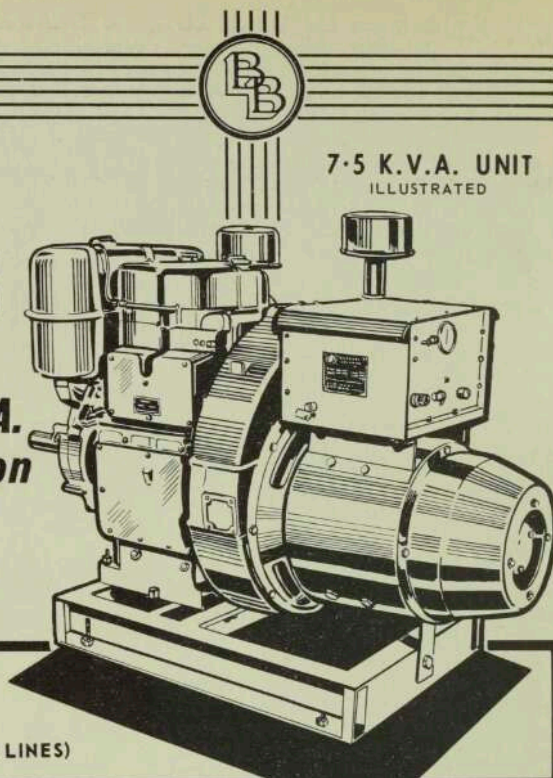
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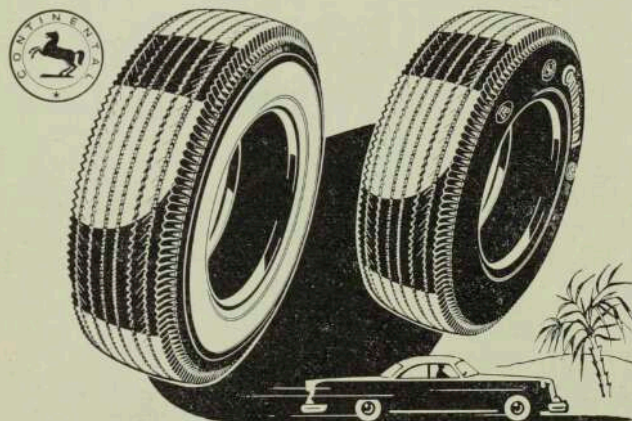
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Business and Development

POLITICAL EVENTS HURT THE BIG ISLANDS TRADERS

By KEN MCGREGOR

Share prices of the three major Islands traders, BP's, Carpenters and Steamies, hit their lowest levels in two years in April. Ironically, the reasons for the falls weren't poor prospects or trading, which is buoyant, but political and indirect.

Fiji's coming independence and the intense political discussion following the Australian Opposition leader, Mr. Gough Whitlam's, January visit to New Guinea has weakened share market confidence in the big firms, particularly BP's and Steamies.

And the announcement of the 1972 pullout from Fiji of the huge Australian sugar refiner, CSR, has made BP's and Carpenters re-evaluate their considerable financial stakes in the colony.

Carpenters, in particular, is pessimistic of Fiji prospects. A year ago an unsuccessful attempt was made by it to sell its three major copra plantations outside Viti Levu for about \$F240,000 to an American group, and at around this price, the states remain for sale.

Increased taxes

Late last year (*PIM*, Dec., 1969, p. 31), Carpenters and BP's protested without avail to the Fiji Government over an increased tax of profit dividends remitted overseas from Fiji.

Although BP's has become a minor partner in Fiji hotels (Travelodge), Carpenters has not and has preferred to invest heavily instead in hotels in Australia.

Under an independent Fiji, both are expected to be taxed heavier, particularly on profits made in Fiji destined for re-allocation overseas.

In April, BP's \$1 shares fell to \$3.40, from a high earlier this year of \$4.30. They lost 30 cents in two days and looked to be falling to near the \$3 mark. Carpenters 50 cent shares decreased from a '70 high of \$2.60 to \$2.10.

Steamies 50 cent shares made a spirited rise to 74 cents following an

excellent interim report, before receding to 67 cents, where they had languished for several weeks.

In their interim, while declaring the usual five per cent. payout, Steamies directors said:

"Problems have been highlighted by statements made from within and without New Guinea and directors again express their concern at the effect some of these statements, which do not always reflect a balanced view, have had on the investment image of the territory.

"Directors have confidence in the part that private enterprise must play in the territory's future."

For the six months ended December 31, 1969, they said group turnover and unaudited net profit were "well in excess" of the corresponding period of last year.

Turnover in merchandising and industrial divisions increased eight per cent. and the unaudited net profit showed an increase of 12½ per cent. Improved results came from these divisions and also from hotels, shipping and stevedoring.

Directors expected this trend to continue in the current half year with the coffee operations in particular showing "considerable improvement."

PIM understands Steamies' rubber interests will also pick up.

Carpenters interim said the group achieved a "steady net profit" for the six months to December 31. Merchandise turnover increased by 8½ per cent. but seasonal and climatic conditions and commodity prices affected primary products.

Copra and cocoa production on the group's estates was lower, but coffee and tea production was up.

Dividend was increased from nine to 10 per cent. indicating maintenance of the 20 per cent. annual payout.



Mr. David Burns, chairman of Burns Philp and Co. Ltd.

As usual, BP's didn't issue an interim report, but it paid out. 6½ per cent., indicating a 12½ per cent. annual rate.

For investors wishing to buy in or increase their BP's-Carpenters holdings, the downtrend in these company's prices is likely to continue to \$3 and \$2 levels. They then will be good buys.

Steamies shares, with over a seven per cent. yield are unlikely to fall further, much to the relief of that company's directors.

Caledonia to import Indonesian workers

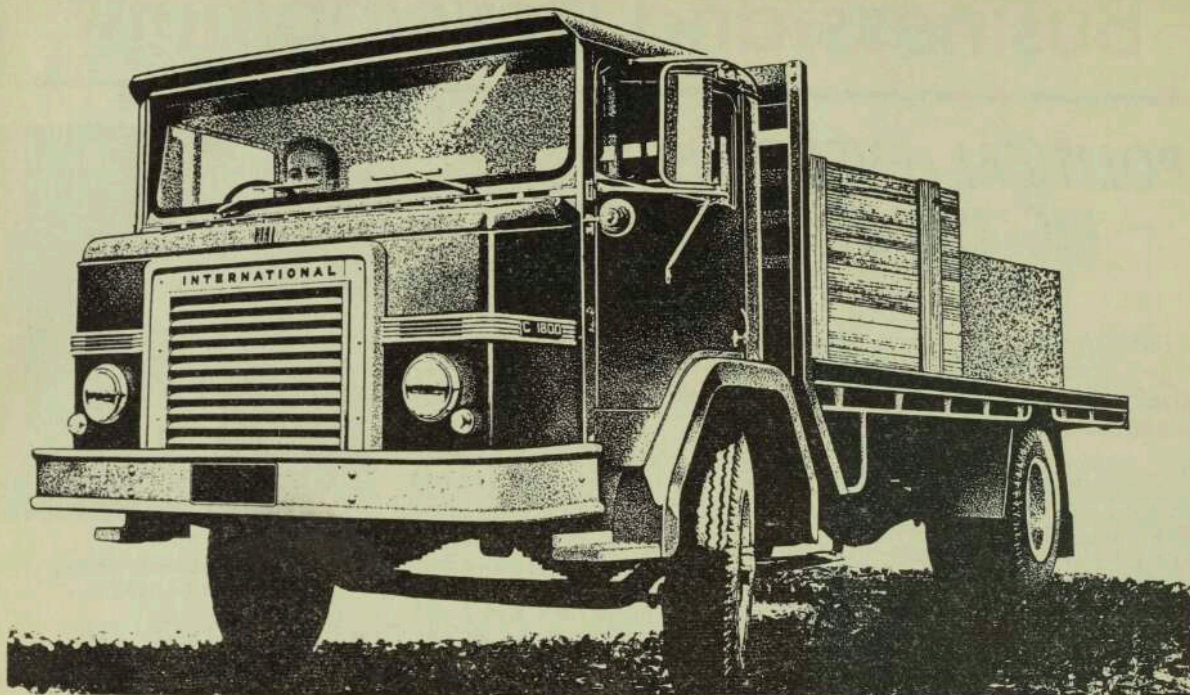
Governor of New Caledonia, Louis Verger, recently told a Noumea Press conference that the territory will need to build over 13,000 dwellings within the next five years.

This will be necessary to house a Caledonian work force, expected to increase 50 per cent. during that period, from the present 38,000 to 57,000.

The Governor was discussing France's plans for the island, following his three week visit to Paris in March. France is determined to develop the island's nickel resources, so that last year's production of 39,000 tons will have risen to 180,000 to 200,000 tons by 1975. This would be one-quarter of the world's production.

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Steamships Trading Co. Ltd., Rabaul.
New Guinea Goldfields Ltd., Wau.
Wewak Engineers, Wewak.
Govt. Council, Mt. Hagen.

PAPUA: Steamships Trading Co. Ltd., Port Moresby.

3500/E/22

meeting on March 9, presided over by President Georges Pompidou, the Governor declared that a high level four-man French Government mission would visit the island "in early April" to recommend credits necessary for development projects.

This mission would hand in its report early May, in time for another top level cabinet meeting. In June, the French Minister for Overseas Territories, Mr. Henri Rey, would visit New Caledonia, Mr. Verger declared.

In the meantime, the Governor admitted that the territory is "poorly prepared for the expansion which awaits it." He referred to the inadequacies of roads, Noumea harbour and Tontouta international airport, telephone services and housing.

As a first step, the Governor stated that construction of the new Tontouta passenger terminal will begin in July. (This project, originally estimated to cost about \$A3 million, has been hanging in suspense for two years, awaiting loan money).

To recruit labour, the Governor stated that Paris has given approval for "several hundred" Indonesians to come and work in the territory, on one-year contracts.

The total 19,000 workers required would be sought in French Pacific territories, France and Europe, besides other Pacific islands.

From its mixed population, Governor Verger stated that "New Caledonia should be an example of what France can do with a multi-racial society".

For "Niaouli" now read "Gomenol"

Visitors who travel along New Caledonia's west coast—including Noumea and the international airport—often remark that the landscape is not unlike the Australian outback.

With only 40 inches annual rainfall on this side (the lush east coast has 80 inches) the scenery is rather bare, except for a sprinkling of gnarled paper bark trees—*niaouli* to the Caledonians, *Melaleuca laucaden-dron* to the botanists.

The bark of this tree was originally used to make roofing material on early settlers' homes. Some years ago, the Japanese had plans for using this timber as woodshavings, to be made into brown paper in Japan. Already an essence was being extracted from the leaf of the tree, for pharmaceutical use.

The Japanese never reached agreement with the French over this project and it seems their paper pulp interest has been successfully trans-

planted to timber in Papua-New Guinea.

However, the Territorial Assembly has just made a move to promote the manufacture of *niaouli* essence.

It seems there are half a dozen settlers in the north of the island who are interested in developing this business, which in 1968 earned about \$A10,000 on the export market.

The assembly has thus voted a subsidy of over \$A5,000 to help labour costs. This grant is to ensure a price of 4 francs per kilogramme of *niaouli* leaves picked and 340 francs (about \$3) for every litre

(1.8 pints) of essence produced.

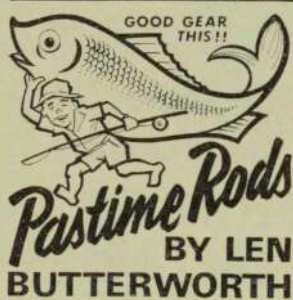
Gomenol, which is the trade name for this essence, is said to have antiseptic properties and is used against colds.

