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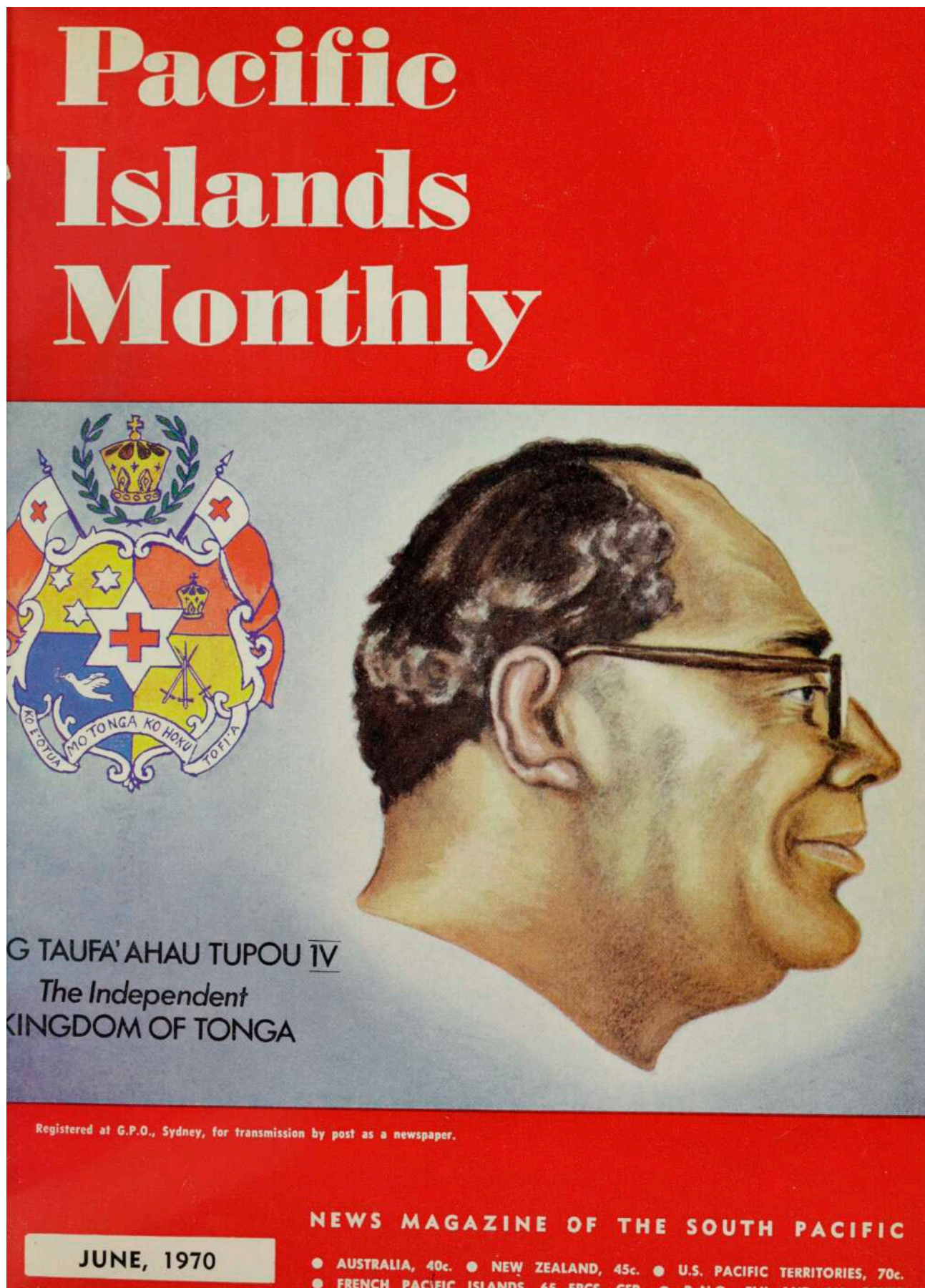
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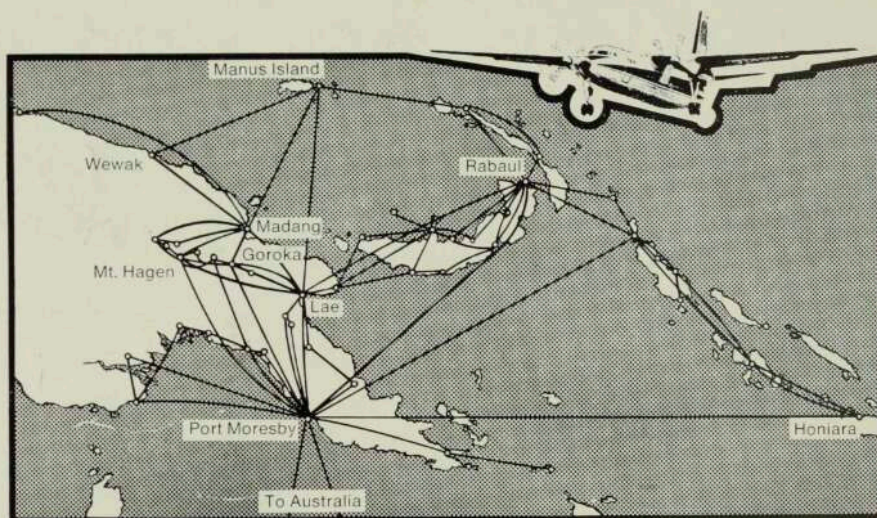
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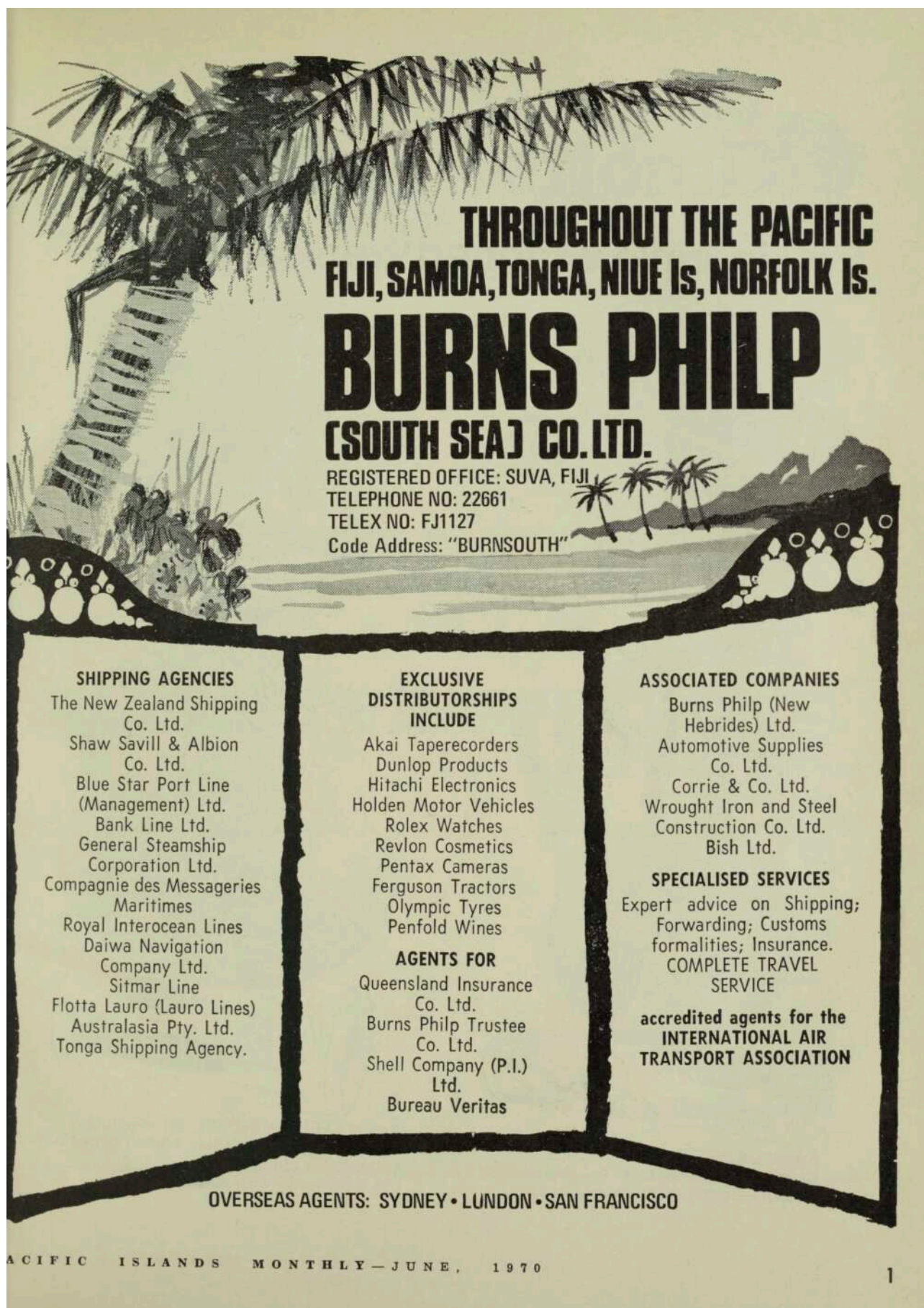
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JUNE, 1970 — PACIFIC ISLANDS MONTHLY



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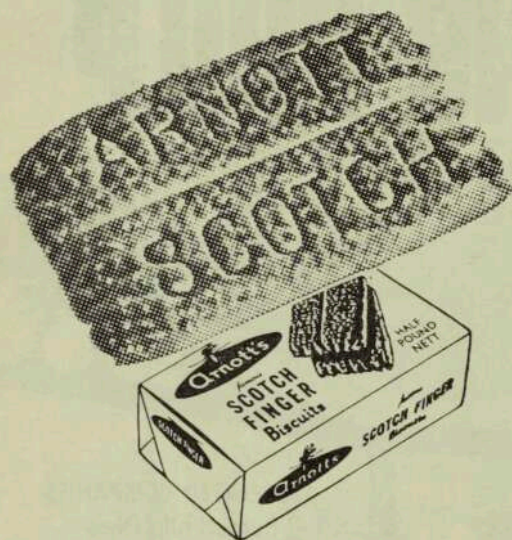
PACIFIC ISLANDS MONTHLY — JUNE, 1970

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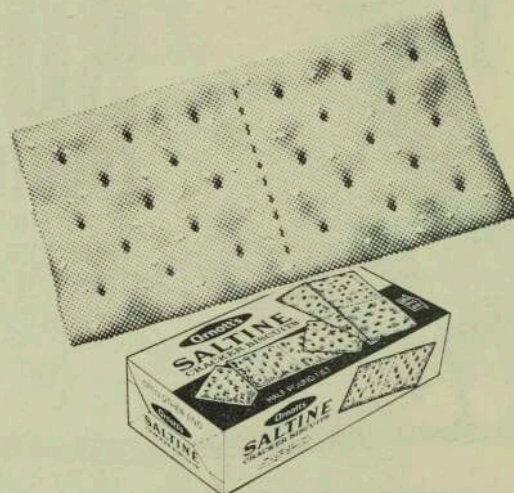


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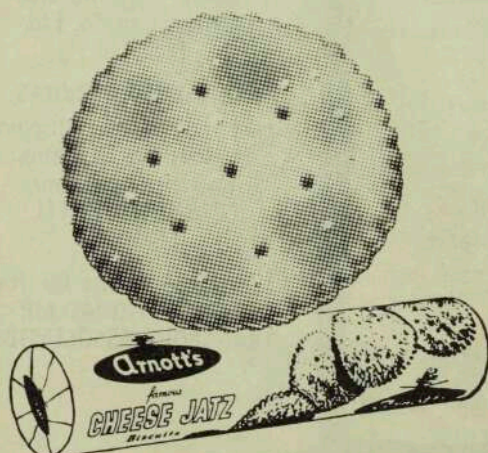
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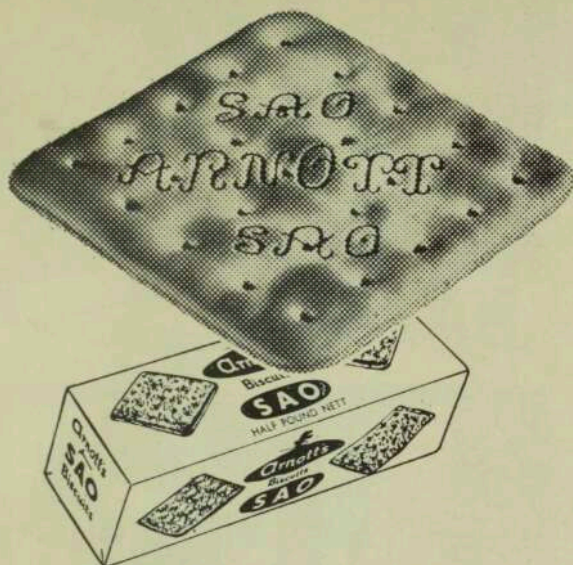
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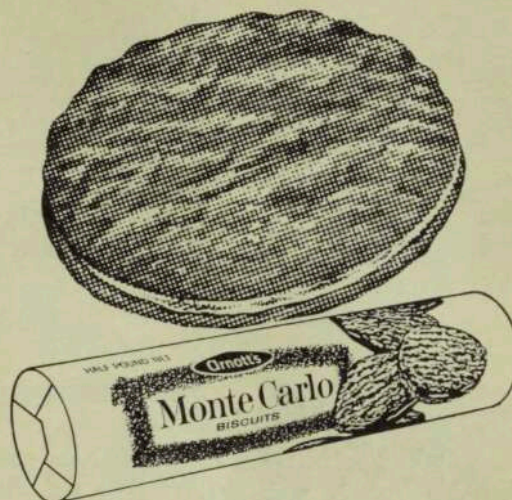
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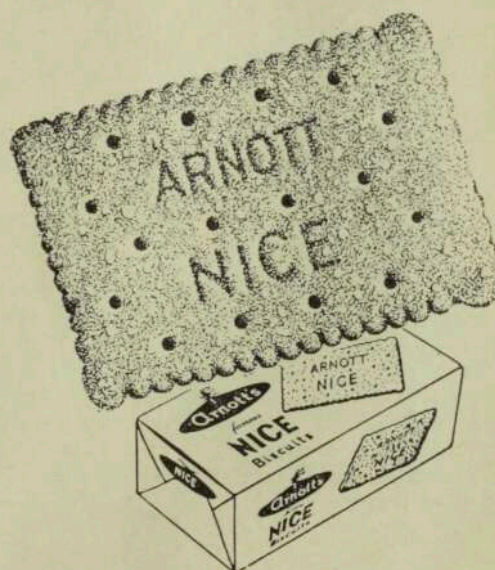
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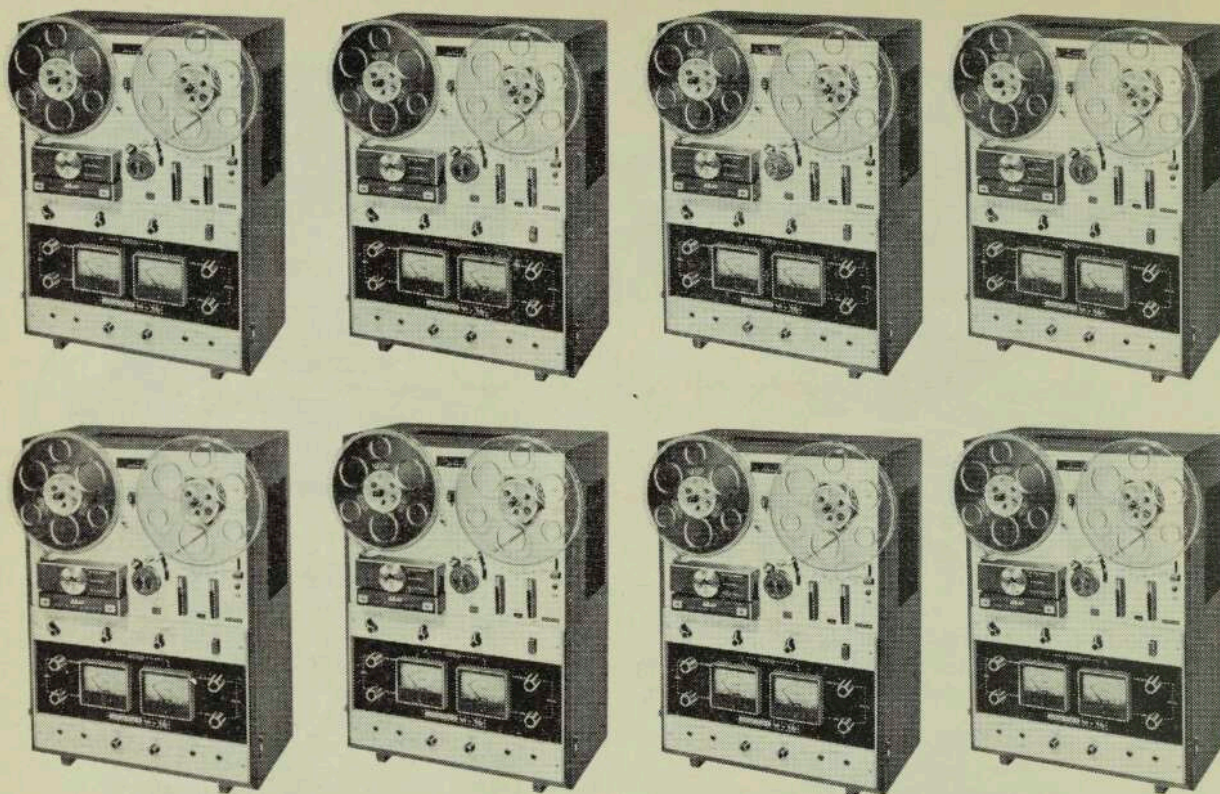


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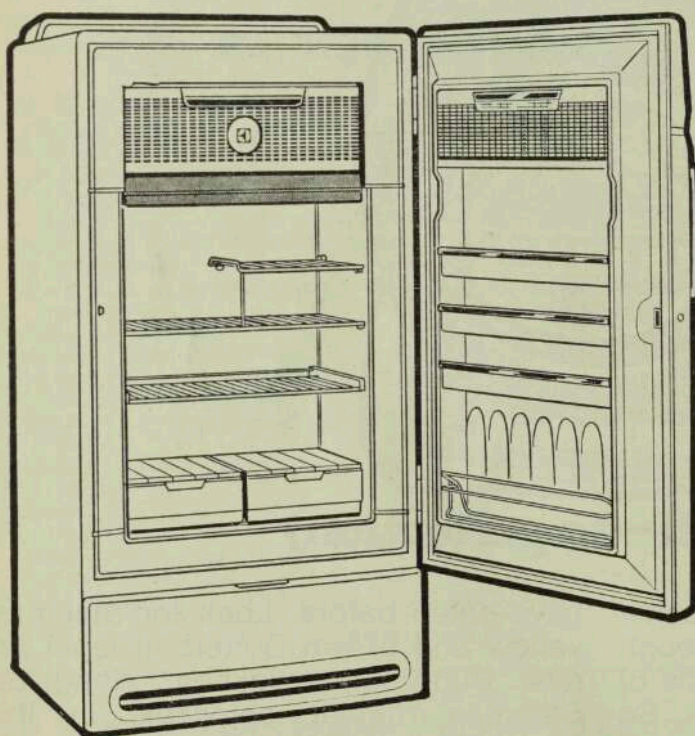
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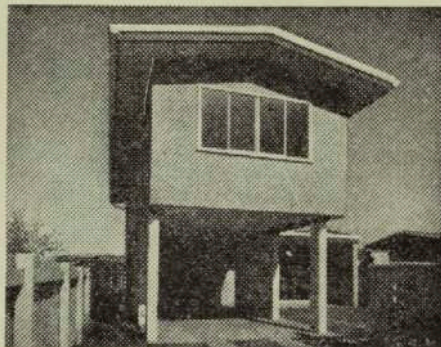
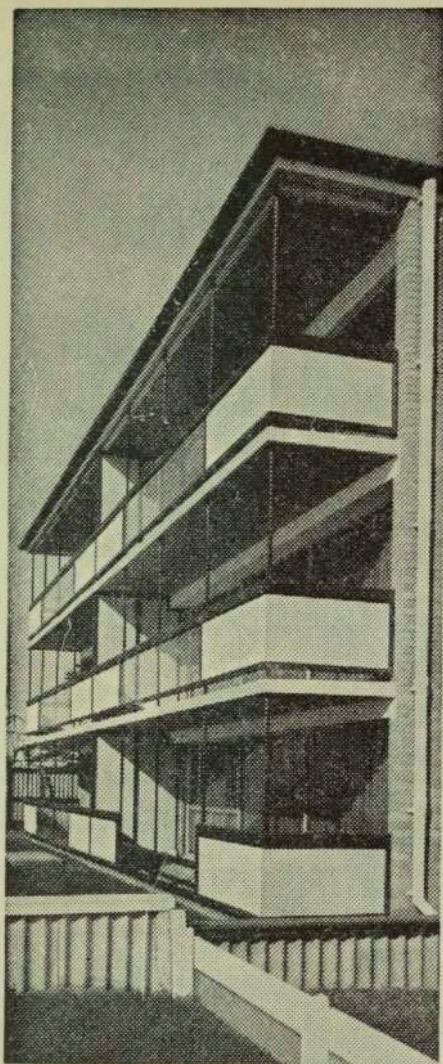
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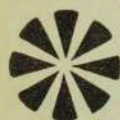
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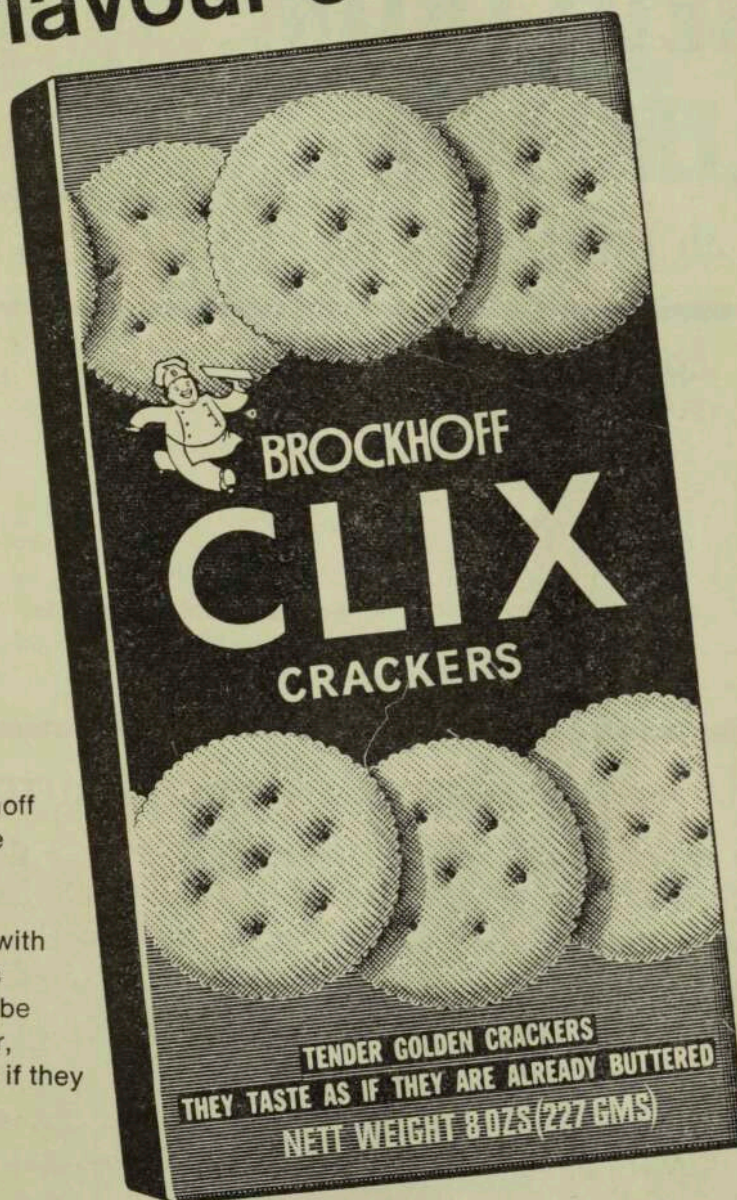


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Up Front with the Editor

That some of us still have the impudence to make political predictions after having fallen flat on our faces is probably an indication of our rashness, if not our stupidity. But, for some of us, old joys die hard, and we will continue to make predictions until the sky falls in.

Last month I confidently predicted that Papua-New Guinea's Administrator, Mr. David Hay, would continue to hold his post as Administrator despite the rumours that he was about to resign or be appointed to some other job. I climbed confidently out on a limb to state that the *status quo* would be maintained in New Guinea.

The ink was not dry before I was proved wrong.

I should have known that my information was too good to be true. I had spoken to everybody but Prime Minister Gorton, and it now seems he was the only bloke I need have spoken to.

But self-appointed oracles like me can't really afford to make such fools of themselves and this month you find me contemplating my navel, in humble mood. I have to fill this column with something, but I'll try not to make more than two wrong predictions in each paragraph.

Of course, being wrong is not quite the same thing as being told by somebody that they think you're wrong. Two years ago, for instance, I got quite a number of expressions of dissent, some of them pretty blunt indeed, as a result of an Australian Broadcasting Commission radio commentary I did on Australia's so-called White Australia policy.

Australia really hasn't got a policy aimed at keeping the country white, but it certainly gives preference to Europeans. It does, of course, allow in other races—hundreds of Filipinos came in last year—but it's a lopsided, hit-and-miss business.

In this particular radio broadcast I supported the views of the Gilbert and Ellice Islanders, who were pointing out at that time (and it is still true) that job opportunities there were not keeping pace with the

increasing population and that the real hope for the colony was that it be allowed to export its manpower.

I proposed that Gilbert and Ellice Islanders be invited to migrate to Australia under a quota system, or be allowed in under a contract system, to work in the developing mining industries of Queensland and Western Australia. I pointed out that the Gilbert and Ellice Islanders had much experience at phosphate mining and that they were indignant that Australia paid more attention to South-east Asia than to the South Pacific Islands on its doorstep.

I believe

I pointed out that the problems of the Gilbert and Ellice Islanders were shared by other Islanders in the Pacific, particularly the Fijians and Tongans, and I said the constant questioning by Islanders of Australia's immigration policy would, in turn, build into resentment. I added for good measure that over the last few years of constant travel in the South Pacific I felt there was resentment building, and I added: "I am not advocating the opening of those almost proverbial flood gates of immigration—but Australia, I truly believe, needs to review its immigration policy on South Pacific Islanders before our friends become our enemies."

This was a case where a number of people thought I was wrong, and said so—both in letters to the ABC and to me. They were against this immigration.

It was suggested by somebody I should be removed from the panel of ABC commentators, but fortunately Aunty ABC is more broad-minded and fair-minded than she often gets credit for.

I am telling the story now, because

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Beauty-care consultants are now recommending that to take full advantage of the benefits of this moist Ulan oil, it should be smoothed over the face and neck daily before applying make-up. In this way it helps the plasma colloids to check lines and gives the skin a youthful bloom.

in recent times I have said something along the same lines on the air without—this time—creating a ripple of unfavourable reaction. And, in early May, at a Pacific symposium in Sydney, a number of speakers made the same points and actually achieved a favourable reaction. This is strong indication, in my view, that the climate of opinion in Australia about Islands immigration is changing.

Not before time, of course. There is no valid reason why quotas of Islanders shouldn't be allowed to permanently settle in Australia. Or work here temporarily, for the money they can send home to their families—as the Samoans and Cook Islanders are doing in New Zealand and the New Hebrideans are doing in New Caledonia (and the Gilbert and Ellice Islanders are doing in the New Hebrides).

One of the speakers at the Pacific symposium, Professor Keith Sinclair, Professor of History at the University of Auckland, said, "It seems clear that Australia and New Zealand will have to do far more to help the Polynesians and Melanesians than they do now."

New demands

"In the Pacific Islands there are now universities . . . there are political arguments and ideologies. There are demands, not merely for self-government, where that has not been granted — but for welfare measures and a rising standard of living. Certainly it seems that the local resources in some islands cannot support what is demanded."

"Here is a fertile soil for agitators and radicals of all sorts. And for foreign aid. If we do not provide the aid in future someone else may: Perhaps a power unfriendly to our way of life. At present New Zealand is the only country which readily admits immigrants from several Pacific Island groups. Before long, Australia may have to consider doing so, to relieve the political and population pressures in the islands."

I agree with Professor Sinclair one hundred per cent. But I don't think Australia should have to be forced into doing what it has a human duty to do in this area to help its friends. I don't see why we have to wait until the Prime Minister of the new Dominion of Fiji gets to a Commonwealth Prime Ministers' conference and lets off a blast about Australian immigration restrictions, as he surely will. Or wait until the Premier of Tonga, which is to be fully independent in June, says the same thing in the same place. I hope Australia hasn't become incompetent at acting on its own initiative. —**Stuart Inder**

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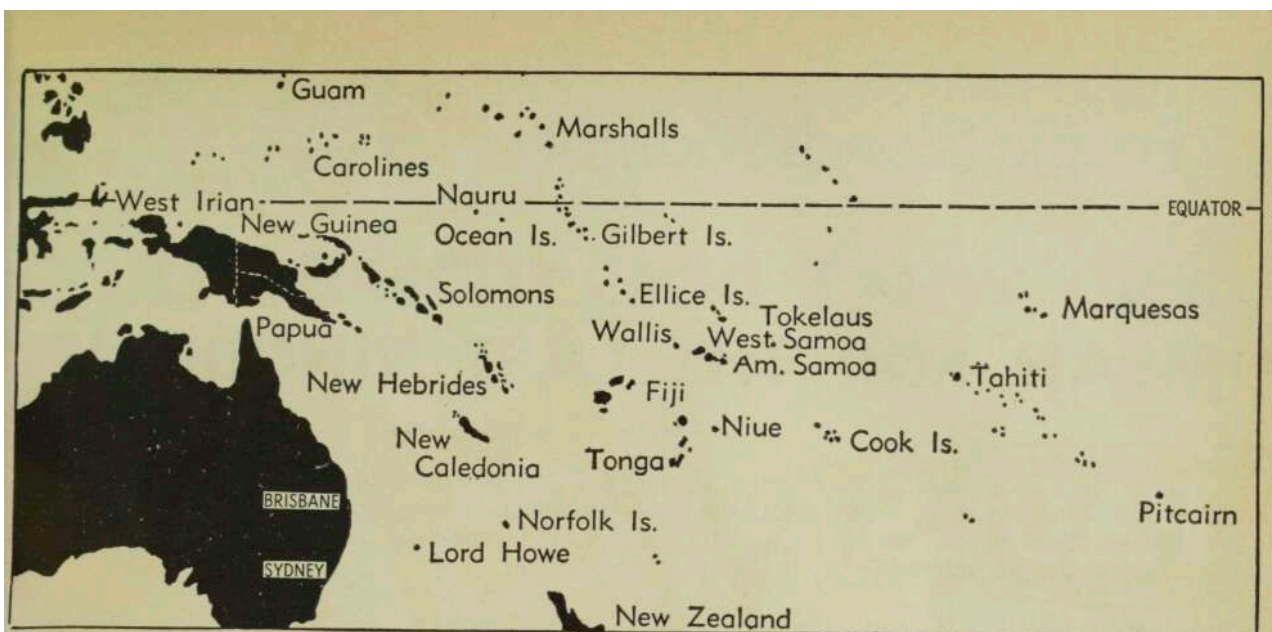
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Pacific Islands Monthly

- Tonga becomes fully independent on June 4, and will gain Commonwealth membership. Fiji becomes a full Commonwealth dominion on October 10. "PIM" writers in Nukualofa and Suva survey the reactions.

AND WHAT DOES INDEPENDENCE MEAN FOR 'THE LAST KINGDOM?'

From a Nukualofa correspondent

Tonga, last remaining kingdom in the Pacific, forsakes the sheltering umbrella of British protection on June 4 and becomes another of the Pacific's independent mini-nations. With an area of only 259 square miles, divided between some 200 islands, and people by 83,500 Tongans, the future of the country seems conjectural, to say the least.

Politically, Tonga is a constitutional monarchy with King Taufa'ahau Tupou IV on the throne. The present king is the fourth ruling monarch since the establishment of the monarchy in its present form on December 4, 1845.

Tonga has been a British protected State since May 18, 1900. The present relations between Britain and Tonga are set out in the Treaty of Friendship of 1958, which is the consolidation of a series of treaties and agreements dating from 1879.

Whereas former treaties gave the British Agent or Consul quite extensive powers, the revised Treaty of Friendship in force until June 4 is very much a toothless treaty. Previously the British Government, through its agent and consul, was responsible for judicial, fiscal and other matters. The present treaty only covers foreign affairs and security, and even in that field the Tonga Government appears free to act virtually at will. After June 4 it will certainly be free to act at will.

Limited presence

Today in Tonga the British presence is limited to a commissioner and consul, Mr. A. C. Reid, and an assistant. There are also a number of British expatriates occupying some of the senior civil service posts, together with other Britishers working as experts or advisers attached to various government departments.

In recent years Britain has been of very considerable financial assistance to Tonga, and the *Tonga Chronicle* has stated that more than a half of all expenditure on the 1965-1970 development plan has been provided by Britain. There seems little doubt in government circles that

British aid will continue in the future, although neither government has yet announced the likely level of future aid.

With Britain handling foreign affairs, Tonga has been able to benefit from a worldwide network of British diplomatic offices at no cost to itself. Both internal and external security is, until June 4, a joint concern of Britain and Tonga and in the case of any external interference or for internal disorders, the assistance of Britain would be taken for granted.

Little to be gained?

To all effects and purposes it appears that Tonga is already independent. There would seem to be little to be gained by cutting Tonga's mooring rope and letting so frail a craft sail in the dangerous deeps which all small independent nations must face.

Already the sharks are gathering and the pessimists might say that the country will either be taken over by pirates, will face a mutiny of the crew or will merely succumb to the ravages of time and slide beneath the waves.

Why, then, has Tonga moved to a position of independence—what are the forces that moved it there? These questions have been asked in Tonga over the past year or so by tourists, visiting businessmen, expatriate civil servants and, most important of all, by the ordinary Tongan citizen. There are no simple answers.

What does the average Tongan think of independence? The answer is, "very little indeed". The average Tongan, if we dare assume that such a man exists, has generally a very low level of political awareness, particularly where external relations are

concerned. Frequently his horizons are limited to the local church and to the noble of his area.

The government to him is a somewhat alien phenomenon found largely in the capital of Nukualofa. His everyday life is little affected by the government and he is unlikely to see a government minister unless he goes to the capital, for ministers are not renowned for their fact-finding tours of the countryside.

To much of the population, independence is a strange and little understood concept. Many Tongans seem to have been under the misapprehension that their country was already independent! Others wondered why the government wanted to be independent when, with Britain acting as a fairy godmother, things already seemed quite satisfactory.

Some Tongans, particularly the more aware ones, are quite naturally very proud that their small country is to attain its manhood and their feelings are certainly well justified.

No oppression

It is interesting to note though that some government ministers have had a rough time in explaining independence to their people. For while the relationship between many metropolitan powers and the various developing countries within their sphere of influence has frequently been one of oppression or exploitation, this has most certainly not been the pattern as far as Britain and Tonga are concerned.

Rather Britain has in recent years been a benefactor of some generosity and many Tongans see little point in ending this relationship. It must also be emphasised that many

Tongans consider issues such as independence to be a matter solely for government concern. This is not apathy, it is merely the natural reaction of a people long accustomed to playing no active role in the determination of their country's affairs.

If the government and the king announce that Tonga is to seek independence, what right thinking Tongan would question such an edict.

Who supports independence?

Who, one might ask, are the advocates and supporters of Tonga's move to independence? They are certainly not the people, nor the people's representatives in parliament. Nor are they the nobles, since the nobles tend to be concerned solely with internal politics and with an inner power struggle. The main supporters and initiators of independence are obviously the government, or more specifically the Privy Council which comprises the king together with his ministers.

Of this body the king appears to be the main instigator of independence. His motives are not at all easy to identify but appear to be largely personal. For the king is a man who has played a long and active role in the development of Tonga and who, like many other national leaders, desires a place in history. And to go down in history as the king who regained Tonga's

independence appears to appeal to the king's sense of history.

Other commentators might say that the king has great nation aspirations for Tonga. For many years there have been rumours of Tongan representation at the United Nations and obviously independence is a necessary precondition for such representation. Whether Tonga could afford "a man at the United Nations" is very doubtful. Indeed it is now doubtful whether Tonga could join the United Nations in the first place since the US and other countries are taking steps to exclude "mini-states" from membership of this prestigious international club.

Diplomatic rat race

Since late 1969, doubtless in anticipation of independence, Tonga has had representatives in the UK. In charge of the London office is Vaea, a noble from the island of Tongatapu. He is assisted by David Tupou, a young barrister with excellent qualifications.

What exactly these two very personable Tongans do in London remains a mystery. The *Tonga Chronicle* describes them as attending social functions and generally appearing on show. From absolutely no fault of their own, there appears to be virtually no work for them in London.

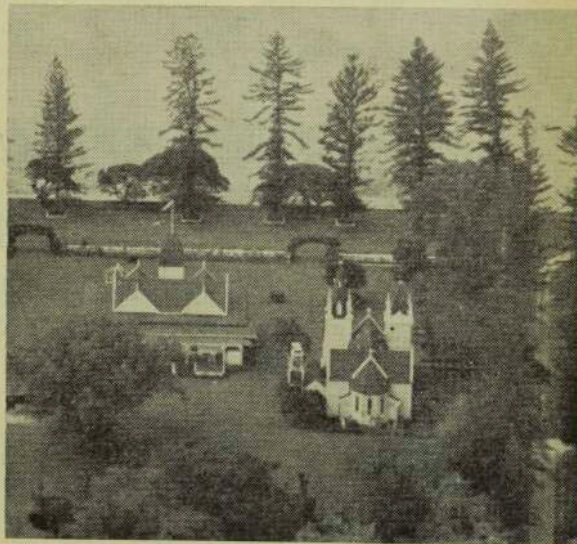
The expenses of the London office

OUR COVER

The Kingdom of Tonga becomes fully independent in June, and our cover pays tribute to the kingdom and its ruler, His Majesty King Taufa'ahau Tupou IV. The inscription on the coat of arms, *Koe Otua mo Toga Ko hoku Tofi'a*, means: "My inheritance consists of God and Tonga". The Tongan colours, red and white, stand for liberty and peace through the Christian religion. The cover is the work of Captain Brett Hilder, long-time contributor to *PIM*, who sketched the king by special permission at his country residence on Tongatapu. The king remarked that it was the first time he had been sketched. The original is in watercolour.

must, by Tongan standards, be very high. Occasionally one hears mutters about the expense of it all, but apart from that nobody seems to have any idea of the cost.