Papuan rubber profits up

Reflecting improved world prices for natural rubber, four Papuan rubber producers have announced greatly increased profits for the year ending December 31, 1969. One company has maintained annual

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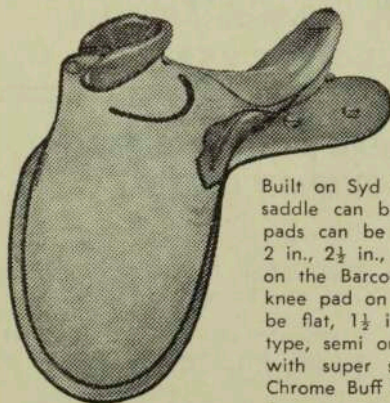
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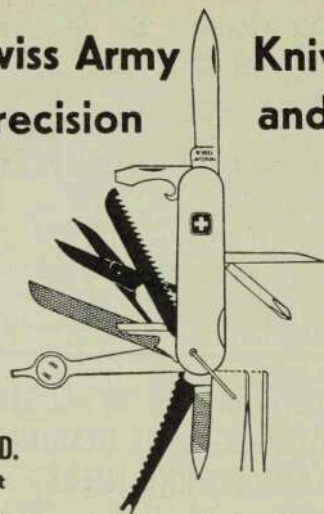
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Building, Margaret Street, P.O. Box 521.

dividend at 10 per cent. and the other three have re-introduced dividends after breaks of up to four years.

Rubberlands Ltd. increased profit from \$7,380 to \$24,220, to return 12.1 on capital. It's re-introduced dividend at 5 per cent. Kerema Rubber Ltd. increased profit by \$30,561 to \$39,324 and re-introduced dividend at 7½ per cent. Mariboi Rubber Ltd.'s profit rose \$19,846 to \$32,502, and an interim payout of 2½ per cent. will be paid.

Sogeri Rubber Plantations Ltd. lifted profit by about \$12,000 in the six months to December 31 and held interim dividend at 2½ per cent., in line with the annual payout of 10 per cent.

With all, except Sogeri, selling at well below par value on Australian stock exchanges, their dividend yields must be attractive for investors.

Meat shortage in Caledonia

Special cargo jets were flown to Noumea in April to help overcome the meat and vegetable shortage.

The first Qantas Boeing brought 32 tons of meat. The second flight, a week later, brought meat and vegetables.

Last year, Qantas regular passenger flights flew nearly 700 tons freight into Noumea from Australia, main items being foodstuffs.

Between them, UTA and PanAm flew in over 300 tons from Australia, while 200 tons were freighted on by Air New Zealand, from Auckland.

In the meantime, to overcome the shortage of another item difficult to procure in France, the local authorities have now completely liberalised the import of rice.

Record liquor sales in New Caledonia

After a particularly hot and waterless summer, Noumea's brewery is registering record sales and preparing to increase its output five-fold.

The "Grande Brasserie Caledonienne" last year produced over 270,000 gallons, or 2.7 gallons for every person in the territory. In addition, New Caledonia imported over 900,000 gallons of beer from Europe. If one adds to this figure the amount of wine and spirits imported—870,000 gallons—one reaches an average of 20 gallons alcoholic beverages for every man, woman and child in the territory, which is almost half a pint daily.

Before drawing too many hasty

conclusions, however, one must remember that a certain quantity of this liquor (an undetermined quantity, however) is consumed by visitors or ships taking on supplies. The Noumea brewery is also exporting some of its beer, as yet in minor quantities, to the Wallis Islands and New Hebrides.

The brewery adopted its new "Ancre Export" label last December, following affiliation with the Esperance Brewery in Alsace, France. Since Christmas, Tahiti also has been producing Ancre beer.

Master brewer, Claude Fertig, a jovial young Swiss, who has worked in German-Swiss and French breweries, told *PIM* this his Noumea plant flies samples every month to Alsace, to make sure the Noumea beer matches the home product. He said the beer has a 3-4 per cent. alcoholic content, in keeping with the warm Caledonian climate. He finds Ancre less bitter than some beer he tasted in Australia. The Grande Brasserie Caledonienne imports malt from Australia, hops from France and Germany, and filtration material from the US. The company is currently awaiting automatic brewing equipment from Germany, which will permit a possible five-fold increase in production.

Meanwhile, Ancre is the only brand selling draught beer in Noumea. The usual glass is *un demi*, containing 25 centilitres (nearly half a pint).

To order his drink, "*un demi, pression*" is all a beer-fancier has to ask a French barmaid.

American finds Aust. playing tough

American Airlines will probably not begin its South Pacific flights in June, although New Zealand has given the airline permission to operate two flights a week into Auckland from that date.

One NZ flight is to be via Hawaii and American Samoa, and the other, via Hawaii and Fiji (with permission already granted by the Fiji Government).

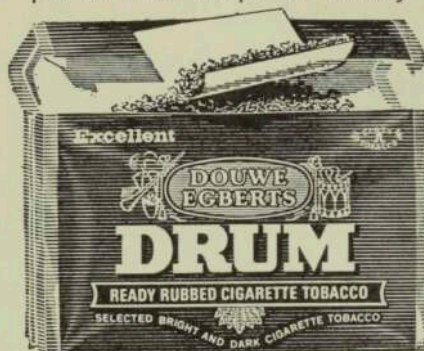
American Airlines is being held up by Australia. To May, despite prolonged and tough talks among a myriad of officials of the US and Australian Governments, Qantas, PanAm and American, no schedule of flights for American into Australia had been agreed.

American doesn't want to begin South Pacific flights without calls to Australia finalised, and it will probably delay its NZ inaugurals until this happens.

The bargaining for Australian schedules saw Australia's Department

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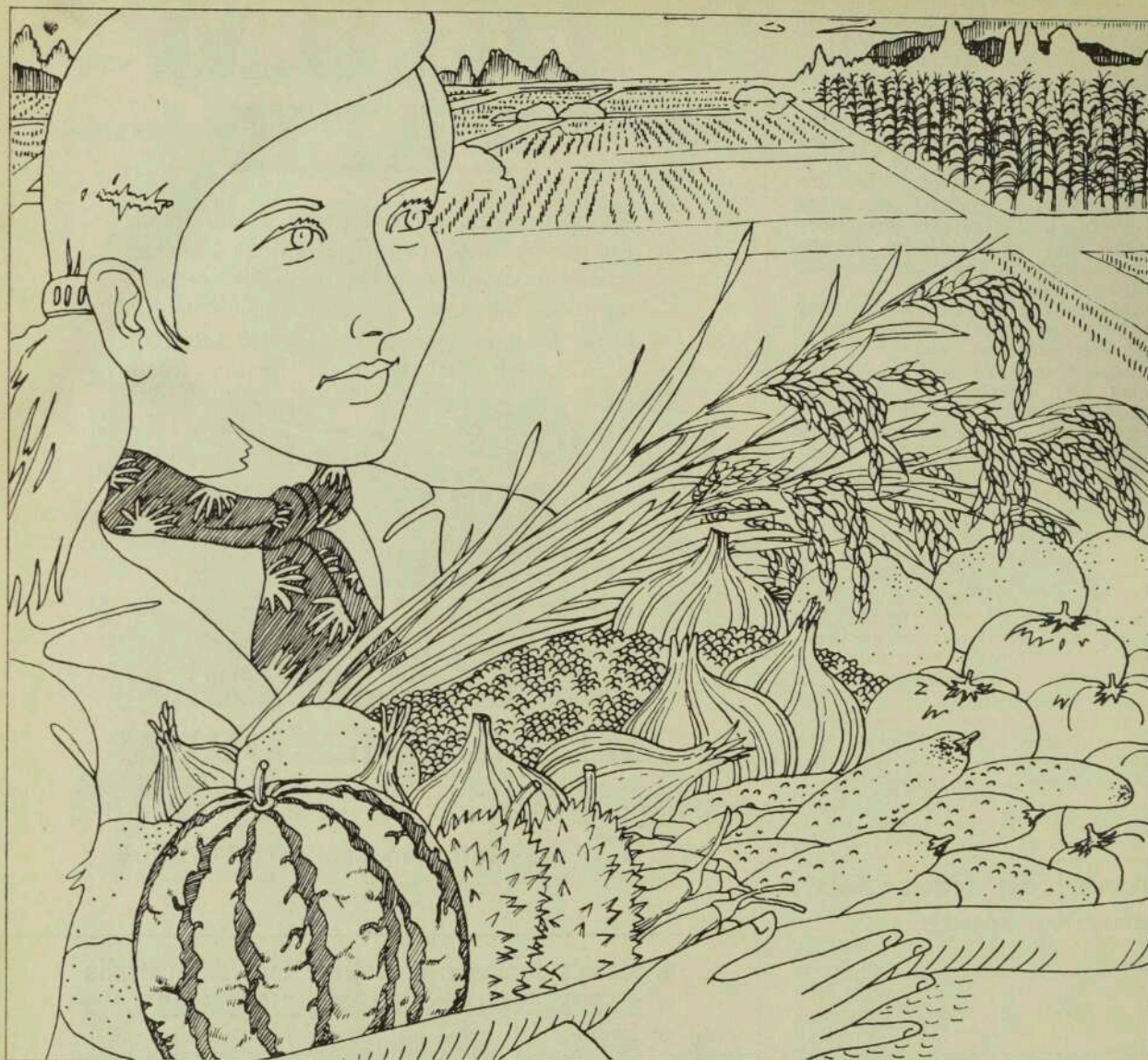
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Mr. Guy Stockdale, manager in Australia of American Airlines.

of Civil Aviation give little away. Qantas urged the department to argue that American and PanAm divide the US's current nine flights a week between them—the department did so.

PanAm, of course, taking losses on operations and finding competition increasing on many of its world-wide runs, is hardly happy with proceedings.

In late April, American's Fiji man, Mr. Ron Hunt, announced in Suva that the Australian Government had granted the US four extra flights a week into Australia. This means, *PIM* understands, the US Civil Aviation Board has to award the flights to a US carrier, or hold them over to a later date.

Most probable is that American will be given all four flights and PanAm will keep its current nine flights.

Drive-in bank for Noumea

Noumea's latest bank, fully air-conditioned and with drive-in facilities, was opened on March 16.

The new building, on the corner of Rue de l'Alma and Avenue Marechal Foch, was the new headquarters of the Banque de l'Indochine. This becomes the bank's fourth new office opened in Noumea in the last five years. The Bank of Indochina also recently opened its first inland bank at La Foa. Second bank to enter the territory was the Banque Nationale de Paris, which began operations in Noumea at the beginning of last year.

Is there nickel in Santa Isabel?

Have the nickel traces on southern Santa Isabel, Solomons, proved to be mere traces, or do they represent real deposits for a commercial mining operation?

Many Solomons residents were asking these questions recently. Inco, the world's biggest producer of nickel, had relinquished its 10-year prospecting licence over 112-square miles of the area.

The Solomons Government had declared the area "protected", and, in the words of the *BSIP News-sheet*, "had stopped prospecting

operations until a definite proposal for mining can be made".

Inco in Sydney wouldn't say if it had proposed a mining operation to the government. The company, however, didn't consider it had "lost" the area and a spokesman said the protected area status didn't rule out "further developments at a later date".

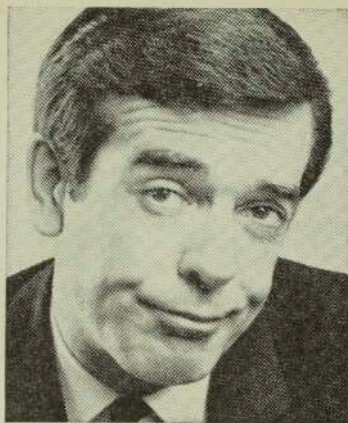
Inco said it had applied for and received from the Solomons Government an area close to the southern Isabel-San Jorge area, amounting to 322 square miles. A reconnaissance permit had been granted and, in April, "field explorations had begun".

To residents, it seemed unlikely

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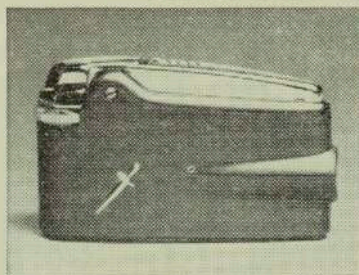
"CROWN"
"PACIFIC"
"ARROW"



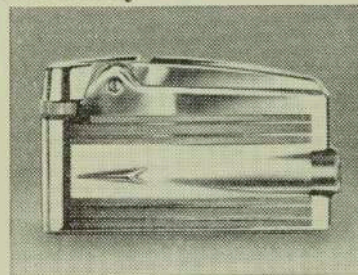
I've got one lighter made out of two
Victorian pennies.
It's never worked.
I've got another that I bought as a
holiday souvenir. That went for a week.
I've got three other jobs that only
need a new little ratchet thingummy.
I've got a lighter with a wick like a
pyjama cord that lights in a gale and
nowhere else.
Lighters?
I've got a drawer full of them.
And a sore thumb.