Meanwhile, Tongans resident in New Zealand and Australia wonder why representation offices were not first opened in Sydney or Auckland. Certainly such an office would be invaluable as far as developing trade contacts, particularly since Tonga's banana crop goes to New Zealand and most of the country's food im-



CHANGING SEATS OF POWER

The seat of power in Fiji was once in Government House, Suva (left) but in recent years, with the decline of colonialism in the Pacific, the Governor has fewer powers, and he will have even less after October. In the Kingdom of Tonga, power has for many years been in the hands of the Palace in Nukualofa (the building on the left, with the royal chapel alongside) and the king will still remain a driving force after June 4. But undoubtedly there will in time be political changes. The aerial photographs are by A. G. Shearer.

ports are from New Zealand and Australia.

Whether of course the offices in London and the attendant expense will quell the king's enthusiasm for further overseas representation remains to be seen. Already there are murmurs among the more educated Tongans that world politics is not for Tonga; but whether the king, a man who has always been noted for his enthusiasm, will lose interest remains to be seen. At one time there were even rumours that the British Government was threatening to reduce British aid to Tonga if the expensive London office was not closed down.

Economic implications

Tonga has recently been receiving, by Tonga standards, large amounts of British aid and there must be some change in this with independence. The most likely outcome of independence will probably be, as has happened in Fiji, the replacement of grant aid by loan aid. However, until Tonga's development plan is completed and until the plan is published later in the year, nothing definite will be known.

Independence will also tend to open up Tonga to more foreign influence, particularly since certain facets of the government always seems to have been somewhat susceptible to wheeler dealers, as the abortive Pago Pago desiccated coconut venture proved.

Whether Tonga can look forward to a prosperous future is only partly



related to the country's decision to seek independence.

Even tied to Britain and receiving considerable aid from Britain, the problem of a growing population, of an outdated land system, and of a traditional social system facing the winds of change, seem considerable.

These problems for an independent Tonga will place an even greater strain on an already over-extended civil service and government system.

Much depends on the Tongans themselves and on whether the outside world treats them kindly.

● Queen Elizabeth of Britain, and King Taufa'ahau of Tonga share a joke in Nukualofa in March during the Queen's visit. The Queen, of course, is head of the Commonwealth, and Tonga has sought Commonwealth membership. Tonga's application has been sponsored by Australia and New Zealand, and in mid-May final approval was being rushed through in time for a formal announcement on June 4. Tonga will, in her own words, "enter into the comity of nations," (comity meaning courtesy, or civility), thus stressing her complete independence from the Queen, despite Commonwealth membership.

It's a 'matter of self respect' that Fiji should be independent

"Can you explain in a nutshell, sir, what Fiji will achieve with independence?" The Chief Minister's reply to a reporter's question at the Suva news conference on independence came quickly: "Self respect!"

Asked whether Fiji had not had self-respect in the past, Ratu Sir Kamisese Mara voiced a feeling which could be considered the kernel of his own political and personal philosophy:

"Not when you are ruled by people sent from another country, whose ideas are different from yours, who tell you what to do and who you have to follow. I think if you have anyone coming into your home to tell you what to do, you would not like it."

On October 10 this year, 96 years

after Cession to Britain, Fiji will fly its own flag, the design for which has yet to be decided.

Thought too will be given to a new national anthem although, in the words of the Chief Minister, it might be "very difficult to find one which sounds better than the present one. People might feel we should keep it for the time being."

Fiji will seek entry into the United Nations, make its own defence arrangements and international agreements, solicit its own overseas aid. As the politicians like to put it, Fiji

will guide its own destiny.

Few Fiji people understand the full implications of the decision taken in late April and early May at the constitutional conference at Marlborough House, London. In the public bars and round the grog bowl, it translates as "October 10! Then we be boss!" Ask a group—any group—about independence and perhaps half will say "I don't know. Maybe it's too soon."

Some maintain that the only way for Fiji to know its own problems and learn how to tackle them is to

No asking the people

stand on its own feet. Others say "Our leaders know best," and leave it at that. A small number say nothing at all but make quiet arrangements to leave the country. At one sailing in May, close to 100 Indians and Chinese departed for Canada and the US, following a pattern that's become noticeable over the past two years.

It would be logical to hold mass public—not political party—meetings all over Fiji, particularly in the villages and outer islands, where those who attended the conference could place themselves open to the sort of questions the ordinary man wants to know. But by mid-May, there was no announcement of any such plan.

While the average man seems fairly apathetic about Fiji's new status, undoubtedly because he doesn't understand it, none can deny that it was achieved in the best possible atmosphere. By all reports both Alliance and National Federation Party members worked hard to prevent insoluble clashes over policy. There was a spirit of compromise, where compromise had seemed barely possible.

The deadlock over the vital issue of representation and method of election was the closest thing to disaster at the conference but even this, after much hard-talking was smoothed over, with neither party bitter at losing out.

As Alliance adviser and editor of the party's news-magazine, *Nation*, David Seidler saw it: "The Alliance realised that the NFP was firmly committed to the immediate introduction of common roll but at the same time had no desire for chaos. The NFP understood the depth of feeling on the part of the Alliance that the untimely imposition of common roll would be disastrous."

During the intensive discussions between the Chief Minister, the leader of the Opposition, Mr. S. M. Koya and Lord Shepherd, who presided over the conference in his capacity as British Minister of State for Foreign and Commonwealth Affairs, proposals and counter proposals for election methods were thrashed out. At times, agreement looked uncertain.

Finally, it was agreed that by October, 1971, an election will be held for a new 52 member House of Representatives. Twelve Fijians, 12 Indians and three general electors will be elected by common roll. By national roll (same as cross voting) 10 Fijians, 10 Indians and five general electors will be elected.

Finance, of course, was another

matter uppermost in the minds of Fiji's delegation to London. Britain made it clear that an independent Fiji couldn't expect generous free grants of development funds. Colonies received grants but an independent country must expect only interest-bearing loans.

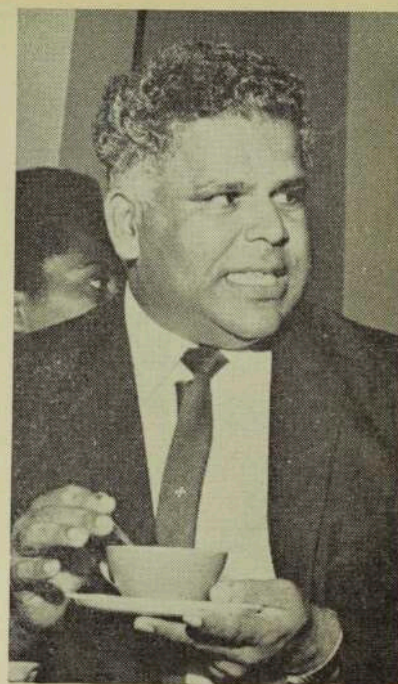
After discussion the UK Government agreed to extend its existing grants commitments to Fiji beyond October 10. The UK Minister for Overseas Development, Mrs. Judith Hart, gave an assurance that the grants for schemes for 1970 and 1971 would remain in effect.

Technical assistance and the overseas service aid scheme would continue on the same terms as in the past.

The unexpended balance of colonial development and welfare scheme money—involving about \$4.8 million—approved to March 31 this year would continue to be available as a grant.

Colonial development and welfare grants for higher education—for the development of the University of the South Pacific—would also remain in force. The unexpended balance of these grants after October 10 would be about \$2 million.

At his return-home news conference, the Chief Minister pointed



out that an added and unexpected windfall was the offer of assistance to the University of the South Pacific

(Continued over page)

Announcement that Fiji will obtain dominion status in October does not mean that her political problems have been solved. They have hardly begun. Dominion status means that Fiji's Chief Minister, Ratu Sir Kamisese Mara (left, in the picture right) and Leader of the Opposition, Mr. S. M. Koya (above), have compromised for the time being. Politics in the South Pacific are these days less and less influenced by the old metropolitan powers, as new political pressures and alignments develop within the Islands nations themselves. See, for instance, the comment by Mr. Albert Henry, of the Cooks, on p. 26. With Ratu Mara in this picture is President Hammer DeRoburt, of the independent Republic of Nauru. They get on well together.



Gov. Skinner marries former SPC girl

News reached Noumea in the middle of May of the marriage of Miss Solange Petit and Governor Carlton Skinner of San Francisco.

Governor Skinner is well known to those attending South Pacific Conferences, where he has for several years been leader of the United States delegation and Senior US Commissioner on the SPC.

Miss Petit, formerly of Paris, was also well known to islanders, during her two years work as SPC health education officer, until last October.

by the Canadian Prime Minister, Mr. Pierre Trudeau. Announced in May, it will be in the form of scholarships, teaching assistance and equipment to the value of \$C250,000.

The Chief Minister and Mr. Koya did not go into details of possible United Nations assistance during their courtesy call to the UN on their way home, but in mid-May the Minister for Finance, Mr. W. Barrett, was continuing discussions.

The Chief Minister said he believed that Fiji should enter the United Nations—it would be a cheap method of obtaining general overseas representation, and the UN representative would be close to potential sources of aid.

"In a very humble way, I should like to suggest that a voice like Fiji should be heard in the UN, since we have had some experience in a multiracial society. Perhaps we can give some advice," he said.

"The views of the African peoples seem to be taken for granted as the views of all indigenous people. This is not the case in the South Pacific."

After independence, Fiji will have a High Commissioner in both London and Australia, as well as a representative in the United Nations. However there are no plans at present for representation in New Zealand.

On the question of citizenship, the Chief Minister said he believed that those wishing to stay in Fiji should commit themselves to Fiji's interests by taking out Fiji passports if eligible.

"If after independence you have resided for seven years you can apply to become a citizen of Fiji. If you don't wish to do so, you can stay on as a non-citizen," he said. "We do not wish to have in Fiji people with dual citizenships."

Albert Henry wants a new South Pacific forum

By a staff writer

Cook Islands premier, Albert Henry, wants to see established in the South Pacific a mini-United Nations Organisation to operate independently of the South Pacific Commission. He officially put forward the proposal in Wellington and Canberra.

Mr. Henry told me in Sydney in May, after visiting Canberra, that the SPC should be limited to its original aims—giving help, social and technical assistance to the Islands.

He said that "soap box politics" by Islands leaders should not have its place in the SPC, but there was a place for it in the Pacific.

"The Islanders need a forum," Mr. Henry said. "The SPC is still a paternal body, formed by the metropolitan powers and it's still a metropolitan power showcase, despite the trend for more say for the Islanders."

Mr. Henry again stressed what he had to say in Sydney earlier (*PIM*, May, p. 31), that is—he was concerned with the way politics were taking a large part in SPC affairs. He said he had approached Wellington and Canberra about his proposal of a "mini UN", because such an organisation would need to be firmly backed by Australia and NZ.

Australia and NZ were Pacific powers which were an integral part of the Pacific, but the US, Britain and France were not. He said such a political organisation as he envisaged could be formed without France, if necessary.

"I haven't asked the French what they feel because their attitude is dogmatic," he said. "They won't give up their territories."

"In Tahiti I know the feeling for independence is strong, among Tahitians, Chinese and resident Frenchmen. These people will get their freedom even if blood has to be spilt—and I think this may have to happen."

Mr. Henry said he found from his recent discussions that Australia and New Zealand did not compare their notes with each other on their relations with their own Islands territories. Australia and New Zealand should co-operate more in this sphere.

Political experiment gets going soon in Solomons

By STUART INDER

Elections now going on in the British Solomons will culminate in the setting-up, in July, of a type of legislature to be tested for the first time in the South Pacific—a method of "government by committee".

The BSIP Legislative Council and Executive Council have been abolished, and will be replaced in July by the BSIP Governing Council, which will have the functions of both.

And the interesting thing about the new-style government is that the present British administration in the Solomons admits that it is not sure whether the system will work, but is willing to "give it a go" because it is what the Melanesians themselves seem to want.

BSIP Finance Secretary Tom Russell put the problem clearly in May in a paper he presented at

Port Moresby's Waigani seminar (see p. 28). He asked:

"Can a system of democracy suitable for a country of 58 million [Britain] be photographed down to suit a population of 152,000, a people with 40 spoken languages and no written literature, with a population density of 13 to the square mile, with the habit of agreeing by consensus rather than by majority vote and with a suspicion bred from a history of foreigners, foreign ideas and foreign natives? Can a country the size of the Solomons afford the trappings of the ministerial system, the prestige cars, offices and houses,

the private secretaries? Is there ultimately to be a bicameral system?"

The new system will explore an alternative. The Governing Council will comprise 17 elected members and up to nine official members. It will be divided initially into five committees, each committee responsible for a broad field, communications and works, education and social welfare, health and internal affairs, natural resources, and finance.

The High Commissioner will appoint a chairman of each committee, and every elected member will have a seat on at least one committee.

The finance committee will be chaired by the Financial Secretary and its membership will include the chairmen of the other committees, thus involving the whole council in budget decisions. All committees will have a majority of elected members.

The committees will be able to summon anybody, including public servants, before them during their work, and the Chief Secretary will have the right to attend any meeting. Committee meetings, which are likely to be held every two months, will be private. The Governing Council will meet three times a year in both executive (private) and legislative sessions (open to the public). Bills will have three readings in the legislative session in the usual way.

The High Commissioner will continue to have reserve powers on external affairs, police, etc., and control the public service. The day-to-day official work will continue in the government as before, but public servants and politicians will obviously be brought in much closer contact, and have to explain their reasons for decisions.

As Mr. Russell says: "A group of people sitting down together to thresh out a problem is far more Melanesian in character than a formalised debate in the legislature where the issue is finally put to the vote: and once a decision is reached in committee it is far more likely to be accepted."

In short, the traditional patterns of Melanesian authority are being synthesized in the 1970 BSIP constitution.

Systems like it have been tried before, notably in Ceylon and the Seychelles. It failed in the Seychelles probably because there is a developed party system there.

On a recent visit to the BSIP, I found hope, but not over-confidence, in all sections of the Solomons that the committee or division of operations" system will work there. It will be interesting to watch how it develops.

Ministerial member government accepted in the GEIC

Constitutional changes to a "membership" ministerial system and increased Islander participation in legislation, were approved by the Gilbert and Ellice Islands House of Representatives in May. The House asked the Resident Commissioner, Sir John Field, to implement the changes "as soon as possible".

The changes, including proposals to have the House replaced by a Legislative Council and the Governing Council replaced by an Executive Council, were introduced at the House's March meeting (*PIM*, Apr., p. 24).

In a considerable debate on the changes, which included suggestions by some members that the Ellice Islands could later "go it alone", Mr. Naboua (Marakei, northern Gilberts) said there were two important points to the new constitution.

"Rather late"

Firstly, it meant elected members would attain legislative power. "This is not a trail-blazing exercise," he said. "We have come to this rather later than other territories."

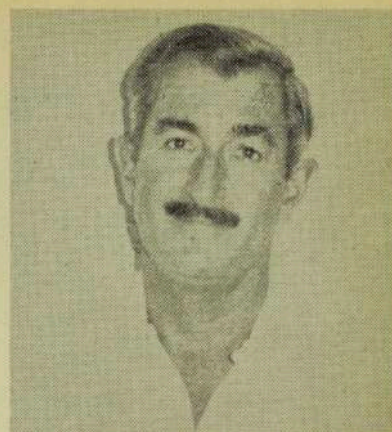
Secondly, it meant that the Resident Commissioner for the first time could assign certain elected members responsibilities which would give them a direct say in the formulation of policy. "This is something very close to every Gilbert and Ellice Islander's heart," he said.

"With due respect to our able expatriate administrators, local people find, time and again, that the solutions to some of the problems put forward by expatriate policy makers, have something missing in them, which sometimes quite negates their usefulness."

The May meeting of the House, as usual, dealt primarily with parochial matters. However, the following facts came out:

- Prisoners in the outer atolls were sometimes sent out fishing in order to provide a change of diet and to help to keep down the cost of rations charged to the colony government.

- The GEIC Government had again approached Fiji Airways Ltd. for a further reduction in air fares from Fiji.



Robby Roberts

ROBBY ROBERTS BIDS GOODBYE TO THE GEIC

With his black bristly moustache, skin cooked a deep brown and a grin on his lips, Robby Roberts left the Gilbert and Ellice Islands in May. Typically, he sailed out of Tarawa aboard the recruiter *Ninikoria*, rather than by air, so he could revisit his beloved Ellice Islands en route to New Zealand.

It was the 26th year, with two only away in the Solomons, for Robby in the Gilberts, and it's an understatement to say he was by far the GEIC's most knowledgeable European.

A great loss

The 52-year-old bachelor will be a great loss in GEIC affairs. Robby was one of the very few Europeans who could speak the Ellice and Gilbertese tongues. Harry Maude of Canberra is perhaps the only man alive who knows the colony's history better; and Robby, with his experience at all levels of the GEIC Government, would have been an invaluable advisor on the impending projects and problems likely to come the "forgotten" colony's way.

Why the colony should have to lose the crusty and seasoned Islands hand at all, when he's as fit as ever and has another good 10 years work in him at least, is hard to understand. Maybe it's between Robby and the

Continued on p. 129

They talked, talked, talked to some purpose

From PERCY CHATTERTON, in Port Moresby

The Waigani Seminar is an annual event which was started in 1967. It is sponsored jointly by the University of Papua and New Guinea, the Australian National University, the P-NG Administrative College, the Council on New Guinea Affairs and the Papua and New Guinea Society.

I have attended all the seminars to date and have read papers at three of them, and I have no hesitation in saying that the fourth of the series, held between May 9th and 15th, was the best so far.

There were several reasons for this. The spread of the seminar over a whole week instead of a long weekend; the concentration on a single theme, instead of two pursued simultaneously; the venue—the university's splendid lecture theatre with its air-conditioning, its perfect acoustics and its steeply tiered seats; and the large attendance of Niuginians, drawn as by a magnet by the seminar's theme "The Politics of Melanesia"—all these combined to make this a memorable occasion.

Wide ranging

The theatre seats over 400. For most of the sessions it was comfortably full, and for a few, notably those on "Students in Politics" and "Trade Unions", there was standing room only by the time the speakers took the rostrum, with indigenes heavily outnumbering Europeans. Mr. George Warwick Smith, secretary of the Department of External Territories, also attracted a capacity audience to the final session.

The seminar was wide ranging—both geographically and in subject matter. Speakers came from the British Solomons, the New Hebrides, Fiji, and Micronesia. Universities represented included Queensland, Sydney and California, as well as those of the South Pacific and Papua-New Guinea.

Subjects covered traditional political systems, constitutions, industrial relations, localisation, political organisations, local government, trade unions, the rule of law and the indigenous Church. Of the 46 speakers, 16 were Melanesians and one a Micronesian.

Professor Charles Rowley of UPNG, who performed the mam-

moth task of organising the seminar, wound it up with an incisive closing address. It was unfortunate that, following as it did on the heels of a long and rather pedestrian paper presented by Mr. Warwick Smith, it was not heard by more people.

To cover the whole range of papers in a single report is obviously impossible. Instead I propose to comment on two which, in quite different ways, seemed to me to be particularly original and challenging.

They are Mr. I. F. Nicholson's paper entitled "The Trouble with Constitutions—a Colonial Administrator's View", and Mr. A. C. Voutas' on "Elections and Communication".

Mr. Nicholson's paper was a forthright defence of British colonial administration. It had been, he claimed, constitutional, economical, flexible, close to the people and responsive to their demands, and democratic in the best sense of the word, far more democratic, in fact, than the regimes which had taken its place.

Rather than dismantle it, we should

Sydney, Moresby conferences

There was a lot of talking in Port Moresby and Sydney in May. In Port Moresby, Percy Chatterton here discusses some of the developments on a seminar on the Politics of Melanesia, and in Sydney staff writers report opposite page on some of the speakers' views at the Cook Bi-centenary Symposium, entitled "Cook's Pacific in the Years Ahead".



Toni Voutas

bend all our efforts to effectively maintaining and rapidly localising it. This theme he developed vigorously, in considerable detail, and up to a point convincingly.

I am prepared to believe that, at its best, colonial administration was all he claims for it. But how often was it at this rose-tinted best? As regards former British colonies are concerned, I wouldn't know. As far as Australia's colony of Papua-New Guinea is concerned, I would say very rarely and only in the hands of exceptionally able and sympathetic officers. And I would guess that a localised administrative structure of this kind would be at its best even more rarely.

But Mr. Nicholson hadn't finished with us yet. Not only should we bend all our endeavours to preserving and indigenising the colonial administrative structure, but we should declare a moratorium on political development.

'Naive'

This could be left for Niuginians to talk over at their leisure and to mould nearer to their hearts' desire. Political structures as they emerged, could be left to "interact" with the administration.

This seems to me pretty naive. A strong and well entrenched indigenous administration faced with weak newly-hatched political organisations would be unlikely to be willing to "interact" with them. On the contrary, it would be likely to suppress them or drive them underground even

more ruthlessly than colonial administrations have done.

Perhaps one of the weaknesses of the new nations which have grown out of the old colonies has been that their leaders have often graduated too suddenly from colonial calaboose to presidential palace.

It seems to me to be essential that indigenous administrative and political structures should be developed simultaneously, so that, when the time for interaction comes, they will interact on terms of equality, and modify each other, bringing both structures nearer to their hearts' desires.

By and large, then, I find myself unable to enthuse over Mr. Nicholson's blue-print for Paradisea.

Nevertheless his paper was valuable both in challenging some of our assumptions, and in warning us of the danger of lightheartedly throwing out the baby with the bath water.

Tony Voutas' paper resembled Nicholson's only in that it grew out of his personal experiences. It gave a detailed down-to-earth account of his election campaigns, first in the Kaindi by-election of 1966, which he won with a clear majority over the combined scores of his opponents, and second in the 1968 general elections, when he defeated a very redoubtable opponent indeed, former Speaker Horrie Niall, for the Morobe Regional seat.

Vote Toni

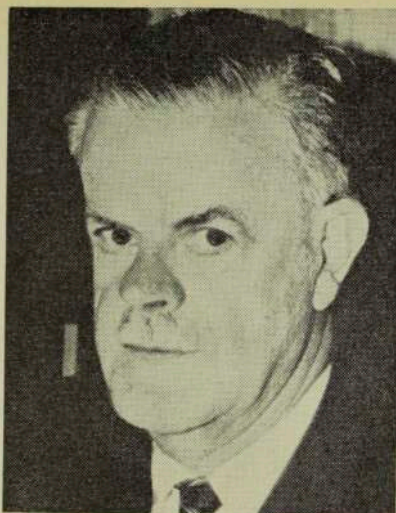
His account of his use of badges bearing the single word TONI—more incisive, he explained, than "Vote 1) Antony Constantine Voutas"; of his use of village agents who came to be known as Toni komitis; and of his massive feat of foot-slogging from village to village; these laid bare the grass-roots of Niuginian politics.

He used more sophisticated methods too, sending tape-recorded translations of his policy speech into local vernaculars ahead of him before arriving in person to deliver his message. And letters passed to and fro between him and those of his komitis who were literate in pidgin.

He came to some rather wry conclusions.

A young and inexperienced but athletic candidate could beat an older one who might make a better member, merely by performing the physical feat of visiting every village in person. Many of the voters understood the exercise so little that they did not even realise that only one of the candidates offering could become their member.

Messages were only understood



Sir John Crawford, a speaker at the Sydney symposium

when they were extremely simple, and even then their contents often became garbled in transmission. On the other hand the ritual of communication—the playing of tape-recordings, the personally delivered speeches and the sending and receiving of letters—had significance and value, whether the contents were understood or not, and had the effect of welding a personal bond between candidate and voter.

As a sitting member, "Toni" has come to some further conclusions. In all but the most sophisticated electorates, voters expect far more from their members than the latter can possibly hope to achieve. When they fail to deliver the goods they are liable to be regarded as failures, and risk rejection at the next election.

Postpone elections

Regular observance of the ritual of communication during the four years of the member's incumbency can partially retrieve his position, and party-backing can help. At present the Papua and New Guinea Act ensures four yearly elections; but after independence a situation could arise in which the politicians would seek to stay in power by postponing or even abolishing elections.

"Without effective communications," he concludes sombrely, "elections will disappear".

If none of the other papers read at this seminar, including my own, is published, I hope that this one will be. It should be required reading for all political theorists.

Thank you, Professor Rowley, for Waigani 4. Roll on Waigani 5.

AUSTRALIA "MUST TAKE ISLANDS IMMIGRANTS"

At the Cook Bi-centenary Symposium in Sydney, sponsored by the NSW Government, little time was taken on South Pacific Islands affairs. Most papers covered the problems and ambitions of the powers on the Pacific perimeter. But here are the highlights of those matters affecting the Islands.

The most outspoken on immigration was Professor Keith Sinclair, Professor of History at the University of Auckland, who argued strongly that Australia should take Islanders as immigrants. Local resources in some territories could not support what was demanded, he said, and to relieve the pressure, migration was an answer, and he "did not see why New Zealand has to do it all".

For a more detailed quote on Professor Sinclair's views see *Up Front With the Editor*, p. 15.

On the same theme was Professor W. D. Borrie, Professor of Demography at the Australian National University, who said, "What harm can come of having some New Guineans living among us and acquiring knowledge and skills that they might return in due course to apply in their own country? We seem to argue that it is good for New Guinea to have Europeans living in New Guinea; why, then, should Australians be so afraid of the reverse?"

"I am suggesting a more flexible policy in which peoples from the Pacific region, with the requisite skills to support themselves and contribute to our economic development, should be able to find a place among us."

"Emigration could be a major contribution to the solution of the demographic problems of the Pacific Islands territories. This is a very limited, but very important, goal we can help them to reach."

Fewer marriages

Professor Borrie said that Fiji had the most dangerous population situation in the Islands. It was complex and potentially explosive.

The decline in Fiji's birthrate in recent years was due, not so much to the colony's family planning scheme, but to later and fewer mar-

Uncertain sugar market

riages among Indian women, following cessation of the immigration of Indian males. The future was explosive because the Indians outnumbered the Fijians and the Indians largely controlled the industrial and manufacturing sectors of the economy. There was limited land an uncertain market for sugar and 45 per cent. of rural Fijians were under the age of 15.

Professor Borrie added that in New Guinea there was a slow rate of population growth but it would increase before it fell away, as the territory's population would double within the next 30 years. In New Guinea, as elsewhere in the Islands, there was urgency for high levels of investment in non-agricultural developments, as alternative avenues of employment for the growing younger population.

Although Dr. I. J. Fairburn, of the University of Newcastle, made no plea for migration to Australia, his paper underlined the economic pressures in the Islands, and he was pessimistic for their economic future. Except for New Guinea and Fiji, he said, a state of economic stagnation of continuing regression was inevitable for Islands economies.

Gloomy prediction

Among the reasons he gave for his gloomy prediction were:

- The rapid population increase in the Islands which tended to act as a negative economic factor.
- The fact that the Islands were not unusually well endowed with natural resources.
- A low level of savings, which in turn tended to reduce the growth potential of the Islands.
- Heavy dependence on the export of a few agricultural products, or semi-processed and mineral products.
- An overall need to modernise agricultural practices.

Secretary-General of the South Pacific Commission, Afioga Afoafouvale Misimoa, of Western Samoa, told the symposium that the key to the survival of the people of the South Pacific might lie in emigration to the Western countries at each end of the Pacific.

Likening the present situation to the old days of Pacific migration by canoe, Afoafouvale said dwindling food supplies and the rising population meant that Polynesians, in particular, had already begun on a new course of migration. American Samoans were living in California,

FROM THE MOON TO NAURU

Nauru's Health and Education Minister, Mr. Austin Bernicke, (left) and, Acting Nauru representative in Australia, Mr. R. S. Leydin (right) receive from the US Consul-General, Mr. Richard Service, at a ceremony at Melbourne recently, fragments of the surface of the moon. They're a gift to Nauru from Pres. Nixon.



Niueans, Tokelauans and Cook Islanders lived in New Zealand and large numbers of Wallisians and Tahitians lived in New Caledonia.

The imminent exhaustion of phosphate deposits on Ocean Island would soon create a serious problem in the Gilbert and Ellice Islands, which might be partly solved by mass migration. He went on: "Unless the production of food is increased, there is a danger that standards of nutrition and life itself would not merely remain static but would actually decline."

"This danger has, of course, always been a very real one in the Pacific, and has been the driving force behind the ancient and more modern migration of Pacific peoples, and also led in the past to less acceptable forms of behaviour, such as inter-island warfare."

He advocated greater efficiency of agriculture and better use of fisheries and timber resources, the development of secondary industries and tourism.

Tourism was another theme running through the conference. Afoafouvale said that he himself "deplored tourism". The development of tourism, he said, would require a deep seated change in the philosophy of Pacific Islanders, who were naturally conservative people. He himself was an opponent of change for the sake of change, but he was conscious of the need to adapt his attitudes to the changing requirements of the Pacific.

"I would personally prefer not to have to rely on tourists as a source of overseas exchange," said Afoafouvale. "I like Western Samoa very much as it is, and I fear that in order to provide the facilities legitimately demanded by tourists, the Western Samoa that I love must suffer some changes."

"There must be a fairly considerable disruption of a way of life that has taken centuries to evolve."

But tourism had its good side, he said. Apart from bringing in money it meant improvements in transport and communication, valuable contact with other people and their ideas, and a growth in understanding of the world at large. This understanding was essential if the Pacific was to take its place in the world without opting out of any of the duties and responsibilities that went with it.

Among other points made by speakers at the Sydney symposium were:

- Mr. Knut Hammarskjöld, director-general of the International Air Transport Association, said any general reduction in international air fares was "highly unlikely" and some increases would be necessary. The best that could be hoped for was selective reductions in promotional fares where sufficient public response was likely to be forthcoming.

No free trade

- Sir John Crawford, vice-chancellor of the Australian National University, rejected suggestions that Australia should aim at a free trade association with Pacific territories, including New Guinea. Although he expected that New Guinea would have political independence within the next few years, Australian know-how and investment would be needed for some time, despite indications that the territory had prospects of becoming economically independent within a decade or so.

He said that while there was scope for a free trade area between New Guinea, Fiji and New Caledonia, Australia should remain outside it, although allowing those territories free access to the Australian market. Conversely the countries involved should still have the right to protect their own markets from Australian competition.

Even bigger changes to come in New Guinea

From correspondents in Port Moresby and Canberra

Everybody was taken by surprise, including the new Administrator himself. But once the decision was announced, everybody approved it, and wondered why it hadn't been thought of before.

The decision was made by Australian Prime Minister John Gorton and it will take effect from July: Former Assistant Administrator L. W. Johnson will become the fourth post-war Administrator of Papua-New Guinea; the present Administrator, Mr. David Hay, will become secretary of the Australian Department of External Territories in place of Mr. George Warwick Smith; Mr. Smith becomes secretary of the Australian Department of the Interior, which has nothing to do with South Pacific affairs.

Behind the moves

Why did it all happen? The plan was born in the Prime Minister's mind following private talks in Canberra in March with 11 native members of the P-NG Select Committee on Constitutional Development. Some of the members violently attacked Mr. Warwick Smith as having too much say in New Guinea affairs. Although few people in P-NG really know anything about Mr. Warwick Smith, he is not popular in the territory, and Mr. Gorton, already under pressure from the Labour Opposition on New Guinea policies, decided now was the time to ring the changes.

Mr. Hay, Administrator since 1967, was delighted with the opportunity of filling Mr. Smith's place, because he believes that the Department of External Territories will be welded with the Department of External Affairs, and he would like to get back into the diplomatic business (he is a former Australian Ambassador).

His wife has made no secret of the fact that she doesn't like life in Papua-New Guinea, but she has stuck it for her husband's sake. At one period last year Mr. Hay was ready to resign, but reconsidered it, and since has had no intention of resigning. Nor did he believe he was likely to be moved.

He had in fact been personally disturbed at rumours over recent months predicting his imminent

departure; he felt that uncertainty about the top post was bad for public service morale.

Mr. Johnson, on the other hand, had already decided that there was no future for him in New Guinea, and had actually "gone finish" from the territory eight days before Mr. Gorton's announcement in early May. He was in Tasmania, ready to take up a top-level educational post with the Tasmanian Government, after having resigned from his job as Assistant Administrator two months before.

He was offered the Administrator's job only a few days before Mr. Gorton's announcement, and the Prime Minister had to personally intervene to have him released from his Tasmanian commitment.

Mr. Johnson, 54, from Perth, first went to P-NG in 1962 as Director of Education, a post he held until 1966. He liked New Guinea and New Guinea likes him. He resigned not in disgust over policies or personalities, as has sometimes been alleged, but because he had met all the challenges which he thought New Guinea had to offer him and he was ready to move to greener fields. Mr. Gorton's offer came as a shock.

Brilliant decision

It is a brilliant switch which has solved everybody's problems in one sweep, including Mr. Gorton's. There can be no complaint now that the territory is being run by people in Canberra with no knowledge of territory thinking. Even the much-criticised Minister for Territories, Mr. Barnes, has announced that he will be retiring from parliament at the next elections.

But the Prime Minister's coup goes much deeper.

With Hay in Canberra and Johnson in Port Moresby, the total team will be ready to begin dismantling the Australian administration of New Guinea.

Mr. Gorton has confided to elected



Mr. L. W. Johnson

European members of the P-NG House of Assembly that he's going to "push" constitutional development as quickly as native parliamentarians can handle it.

Johnson should be the last foreign Administrator of New Guinea. His job (with Hay) is to hand over quickly the real powers of policy-making to the elected native members of the Assembly.

Official government target-date for self-government (home rule, which will give parliament control over everything except final economic policy, foreign affairs and defence) is 1972.

Further power for native elected members is scheduled for hand-over this September/October. Among other things, the present ministerial members (who have equal status with departmental directors) will become full ministers, with absolute departmental control. The Administrator's Executive Council will become a genuine "Cabinet". The new power later this year, will cover immigration . . . one of the real racial problems between Australia and P-NG.

The estimated 600,000 Papuans of Papua have technical Australian citizenship but cannot enter Australia without a permit. When control over immigration is given to Port Moresby this year, Australia intends to announce arbitrarily a "closed-door" policy on Papuans. Then, for the first time, their technical citizenship will be quashed.

- For more comment, see "Footnotes", p. 38, and "Inside New Guinea," p. 47.

'KING OF THE WESTERN ISLES' DIES AT 97

Heinrich Rudolph Wahlen died in Hamburg on May 4. Who was he? This tribute was specially written for *PIM* by Fred Archer, of Rabaul, New Guinea:

The passing of this man removes one of the "old timers" of German New Guinea days, one who made his mark in the former German colony. He died one month before his 97th birthday but had expected to reach 100 years when, he said, he would celebrate the occasion with appropriate quantities of champagne and with his family at his Hamburg home.

"Rudi" Wahlen came to New Britain in the employ of the German South Sea trading firm of Hensheim and Company, and soon became one of their executives. He was sent by them to look at trading possibilities in the Western Islands—north west of Manus (the Admiralty Group).

At this time there were only scattered traders in this isolated area. After inspection, Wahlen reported that he thought the islands would be good as a trading and plantation venture, but not otherwise. Hensheim's did not care for this idea saying that if war with England came, then as traders they could quickly leave. But with coconuts planted they could only be abandoned at a big loss.

So Wahlen decided to try and raise money and, with German Administration approval, purchase land from the islanders and start for himself. He

acquired interests in the Hermit, Anchorite, Ninigo Groups and Wuvulu and Aua Islands, all coral islands, and made his head-quarters at Maron Island in the Hermit Group, where the islands had some height and were suitable for his purpose, and with a sheltered lagoon.

Work began, developed into a little atoll empire and Wahlen later became known as "king of the Western Islands".

At the start of this work, times were hard, and on borrowed Hamburg money. Then suddenly trochus shell, which was used for button making and such things, was in great demand and the price rose considerably.

Wahlen's reefs were littered with trochus shell in great abundance and so they were gathered in, bagged and shipped off to Hong Kong with great joy. This laid the foundation of his enterprise and of his later considerable fortune.

Good company

In due course a fine Rhine-style castle was erected on the hill at Maron—an architect from Germany drew the plans and supervised the erection. The result was a very fine edifice dubbed "The Wahlenburg".

There was an electric lighting plant, a cold room for stocking meat and fresh fruit and so forth—and, of course, a considerable cellar of good wines and a modicum of champagne for high days, holidays and birthdays.

English grasses were imported for the lawns around the house and deer were imported for the grounds, and many other amenities were introduced to make life in *der Sud See* worthwhile.

The North German Lloyd ships—trading from Hong Kong via Rabaul to Sydney—called regularly at Maron



Heinrich Rudolph Wahlen

and there were always visitors. Hospitality at the Wahlenburg was always on a grand scale and people who had once partaken of it spoke, with feeling, of it long years afterwards.

The plantation men who were developing the islands of the group, were invited into the headquarters at regular intervals to break the monotony of their lives, dine and drink and enjoy good company for a week or two, and return to their jobs in good heart.

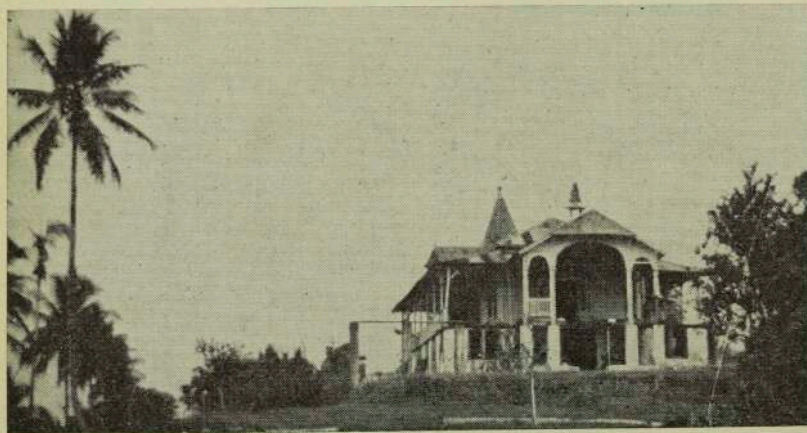
It was a lonely life and hard work, with always the risk of malaria and blackwater, as well as attacks by some of the less friendly islanders.