Somebody please give me a Ronson

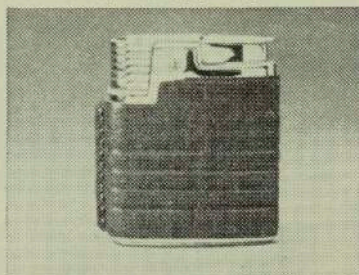
One of these will do nicely



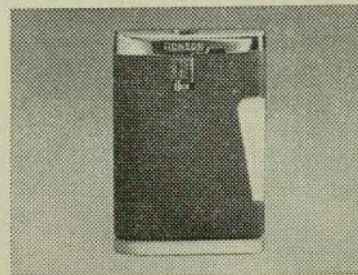
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Inco would have let its original licence lapse if indeed commercial deposits of nickel had been located. Government thoughts on a nickel find were pessimistic.

On the other hand, government thinking could be that if nickel was there in the 112 square miles, it would be more discreet not to leave it all in the licence of one firm.

There was also the feeling Inco was not conducting exploration quick enough.

Inco has prospected the area for several years. It reported a "discovery of important quantities of nickel and associated metals" in late '67 (PIM, Jan., 1968, p. 124). Then it said it would mine and stockpile 50,000 tons from the area and studies would be made later.

Search for copper in Fiji

Copper in them there hills? That's the hope of Barringer Fiji Ltd., which has taken over a Nadi mining prospect called the Kingston Mine. Barringer Fiji Ltd. is a subsidiary of the Canadian company which is currently carrying out a \$F2 million aerial minerals search in Fiji.

Dr. A. R. Barringer, president of Barringer Research Ltd., said Kingston held "interesting potential for copper".

He said his company had also completed an option agreement with Sharma Syndicate, of Ba, for a detailed exploration programme on a prospect near Balevuto.

He said the aerial search was "proceeding well". Total coverage of Viti Levu was to be completed by July.

Ten thousand rock samples had been gathered and analysed. Detailed map-making was being done with the help of a computer in Toronto, Canada, where magnetic tapes recorded during sweeps of Viti Levu and Vanua Levu were sent daily.

ANG shares go up at last

It was a good thing ANG Holdings' \$1 shares picked up from a three-year low price of 82 cents, to reach \$1.12 in April.

With poor results and no dividends in its first three years, ANG in late March announced an issue of one share of \$1 at par for every three shares held on April 17.

The issue, to raise paid-up capital from \$914,000 to \$1.3 million, was primarily to provide new funds for a joint venture with Morobe Constructions Pty. Ltd. to build 446 houses at Arawa, the copper project town

at Bougainville.

The Arawa contract, worth \$7 million, was strategically announced two weeks before the share issue.

Had ANG's share prices remained below \$1, in the light of its performance so far, it would have had trouble raising its \$386,000.

Its interests include coffee growing, rubber planting, timber, shipping and office leasing in Moresby.

Another look at Fiji manganese

An Australian company, Nchenga Mines Pty. Ltd., is planning plants

in Fiji for upgrading manganese ore from abandoned mines.

A network of small plants is planned, with the first one for 1972. A Nchenga director, Mr. J. F. Blackburn, said several small mines on Viti Levu had been worked out of high-grade ore but there had been no organised market for their low-grade ore.

It seemed that a large amount of low-grade ore could be upgraded.

The company had applied the special prospecting licences covering 26,000 acres in Nadroga/Navosa and 33,000 acres in the Yasawas. An airborne geophysical survey of the Yasawas was planned.

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Commerce briefs

● Magellan Petroleum Co. has been granted a personal authorisation in the New Hebrides, giving it the right to apply for prospecting and mining leases in the condominium, except Tanna. It's the first time an oil company has shown interest in the Hebrides.

● Southland Mining Ltd., Fiji manganese exporter, hasn't lived up to prospectus forecasts for its output of manganese, but the operation would still be "highly profitable",

the company's chairman, Mr. M. Messara, said in April. Meantime, Southland's shares on Australian stock exchanges crashed recently, falling from \$10.70 to \$4.

● Australia may spend \$1.3 million on improvements to Manus naval base, New Guinea, according to Port Moresby's *Post Courier*, and not \$3.5 million, as announced in 1967 (*PIM*, May, 1967, p. 105). The paper says the original big Manus plan has been scrapped for a similar project at Madang, on the NG mainland.

● Savoy Corporation Ltd., the Melbourne-based group examining timber potential behind Vanimo, New Guinea, with Japanese paper company, Oji Paper Co., says negotiations have begun with the NG Administration for a "multi-million dollar project" which could give it "very big returns". The company's Sydney representative said he "didn't know" how far plans had gone to develop the timberlands.

● As reported in *PIM* for February, page 122, demand for trochus shell is strong. Burns Philp (New Hebrides) Ltd. and World Trading Company, Star House, Hong Kong, are now buyers.

BP's are offering \$100 a ton for good clean shells between 3 and 5 in. World Trading is after 20 tons monthly for shells 3 to 5 in. No price is stipulated but the company wants a maximum two per cent. defective shells and no dead or worm-eaten shells. Shells should be packed in strong gunny bags. Papuan trochus is drawing the highest price—\$170 a ton.

● A conference among the six oil companies given permission to form a consortium to explore oil possibilities in Tonga (Shell, BP, Aquitaine, Republic, Gulf and Ampol), the Tongan Government and its UK oil advisors will be held in Nukualofa in May. It will determine the final consortium agreement.

● Dylup Plantations Ltd., New Guinea cocoa and copra producer, has reduced dividend for the year to January 31 from 17½ per cent. to 15 per cent., following a 41.3 profit decline. Profit for 1969 was \$79,182, compared with \$135,054 in 1968. Cocoa, copra, and shell carbon production all fell in '69; coir fibre production rose.

● American-controlled Cottees Passiona (NG) Ltd. recently began using new processing facilities at its Goroka plant in the New Guinea Highlands. New machines will handle the passionfruit crop from the four Highlands Districts and it's hoped fruit worth \$100,000 and producing 120,000 gallons of juice extract will be reached by 1973. Concentrated export juice by then should be worth about \$500,000.

● The Honiara-based BSIP Chamber of Commerce has announced it opposes any government attempt to introduce price control in

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More Commerce on p. 129

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.

Apr. prices, delivered main ports, were: hot-air dried, \$140 per ton; FMS, \$137 per ton; smoke-dried, \$135 per ton.

FIJI:—The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. Prices recently were: 1st grade, \$F165.25; 2nd grade, \$F155.25; CAS, \$F135.75.

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 \$T113 1st grade and \$T101 2nd grade, per ton.

SOLOMON IS.—All production through board at prices based on Philippines rates. Output goes to the UK, Japan, Australia and the rest to the open market. Apr. prices were: 1st grade, \$126; 2nd grade, \$122; 3rd grade, \$112 per ton, BSIP ports (Honiara, Yandina and Gizo).

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. Aust. dollar on Fiji dollar, buying \$A1.0117 = \$F1; selling \$A1.0288 = \$F1.

WESTERN SAMOA.—Through Bank of Western Samoa, controlled from NZ, seller \$A1 to \$WS Tala 1.2470.

NORFOLK IS., PAPUA-NEW GUINEA.—Australian currency used: no exchange payable in transactions with Australia.

FRENCH PACIFIC COLONIES.—Pacific francs (CFP) are used in New Caledonia, New Hebrides (jointly with Australian dollars), Wallis and Futuna Islands and Fr. Polynesia. **French Bank,** Sydney, on Apr. 22, quoted: Selling, Noumea and Papeete, 130 Pac. francs to \$ Aust.; approx. 100 Pac. francs to US \$; Noumea 18 Pac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc). Paris-London: Buying 13.31 francs to £Stg. Also, £Stg. equals 215.50 Pac. francs.

GILBERT AND ELLICE:—Board pays growers \$78.40 per ton and receives \$143.05 per ton overseas; 2nd grade price 3½c per lb.

NEW HEBRIDES:—Copra sold direct by planters to France and Japan. Official market price in Apr. was \$90 (9,000 Pac. francs).

COOK IS.—Copra goes to Abels, Ltd., of Auckland, who operates NZ's copra crushing mill. Prices for Apr., May and June were fixed, subject to freight adjustment, at \$NZ189.27 1st grade, hot air dried; \$NZ187.20 1st grade, sun dried, and \$NZ185.63 standard grade.

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

OTHER PRODUCE

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote F20c (4 in. to 7 in.) to F30c (9 in. to 11 in.) lb for "Sucuwalu" and "Loaloo" varieties.

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

CHILLIES.—Solomons, Honiara, Tabasco, grade one, dried 22c per lb, 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 Apr. 22 was £Stg.322/10/- per ton, c.i.f., UK Spot.

On Apr. 23, Quote No. 1: In store Rabaul, export quality \$530 per ton, delivered ex-wharf Sydney \$595. Quote No. 2: Best quality ex-wharf Sydney \$580, in store NG ports \$502 (for UK, Continent and USA shipments).

W. Samoa.—Latest price quoted in Sydney in Apr. was 1st grade, £Stg.300; 2nd grade, £Stg.280, f.o.b. per ton, and unchanged.

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 Apr. 23, Quote No. 1, good quality A grade 52c per lb; B grade 48½c; C grade 46c; X grade 48½c and native X grade 45c (ex-store Sydney).

CROCODILE SKINS.—On Apr. 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.—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 Apr. 23, f.o.b., Lae; Kernels—white Spanish 17.25c lb.

PEARL SHELL.—Thurs. Is. out of season, production to resume July. **Solomons.**—Honiara, mother of pearl blacklip 15c lb, goldlip 20c lb. **Cook Islands.**—Manihiki, 40c-46c per lb; delivered Rarotonga, 50c-56c per lb. **French Polynesia.**—Tuamotu, Gambier shells, to \$1,000 per ton, Papeete.

PYRETHRUM.—NG growers 17c lb, flowers.

RICE (Aust.): Prices, until Mar. 31, 1971, are—P-NG: Dried brown rice, \$132 per ton, f.o.w. Sydney. Vitamin-enriched white rice, \$146.50 per ton. **Other Pacific Islands:** Polished white (56 lb bags) or dried brown rice (112 lb bags), \$156 per ton, f.o.w.

STOCK MARKET

LAST SALES SYDNEY

	Mar. 24	Apr. 22
ANG Hold. 1.00	1.00	1.10
Bali Plantations .50	.77	.75
Burns Philp 1.00	4.05	3.50
Burns Philp (SS) 2.05	3.10	3.05
Carpenter .50	2.30	2.05
Choiseul Plntn. 1.00	3.70	2.80
C.S.R. 1.00	7.30	6.94
Dylup Plntn. .50	.83	.60
Fiji Industries 1.02	2.35	2.60
Kerema Rubber .50	.29	.30
Koitaki Rubber .50	.77	.73
Lolorua Rubber .50	.40	.40
Makurapu Plntn. .50	.69	.69
Mariboi Rubber .50	.29	.29
P-NG Motors .50	.60	.60
Plantation Hldgs. .50	.74	.74
Queensland Ins. 1.00	4.40	3.70
Rubberlands .50	.25	.28
Soger Rubber .50	.60	.54
Sth. Pac. Ins. .50	1.60	1.53
Steamships Tdg. .50	.71	.66
Territory Brewery .50	.43	.32

OIL AND MINING SHARES

Buka Min. .10	.11	.09
C.R.A. .50	21.20	18.00
Cultus Pacific .25	.65	.55
Emperor .10	1.20	1.03
Highland Gold .20	.40	.30
NG Gold Ltd. .35	.60	.57
Oil Search .50	.44	.38
Pacific I. Mines .25	.49	.38
Papuan Apin. .50	.45	.30
Placer Dev. .25	42.00	42.00
Southland .25	5.60	4.95

* No par value

Sydney stock exchange share price index for ordinaries on Apr. 22 was 566.77. On Mar. 24 it was 598.02.