Wahlen was looked upon as a first-class employer, but he was the sort of man who wanted things to be up to the mark.

I have seen many letters of instructions on his former plantations laying down this rule and that. Those who deviated were invited to move on.

Rudi Wahlen married a Swedish lady of very fine appearance and with blond hair that reached to her waist. After her arrival at Maron the natives observed her one day drying her hair in the sun and could hardly believe that it was true—they had not seen white women before. The native girls, whose hair was straight and black and mostly oiled and decorated with hibiscus blooms, could scarcely take their eyes off it—they could scarcely believe that such blonde magnificence was true.

When Wahlen purchased the interests of "Queen Emma" in 1910—interests which at that time were spread all over New Guinea—he moved to Gunantambu at Ralum, near Kokopo, and put his brother, Julius Wahlen, to look after the Maron company.



Maron—the famous home in the Western Isles.

(Continued on p. 132)



Tropicalities

The New Caledonian championship matrimonial acceptances are now open. Local newspapers state that Mr. Joseph Marsifi, a young Italian bachelor living for some years now in New Caledonia, has inherited from an uncle in America \$US17 million.

The uncle, Nicolas Marsifi, immigrated from Italy to the US in 1905. He worked as a miner, later joining the Chicago police force, from which he retired in 1955 as an Inspector.

He died in January at the age of 96. A widower early in life he never re-married and left no children.

His nephew had kept in touch with his uncle over many years but was quite surprised to find that he had inherited two big buildings and a personal residence, estimated by the internal revenue bureau at \$US17 million. Death duties came to about \$US4 million which seems a very modest sum for such a fortune.

Unless a mistake has occurred in figures quoted, Inspector Nicolas Marsifi was still in harness in the Chicago police force at the age of 81. Even for Chicago police that seems stretching things a little.

The lucky heir confided to Noumea's *Bulletin du Commerce* that he had received many requests for loans and even more requests for marriage. He intends ultimately to return to Italy. The fabulous "uncle from America", has always been a dominant figure in European light literature.

Pot shot could change the law

It's still true in most of the United States that a man can "tote" a gun if he's old enough to walk on two legs. The habit spread to American Samoa, but a recent shooting may have changed that. A cannery official who got a .22 bullet in his shoulder during a recent jaunt near Satala Cemetery may be the unsung hero of future anti-gun legislators.

He stopped his car when a stray bullet hit him, made an effort to find where the bullet had come from and then was driven to hospital.

The innocent-looking young Samoan who was picked up later with a .22 calibre rifle in his possession, protested that he had purchased

AN AMERICAN "ONCLE" LEAVES \$US17 MILLION

the lethal weapon earlier in the day, gone for a walk and was testing it by firing it across the bay.

Walter Friday is the man who collected the bullet in his shoulder. Governor John Haydon has now stated he is considering an educational programme on the use of weapons and possibly will move to legally restrict the use of firearms.

Still, if the States are anything to go by, there could be a great deal of pressure placed on American Samoa's legislature to keep the purchase of guns unlicensed and uncontrolled. That's the way manufacturers and retailers like it.

'Down the hatch' at five cents a time!

"Champagnes, five cents, whisky tots, five cents, fluted beer tankards, 10 cents, heavy-based tumblers, five cents, straight-sided liqueurs, five cents. All glasses are etched with the insignia of the RAF".

Such are the latest specials of the Gilbert and Ellice Islands' biggest retailer, the Wholesale Society. The WS says the glasses, which should start appearing at Tarawa's inevitable dinner parties in coming months, are "RAF surplus stocks from Christmas Island".

Government hopes are the glasses will be used for consuming imported Aussie beer, and not the locally-brewed potent sour toddy.

For cat lovers

So many people have asked us about the owner of that cat we featured on p. 40 of last month's *PIM*, we feel bound to tell you. It's Margaret Talbot, private secretary to Jean Brock, the Qantas man in New Caledonia.

Fruit salad export for Tonga!

Tonga hopes that an exotic fruit originally from Mexico may turn out to be a money-spinner for Tonga. King Taufa'ahau sees the "fruit salad plant" (*Monstera deliciosa*) as a potential export for the country.

The plant has been bearing fruit in the royal palace and is said to thrive well against walls or fences. It owes its delightful name to its taste when ripe. King Taufa'ahau believes the fruit was first brought to Tonga from Queensland, but it came originally from Mexico. It is familiar in Australia, growing in suburban backyards.

King Taufa'ahau, who, according to the *Tongan Chronicle*, also believes the local rock melon could be exported, says that the economy at present is too dependent on one or two crops, and plants such as these could provide valuable diversification.

Watch out when you say, 'thank-you'

Local Islands newsletters often delve with glee into the derivation of some of the more obscure phrases of their languages. The Niue newssheet for instance recently published an item suggesting an ingenious derivation for the Niuean expression, *oue-tulou* (thank-you).

The newssheet holds that "the Niuean *fale* in the early days of European settlement was of very small structure and the doors were narrow. Quite often when a European missionary entered, he exclaimed, 'Oh, too low'. The host who did not understand English straightway thought that the words said meant, 'thank-you'. So from that time up to now the word *oue-tulou* was created."

The newsletter's account was followed up by a (perhaps tongue-in-cheek) reply from a local, with what he claimed was "the true story".

"When the *palagi* (Europeans) came to Niue they convinced the people to work for them and get paid for it," he wrote. "These poor chaps sweated in the hot sun all day and dreamed of the money they would get."

"When pay day came, the people lined up for their pay. As each one got his share, he looked at it and murmured, 'Oh, too low'. It was the *palagi* who thought they were saying, 'thank-you', not the other way round."

Tiny's yarns keep the evenings short

After a lifetime working in the Pacific one great problem for the European is finding a place to retire, find comrades and live if not in the Pacific, at least close to it. There's at least a dozen old Pacific hands in the War Veterans' Home in Collaroy Plateau, Sydney, and king yarn-teller there is a lively 89-year-old six-footer called Simeon "Tiny" Lord.

Tiny administered justice in Fiji half a century ago. Now he finds himself one of 500 in the home—everyone of them likes to hear his tales of Fiji in the "old days".

Tiny, he's well over 6 ft and 200 lb, claims fifth generation ancestry as an Australian (the first Lord came with the First Fleet to Botany Bay), but you wouldn't think so to hear his booming English accent cutting across the smoke-room.

He went to Fiji in 1902 and spent his first 10 years employed by CSR. He then joined the government and after a short while became a magistrate.

He says he remembers when Japanese were indentured labourers on the sugar plantations. A good many died of beri-beri, he recalls.

Before becoming a magistrate Tiny worked in the Fiji emigration department. It was there that he had an adventure that veterans at the home love to hear. In his own words:

"There was this renegade, Apolosi, who threatened—there's always one—to wipe out all the whites and drive them out of Fiji. When he heard we were coming after him he went to the Yasawas and when we arrived he was waiting for us with about 500 men.

"I was with a police inspector, Scotty Young, and some native policemen, but we were unarmed. Scotty went towards Apolosi to serve him a warrant for his arrest when out of the blue his brother appeared and put his fist right through the warrant.

"Scotty was a fiery chap and he wanted to go in and take Apolosi. I talked him out of it so we started to go back to the boat. We jumped in and got away and put in a telephone call for reinforcements. I told him if we had gone in and someone had got hurt, we would be blamed for it no matter whose fault it was. Anyway the reinforcements came and Apolosi as it happens surrendered without a fight. I think he got seven years."

At the time of this story our *PIM* reporter was joined by two other old

Pacific hands—Doug Askew, with nearly half a century of service (mostly in the timber trade) in New Guinea and the Hebrides behind him, and George Ward, a resident of Vila for 15 years, most of them spent working for Burns Philp.

Between them (with another veteran, "Tiger" Goddard, late of New Guinea, not far away) and us, we had Tiny really warming up.

Although Tiny was a white man living in Fiji at the turn of the century, his sympathies were far from always on the side of the Europeans.

One European, he told us, brought before him for passing dud cheques, was given the option of a stiff fine or three months gaol.

"The fellow decided to take the fine," said Tiny. "He looked at me and said, 'Would you accept a cheque?' I gave him gaol and almost slapped a contempt sentence on as well."

Tiny wasn't too fond of the local missionaries. "I was always in trouble trying to break down what I considered fences between the people of Fiji," he said. "One time I got fed up with the missionaries who used to post themselves at every corner to my courthouse and try and 'induce' the natives into giving them money.

"Finally I got my chief clerk to call them in. I told them they

couldn't collect money within the courts. There was a hell of a row and I refused to stand down. So the chief missionary went straight up to the then Governor, Sir Ernest Bickham Sweet Escott.

"The Governor and I didn't really see eye to eye on this issue, I could tell that. In fact he said he was going to send a dispatch to the Secretary of State in England about this—and if it went against me I was in for the high jump.

"Anyway, he sent for me some time later and told me that the return dispatch supported my decision. But I can assure you I wasn't very popular after that."

Tiny, Doug, George and Tiger and a dozen more Pacific hands, find nothing better than whiling away the drizzly Sydney winter evenings like this—especially if there's a bottle of rum about.

As Tiny says, "Kava's very good for paralysing the legs, but there's nothing like rum for doing the same thing to your head!"

Crime down in West Samoa

While most of the Pacific, along with the rest of the world, seems to be plagued with increased crime and juvenile delinquency, the trend in Western Samoa appears to be towards greater peace and harmony. Statistics for the last three years show a significant decrease in most classes of crime.

Cases reported of various crimes over the past three years are as follows:

	1967	1968	1969
Assault—common	686	502	479
Assault—causing injury ..	64	39	34
Theft	923	797	886
Burglary	68	82	63
Wilful mischief	54	29	27
Riots and affrays	18	26	—
Breaches of the peace using offensive language	284	233	196
Drunkenness	129	153	107
Stone throwing	116	81	87

Murders were up from two each in '67 and '68 to six last year. Five of these killings were the result of incidents.

Police Commissioner A. L. Philipp said that the improvement in the number of cases was particularly pleasing in view of the rapid increase of population, now estimated at about 146,000. It was also noteworthy that Western Samoa had a very low ratio of police per head of population.

Western Samoa has one policeman to every 1,160 of the population. This compares to one to 950 in New Zealand, and roughly one to 400 in



Tiny, at full blast.

This is the army!

This is New Guinea's army. The South Pacific Regiment is a study in discipline on parade, but every now and again, when there's something really worth celebrating—they stage a sing-sing. This occasion was the 30th anniversary of the formation of the army, just before the Pacific War. Tribal differences lie submerged for 90 per cent. of the time when the soldiers are in their khaki; but when they celebrate with a sing-sing, it's a matter of VIVE LA DIFFERENCE. The picture shows the Madang dancing group led on the drum by Sgt. Aeb Imelia.



American Samoa and one to 600 in Fiji.

He said that the drinking of home brew was the main cause of all serious trouble in Western Samoa.

"The three main factors behind the improvement are the increased quantity of locally grown foodstuffs, a better educated younger generation, and the strict control in the villages of the *matai*, coupled with a strong influence of the churches," said Commissioner Philipp.

He added that the police supported the Samoan social system as much as possible as a help in maintaining law and order. "The story of fading *matai* influence in the villages is a myth," he said.

The oldest game in the world!

For one-day cruise ship callers at Suva and Nukualofa there's more for sale than dozens of tapa mats and handicrafts, at least according to a 26-year-old Sydney man.

The young man says that, without provocation, he was propositioned 10 times in these ports, by Fijians, part-Europeans and Tongans, varying from young boys to middle-aged women.

The question was either: "Want a lady?" or "Got a girl?"

Venues were outside Suva shops, in the bar of a multi-million dollar resort just outside Suva, in a Suva nightclub, at villages around Tongatapu and in the backstreets of Nukualofa township, within 200 yards of the royal palace.

"My ship, the *Orcades*, also called at Noumea, but women didn't seem to be for sale there," he said. "We

were warned on ship, Noumea residents weren't friendly and told not to walk alone at night. However, I talked to several Noumeans and found this advice hogwash.

"I avoided all guided tours and the main tourist spots in Suva and Nukualofa because I wanted to see as much of local life as I could. Perhaps I could have been mistaken by locals as a crewman rather than a tourist."

Above the call of duty

A series of aircraft diversions—not by hijackers, but by mercy flight operators—have hit New Caledonian headlines recently.

The first of this series of urgent medical evacuations was made by PanAm, when it diverted a San Francisco-Sydney flight to Noumea to pick up a critically injured child in March. The 10-year-old boy, Pascal Lemaire, suffered head injuries after falling from a basketball pole he had been climbing. Through the rapid intervention of the American airline, he was flown to Sydney for treatment.

Shortly afterwards, a Qantas plane was held on the tarmac at Tontouta airport while an Air Caledonie plane flew up a dangerously ill woman from Noumea.

In a third incident in early May, a Qantas plane was diverted on a US-Sydney flight, to pick up a five-day-old baby in a critical condition from birth, and to fly him to Sydney.

One airline was reported, in the Caledonian newspapers, as saying it was planning to have a red cross painted on its wings!

Hair cutting for cash on Niue

Niue's newssheet, *Tohi Tala Niue*, reports the largest haircutting feast for a decade on Niue, at which 28 pigs, two sheep, 2,350 taros and two chickens were consumed at the women's club hall in Alofi south.

As well as the above fare, at Mr. and Mrs. Swan Jessop's feast, tables were piled with cakes, sandwiches, tinned fruits, ice-cream and "morning tea for all the guests". The feast celebrated the cutting of the hair of their son for the first time.

Haircutting ceremonial feasts are common on the island, although not of that size. The feast is believed to be an introduced custom. When a son is born, the parents may decide to save the boy's hair until he is five or six years old, when they will prepare a feast. The newsletter explains:

"Relatives and friends are invited to come and cut the boy's hair at the feast and also to bring gifts. The boy's hair is usually cut by two or three specially invited guests, who customarily bring the biggest gifts of money. A pastor is also invited to bless the occasion and speeches are made by the parents and any members of the guests or relatives.

"After the boy's hair is cut, the food is divided in proportion to the amount of gifts or money each guest gives. The amounts of the gifts and money received are announced before the guests disperse with their share of the food. The money received is normally banked under trust in the son's name at the post office for him and his family's needs in the future."

The Editor's Mailbag

OUT OF THE PAST

Sir,—On behalf of a gentleman of Essex, England, who is compiling a family record, we are trying to trace the history of a yacht built for a member of the family in 1881, and believed to have ended up in the Pacific Islands trade.

Perhaps one of your readers may be able to let us know something of this yacht's fate. The information in our hands reads as follows:

Built in 1881 in England and named *White Squall*, she was 60 ft overall, schooner-rigged, equipped with an auxiliary engine, and tonnage, 97. She was sold and came to Port Adelaide in 1885, then went to Port Lincoln.

The last record of her as a yacht was her appearance in Lloyds Yacht Register, 1897. Following her owner's death she was sold and, it was believed, went to Sydney. From the fact that she is not mentioned in the Centenary History of the Royal Sydney Yacht Club published in 1962, I am inclined to believe that—as was the case with a number of yachts—she went to Fiji, New Guinea, or some other island area as a trading vessel.

Can anybody help please?

R. MELROSE

Public relations officer,
W. R. Carpenter and Co.,
Sydney.

Sir,—In a recent conversation with Omer Darr I was told that if you want to find something in the South Pacific contact the *Pacific Islands Monthly*, because it is the voice of the South Pacific.

For nearly a year I have been trying to trace Jack London's boat the *Snark*. As near as I can discover it is somewhere in the Solomons. A letter dated September 1, 1913, states that a Captain Briault of the New Hebrides was the owner of the *Snark* at that time. The letter was from a man in the office of Justus Scharff Ltd., in Sydney, who had handled the sale of the vessel for London a few years before. He told Mrs. London that the boat had sunk at her moorings and probably her motors had never been repaired since she was raised. He said that the boat had been used as a tow barge but

probably would sink again at her moorings and be forgotten.

According to the writer the *Snark* at this time was tied up at a small island called Aori off Santo in the Canal du Segond, New Hebrides.

In 1927 two Oakland girls claimed that they saw the *Snark* in the New Hebrides. I also have reports that the *Snark* was blown on the beaches after a severe storm, and another report that she burned to the water-line just off the New Hebrides. I would appreciate any information that you or your readers might be able to give me about the *Snark*, or about Jack London.

RUSS KINGMAN

Jack London Square Association,
380 First St.,
Oakland, California, 94607

IN SUPPORT OF NEW HEBRIDES

Sir,—I would like you to know how much I enjoy this *PIM*. Until last year I didn't know this interesting magazine existed. The articles and letters recall to me scenes and experiences in my all-too-brief contacts with Fiji, New Caledonia and the New Hebrides.

The latter I particularly enjoyed for its beauty, its primitive charm and the hospitality of Hotel Rossi, where one had an opportunity to meet interesting local people, including Mr. Reece Discombe.

It's to be hoped, concentrated tourism never spoils the New Hebrides as it has so many other lovely peaceful spots. Travellers differ from tourists and see places and people in their true perspective and with a different sense of appreciation.

Vila is to be congratulated on its wonderfully comprehensive cultural centre. What a thrill it was to be able to see there an anchor from one of La Perouse's ill-fated ships!

Vive Les Nouvelles Hebrides and its present way of life. Vive also Le *PIM*.

PS. Hope to go to Norfolk Island in July as the result of reading an article in the *PIM*.

CHRISTINE BROWN

Tumut,
NSW

'MISSILE BASE' THAT ISN'T

Sir,—May I quibble, please, with *PIM*'s frequent use of the term "missile base" to describe the testing facilities on Kwajalein?

The difference between a "missile base" and a "missile testing site" may seem small, but if we think for a moment of just what makes the difference—warheads—it may lead us to believe that it is important to make the distinction.

A base, equipped with armed missiles, or at least with the mechanisms which can arm the weapons within seconds, is quite different from a place which shoots off weather rockets one day and test-fires an unarmed ABM the next.

I am not an apologist for the US military presence on Kwajalein. Far from it. Nor would I claim that the absence of nuclear warheads on test-fired missiles renders them harmless. In fact, it would be most interesting to know just which lucky pieces of Pacific real estate have had twisted chunks of hardware fall on them from the sky.

Still, I think that "missile base" is misleading, and that the distinction should be made. Kwajalein just doesn't qualify.

(MRS.) MARY BROWNING
Jamestown, NC.,
USA.

● *It's still a quibble. We've said often enough that Kwajalein is an anti-missile missile base but that's too much of a mouthful for our sub-editors, who occasionally revolt.*

LIFE AT PANGUNA

Sir,—Your article on Panguna, Bougainville (*PIM*, Apr., p. 33, 34) concerning facilities available to the employees working in the copper mine site area could be misleading to many readers unfamiliar with the conditions here.