RUBBER.—P-NG price is based on Singapore rates which on Apr. 22 were: Prompt nominal shipment 57½ Malayan cents per lb; May, M57½ cents per lb and June, M58½ cents per lb (all about 19½ 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.—Apr. 22—Papua—\$160-\$170 per ton—Honiara—\$150-\$160 per ton, f.o.b. Islands port—direct shipment overseas—NG—\$130-\$135 per ton—Hebrides—\$100 per ton—US Territory—World Trading, Hong Kong, after sellers.

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 Apr. 23 were: White and yellow label processed standard packs, \$7.10; green label \$7, c.i.f., Sydney. **Tonga.**—\$T4.20, f.o.b., Nukualofa; \$T4.50, Melbourne.

UK, US QUOTES

COPRA: LONDON, Apr. 22, Philippines, in bulk, \$US243 per long ton, c.i.f., UK/Nth. European ports; US Pacific coast \$US200, buyer, \$US215, seller.

COCONUT OIL: LONDON, Apr. 22, Ceylon, 1% in bulk, about £Stg.169 per ton, c.i.f., UK/Nth. European ports.

RUBBER: LONDON, Apr. 22, Spot 20-5/16d Stg. lb; May 20½d Stg. lb; June 20-1/16d Stg.

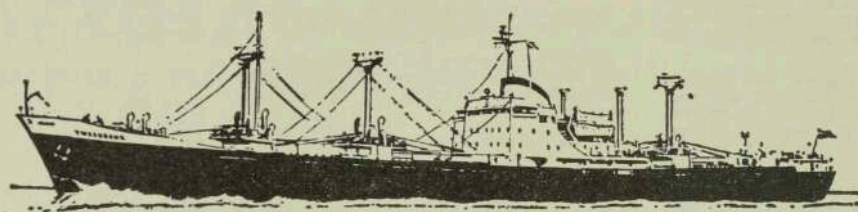
THE BANK LINE

MONTHLY SERVICES

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



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



FOR PARTICULARS APPLY:

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

SOUTHERN CROSS—NORTHERN STAR

Linking the
PACIFIC ISLANDS with . . .
England, West Indies, New Zealand,
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One Class liners, Southern Cross (20,000 tons) and Northern Star (24,000 tons)—air-conditioned with the latest in amenities. Regular sailings approximately every six weeks via Panama Canal and South Africa, calling at a selection of the following ports: Fiji, Rarotonga, Tahiti, Acapulco, Balboa, Curacao, Trinidad, Barbados, Miami (Pt. Everglades), Bermuda, Lisbon, Southampton, Las Palmas, Cape Town, Durban, Fremantle, Melbourne, Sydney, Wellington, Auckland.

For full particulars apply:—

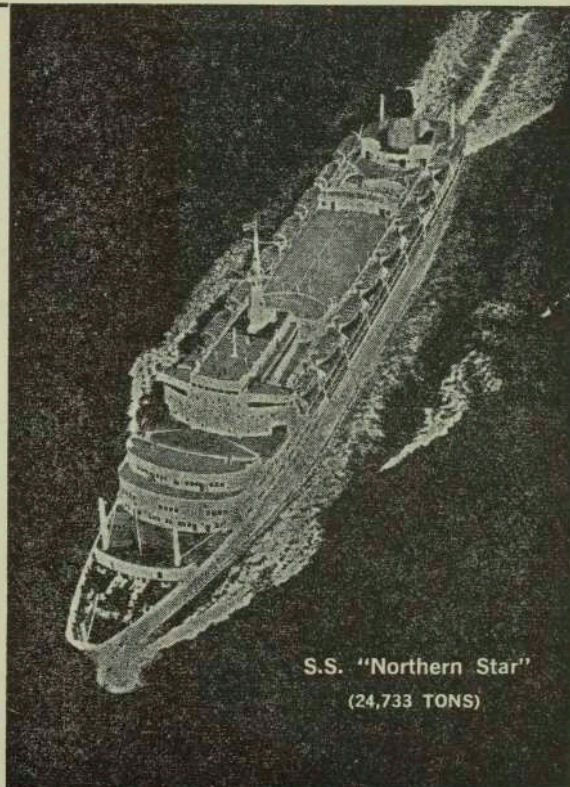
Fiji—Any branch or agency of Burns Philp (South Sea Co. Ltd.).

Cable Address: Burphil.

Tahiti. Messageries Maritimes, Papeete.

Cable Address: Messagerie Papeete.

SHAW SAVILL LINE



S.S. "Northern Star"
(24,733 TONS)



Shipping & Airways Information

SHIPPING

AUSTRALIA - FIJI - NORTH AMERICA

Pacific-Australia Direct Line operates monthly 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 Djayapura.

Details from John Manners and Co. (Aust.) Pty. Ltd., 4 Bridge Street, Sydney (27-9164).

SYDNEY - FIJI

CSR operates a passenger/cargo run with the MV Rona, departing Sydney every three to four weeks for Suva and Lautoka and return.

Details from Colonial Sugar Refining Co. Ltd., 1 O'Connell Street, Sydney (2-0515).

SYDNEY - NZ - FIJI/TAHITI - UK

Chandris Australis and Ellinis maintain a two-monthly passenger service from Sydney via NZ, Suva (Australis), Papeete (Ellinis) to Britain.

Details from Chandris Line, 135 King Street, Sydney (28-2451).

Sitmar Line, with 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 Devonport-Brisbane-Sydney-Noumea.

Details: Hetherington Kingsbury Pty. Ltd., 4 Bridge Street, Sydney (27-1671).

SYDNEY - GEIC - HONOLULU

Columbus Lines operate monthly passenger-cargo sailings from West Coast, US to Australasia, returning via Tarawa, GEIC (with transhipments to Majuro, Marshall Islands) and Honolulu to Nth. America.

Details from Shiptraco Sea Transport Services Pty. Ltd., 19 Bridge Street, Sydney (27-4149).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FRENCH POLYNESIA

Messageries Maritimes Line passenger-cargo vessels, Tahitian and Caledonien from Marseilles, via West Indies and Panama, call regularly at Papeete, Taiohae (Marquesas Group), Vila, Noumea and Sydney, and return to France via S. Africa or Panama.

Polynesie maintains three-weekly passenger sailings—Sydney, Noumea, Vila and Santo.

Details from Messageries Maritimes, 2 Young Street, Sydney (27-2654).

SYDNEY - NZ - FIJI - HAWAII CANADA - UK

P. and O. liners call monthly at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and the US; occasional calls at Pago Pago and Tonga.

Details from P. and O. Lines of Aust. Pty. Ltd., 55 Hunter Street, Sydney (2-0317).

SYDNEY/NZ - FIJI/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 and Madang with two ships.

Details from Wihl. Wilhelmsen Agency Pty. Ltd., 13 Bridge Street, Sydney (2-0517).

Burns Philp's Montoro sails every four weeks from Sydney to Brisbane, Pt. Moresby, Samarai, Marsina sails every three weeks from Sydney to Rabaul and Kavieng, and return. On alternate trips she calls at Honiara instead of Kavieng.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

NG Aust.'s Coral Chief operates every 17/18 days from Sydney to Brisbane, Port Moresby and Samarai; Island Chief operates 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 call at Brisbane, Pt. Moresby, Samarai, Rabaul, Lae, Madang, Wewak, Kieta, Fulleborn, Honiara, Buka, Manus. 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: Hetherington Kingsbury, 4 Bridge Street, Sydney (27-1671).

Nauru Pacific Shipping Line operates regularly from Melbourne to Portland, Rabaul, Lae and Moresby.

Details from W. R. Carpenter and Co., Pitt Street, Sydney (25-5421).

AUSTRALIA - P-NG - FAR EAST

Austasia, with Malaysia, runs two-monthly Aust. ports — Moresby - Djakarta - Singapore.

Details: Macquarie Travel, 183 Macquarie Street, Sydney (221-3799).

NYK, with Atsuta Maru, operates six-weekly Melbourne - Sydney - Brisbane - Moresby - Lae - Madang - Rabaul - Kieta - Japan.

Details from Burns Philp, 7 Bridge Street, Sydney (2-0547).

FAR EAST - FIJI - NEW ZEALAND

China Navigation operates a monthly cargo service from Hong Kong to Lautoka, Suva, NZ ports, Manila, Kaohsiung, Keelung, Hong Kong.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (27-4701).

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA - NZ

Nedlloyd Lines operates from Europe three-weekly via Panama to Tahiti, Apia, Fiji and New Caledonia; every alternate month from the Continent to Tahiti, New Caledonia and NZ.

Details from Royal InterOcean Lines, 261 George Street, Sydney (2-0573).

GERMANY - LONDON - PANAMA - NEW CALEDONIA - NEW GUINEA

Columbus Line operates monthly from Europe 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 monthly from Japan to NG ports and Australian 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 monthly with three ships from Manila, Pt. Swettenham, Singapore to Suva, Lautoka and NZ.

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 operates monthly from Japan and Hong Kong to Rabaul, Kavieng, Madang, Lae, Samarai, 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 - HEBRIDES - 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.
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 monthly out of Auckland to Tauranga (NZ), Noumea, Vila, Santo, Suva, Futuna, Wallis, and return. Another ship expected June.
Details from Trans Pacific Marine Ltd., 29 Fort St., Auckland (41-873).

NTH AMERICA - TAHITI - AM. SAMOA

Polynesia Line vessel Graziella Zeta operates seven-weekly from Los Angeles, San Francisco, Coos Bay (British Columbia) to Papeete and Pago Pago and return.
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).

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, Kietia, Djayapura and Yandina.
Details from Bank Line (A/asia.) Pty. Ltd., 269 George Street, Sydney (27-2041).

US/JAPAN - MICRONESIA

MILL, with several inter-island passenger-cargo ships, operates regular services out of the US west coast and Japan, via Honolulu and Guam, to all major Micronesian ports, including Saipan, Yap, Koror, Ponape, Truk, Kusaie, Kwajalein, and Majuro.
Details from American Trading, Box 168, GPO, Sydney (25-5421).

US - HAWAII/SAMOA - AUSTRALIA

Matson operates monthly service from Los Angeles with the Sonoma, Sierra (no passengers) and Ventura to 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 liners Mariposa and Monterey operate three-weekly from San Francisco, Los Angeles, 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's Thorsgaard and Thor I operate monthly 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 DCB's, operates weekly services out of Sydney on Sat. and Vancouver on Thurs.

SYDNEY - NZ - HAWAII or TAHITI - USA

Air-NZ, with DCB's, operates out of Sydney and Los Angeles on Wed., Fri. and Sun.

SYDNEY - FIJI - HAWAII - USA

Qantas, with 707's, operates daily services, from Sydney to San Francisco, and from San Francisco daily, 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 DCB'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 DCB'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.)

BRISBANE - NAURU

Air Nauru, with a Falcon Fan jet, operates fortnightly Brisbane-Honiara-Nauru and takes no passengers for Honiara (Solomons).

Details: Nauruan Government Office, 227 Collins St., Melbourne.

SYDNEY - FIJI

Air-India, with 707's, operates weekly services to Nadi on Tues., returning to Sydney on Wed. 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 DCB'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.

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.

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 Caravelles, operates weekly from Auckland on Sat. and return. 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.

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.

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 Sat., via Johnston Is., Majuro, Kwajalein, Ponape, 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 ZEALAND-PACIFIC IS. INTER - TERRITORY SERVICES

(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.

CHILE - EASTER IS. - TAHITI
Lan-Chile, with 707's, operates weekly, leaving Santiago on Thurs., leaving Papeete on Fri. (returning to Santiago on Sat.). Stop-over at Easter Island is about six hours. Details from Lan-Chile, 88 Pitt Street, Sydney (28-9629).

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.

FIJI - WESTERN SAMOA
Fiji Airways, with 748's, operates from Fiji on Thurs., returning on Wed. from Apia.



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Phone 567-031
Telex: 723-407
Cables: 'Freight'

Far East General Agents:

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Telex: 781-2335
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Tahiti Agents:

Maison Morgan-Vernex,
Papeete.
Cables: 'Morex'

Samoa Agents:

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Pago Pago.
Cables: 'Kneubuhline'

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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.