The open-air movies now held three times a week in the European Camp No. 3 in the beer canteen which has a big white screen outside, are predominated by indigenes. If a European does not arrive at the canteen 45 minutes before the start of the film he cannot obtain a seat.

Recently, I managed to obtain a seat with difficulty only a few minutes after the bar had closed on a Sunday night at 6.30. One indigene was sitting on top of six chairs he was reserving for his friends, and the film does not start until 7.30 p.m.

Unfortunately there is no control over the situation, consequently many

Europeans have stopped trying to watch films in their own camp.

The supermarket leaves much to be desired. You cannot obtain a pocket handkerchief, or a pair of shorts to fit, but you can, of course, obtain a motor-bike or an expensive Akai tape recorder.

The milk-bar has now been removed from the supermarket, but I'm informed that in about a year's time there will be many improvements; the road to the coast will then be completed and people will have an opportunity to see the sea again on their day off.

F. HORNBY

Panguna,
Bougainville.

MISSING TONGAN PARCELS

Sir,—Only about two in five parcels I post to my brother in Nukualofa, Tonga Islands, ever reaches him.

Naturally this is most disappointing and annoying to me. Smaller packets I am forced to register but it is the bigger parcels containing clothing which disappear at the PO and are never delivered to him.

Complaints to the Post Office, Nukualofa, are ignored completely and I am writing this letter to *PIM* in the hope that at least the matter will be aired, and I hope, there will be an improvement in the future.

Other Tongans have complained to me that this is a common occurrence, and many parcels are stolen/mislaid/vanish at the Post Office at Nukualofa, and this disgraceful and unsatisfactory state of affairs should be seen to.

(Miss) SELA LATU.

Wollahra,
Sydney.

BEING AN AFRICAN

Sir,—What a frightening impression of South Africa readers must have after reading the letter of Mr. Kinza Clodumar of Nauru (*PIM*, Mar.).

As a South African I would only like to say to Mr. Clodumar: Go to South Africa and see for yourself if the African is really living "in torment and terror" in "a universe of nightmare and horror"; go and see for yourself what the South African Government is doing FOR the African. After having visited Europe I can tell you that the black man in South Africa lives in better conditions than the white man in the slums of Europe.

M. VAN TONDER.

Vila,
New Hebrides.

Tipping — "a fundamental threat to Islands culture"

By SUE WENDT

Tipping is very much on the minds of people involved with Fiji tourism, particularly those on the receiving end. Understandably.

So far, tipping hasn't reached the "hands out" stage but with the advent of the American visitor, the practice is bound to increase.

The American is so used to paying for small courtesies, he does so automatically. And, by Fiji standards, generously. So if you're on the receiving end in Fiji, why complain?

But some see it as an insidious and degrading practise. The most recent word on the subject has come from Mr. Michael Robinson, a director of Marketing Services (Travel & Tourism), which represents the Fiji Visitors Bureau in the UK.

In a letter to the bureau, he urges members, through the government, to "take the initiative and tackle the problem of tipping with all the power at its command".

As the body responsible for guiding and managing the growth of Fiji's tourism, Mr. Robinson declared, it would be a highly responsible and far-sighted move.

A threat

Mr. Robinson regards the development of tipping as a standard practise in Fiji as posing a "fundamental threat to the future of the Fijian culture and the attitudes of the people".

"After all," he says, "tourism is an extension of traditional hospitality to guests.

"And if tourism and hospitality are related in the minds of the people, as I believe they still are in Fiji, then any basic change in attitude towards foreign guests, i.e. tourists, can be expected to have repercussions that will affect personal attitudes between the people themselves."

Mr. Robinson points to Tahiti and New Caledonia as examples



There is already tipping in the Islands: In a number of spots Islanders demand money before standing in front of a camera. The colourful Highlanders of New Guinea do quite well out of this "business" at the Mt. Hagen and Goroka Shows.

of countries where tipping is not encouraged.

He concedes that the industry itself was unlikely to agree to any effective discouragement of tipping. And that the local population was fairly indifferent about the matter at this stage.

"In a few years time there will be too many individuals benefiting directly from tipping for this to be the case," he said.

"It is therefore a matter to be tackled urgently and strongly by the government. If the matter is left to drift much longer, then tipping will have become so deeply embedded in the attitude of the people and in the wages structure of the country that it will be virtually impossible to do anything to curb it."

It was not just a Fiji problem, he said, but one affecting all the Pacific Islands where tourism was beginning to make itself felt.

"I feel that there is still time for the whole area to adopt a positive approach to this problem, with a fair chance of success". It was Fiji's place to lead the way, he stressed.

* Footnotes

Before and after free lunches, which offered, if the *Post-Courier's* reporter is to be relied on, a choice of chicken, turkey or lobster, the Copper King's European workers have been giving the not so simple-minded Bougainvillians a free lesson in how tough you can get. We can hardly expect the lesson to go unheeded, especially when we hear that Mr. Gaudi Mirau, a former MHA not noted for conciliatory or conservative attitudes, is in action on Bougainville.

For the last couple of years or so we have been told *ad nauseam* what a wonderful thing the Bougainville copper project will be for Niugini. No doubt it will be, in time. But at the moment the Administration is pouring in millions to provide services for CRA, some of which might perhaps not unreasonably have been a charge on the company. Indeed similar facilities, so I have been told, are being installed at their own expense by companies currently exploiting Australia's mineral wealth.

One begins to wonder whether the bargain our expert negotiators struck with CRA was as good a one as the Administration claimed it to be when it was brought down, all cut and dried and ready for rubber stamping, in the House of Assembly.

"If there is copper let it stay there"

Of many odd things said in and about Bougainville in recent weeks perhaps the oddest was the suggestion of one of the strikers that they should "give the island back to the natives". This almost makes one sympathise with those Bougainvillians who, earlier in the piece, were reported to have said "If there is copper under our land, let it stay there".

And now comes news that Kennecott Explorations, which has been searching for copper in the far west of Papua, has struck it rich. Indeed, the find may be a richer one than CRA's on Bougainville. If this turns out to be true, it will have a tremendous effect not only on the economy but also on the politics of Niugini.

In the past, New Guineans have found it all too easy to sneer at Papua's lack of economic develop-

ment. If the Kennecott venture goes ahead it will be entertaining to listen to the sneers changing to "sweet talk".

Will copper mining at Ningerum reproduce the headaches of Panguna? I think that we may reasonably hope that it won't. For one thing the people of western Papua, and indeed of Papua in general, have fewer past indignities at the hands of the white man to brood over than have the people of the New Guinea islands. For another, there are fewer of them — 61,000 spread over 40,000 square miles in the Western District of Papua as compared with 72,000 in Bougainville's 4,000 square miles.

Again, western Papua is a less fertile land than Bougainville, and its people have reached a pitch of economic frustration in which they may be expected to clutch at any straw, and eagerly at a copper one. And finally, we may hope that Kennecott Explorations, and even the Administration, will have learnt something from the mistakes made in Bougainville.

A FEW weeks ago the Select Committee on Constitutional Development split, amoeba-like, into two, and began a perambulation of Niugini to collect the views of the people. Predictably they are getting a mass of mutually contradictory views. Home rule immediately, in 10 years' time, in 50 years' time, in 100 years' time. A federal system, a unitary system. An upper House, no upper House. More regional members. More official members, no official members. More power for ministerial members, less power for ministerial members. And so on, and so on, and so on.

The National Name Stakes has not so far produced the way-out entries of an earlier newspaper competition. The young inventor of "Pibnib" has grown older, and perhaps wiser.



WITH PERCY CHATTERTON in Port Moresby

"Paradisea" still has its fans, though not, as far as I know, on Bougainville. A newcomer is Taronesia, a pleasant sounding word, but the numerous taro eaters in other parts of the Pacific might resent it.

I still stand where I stood: "Niugini" as the best practical solution, with a sentimental but quite impractical affection for Alvaro de Saavedra's "Isla del Oro".

FORMER Assistant Administrator Les Johnson's impending return to Papua-New Guinea as its new Administrator will give a lot of satisfaction to a lot of people throughout the length and breadth of the land.

I hope he'll declare war on pomposity

I have known Les Johnson since the days when he was Director of Education and I was a member of the Education Advisory Board, and we have sat in the House of Assembly together since 1964. The thing I have always admired most in him is his ability to express his views briefly, clearly and in simple language. Here's hoping that as Administrator he will declare war on the pompous and verbose officialese which flourishes so rankly in Konedobu.

A particularly shocking example of this jargon has just come to my notice. A couple of years ago a young Papuan I know took up a block of land in one of Port Moresby's low covenant housing areas, and with the help of friends, white and brown, built a very comfortable little home for himself and his family.

A few weeks ago he received a bulky package containing lease in-

struments to be signed, and a covering letter which read in part as follows: "Your attention is drawn to Section 38 of the Land Ordinance 1962-67 which states 'The right of a successful applicant for a lease is extinguished if the applicant does not, within such time as is notified to him by the Administrator, execute the lease'." He was further exhorted to "return all copies to this Department after execution".

The European friend to whom he rushed off in a state of great perturbation was able to reassure him that he would neither lose his precious house and land, nor be executed.

Even more shocking than the language of this letter is the fact that it was signed by a Niuginian public servant. If Mr. Johnson can stop this rot before Niuginians take over the top positions and become infected by it, he will earn the gratitude of posterity.

Timely words on freedom

FULL marks to Tom Leahy, scion of a famous territory family, MHA for Markham and a member of the Administrator's Executive Council, for his well chosen and timely words on the freedom of the individual. Touched off by proposals for the restriction of freedom of movement from rural areas to the towns, they were spoken at Kerema High School during an AEC visit to the Gulf District of Papua.

I hope that he will have an opportunity of repeating them at Keravat High School, a student of which writing in the Administration's magazine *Our News*, supports a move reported to have been made by the Henganofi (Eastern Highlands) Local Government Council to make a council rule restricting the time which may be spent by villagers in mourning their dead.

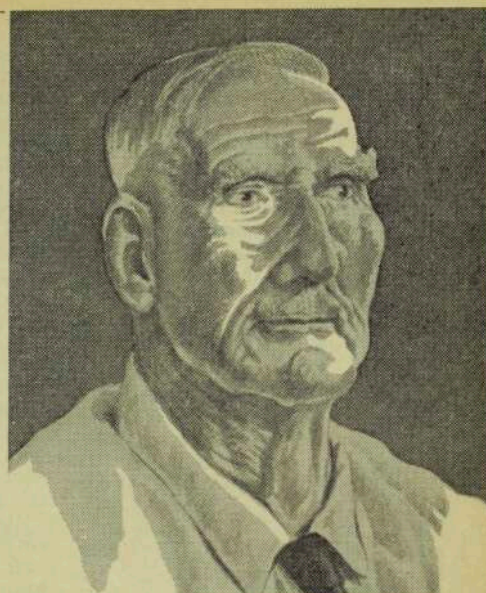
"When time is wasted on mourning," says this young man severely, "it means that agricultural production suffers."

Blimey!

● The age of consent is likely to be made uniform throughout Papua-New Guinea. At present consent becomes legal at the age of 14 in Papua, but at the age of 17 in New Guinea. The child welfare council has recommended to the P-NG Administration that the age of consent be a uniform 16 throughout the territory, and legislation will probably be introduced at the June House of Assembly.

A BRETT HILDER PROFILE

PIONEER PLANTER WHO SUFFERED MUCH



Rudolph Janke at 83 must be the oldest planter in the district around Rabaul, an area he has lived in off-and-on for the past 64 years. And his story is one which might well shame the Australian Government.

He was born in 1887 in Pittswood on the Darling Downs of Queensland, his parents having settled there as immigrants from Germany. In 1884 the family moved to Goondi, near Innisfail, to work on the CSR canefields, and in 1905 they set out for German New Guinea as government settlers.

They arrived at Rabaul on January 2, 1906, and were immediately settled on 250 acres on the north coast, in rather hilly country.

The eldest son died in the first year, of blackwater fever, and the mother died in 1910 as it was impossible to get her to hospital in time, the only transport in those days being sailing cutters. The father then returned to Queensland, while Rudolf and his younger brother applied for a level area of land near the beach, where they built up a good plantation.

When Australian troops occupied New Guinea on September 12, 1914, the brothers were allowed to remain as German aliens on their plantation. After eight years of military rule the coconuts were coming into full bearing, but the plantation was then taken over by the Expropria-

tion Board. Even the £39 Rudolf had in the bank was taken without his permission.

Although he was Australian by birth and upbringing, the Commonwealth Government maintained that Rudolf had assumed German nationality in 1906 on arrival at Rabaul. Rudolf claims that he knew nothing of this, but had to sign official papers in German at that time.

So in 1922 he was out of a job, homeless and penniless, but managed to get a job managing Nambung plantation and sawmill for an American neighbour who wanted to leave the territory on account of his three growing children. This job lasted for six years, when the property was taken over by the Expro. Board, who had some claim on it.

Badly neglected

By this time Rudolf was 41, and he married a local girl he had known since her childhood, Lucy Johanna Till, who was born at Kokopo in 1909 of German mixed blood.

They took over the management of Lelinakaia plantation which was badly neglected. After 12 months hard work there they moved to Usewit plantation. Rudolf's next job was a big one of planting coffee on 745 acres at Vunalama for Sir Charles Marr, on the north coast. In six years' time they were getting four tons of coffee-beans a month.

Early in 1937 Rudolf and his

(Continued next page)

War broke out again

wife set off for a four-month tour of Java and the East, and during their holiday they heard of the eruption at Rabaul. On their return they were surprised to find the town habitable again. They then took over the management of two plantations belonging to Rudolf's in-laws, Mr. and Mrs. Till, who set off for a visit to Europe.

Mrs. Till died at Vienna, and in 1939, Mr. Till returned with a new wife. Rudolf and his wife returned from the Bainings to Rabaul, to stay with mixed-blood friends there, but as the war had broken out they were made uncomfortable by local hoodlums and strict police restraint.

They then got permission to go 140 miles down the south coast to manage a plantation for Mr. Rundnagel. Six months later four police arrived, armed to the teeth, and said to Rudolf, "It's you this time!" They had no warrant, and no charge was laid, but the Janke were taken in custody to Rabaul.

Here Rudolf was separated from his wife, and sent with other German planters to Tatura prison camp in Australia. On the way they passed through Sydney and Melbourne in handcuffs, and suffered severely from the wintery weather of June without any warm clothing.

It was four years before Rudolf saw his wife again. She had returned to manage Wunung plantation at Jacquinot Bay, and was there when the Japanese invaded Rabaul. Some of the Australian troops struggled the 140 miles to the plantation, where Mrs. Janke fed and nursed them, saving at least a dozen lives, for which she never received any recognition after the war.

When Rudolf was released he got a job and lived in Melbourne until 1947 with his wife. They returned to New Britain, and in 1959 were able to acquire a plantation of their own, Ramando, growing copra and cocoa near Kilinwasser (Cleanwater) on the north coast.

In 1968 Rudolf lost his wife, Lucy, and since then has not had good health himself. He is a fine tall man, now aged 83, and proud of the fact that he has never been

charged in court. He is highly respected by all who know him. The Janke had no children, and now Rudolf is cared for by kind neighbours.

His story carries a moral, a very disturbing one for Australians like myself. Considering that he was born in Australia, and has lived and worked under our flag for 75 years, his treatment in the two wars was shameful, more what we have come to expect from fascist or communist regimes.

Injustice

We don't expect our petty officials and bureaucrats to deal so unjustly and inhumanely with harmless people like Rudolf Janke, who never offered a threat to the safety or security of Australia, the land of his birth. I hope to heaven that we won't allow the same injustices when New Guinea changes over to its own flag and government.

Pioneer planters like Rudolf don't deserve a third and final catastrophe, but a peaceful and honourable old age.—BRETT HILDER.

Trials of being a teacher in Fiji

From a Suva correspondent

How are you going to educate Fiji's mass of children if there are no teachers to do it? And how are you going to get teachers if the pay is far too low to be acceptable?

Teachers in Fiji are getting pretty fed up with their low pay. They can't decide, they say bitterly, whether the teacher is Fiji's worst paid professional or best paid skilled worker.

According to a report on teachers' grievances compiled by a committee of the Fijian Teachers' Association, which held its annual conference in May, low rates of pay were one of the main reasons for a "great exodus" of school teachers from their profession.

Unless teachers were given an economic boost, the committee felt, Fiji's education crisis would be aggravated even more by an increased teacher shortage.

Figures from a Suva employment agency showed that at this time last

year 17.02 per cent. of the people who registered with the agency wanting clerical positions were teachers.

It seemed that none of them had complained so much about the job as the lack of pay.

The report of the grievance committee said there was also a relatively timid response from school leavers interested in taking up teaching. They preferred to hunt around for better paid jobs, falling back on teaching only as a last resort.

The social status of the teacher was on the decline. Respectability, social, mobility, quality and pay were closely inter-related.

Fijian teachers, too, are angry about what they call non-recognition of in-service teacher training.

They claim that when teachers return from overseas after successfully completing courses, their newly attained knowledge is frequently not recognised in any way.

The report cites the case of a very able teacher who successfully completed a Diploma of the Teaching of

English at the University of Sydney. He did not receive monetary or any other kind of recognition for his specialised training.

"When he asked the Education Department whether he would receive any salary increase he got the terse and bombastic reply that the department felt in his case 'no change in grading or salary is warranted,'" the report said.

In the school to which he was posted he was still required to teach many subjects other than his specialty, English.

The teacher was disillusioned, the report went on, and resigned in disgust. He was now doing extremely well in another profession.

The report claimed that sending students overseas, especially to Britain, for a few months, was expensive and only produced pseudo-specialisation.

It was preferable to send away younger students to do full three or four-year university courses than others on numerous half-year or one-year courses.



Another report on the starfish— they're harmless!

The academic argument over the crown of thorns starfish, which has been blamed with everything from destroying reefs to endangering the fishing supplies of the Pacific, continues, from one extreme to another.

We started our reports with a paper by Dr. Endean that the crown of thorns was present in the Pacific in plague proportions and that it was a destroyer of vital reef structure. Then came reports from geological authorities that the starfish was a cyclic menace and that it would go away when Mother Nature said so. Then starfish researcher, Theo Brown, supported Dr. Endean and went even further. Now the Pennsylvania State University in the US has bought out its report.

The team came to the conclusion that the "abundance of this animal has been underestimated in the past" because it was difficult to recognise, and moved only at night.

Isolated plagues

Recent plagues were "isolated, apparently unrelated, local, population explosions, the timing of which may have been coincidental. . . . The publicity given to the current outbreaks has raised considerable concern in the Pacific, but the fear that coral reefs face imminent extinction is not justified".

The university, with members of the Marine Sciences Laboratory, Memorial University, Canada, carried out observations in 13 areas of the Pacific over a period of 500 man-

days exploration, stretched over three years up to 1969.

They found on the Great Barrier Reef, infestation was restricted to only 40 of the 1,000 reefs. On the south-east coast of Vitu Levu it was conspicuous among dead coral, and this was interpreted as a response by the starfish to a drastic reduction of its food supply following mass killing of the reefs during the 1964-65 fresh water flooding. It appeared that the prevalence of starfish had been underestimated in the past because of their preference to lagoon slopes.