W. SAMOA - FIJI

Polynesian Airlines, with 748's, operates from Apia on Sun., returning to Nadi on Mon.

INTERNAL SERVICES

AM. SAMOA - WEST SAMOA

Three charterers operate: Air Samoa Ltd. of Apia and South Seas Airways and Air Samoa Inc. of Pago Pago.

Apia's firm, with Islanders, flies Fagali, Faleolo and Asau; South Seas, with a Cherokee seaplane, to Pago, Manua, Rose and Swains and Air Samoa Inc., with Cessnas, to Pago and Faleolo.

FIJI

Fiji Airways, with Herons, DC3's and HS748's operates regular services to Labasa, Matei, Nadi, Nausori and Savusavu.

Details: Qantas, BOAC or Air-NZ.

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).

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Air Polynesia, with DC4's, Twin Otters and a Bermuda flying-boat, operates to Bora Bora, Huahine, Moorea, Papeete, Raiatea and Rangiroa.

Details from RAI, Quai Bir Hakeim, Papeete, or any UTA office.

Air Tahiti and Air Moorea, with light aircraft, operate charter services from Papeete to Moorea, Raiatea and Bora Bora.

GILBERT AND ELLICE ISLANDS

Fiji Airways, with Herons, operates regular services among Tarawa, Butaritari, North Tabiteuea and Abemama.

GUAM - US TRUST TERRITORY

Air Micronesia, with 727's and DC6's, 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 to Baimuru, Baiyer R., Balimo, Banz, Euin, Bulolo, Buka, Cape Gloucester, Cape Hoskins, Chimbu, Daru, Jacquinot Bay, Kainantu, Kandrian, Kavieng, Kerema, Kieta, Kikori, Lae, Madang, Malala, Manus, Minj, Misima, Mt. Hagen, Munda, Nananai, Nissan Is., Popondetta, Pt. Moresby, Rabaul, Tassara, Valimo, Wabag, Wakunai, Wau, Wapenamanda and Wewak.

Ansett, operates to Aitape, Ambunti, Angoram, Banz, Buin, Buka, Bulolo, Erave, Goroka, Hayfield, Ialibu, Kainantu, Kagua, Kavieng, Kieta, Kundiawa, Lae, Lumi, Madang, Mendi, Minj, Mt. Hagen, Momote, Nuku, Pt. Moresby, Rabaul, Tari, Telefomin, Vanimo, Wabag, Wapenamanda, Wau, Wewak and Yangoru.

Papuan Airlines operates to Aroa, Balimo, Bereina, Cape Rodney, Daru, Gurney, Kairuku, Kokoda, Losuia, Mendi, Mt. Hagen, Paili, Popondetta, Pt. Moresby, Rorona, Tapini, Vivigani, Wanigela and Wotape.

Also, Aerial Tours operate in the Sepik area, and Territory Airlines in the Highlands.

NEW CALEDONIE

Air Caledonie, with Twin Otters, Herons and Islanders operates regular services to Hienghene, Houailou, Isle of Pines, Isle Ouen, Kone, Kouaoua, Koumac, Lifou, Mare, Noumea, Ouvea, Poindimie, Touho, Voh.

Details from Air Caledonie, Noumea.

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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 and Doves, operates to Auki, Avu Avu, Barakoma, Gizo, Honiara, Kira Kira, Marau, Munda, Parosi, Sege and Yandina.
Details from Solomon Islands Airways Ltd., Box C25, Honiara, BSIP.

Commerce briefs from p. 122

the Solomons. This follows a government decision to set up a committee to investigate price control. Allegations were some traders were giving preferential prices to Europeans and variations in prices according to times of monthly pay days.

• Australians working on Nauru will avoid home taxes after all. Australia has agreed, following prolonged talks dating back to mid last year (*PIM*, Oct., 1969, p. 119), to extend the special transitional income tax agreements currently in force, up to June 30, 1975.

These arrangements allow remission of Australian income tax payable on Nauruan earnings by residents of Australia working on Nauru. Nauru has no income tax.

• New South Wales' Department of Decentralisation and Development is organising a delegation of about 15 representatives from small manufacturing firms in NSW to put in a three-week trade mission to New Guinea, the Solomons and Fiji in September-October.

• The Bainings and Gazelle local government councils recently began reviewing applications on behalf of the New Guinea Administration for 302 land development blocks in the Keravat area of the Gazelle Peninsula, west of Rabaul.

The blocks, covering about 9,000 acres, will be suitable for cocoa and copra production, as well as market gardening crops.

There are four sections involved—three undeveloped plantations, Japlik, Vunapaladig and Mandres, and 5,600 acres from a forestry reserve. Blocks will be from 20 to 90 acres and the Administration will build 13 miles of medium standard roads to the area, giving access to all blocks, except those on Mandres.

• Mr. Derek Lumbers, master of the Cook Islands trading vessel, *MV Bodmer*, was fined a total of \$NZ250 in the High Court at Avarua in mid-April for smuggling offences.

The charges followed the seizure of liquor, cigarettes and perfume by Customs officers on February 16

after the return of the *Bodmer* to Rarotonga from Tahiti.

Mr. Lumbers defended himself against 14 charges the main ones of which were smuggling, knowingly making a false declaration with intent to defraud the revenue of Customs, and unlawfully importing liquor into the Cook Islands.

Chief Judge J. A. Fraser convicted Lumbers on the three principal offences. Convictions were entered on other charges but no penalties imposed and the remaining charges were dismissed.

• Mr. S. L. M. Eskell, former chairman of New Guinea newspapers *South Pacific Post* and *Times Courier*, and a director of Sangara (Holdings) Ltd., appeared in Sydney's Central Court in April charged with various offences against the Companies Act, with two other directors of Australian Factors Ltd.

He was associated with early moves by NG's recently-formed Territory United Brewery Ltd., but was omitted from its board (*PIM*, Feb., p. 119).



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DEATHS OF ISLANDS PEOPLE

Mrs. Olive Betham

Mrs. Olive Betham, wife of Mr. G. D. Betham, MP, and Western Samoa's former Minister for Finance, died recently, aged 58.

The second-eldest daughter of the late trader, O. F. Nelson, she gained a law degree at Auckland University and became the Island's first woman barrister and solicitor, winning the Butterworth Prize. She is survived by her husband, and their two children.

Mrs. Betham was an extremely popular personality and hostess of Apia. She took a keen interest in local culture and as the wife of one of Samoa's former government men she was more than an asset to Mr. Betham. The couple married in 1942.

Mr. Tsang Sang

Mr. Tsang Sang, New Guinea Islands hotelier, trader and planter, died in Kavieng, New Ireland, recently. He was 79.

He arrived at Rabaul from Canton, China, in 1903 and lived at Namatanai, New Ireland. He owned the Kavieng Hotel up to World War II. After the war he ran the hotel briefly before starting his own trading business. A widower, Mr. Sang had 10 children.

Mr. Louis Peyroux

Well-known Rarotonga resident, Louis Heitiare Peyroux, 29, was drowned while spear fishing at night on February 10. He was married with three children.

He and three other men were underwater fishing in a reef passage near Arorangi School. When the other three returned to the reef after fishing outside it they discovered that Louis Peyroux was missing.

They searched for him, unsuccessfully.

fully, then called in help from Arorangi village. Mr. Peyroux's body was found floating in the lagoon.

Louis Peyroux was born in Tahiti and educated in Rarotonga and New Zealand. He returned to Rarotonga from NZ in 1964 where he worked in the post office and was appointed supervisor, a post he held until last year.

Since then, he was a clerk in the Premier's Department. He was a keen fisherman and musician, and founded and played for two well-known local bands. He introduced electronic instruments to Rarotonga from Tahiti—the first to do so.

Viliami Molofaha

Viliami Molofaha, a prominent leader of Tonga's northern Vavau Group, died recently. The Vavau member on the kingdom's Agricultural Council and a former Vavau People's representative in Tonga's Legislative Assembly, he was an outstanding athlete.

Viliami served for many years in the Tongan Police Department and is survived by his wife, Aulola, and one daughter, Ilaisaane.

William Daniel Allen

William Daniel Allen, a retired senior administrative officer who served in the Papua-New Guinea Administration for 20 years, died in April, aged 52.

From Sydney, he joined the Administration in 1946 as a patrol officer. He served in various districts and worked his way up to an acting district commissioner before becoming a senior administrative officer with the Department of Native Affairs in 1961.

He later became departmental lands officer and district inspector. In 1966, he resigned to become general secretary to the Australian Council of Tobacco Growers, based in Canberra. In 1968, he moved to Brisbane, and purchased a small business.

High Chief Rapi Sotoa

High Chief Rapi Sotoa, an American Samoan civil servant who rose from sanitation inspector in 1949 to advisory assistant to the Governor in 1968, has died in Pago Pago. From 1958 to 1968 he was president of the Samoan Senate, and in this capacity he made several trips to the US, and to other Islands territories, where he made many friends.

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Now the Carnation can has a raised rim.
It's easy to open with any can opener.



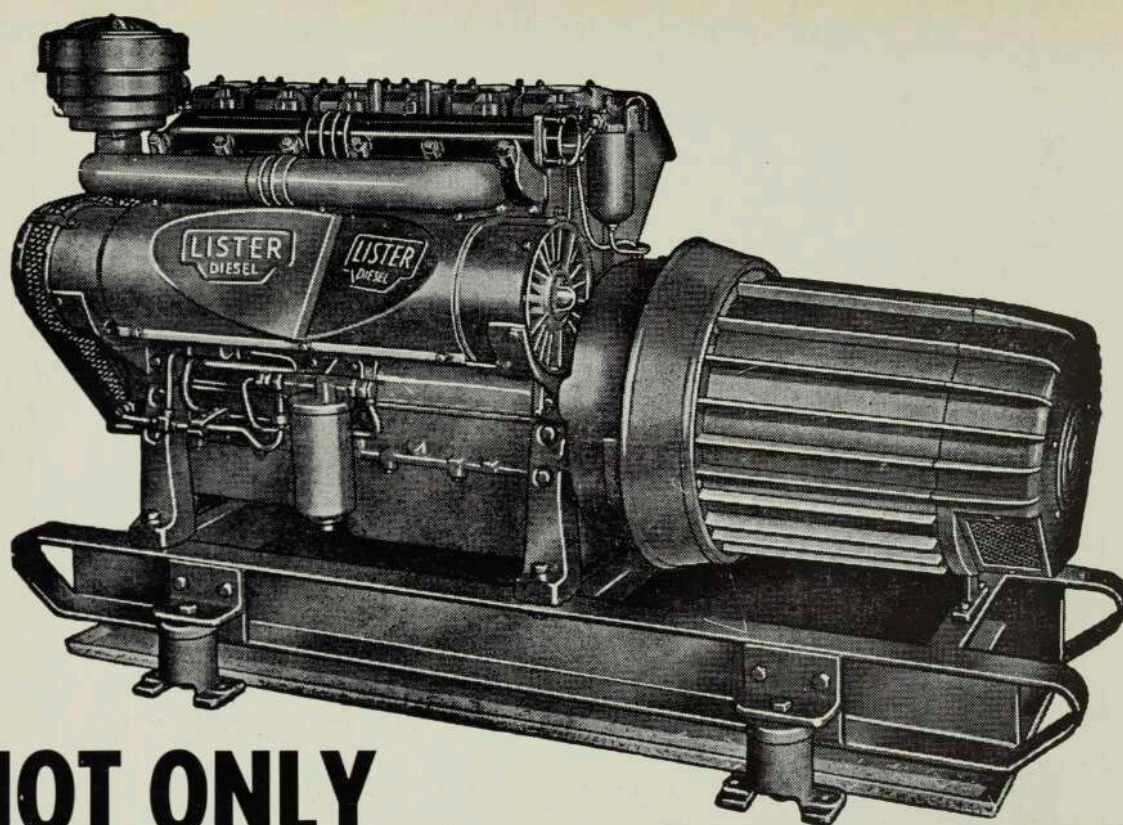
The bottom right of the advertisement shows a close-up of a can of Carnation Evaporated Milk. The can is red with white and blue text. A hand is using a can opener to lift the lid, which has a raised rim. The label on the can reads 'Carnation' in a stylized font, followed by 'EVAPORATED MILK' and 'NET WEIGHT 12 OZ (340g)'.