Where they were seen

From Papua-New Guinea to the Solomon Islands, very few starfish were sighted. In the northern Gilberts there were both starfish and dead coral—but the team came to the conclusion that the two were not connected. In French Polynesia, the team found that the few starfish encountered, tended to move about and select coral heads rather than devour indiscriminantly any coral lying in their path.

A full report on the survey is shortly to appear in *Marine Biology*. The paper is by J. N. Weber and P. M. J. Woodhead, entitled "Ecological studies of the coral predator *Acanthaster planci* in the South Pacific". Jon Weber is Associate Professor, Department of Geology and Geophysics, Pennsylvania State University.

Meanwhile it's reported German scientists have discovered a prawn which attacks and destroys the starfish. Sample starfish are being flown from Australia as "guinea-pigs" for the prawns.

● How serious really is the threat to Pacific coral reefs by the crown of thorns starfish? We've been told that reefs like this one, protecting Aitutaki atoll, in the Cook Islands, and its important airstrip, can disappear under the starfish attack. But another recent report, discussed on this page, now says that the starfish problem has been exaggerated.

And now they're also souvenirs!

A good many of those destructive crown of thorns starfish may end up as decorations in homes. Mr. J. Pepys-Cockerell, a local man, has written to the Solomon Islands' Chamber of Commerce suggesting this as an idea of getting rid of the starfish and making a little money at the same time. He says they might make "souvenirs for tourists visiting the Solomons".

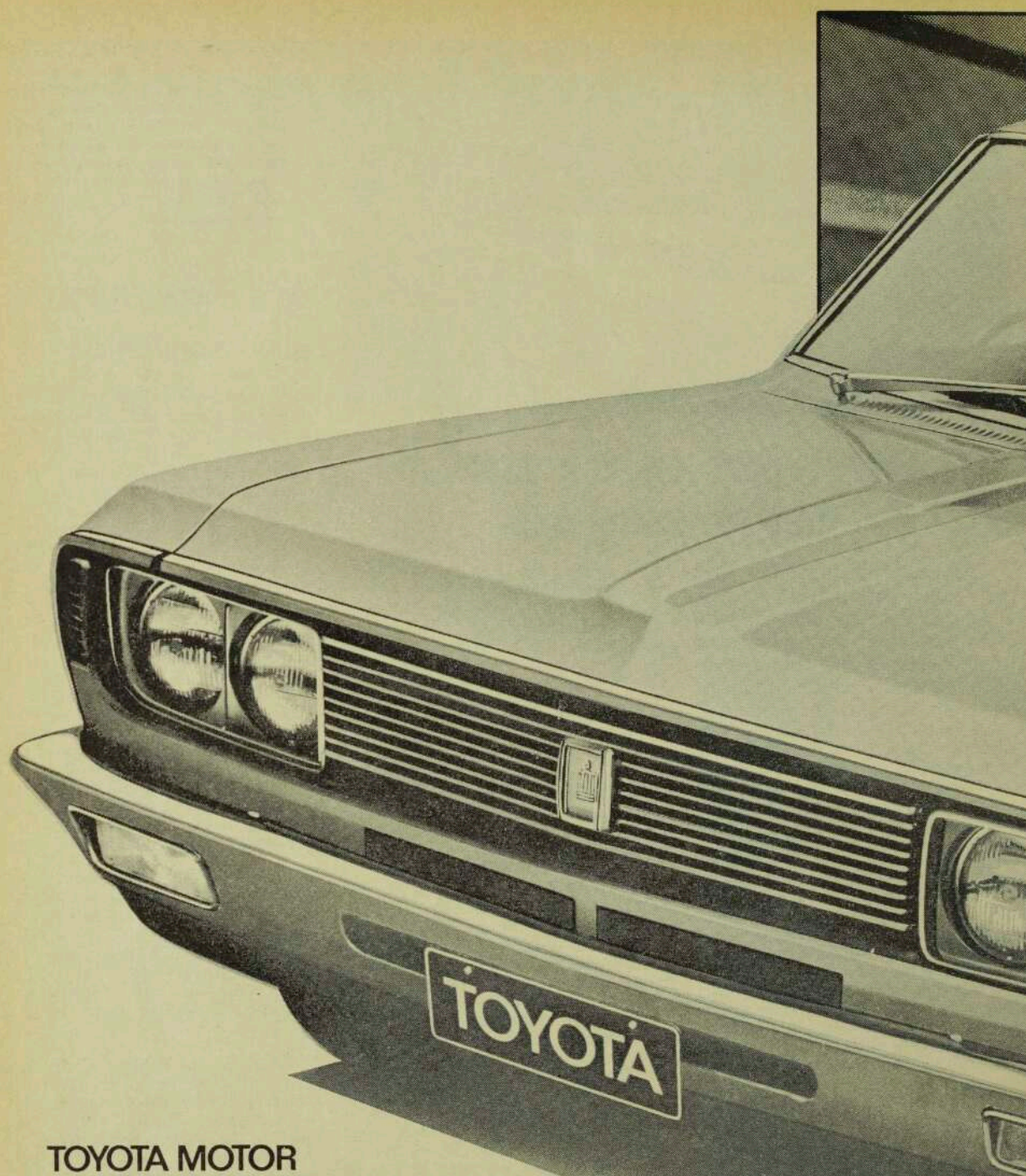
He also offered this recipe, in the chamber bulletin, for drying the starfish.

Place the starfish (assuming you have the agility to catch one) in a large basin of salt water. Add plenty of magnesium sulphate (Epsom salts) to anaesthetize it. After an hour or so, take it out and put it in a basin of 40 per cent. formalin. Leave three or four days, then dry—but not in the sun, it might change its colour.

In the Pacific climate, this can simply be done by placing the starfish in a fuel drum with a very slow fire over it; or more simply, keep it in a closed container with silica-gel. Rubber gloves are advisable when dealing with formalin, as irrigation under the finger nails can set in.

While on the subject of drying-up, the BSIP Chamber of Commerce has been told that dried beetles are in big demand in the US. People wishing to export some from their territory to the States should get in touch with the chamber.

● Australian and French interests which proposed to the New Hebrides government a \$1 million-plus coconut oil crushing mill at either Santo or Vila late last year are still awaiting answers (*PIM*, Jan., p. 116). A spokesman for one of the investors said, "the silence is deafening".



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PACIFIC ISLANDS MONTHLY—JUNE, 1970

"If there's one medal for the French, it'll be for hospitality"

By DON BARRETT, just back from Papeete

Games organisers of the South Pacific Games are determined that competitors and officials from 13 countries expected to send teams to Tahiti next year, will get the "full treatment".

I didn't find any antipathy to the Games in the week I spent in Tahiti. I did find a lot of enthusiasm; and it wasn't all confined to the Games organisers.

Tourist Development Board chairman, Jacques Drollet, for example is sure the Games will mean a big advertisement for Tahiti. He's looking forward to welcoming many visitors who will go to "support" their teams, but probably lured just as much by tales of Tahiti's attractions.

With 16 months to go preparations are well advanced in Papeete. New Guinea (site of the last Games) organisers would have been sighing with relief had they been as far ahead at the same relative time.

But Organising Committee chairman, Dr. Pierre Cassiau, and Director of Organisation (and Games Council Chairman), Lysis Lavigne, are too old at the business of sports administration to sit back and take things easy.

Mindful of the anxious moments—and indeed near panic—that Australian waterfront disputes caused the 3rd Games organising committee when essential stores were held up

for over two months, the Papeete organisers have allowed an even greater lead time for their main essentials.

The sporting facilities will be good—there's no question of that.

A new stadium at Pater, less than two miles from the centre of Papeete, is near completion. The main (covered) stand is in fact finished but for some fittings. The central ground is grassed, the inner curb for the athletic running track is laid.

Additional open concrete seating tiers are being built for a total seating capacity of 10,000. The running track will be grass—a fact that will please New Guinea, Fiji, and the old Nauruan fox, Morgan Morris.

Less than half a mile from the Pater stadium is the "old" Fautau stadium which will be the venue for much of the football competition and which also includes the concrete cycling track.

In the same complex will be four new tennis courts and an indoor stadium seating 1,500. This will be the venue for boxing and for basketball and volleyball finals.

Right on the waterfront, and with



Noumea commercial artist, Andre Henry, has done it again. Having designed the official emblems for the Second and Third South Pacific Games, and the general theme of the new South Pacific Commission flag, his design for the emblem of the Fourth South Pacific Games has been accepted.

Mr. Henry, from Paris originally, took part in all the contests in open competition.

The new emblem bordered in blue, shows a torch whose flame represents a red stylised leaf of the bread fruit tree ("uru"), in the middle of which stands, in white, a Tahitian flower, "Tiare Tahiti".

a backdrop of lovely Moorea is the Tipeaerui olympic swimming pool. A feature sure to please competitors and officials is the considerable amount of space around the actual pool.

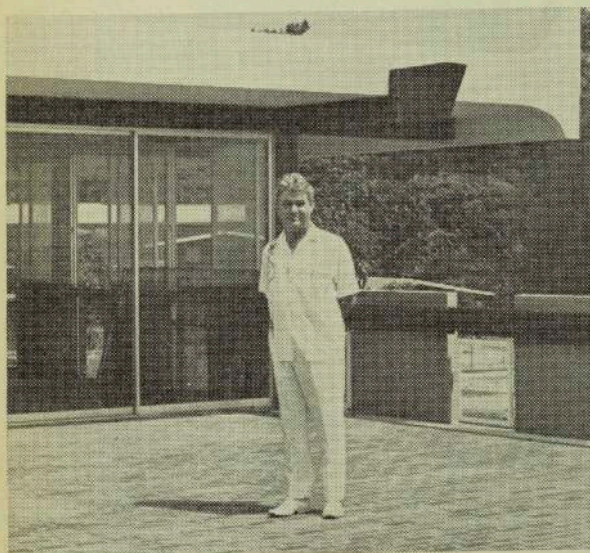
Pool ready

The harbour authorities won an argument about placement of one of the light towers—interference with navigation lights was claimed. Now all is ready for the towers to be erected and, probably in June, the pool will be filled for the first time.

The Fireball bug seems to have really done a job at Port Moresby. Yachtsmen in other countries were impressed with the speedy little boats, and the 4th Games organising committee had little hesitation in plumping for the Fireball as the competition craft.

Having done so they proceeded to order no less than 14 boats. Some have already been sailed.

A tourist demand for golf has been a lucky break for South Pacific golfers who will be testing their skill on the Atimaono course, a new 18



Chairman of the Games Council Lysis Lavigne on the observation deck of the Tipeaerui olympic swimming pool.

Golf a lucky break

hole layout some 25 miles from Papeete.

All volleyball and basketball competition will be indoors. A second but smaller covered stadium is available, for preliminary matches.

Being impossible to please everyone, there is sure to be heartburning in New Guinea, Fiji and the Solomons, with netball dropped from the list of sports to be staged.

Neither netball nor softball are played in Tahiti. At the Games Council meeting in Port Moresby last August the Tahitian delegates indicated they would not be able to stage both these sports.

It's certain that the troubles over netball at Port Moresby influenced the decision to stage softball in preference. And, of course, American Samoa and Guam had indicated considerable technical help to the organisers if softball was chosen.

Games headquarters will be in the just completed Papeete Youth Centre, also on the waterfront and a quiet stroll from the olympic pool.

As at Port Moresby, each sport technical committee will have its own meeting room. These will be at the Paofai pre-school centre—right in town and not far from main venues.

There'll be segregation of the sexes at the Papeete Games villages. Male competitors and officials will be housed in the Paul Gauguin College complex, with three storey dormitory blocks, spacious kitchens and mess rooms and ample facilities for recreation.

The female village will be in an

The French way of life, including plenty of sitting about in outdoor cafes, should appeal to Islands competitors in the Games.

annexe of the Catholic, Anne Marie Javouhey College. Again spaciousness is the keynote, and tree-shaded lawns.

All those living in the villages will sleep in two-tier bunks. There will be a commandant at each, with his own staff and there'll be radio and television lounges, canteen and souvenir shop, and postal facilities.

First copy of a *Games News Bulletin* has been produced, a bi-monthly publication designed to keep member countries abreast of preparations.

In April, I was reminded of Port Moresby 16 months before Games time. A handful of people working flat out, lots of people offering vocal encouragement, but doing nothing practical. And the big majority not really sure that the Games can or will happen.

It could and did at Port Moresby: It can and will at Papeete.

And one thing is sure. There WILL be the biggest welcome that any host country has ever given visiting teams. For as Lysis Lavigne says, "one medal we are going to win is the medal for hospitality".

Nauru developments

In Nauru, runners Tony Bowditch and Robbie Morgan-Morris are preparing keenly for the Games.

No Olympic standard tracks for these well-known athletes: Morgan-Morris is reported to be taking two to three runs around the island (10½ miles circumference) in a night's training—good preparation for the next encounter with Caledonian marathon champion Auguste Goe.

Meanwhile Mrs. Lois Lax, gold medallist in the discus throw over the past few years, has now left Nauru and will not be competing for Nauru next year.

A 12½ mile swim off Noumea—for adventure's sake

From a Noumea correspondent

Three young Caledonian swimmers recently undertook an adventurous exploit in swimming from the Amedee lighthouse, across the lagoon off Noumea, to Anse Vata beach, a distance of 12½ miles.

They were Andre Bargibant and brothers, Jean-Yves and Jean-Pierre Mamelin. Competitors at the Port Moresby South Pacific Games last August may remember that the Mamelin brothers were in the winning Caledonian 4 by 100 metre free style relay team. Jean-Yves also won both the 100 metre and 200 metre freestyle events, creating new Games records on both occasions.

On their swim from the Amedee lighthouse, the three Caledonians were accompanied by several boats with supporters and also several other swimmers who undertook to accompany them. These latter, though having the advantage of flippers, were, however, forced to give up.

Coaching in US

The three champions completed the distance in 7½ hours, much to the delight of an enthusiastic young crowd awaiting their arrival at Anse Vata.

Meanwhile, two other young swimmers flew to Los Angeles in May for a three week training session with American coach, Peter Daland. Young Marlene Hanner and Dolores Anewy were accompanied by their Caledonian coach, Jacques Mouren.

The girls were joined in their training by members of the French national team. Marlene's elder sister, Simone Hanner, had earlier flown to France to swim with the national team.

• The Cook Islands, which were not represented at the Third South Pacific Games in Port Moresby last year, are to send their biggest ever contingent to the Fourth Games in neighbouring Tahiti. The Cook Islands Sports Association has decided that 84 athletes will take part in seven events, the majority in athletics, Rugby and basketball. The team will cost about \$10,000 to send and fund raising activities have already started.





WHAT NEW GUINEANS WANT AS THEIR POLITICAL FUTURE

New Guinea's Parliamentary Select Committee on Constitutional Development, which has been touring the territory, has found that most village people support a move towards self-government, but are against early pushes for independence.

But there is still some considerable opposition to immediate self-government, one surprise being that many Bougainville villagers are against an early date.

At present the Napidakoe Navitu political organisation on Bougainville is conducting an unofficial referendum on the island on whether Bougainville should break away from the rest of the territory.

Secretary of the organisation, Mr. Barry Middlemiss, last month approached the Administrator, Mr. Hay, and asked that the Administration conduct a referendum on the secessionist question on Bougainville.

Break away

Mr. Hay "buck-passed" the referendum proposal to the select committee for consideration.

Mr. Middlemiss claimed that in areas where the unofficial referendum had been held, it was clear that Bougainville villagers wanted to break from the rest of the territory.

Mr. Middlemiss told the select committee in April that the territory should have self-government by 1972. It was the best way the people could learn to run the country.

Many Bougainville university students have also supported the referendum move, but Mr. Donatus Mola, MHA for North Bougainville, Buka, has come out strongly against a referendum. He claimed that most Bougainville people did not want a referendum.

Students in Port Moresby hit back at Mr. Mola and pointed out that he was one of the 25 who in 1968 sought a referendum for secessionism.

Most of the people who spoke to the select committee supported regional (or "State") governments or councils in a federation of Papua and New Guinea.

But people against regional governments claimed that the more advanced areas would be tempted to "go it alone" when independence

● When the time comes for independence, Papua-New Guinea will need as many of these bright young scholars as she can get. This 21-member P-NG student delegation went to Canberra recently to meet the visiting Royal family, along with delegations from Norfolk Island and other Australian territories.

came. Other speakers claimed that people did not know enough about the forms of government that could be established in the territory.

Many have asked that there be more political education before they are asked to give opinions on what form of government would suit the territory.

Independence was practically ignored by most people. They felt that self-government was the main issue and that independence should be considered as something far in the future.

But the few who brought forward independence suggestions were adamant that more political education was needed, and most linked independence with a presidential system of government.

An Upper House was also widely discussed.

No real plans have ever been put before the people for an Upper House but speakers claimed that there was a need for a house of review, once power had been taken away from Canberra.

Others wanted the Administrator Executive Council to be enlarged and given more power by Canberra before self-government came in.

More representation

People from most centres were practically unanimously in agreement for larger representation in the House of Assembly, both at regional and open electorate levels.

But it appears that the select committee, headed by Mr. Paul Arek, MHA for Ijivitari Open, will have a mammoth task during the rest of this year, hearing the opinions of expatriate and indigenous people throughout the territory, then sorting out all the recommendations.

Many thousands of people still have ideas to present. It will then be up to the committee to sift through all recommendations and come up with recommendations of its own, present to the House of Assembly. —New Guinea News Service.

100,000 in Port Moresby by 1977?

If Port Moresby continues to expand at the rate that it has between 1966 and 1970, it will have a population of over 100,000 in seven years.

Commissioner for Local Government in New Guinea, Mr. K. R. Williamson, has said this in announcing the preliminary results of a population count of Moresby, conducted earlier this year as part of the urban council electoral roll count.

Mr. Williamson said that a total of 56,206 people had been counted in the town. This represented an average annual growth rate of 8.2 per cent. since the census of June, 1966, when the population was 41,848.

Major areas of population growth included Waigani, which had grown by more than 2,800, and the Gordon's Estate-Gordonia suburbs, which had grown by more than 4,200. Both of these areas had virtually no population in 1966.

Females increase faster

Mr. Williamson said the indigenous population had grown by 7.9 per cent. a year from 31,983 in 1966 to 42,616 in 1970. The non-indigenous population had increased at a slightly faster rate—8.8 per cent. a year from 9,865 to 13,590.

One of the most interesting results was that the female population had increased at a much faster rate than the male population. Indigenous females had increased at 9.6 per cent. a year (from 11,240 to 15,858), while indigenous males had increased at only 7 per cent. a year (from 20,743 to 26,758).

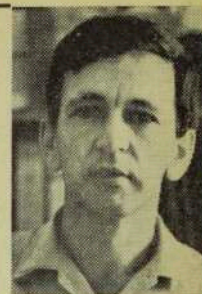
Non-indigenous females had increased at 10.5 per cent. a year (from 4,138 to 6,034), while non-indigenous males had increased at only 7.6 per cent. a year (from 5,727 to 7,556).

Mr. Williamson said that for various reasons it was probable that these figures represented a small understatement of the true population.