Double your coffee enjoyment...

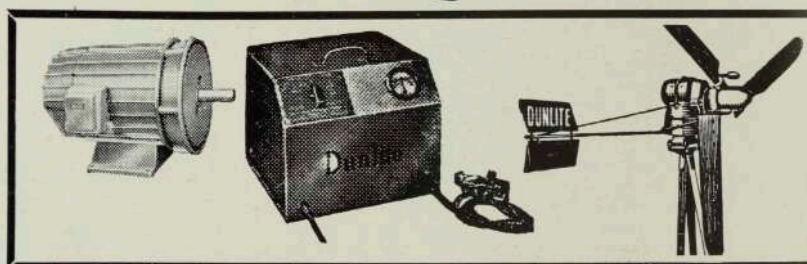
Add Carnation Evaporated Milk. Creamy Carnation makes every cup of coffee richer, tastier. That's because Carnation Evaporated Milk is twice as rich as ordinary milk. Try Carnation next time you have coffee. It's so simple to use. Just punch and pour, stir and enjoy. *Carnation . . . the milk 'from' contented cows'.*

PACIFIC ISLANDS MONTHLY — MAY, 1970

133



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NC55141



The Practical Planter

Banana pests and their control

From "Banana Production in the South Pacific", a South Pacific Commission handbook edited by MICHEL LAMBERT.

Banana beetle borer: This is the most serious insect pest of bananas in the South Pacific. It also occurs in Central and South America, in Africa, Madagascar, Southern India, Indonesia, Taiwan and Australia. It has other common names such as the banana borer and banana weevil, but the scientific name is *Cosmopolites sordidus* Germ.

The full-grown adult is a true weevil about half an inch long with a long snout. It changes colour from reddish-brown to black as it gets older and has a hard shell. When removed from the moist tissue of the banana plant, it dries out to a grey colour.

The adult female lays its pure white eggs in cavities in the corm just about ground-level during the night. The weevils feed at night too, and hide during the daytime. The eggs hatch in about eight days and the young grubs which are creamy white in colour, legless and with a body that is distinctly curved and swollen in the middle, and measuring about half an inch long when matured, immediately start to bore inwards, making tunnels as they go.

These tunnels get bigger as the grubs mature and often have a diameter of half an inch. The grubs bore through the corm towards the outside as they mature and finally pupate just below the surface.

It's about eight days before the adult emerges.

How it spreads

Injury to the banana corm is caused by the grub as it feeds and tunnels through the tissue. The corm becomes riddled with tunnels which decay and turn it into a mass of rotted material. This kind of injury prevents nourishment moving into the plant and the leaves wither and die. Heavily infested plants can easily be pushed over and bunches of fruit become small.

The spread of beetle borer takes place in two main ways; in infested planting material being moved from one place to another, or by crawling into adjacent areas. The first mentioned means of spread is by far the most important and the second would only occur after the introduc-

tion of infested material in the first place.

There is no authentic evidence to support the suggestion that adult weevils move by flight, even though they have fully developed wings.

It may not be easy to detect light infestations, and backward plants or those showing premature withering of leaves, should be examined by slicing the corm with a knife or machete and thoroughly searching for tunnels or grubs. Traps may be prepared in the plantation using the corm of a freshly harvested plant; the stem is cut off about a foot above ground leaving the corm which is split parallel to the ground at ground level. It is then lifted and propped open about one inch with a stone or stick. Adult beetles will seek the shelter of this cavity and may be collected and destroyed.

Control: Prevention of introduction of the pest to beetle-free areas:—

- Vigorous plants should be obtained from plantations free of beetle-borer, and be removed from the plantation soon after digging.

- Examine all planting material very carefully and discard suspect plants.

- Pare corms by removing a thin slice of surface tissue.

- Dip plants prepared as above in either 0.1 per cent. Dieldrin or 0.2 per cent. Aldrin.

- Plant the treated material as soon as possible.

- Do not replant old areas until all remaining plants and corms have been removed.

Control measures using insecticides directed against the adult weevil stage in established plantations:

Properly prepared

Plantations should be properly prepared for application of insecticides by removing dead leaves and trash from around the base of plants. Regular desuckering and removal of old plant material will greatly assist in the control of the pest. Spray applications should be made at the rate of one pint per plant of:—

0.05 per cent. active ingredient

Dieldrin, or

0.1 per cent. active ingredient

Aldrin, or

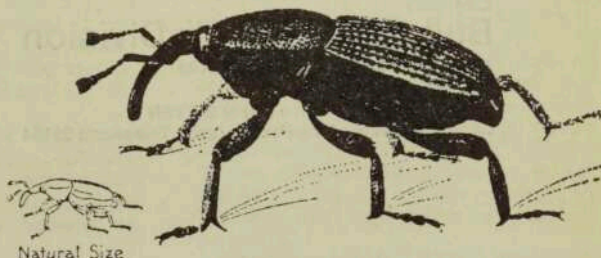
0.1 per cent. active ingredient

Heptachlor.

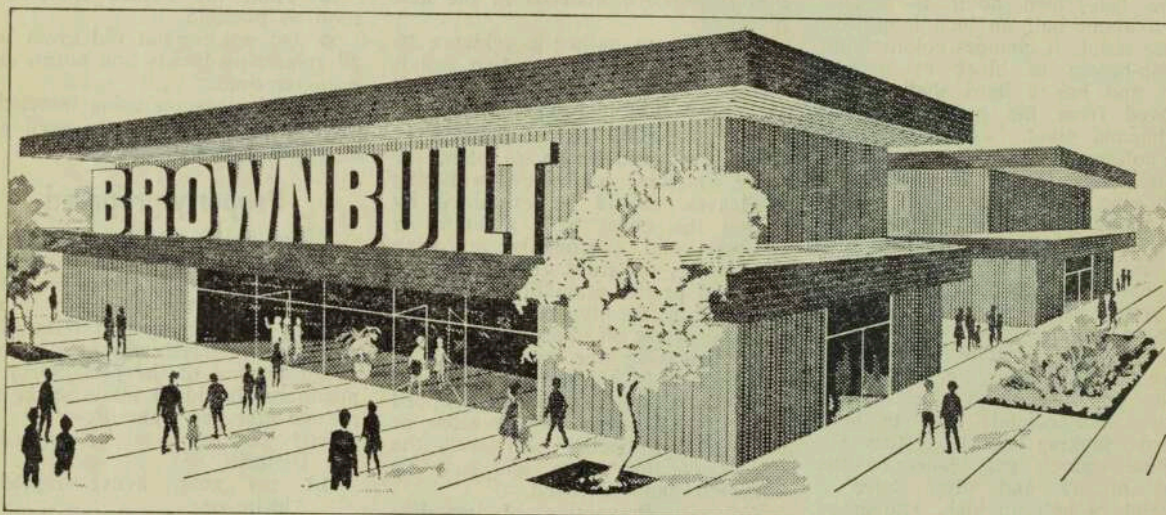
Misting machine applications may be used to apply Dieldrin at the rate of eight gallons per acre of a dilution of 10 fluid ounces of 15 per cent. Dieldrin per two gallons of water. The motor of the machine should be run at low revolutions to be effective.

These sprays should be applied thoroughly to the bases of plants including the suckers and to 12

The adult banana beetle borer, four times its actual size. Note the beetle, life size at the bottom of the picture.



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BB:P28

void contact with these materials

thes of soil around the plants, in the periods of greatest adult activity. This usually occurs in the spring and autumn months and sprays should be applied in the September to November period and again between March and May in the first year. Hereafter an application during each spring is necessary and this may be reduced to once every two years after two or three successive applications. Infestations have been reduced to low level.

When using Dieldrin, Aldrin or heptachlor, care must be taken to avoid contact of these materials with the skin and the precautions printed on the container should be read carefully and strictly observed.

A serious pest

Banana scab moth: This is a serious pest in the islands of the South-West Pacific and also occurs in tropical North Queensland and the Malay Archipelago—it's not found in the Cook Islands or in Hawaii. It's commonly called scab moth but its scientific name is *Nacoleia octasema* (Meyr.).

Both wild and cultivated bananas are attacked by this pest as well as vanilla hemp, pandanus, nipa palm, eliconia and maize, all of which may provide an alternate host.

The adult has a wing span of about three-quarters of an inch and is buff coloured with two dark brown marks in each wing. It is rarely seen in the daytime except when disturbed from the shelter of the plant.

The female scab moth lays its pale greenish-white eggs in clusters on the flag leaf or in that area just prior to the emergence of the bunch. Hatching occurs in about four days and the small transparent yellow coloured caterpillars crawl under the unopened bracts of the emerging bunch and commence feeding.

As the caterpillar grows it changes colour to a pale pinkish shade and characteristic spots appear on its body close to the head. In the course of feeding the pest causes the typical scabby appearance of the fruit and deposits masses of dark frass between the fingers and hands on the bunch. When fully fed after about 14 days the caterpillar enters its pupal stage in a drop-shaped case among the dry rubbish.

After about eight days the adult moth emerges and the life cycle is completed in about 28 days.

Injury is caused to the banana fruits by the caterpillars which feed on the skin and this damage results

in the typical dry, scabby appearance of the fruit on the maturing bunches.

Scab moth damaged fruit is not acceptable for export and its main use is for local consumption, hence it is very important to control the pest. This is best attempted at the stage when the caterpillars first enter the bunch.

Control: The application of insecticides just before the bunch emerges has been the most successful method yet devised. Attempts to introduce a parasite which would attack this pest have not been successful so far, but the thorough and timely application of insecticides will reduce damage very considerably.

Successful control depends on strictly carrying out the following operations:—

- Apply a 2 per cent. DDT dust at the rate of 1 lb per 50 to 100 bunches, depending on size.
- The first application of insecticide should be timed to be made to the bunch as the flag leaf emerges.
- Lifting of the bracts and blowing the insecticide dust into each hand of developing fruit.
- Repeat treatment weekly until the fingers of bananas are well separated.

A new method of applying DDT to emerging bunches has been developed recently in Western Samoa. This consists of a long rod with a hooked outlet to which an injector type nozzle is fitted which is used to penetrate the "cob" or emerging bunch, and through which is applied an injection of DDT emulsion.

The advantages of this method are that it can be applied from the ground and is much quicker than dusting.

\$1,000 PRIZE IN TONGAN BANANA CONTEST

Tonga's banana industry—50 per cent. damaged by hurricane and black leaf, streak—is to get a shot in the arm in the form of a \$1,000 competition for the best managed plantation.

Tongan sawmiller, Mr. Walter Skudder, is putting up the money, aided by other traders in the area.

The prizes will be distributed among the four main districts, Eua Island, eastern, western and central Tongatapu. If the scheme catches on, it may become an annual fixture.

Nematodes (eelworm): Several types of nematodes have been found attacking banana plants, and these are mainly found on the roots. The most serious one is a burrowing kind known as *Radopholus similis* whose larvae or eelworms burrow into the roots where they feed and multiply in large numbers.

Tiny holes

The tiny holes left by the burrowing activity of the nematodes allow fungi which normally live in the soil to enter and cause the roots to rot.

This nematode only lives on a few kinds of plants of which the banana and sugarcane are two of the most important, and does not survive in the soil by itself for very long.

Infestations are easily identified by examination of the roots. Those which have been attacked will show small hollows or sunken areas, which are often dark in colour and when scraped or cut show reddish-brown coloured areas near the surface.

Infested plants often appear in patches and do not respond to fertilisers, irrigation or other attention.

To control this nematode it is important to:—

- Select healthy plants for planting.
- Plant in nematode free soils—that is in soil in which bananas have not been grown before or which has been completely free of banana plants for at least one year.

● Treat planting material, by completely immersing in hot water after cleaning them of all roots and soil at a temperature of 128 deg. Fahr. for a period of 20 minutes after which the plants should be allowed to cool and be planted without delay.

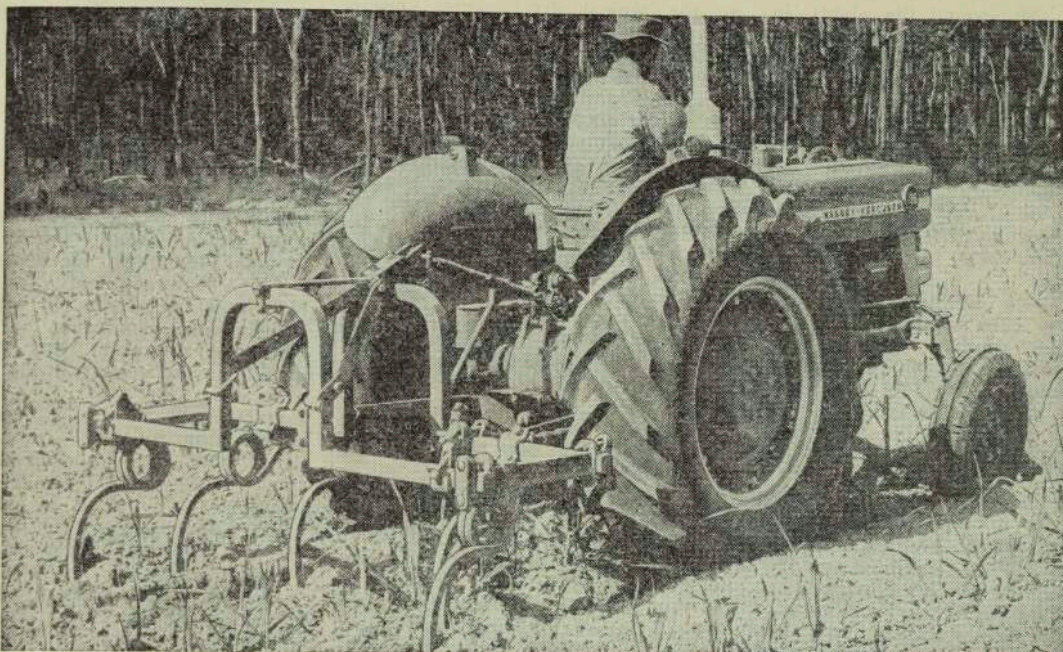
Another way is by severely paring off all roots and a layer of outside corm followed by dipping in a mixture of 2½ pints DBCP (nemagon 90^(R)) to 100 gallons of water prior to planting.

The root knot nematode (*Meloidogyne incognita*) is common to bananas and many other plants. It causes swellings to appear on plant roots which may be quite large and form in bunches.

In warm soils a long period of activity may be expected, but this rarely results in the killing of plant tissue, and in the case of large plants like bananas, growth is not affected to any extent. This nematode is not considered to be serious enough to warrant the application of control measures.

Banana aphid: This insect is

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MF1018

aphids spread the virus

important because it is the carrier of the virus causing bunchy top in bananas and related species of plants. It itself it does little damage, but aphids having fed on bunchy top infected plants are quite capable of movement to healthy plants to which the virus is readily transmitted when feeding commences.

Its most common name is the banana aphid, but it is sometimes called the bunchy top aphid, and is known by the scientific name of *Myndus nigronervosa*.

The adult aphid is a small dark brown insect about the size of a pin head, which usually has no wings. In the spring months of July to September however, some of the

insects have wings and move by this means from plant to plant.

It is not economical to apply insecticides to the whole plantation but it is of utmost importance to kill all aphids on bunchy top infected plants, and on the plants which surround them.

A cheap and effective method of killing the insects on bunchy top plants is to spray thoroughly with power kerosene. This also assists in the destruction of the plants. In treatment of infested healthy plants, insecticides such as Metasystox^(R) at 0.02 per cent. or Rogor^(R) at 0.02 per cent. may be used.

These insecticidal treatments are very useful if the establishment of virus-free banana plant nurseries is being attempted.

"We need advice," say growers

Tongans, disillusioned by lack of help to combat the diseases and pests ravaging their banana plantations, are giving up and taking to planting melons, peanuts, and tomatoes. This was said by a member of the Tonga Agriculture Council at a meeting in Nukualofa in March.

Because of heavy criticism by growers, the council agreed to set up a special committee in Tonga to look into the possibility of raising the price being paid to growers for bananas packed for export.

This is an important issue to Tonga which relies on bananas and copra as its biggest export items.

The formation of the committee is the latest move of the council to satisfy growing dissatisfaction among growers of the way the Produce Board is operating.

During the meeting of the Agricultural Council, members criticised the board and the Agriculture Department, the former for the amount paid to growers and the delay in paying growers their bonus, and the latter for not providing sufficient expert advice on how to protect their crops from the diseases and pests at present rife throughout the kingdom.

Other pests

Other pests: Several other pests attack bananas at times but their activity is rarely serious enough to warrant the application of insecticides for their control.

The case moth or bagmoth may be troublesome on bananas which are interplanted among cocoa which is one of the main host plants for this pest. The caterpillars live within a case of dead leaf pieces which they make from the plants on which they are feeding. Good control is obtained using sprays of DDT at 0.1 per cent. or Carbaryl (Seven^(R)) at 0.1 per cent., repeated after two or three weeks if necessary.

Growers should be on the alert for other pests as some, such as banana rust, thrips and red spider, which are present in Australia do not occur in the Pacific Islands. The discovery of any unusual insect or condition suspected of being the result of insect activity should be brought to the attention of an authority for identification.

Hereunder are listed the safe holding periods for fruit after it has been treated with insecticides most likely to be used on bananas.

BHC, Lindane; not recommended between flowering and picking because of possible tainting. Carbaryl, three days. DDT, four weeks. Demeton-S-methyl, three weeks. Dieldrin, must not be applied to fruit at any time. Dimethoate, one week. Endrin, must not be applied to fruit at any time. Fenthion, two weeks. Maldison, one week (safe after three days but may cause off-flavour if interval less than seven days). Mevinphos, three days. Tetradifon, three days.



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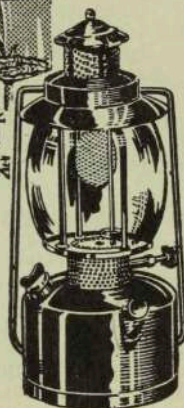


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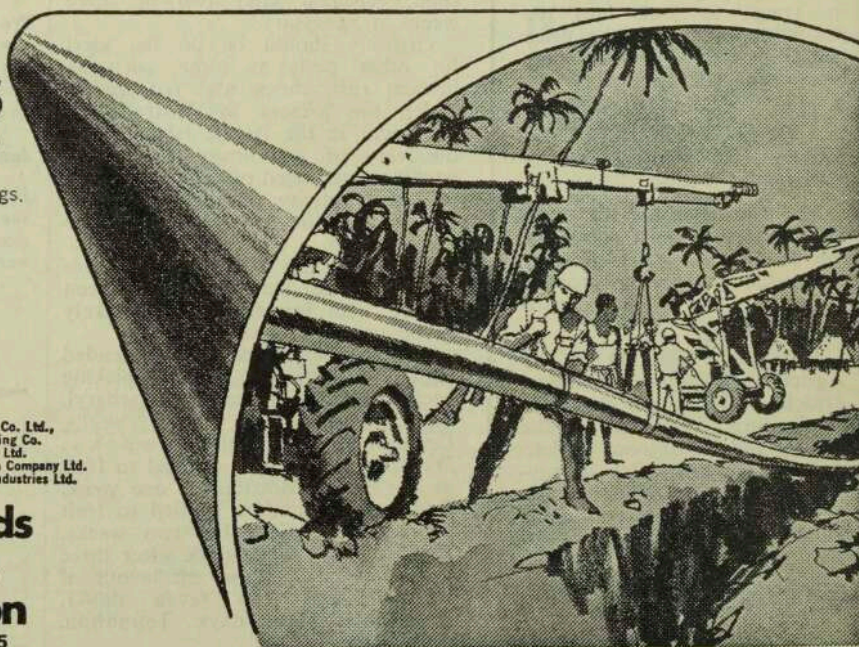
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SL151A

South Seas in a nutshell

Pacific population

Some interesting facts on population and the Pacific are revealed in April United Nations hand-out. It reveals that of the seven nations the world with the highest populations, five of them have direct access to the Pacific. They are China, the Soviet Union, the United States, Indonesia and Japan. Only India and Pakistan stay outside. Total population of these countries is 1,383 million—and they face Oceania (islands adjacent to and within the Pacific) which has a total population of just 18.5 million. The information, taken from the UN's *Demographic Yearbook*, also reveals, however, that Oceania has one of the world's highest birth-rates—2 per cent., only surpassed by Africa and Latin America (2.9 per cent. and 2.4 per cent.).

Nixon praises Fitiutans

The villagers of Fitiuta on Ta'u, American Samoa, have been praised by President Nixon for their efforts to reach a downed plane which made a forced landing on a reef there recently. Manua District Governor, Misaalea T., has received the following letter signed by the President "The heroic actions of the people of Fitiuta in their effort to assist the pilot of a plane which had crashed on a reef near their village has come to my attention and I want to commend them for their bravery. I understand that despite very rough seas, the villagers and a doctor set out in a long boat for the reef and that some were nearly drowned when the boat was demolished by waves. I hope you will convey to the villagers my deep appreciation for their courage and unselfishness."

Tuam-Nauru by telephone

A radio-telephone service between Tuam and Nauru recently began operating, under arrangements with American Telephone and Telegraph company. The rate is \$3.60 per minute.

South Pacific Games delay

The Fourth South Pacific Games has been postponed two weeks—now from September 8 to 19 next year—because hotel bookings for tourists in Papeete in the selected period are particularly heavy.

Manpower seminar

A seminar on "Manpower planning in the South Pacific" will be held at the University of the South Pacific, Suva, from July 15 to 18. Organisers hope to get an "international figure" to deliver a survey paper.

"Cabbage" on the mend

"Cabbage" is on the mend. Such is the news from the Solomons Atoifi Adventist hospital on Malaita. A malnourished child, "truly a living skeleton", who weighed 9 lb 7 oz at 13 months old, is now eating enthusiastically and putting on pounds from a special infant food prepared at the hospital's new diet kitchen. For an unexplained reason, everybody at the hospital calls the child "Cabbage".

Hotel for sale on Nauru

The Government of Nauru has put up for sale the half-completed hotel described in last month's *PIM* (p. 39) as a "white elephant". The hotel, formerly owned by Pacific Sporting Pools Ltd. and Central Pacific Hotels Ltd. which were wound up in October last year, is described as including "certain construction and other materials, furnishings and other equipment, already purchased and on the site or installed."

"The structure, which is situated on land held on a 25 year lease from October 31, 1968, is located at the south-eastern tip of Anibare Bay within two miles of the airfield, on a site commanding fine views of the foreshore, and is well placed to take advantage of any tourist potential of the island". It may not be a "white elephant" much longer.

150 starfish caught

That \$3 starfish bounty offered by the Nauruan Government had cost them \$450 by March 16. Crown of thorns starfish caught by that date numbered 150 and fishermen and enthusiasts were showing no signs of flagging in efforts to catch this profitable, 20-legged fellow. The crown of thorns starfish has been accused of destroying large areas of reef, and the Nauruan Government appears to be taking no chances on that score.

A start on Aitutaki's water scheme

Work has begun on the Cook Island of Aitutaki's water supply scheme, designed by Mr. A. L.

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Two inserted tooth saws cut at right angles removing the flitch in one operation, maintaining extreme accuracy.

Any size timber up to 12 in. x 6 in. including boards can be cut from logs any diameter.

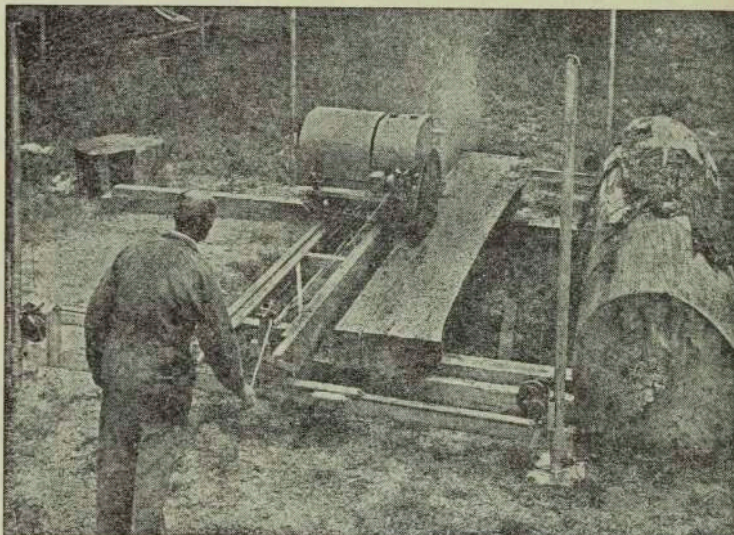
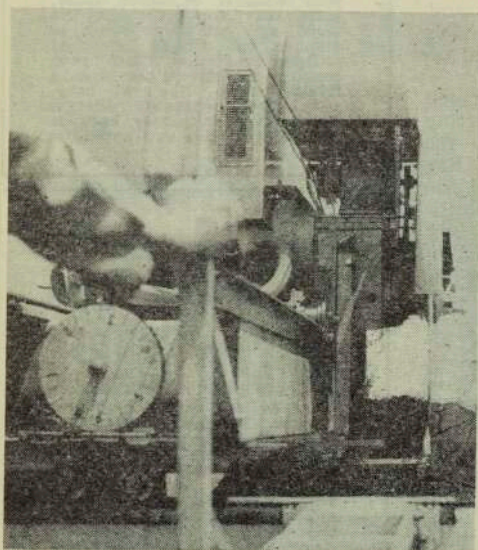


Illustration shows the machine cutting a flitch. The four support corner posts are fitted with winches for raising and lowering to desired cutting depth. The operator is holding the power feed lever which is variable speed.



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Illustration shows latest model 3022 gearbox with power feed box mounted between the fuel and water tank and gearbox.

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orstensen, second public health engineer of the South Pacific Commission, and costing \$NZ30,000. The water will be drawn from deep wells equipped with automated electric submersible pumps lowered down the wells and controlled by electrodes installed in well-head reservoirs.

Monster spearing

A 440-lb groper was caught by Gilbert Bonnefant off the beach of Koumac, Noumea, recently. Mr. Bonnefant speared the giant, nearly 10 feet long, during an underwater spearing party. The fish fought for several hours before it could be speared.

Agriculture in New Hebrides

Work is well in progress on the building of an agricultural department to Onesua High School in the east of Efate in the New Hebrides. As part of the scheme to increase agricultural knowledge in the country, 100 additional acres of school property are being made available for cultivation, more cattle are being imported for breeding and a further 100 acres is being devoted to livestock training of pupils. Cost of the scheme has been met partly by the foundation of the Peoples of the South Pacific.

New Sydney branch of Foundation

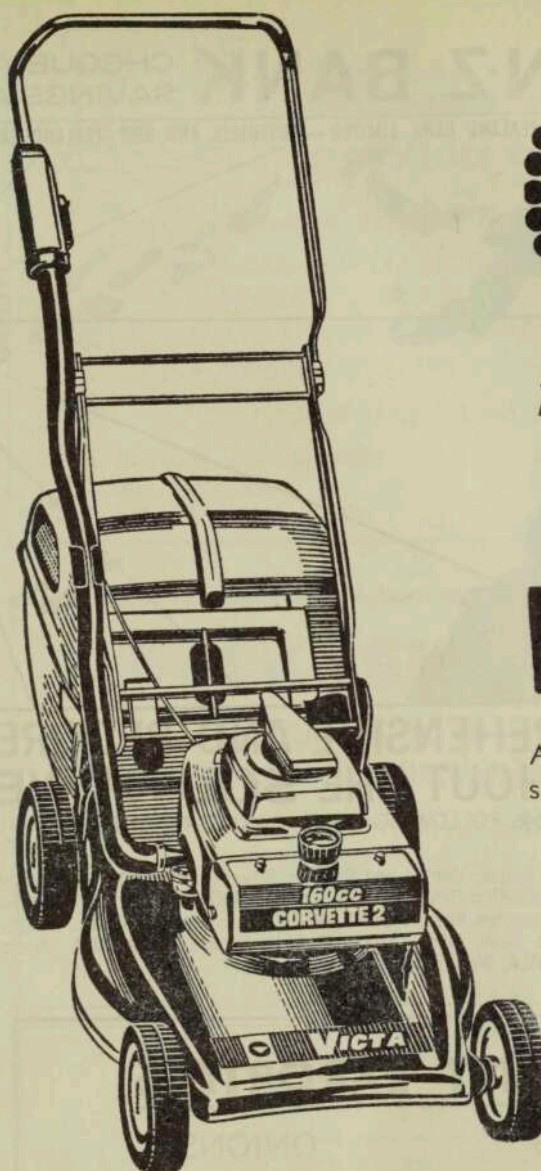
A Sydney branch of the Foundation for the Peoples of the South Pacific, a fund-raising organisation founded in the US, has been opened in Sydney to handle general operations. It is under the administration of Mr. Bill O'Donnell, who is a qualified accountant.

Typhoid outbreak in Gilberts

A typhoid outbreak in the Gilbert and Ellice Islands has resulted in the mass vaccinating of children and adults. Nine cases of typhoid were covered recently and investigations showed that a surprising number of islanders had immunity. As immunity can only be achieved by having had the disease in the past (or by vaccination) it is now thought that mild typhoid has been widespread in the area for some time.

Fatal for drunk police

Two young policemen who had been drinking, took a police vehicle on a midnight drive around Suva, and crashed in it. Both were gaoled for three months and barred from holding a driving licence for a year. The men were trapped inside the vehicle when it crashed and had to receive hospital treatment. Both said



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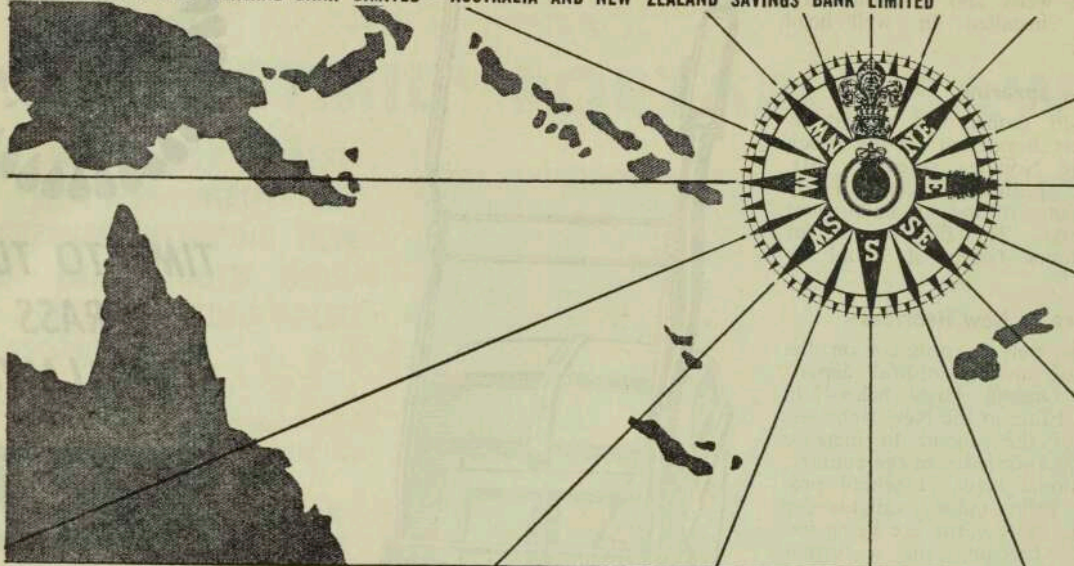
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...ow what they were doing when
...y took the vehicle.

NG radio priorities

A list for establishing more P-NG
Administration radio stations has
been set up; the towns in order of
priority are Madang, Lae, Popon-
guta, Kundiawa, Port Moresby,
Wewak, Mendi, Kimbe, Vanimo
and Lorengau.

Fiji Airways makes a profit

For the first time, this year and
last, Fiji Airways has made a small
profit. Chairman, Captain G. U.
Ellen reported in March that the
airline was now out of the red.
He said that after running at a
loss, the airline, in which six South
Pacific governments and three inter-
national airlines are partners, reached
the break-even point two years ago.
"It has been agreed among the
major shareholders that instead of
paying a dividend, we will deflect
profits towards the improvement of
services and, as soon as it is pos-
sible, in adjustments to fares where
anomalies occur," he said.

Book and stamps from Fiji

A 100 years of organised postal
service in Fiji will be commemorated
in November this year. A year before
the government ran postal services
in Fiji, on November 1, 1870, *The*
Fiji Times began to run a postal
service. The stamps issued then, "The
Fiji Times Express" stamps, have
now become valuable collectors'
items. The centenary will be com-
memorated by the issue of three
stamps, in denominations of 4
cents, 15 cents and 20 cents, and will
be available on November 2.

The Philatelic Society of Fiji will
publish a book about the same time
intituled *Stamps and postal history of*
Fiji from 1870 to 1875.

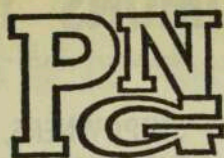
Two other special stamps will be
issued in Fiji in 1970—one in April
in May commemorating the closing
of Makogai as a leper colony; and
the other in July covering discoverers
and explorers of Fiji.

No doubt, if Fiji does become a
dominion this year, there will be
other stamps to commemorate that.

Apprentice scheme as memorial

Fletcher Construction Co. in New
Zealand is offering two apprenticeship
scholarships to Western Samoans in
memory of two Samoan Fletcher
employees who died in the plane
crash at Faleolo in January.

The scholarships will be worth
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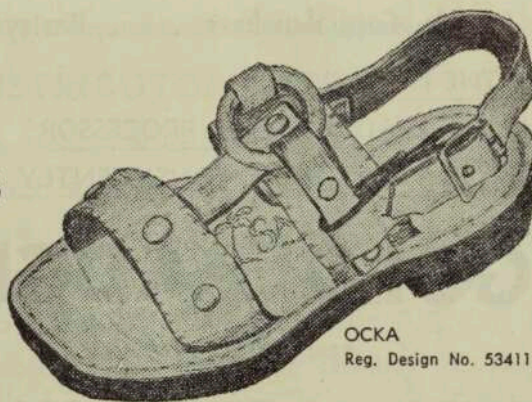
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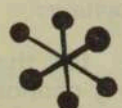
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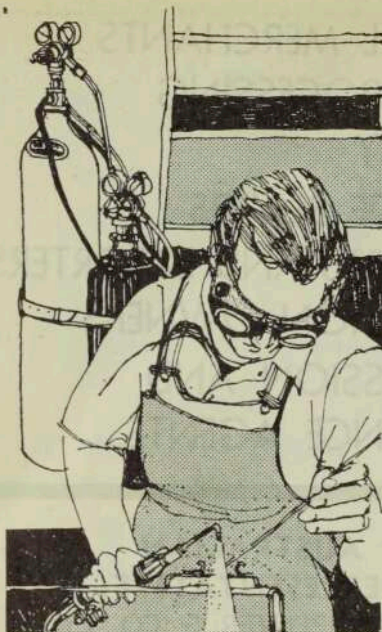
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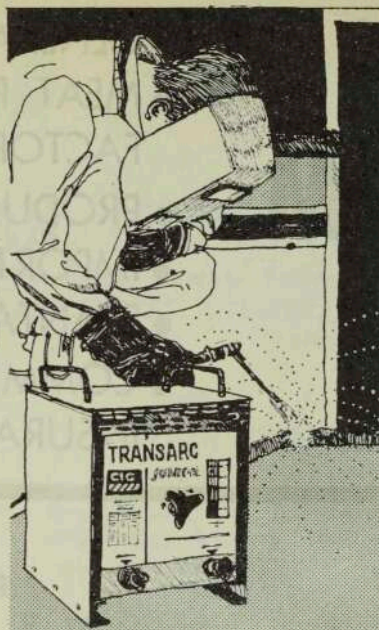
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