But the result demonstrated the rapid rate of urban growth in the territory compared with rural areas. Figures already released for the February and March population counts of Madang and Lae show a similar trend. (Madang's rate of growth was 7.2 per cent. a year and Lae's was 11.9 per cent.).

INSIDE NEW GUINEA

WITH JOHN RYAN



Unless the planning goes awry in the next 20 months, New Guinea's 2,300,000 tribesmen are going to be pitchforked into self-government in 1972.

Let's not kid ourselves. The Parliamentary Select Committee on Constitutional Development (chaired by Papuan trade unionist and MHA, Paulus Arek) leans heavily toward internal self-government in 1972. It would coincide with the next general election, along with Canberra's plan to withdraw the 10 Government or "official" members of parliament.

Most New Guinean university students and many college undergrads want it in 1972. Several of the more thoughtful and influential European academics advise it for 1972. Papuan Speaker, John Guise, wants it. Even some of the more politically adventurous Australian public servants here want it in 1972.

The big key that opens the New Guinea door to self-government is Prime Minister John Gorton prodded along by the Federal Treasurer (New Guinea cost him \$A120 million last year) and the Leader of the Federal Labour Opposition, Gough Whitlam.

But most of all, New Guinea's new Administrator, L. W. Johnson, will want it in 1972. He's much too intelligent to try prolonging this terminal stage of decolonisation in which the hundreds of thousands of villagers now find themselves.

Clever and ruthless

Johnson is clever, and he can be ruthless. Politically he's no fool.

Outside pressures are mounting. They're building apace now that Australia's defence commitments are increasing in South-East Asia. The Federal Treasury needs every cent it can lay its hands on, and the New Guinea bill cannot go too much higher.

Domestic New Guinea politics (parties, campus-thinking and regional secessionist threats) are abuilding too. In all these circumstances, New Guinea's small but potent native elite cannot be held back.

Whether New Guinea likes it or not, its constitutional future is being hammered out right now—behind closed doors. It's not the public evidence-taking by the select committee that will decide the issue.

Self-government is being achieved, step by step, like a carpenter with a fretwork saw . . . the trouble among the Gazelle Tolais, the secession-loving Bougainville students, the machinations of Pangu Party politics, the give-and-take in parliamentary meetings.

Why so afraid?

As Speaker John Guise so often tells his electorate meetings: "Why are you so afraid of self-government?"

"Self-government is already here . . . your own elected representatives are in parliament, your own councils decide where and how your local government taxes will be spent.

"Do not be afraid of self-government: much of it is already here."

And he's right. The carving up of the national budget (a record \$196,000,000 this year) is all that remains (for the purposes of self-government) in the hands of Canberra, apart from defence and foreign affairs.

Self-government for New Guinea in 1972 will mean genuine local control, with full ministerial "cabinet" possibly presided over by a New Guinean Chief Minister (for the want of a better term) who, in turn, will have a top-notch (I hope) Australian adviser discreetly in the background.

All these things are about to materialise.

The Select Committee on Con-

Highlanders hold out

stitutional Development is convinced . . . so is Canberra . . . and Konedobu. The only influential group likely to hold out are the estimated 800,000 New Guinea Highlanders who, naturally enough, are still afraid that too many of the bright young coastal men are going to get the top government jobs.

New Guinea may be short of export income, but there's one commodity certainly not short: sheer, obstinate, tribalistic, haughty pride. And it's this very pride that may be the makings of an independent New Guinea.

The Highlanders have only been in consistent contact with the thinly-spread government men since 1946.

Port Moresby is a very long way from Kerowagi, Mount Hagen and Mendi . . . and the Highlands pride, and their sometimes ruthless single-mindedness in the bid to "catch up" with the coastal men, will force many of

the mountain people to resist a self-government that will be handed New Guinea's more advanced coastal people.

Regionalism and secessionism will be a self-governing New Guinea's supreme problems. A great deal of sensible talking will be required . . . and this is where Administrator L. W. Johnson will be in his element.

Johnson's extraordinary return to New Guinea (and Whitlam's news conference concession that "Johnson is the best Australian available for the job") and retiring Administrator D. O. Hay's transmigration to Canberra as departmental secretary, almost certainly means one thing: Between them, Johnson and Hay are going to be responsible for getting rid of New Guinea.

Johnson is the man Whitlam demanded of Gorton.

New Guinea is financially and politically uneconomic for Australia. Even Labour Opposition hierarchy concedes this—quite unofficially, of course.

Minister for External Territories C. E. Barnes will be leaving

shortly. This leaves Hay in Canberra with a new and younger minister, and Johnson and a New Guinean "cabinet" in Port Moresby . . . and a Westminster parliamentary system in the balance.

It's the first really significant "new deal" for New Guinea since Eddie Ward's in 1945. But Johnson's new deal is purely political.

Decisions that count

Let's hope Johnson, where occasion demands it, will tell Hay in Canberra that the decisions that count will be made in Port Moresby. And let's hope Johnson takes the decision to bring the lofty post of Administrator down to the village level.

It will be interesting to watch him in action; hopefully, without police, without financial blackmail, without the guise of ultra-diplomacy.

What New Guinea so desperately needs now is a sensible, down-to-earth Australian prepared to give, bargain, horse-trade . . . and to talk.

- American journalist John Griffin, editor of the editorial page of the "Honolulu Advertiser", has been travelling the Pacific under an Alicia Patterson Fund award, and his articles have been appearing regularly in PIM. Here he discusses Fiji tourism and its effects on the colony-cum-dominion.

Fiji: A boom, yes; a new Hawaii, no

In Fiji tourism, one is again reminded of Hawaii 15 to 20 years ago when the numbers were starting to multiply rapidly but the big hotels, conventions, and mass tours were still way off.

"We are just on the edge of the sound barrier in tourism," said an official who traced the growth up from the days when Fiji was basically a stop for cruise ships or airline passengers passing between Hawaii and Australia. Last year there were about 80,000 tourists, well over twice the number who visited Tahiti, but a world away from Hawaii's 1.3 million.

Either by desire or prospects, Fiji tourism will remain far from Hawaii; perhaps fortunately, there is no central Waikiki beach, so development is spreading more. Still the most dramatic aspect of Fiji tourism is its growth. The number of tourists is jumping more than 20 per cent. a

year. A variety of big hotel companies, airlines, well-heeled dreamers and some doubtful operators are producing plans ranging from mammoth resort and residential complexes to tiny exclusive hideaways.

Because of Fijian ownership, land is hard to get. Prices being paid for available islands and choice beach locations are dazzling by local standards. But with dozens of islands, lovely lagoons, and eager, friendly people who work (albeit not always with sophisticated skills) for low wages, Fiji offers still unexplored tourism horizons.

At the same time, tourism in Fiji is not growing without some questions. The government's Minister of Finance recently pointed out that half the money tourism brings in goes back out of the country for import goods. He added: "Even though by 1970, gross earnings from tourism may well exceed those from sugar (about \$25 million), this does not mean tourism will equal sugar as a contributor to gross domestic

product . . . it will be seven to 10 years before tourism equals sugar in its contribution . . ."

Both parties in Fiji recognize a need for foreign investment, but there have been increasing questions in recent months about whether local people, especially the Fijians, are sharing enough in tourism's benefits. And Ratu Mara, who will lead Fiji's government in independence, has commented eloquently that "national pride" must come before "expatriate profit".

Recently he said: "Let us have tourism—yes! Let us have profit—yes! But tourism and profit at the expense of our customs, culture and traditions—never! These things must be preserved and protected. There must be no insidious undermining of them—no gnawing away at their foundations with the termites of tourist profit till they topple and die—degraded and debased."

Big tourism has a dynamism hard to control once it gets rolling. But

Benefit from Hawaii

in combining awareness with eagerness, Fiji, like Tahiti, at least offers the hope of benefiting by mistakes made elsewhere, including Hawaii. It's a measure of something that more Fijian participation in hotel ownership and a small tax on arriving tourists for a Fijian cultural preservation fund have both been discussed in the legislature.

Some worry that Fiji is banking too heavily on tourism for its economic future. ("I remember Cyprus when the racial trouble started; it killed a budding tourist industry," says one European observer). Still there are other prospects. Fiji has great timber reserves and some economists think forestry will ultimately catch and pass tourism. Gold remains the third largest export (after sugar and copra). It's a relatively small and unstable industry. But there is the feeling that Fiji, on land or under the sea, has major mineral potential. Less dramatic but more sure and significant is the fact of progress in rice growing and livestock.

It's happening

In small ways you can see the economic momentum growing in Fiji: New secondary industries and shipping routes give it new importance as a distribution centre, a small South Seas Chicago. In contrast to past years, the labour movement is quiet and non-political, concentrating on getting its share of the boom. Things have picked up to the point where people think the government can afford a TV station and Suva businesses and banks are feeling busy enough to stay open during the lunch hour, a relatively momentous decision.

As everywhere, however, Fiji's economic growth rate of more than 10 per cent. must be measured against the rising expectations and needs of a growing population.

"Right now we've got 10,000 people coming into the labour market each year and only 4,000 jobs available. That's a gap that's got to be filled, even allowing for marriage and the family system that takes care of people," says a government economist.

Along with economic growth, one bright spot in this situation has been one of the most dramatic birth control programmes in the Pacific.

In 1958, the live birth rate among Fiji's Indian population was 44 per 1,000; the Fijian rate was 35. The figures are now 29 for the Indians and 31 for the Fijians—which also



Lieutenant-Colonel Ratu Edward Cakobau, patron of the Fiji Military Forces chapel committee, has launched a public appeal for \$17,000 to build this memorial chapel at Queen Elizabeth Barracks. A sum of \$5,000 has been raised within the Fiji Military Forces and it is hoped to raise the remainder by public donation. The chapel will provide a tangible memorial to those of the FMF who gave their lives in the service of the Colony. From the regimental point of view it will provide the focal point of tradition and endeavour, where Colours will be laid up and deeds of sacrifice recorded.

means the Indian population has stopped growing faster than the Fijian. The goal is bringing the overall rate of 29 per 1,000 down to 25 by 1972.

These are amazing developments compared to a decade ago when many were so concerned that Fiji's population explosion and seeming lack of economic opportunities might heighten and eventually explode the delicate racial situation. Now the opposite seems true. The changes are an important asset in a vital period.

Hope and apprehension

Anyone who has been touched by Fiji can't help but feel a mixture of hope and apprehension in this, its most important year of approaching independence. I admit a bias for these islands of so much beauty, so much promise and so many deep problems—a personal involvement. Yet there is the paradox that I have written in better, warmer style of such places as Tonga and Guam over the past two years.

Maybe my failure is in the paradox of Fiji's contrasts and its people. . . . The Fijians of such great charm and human talents yet also with such deep frustrations and flickering shadows of violence as they sit in far-out villages or stand

drunk and broke on a Suva street corner contemplating what history has made them amid the success of others. . . . The Indians, from unctuous city merchants with soft smiles and hard bargains, to a hard-working Suva landlord who talked straight and honest, to the cane farmers sweating on a few drought-plagued acres that seem much like the India his father gladly left, not speaking English, yet honestly friendly. Yet all so hard to really know. . . . The few Chinese, typically apolitical but with their children taking a new interest. . . . The colonial British with a tradition of good law, racial clubs, stiffness and dedication. . . . The entrenched Europeans with reactionary attitudes, who more often than the temporary do-gooders will be the ones to stay on, learn and help make something of Fiji. . . .

Its a maddening mixture, superficially simpler, yet much more of an uncertain quantity than Hawaii two decades ago. The honest odds seem to be that there will be some racial trouble in coming years after the current pre-independence honeymoon. But there is also a good chance for a happy surprise. And beyond that hurdle Fiji may well become a real centre of the South Pacific.



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nutshell

THREE shark attacks in rivers have been reported already this year in the Solomons. Early in the year a 10-year-old girl lost a foot, in early March a 15-year-old boy was attacked at the mouth of the Boko-kimbo River, and on Easter Saturday a shark attacked David Vota when he was swimming at the mouth of the Aola River. David lost his leg but was rescued by two women and carried to hospital. All the attacks took place in shallow rivers east of Honiara.

- The Roman Catholic Church in Papua-New Guinea and the Solomons has created a Melanesian Social Pastoral Institute for Research and Information, aimed at organising training courses for missionaries, carrying out anthropological and pastoral research, assisting in development schemes and publishing articles on these activities. Its headquarters will be at Vunapope, near Rabaul, and it will stay in close contact with the Protestant Churches.

- The fourth Kavieng Show at New Ireland, New Guinea, will be held in September. Mr. M. Gallen has been re-elected president of the Show Society; the three vice-presidents are Mr. W. Meehan, Father Jones and Mr. Laurens Maris; Mr. Tony Connors is secretary and Miss Suzanne Bonnell, treasurer.

- The annual Hibiscus Festival in Suva will be held this year from August 29 to September 5. It will be even bigger and better this year, culminating in the popular float procession, crowning of "Miss Hibiscus 1970".

- Twenty-three acres of land on the Serua coast of Viti Levu, Fiji, have been sold to an American restaurant owner in Fairbanks, Alaska, for a reported \$97,000. Last year the land changed hands for \$14,000. The owner is believed to be planning a 100 room chalet-type hotel on the site.

- Following a series of road accidents at night in which three policemen have been killed, Fiji's police force has been issued with white reflecting belts to be worn over their dark blue uniforms to allow motorists to see them in the dark.

- Sixteen men from Ufeto, near Goroka, New Guinea, were sent to gaol for five months on a charge of riotous behaviour on May 6. The men had stoned a police car near Goroka, breaking two windows of the car. They all pleaded guilty.

- The board of management of the Vila Cultural Centre has recommended to the two Resident Commissioners of the New Hebrides that a committee, composed of government and private people, be set up to examine wild life preservation in the New Hebrides. The committee would be asked to propose wild life reserves on Efate and other islands.

- American Samoa is to have a Bar Association with a membership comprising of all persons entitled to practise before its High Court.

- Home-brew drinking is worrying Western Samoan police. Nearly all charges of drunkenness in recent months have been over the drinking of "bush beer" and a number of assaults in the territory have been directly related to drinking.

- After being closed for 28 years, Salamau's airstrip, New Guinea, was officially re-opened in May, by the Morobe District Commissioner, Mr. H. P. Seale. The airstrip was originally in service in the 1920's and from it aeroplanes carried goods to Wau and Bulolo. It also served the early mail planes from Australia, and during the war was used by the RAAF in the early stages of the Japanese invasion.

- For the second time an attempt is on to introduce taxis on South Tarawa, capital of the Gilbert and Ellice Islands. The travel department of the government-run Wholesale Society has put two white Mini-Mokes, one based at Bikenibeu and one at Bairiki, for hire as taxis or "chaffeur driven rental cars". Tarawa's first abortive taxi effort was operated by private enterprise on Betio several years ago.

- The Fiji Government is looking for a developer to build a luxury hotel on Fijian land at Bilo Battery, about 10 miles west of Suva.

The government holds a 99-year lease on two pieces of Fijian land in the area, owned by the people of nearby Waiqanake Village. It's on the larger of the two leases that the hotel may be built.

- The United Nations Association New Zealand has asked the UN

Commission on Human Rights and the UN Committee on the Ending of Colonialism, to study conditions in the French territories of French Polynesia and New Caledonia, where the authorities it claims, have opposed or suppressed movements for independence.

The association also pointed out that France has conducted nuclear tests near Tahiti without the consent of the Polynesians and resumed tests in May. The World Federation of United Nations was asked to bring before member States of the UN repeated demands of the French Polynesians for independence and to request the UN to invite a deputation from French Polynesia to discuss the issue.

- Agricultural chemicals may have been the cause of the killing of thousands of fish in Truk Lagoon in the US Trust Territory and the recent illnesses of several villagers. TT officials say the cause of the contamination of the lagoon is not yet known but samples have been flown to Honolulu and Manila for close study. A strong smell in the area suggests that powerful agricultural chemicals may be responsible.

- The US territories of Hawaii, Guam, Micronesia and American Samoa are expected to participate in a pending \$US3 million Pacific-wide research programme on skipjack fishing, subject to approval by the US Congress.

Over \$750,000 would be provided for Samoa for research in Samoan waters over a two-year period.

The American Samoan Government also hopes to invest \$50,000 to \$70,000 in a multi-purpose research boat, build a prototype small tuna fishing boat (similar to boats used out of Tahiti) to train Samoan fishermen, and locate trapping areas for crabs and lobsters.

Efforts in recent years in Samoa to set up locally-run fishing industries have failed despite two abortive government-backed attempts, but the territory's Governor, John Haydon, is now optimistic that something can be started.

- The New Hebrides main islands of Efate and Santo were weltering under a plague of flies in May and a consignment of 400 fly parasites arrived from New Zealand. The parasites were larvae of small wasps which lay their eggs in fly larvae, thereby killing them. The parasite has been used with some success on Niue.

People

● Co-ordinator of Transport, Mr. G. A. McDonell, on May 4 announced his resignation from the P-NG Administration. He goes to the board of Urban Systems Corporation, a Sydney firm of urban and regional planning consultants, and leaves Port Moresby in August. He has been in the territory since 1967.

● Mr. Robert McCumstie of Canberra was due to take up duty as South Pacific Commission economist in Noumea on May 7. He recently spent six years in the project's section of the Australian Commonwealth Bureau of Agricultural Economics, where he was senior research officer. He replaces Mr. R. M. Watson, who returned to Australia last December.

● Mr. Frank C. Mockler, a Wyoming lawyer, arrived in Pago Pago in May to take up his post as Lieutenant-Governor to the Governor, John Haydon. Aged 61, Mr. Mockler is a former speaker of the Wyoming State Legislature.

● Maurice Thompson of Pele, Efate, in the New Hebrides, has been elected president of the Students' Representative Council of the University of Papua and New Guinea. He had already worked on the council as representative of the Arts faculty.

● Fiji-born Mr. Jerry Tikaram, who has been with Air India in Suva for the past six years, has been appointed as supervisor of reservations sales in Suva for American Airlines.

● With experience in Okinawa and Hawaii, Dr. Lowell Weise, of Honolulu, has been appointed director of American Samoa's Department of Medical Services.

● Mr. George Guesdon, French judge and co-president of the New Hebrides Joint Court, was recently appointed to the grade of knight of the Legion of Honour.

● Mr. Graham Jeffrey, with hotel experience in Europe, the US and Pakistan, has taken up appointment as manager of the Pago Pago Inter-continental Hotel, American Samoa.

● The last Administrator of Nauru before it was granted independence, Brigadier L. D. King, has left his appointment of Administrator of



New president of the Student Council of the University of the South Pacific is Solomon Islander, Mr. Francis Saemala, who is a degree 11 education student. He intends to return home to secondary school teaching after completing his course in two years' time. In the meantime, he says, one of his main aims is to help improve relations between the university administration and the student body—a problem common to most universities, it seems. Picture by Bindar Pal.

Christmas Island, off the coast of Java. He is succeeded by Mr. J. S. White.

● Mr. Allen O'Brien was in Sydney at the end of May, having stayed two weeks on the New Hebridean island of Malekula en route from his California home. Mr. O'Brien is with the L. S. B. Leakey Foundation, which is devoted to "research related to man's origin". He has made frequent Pacific visits.

Mr. O'Brien, a globe-trotter extraordinary, also stopped off in the US Trust Territory on his trip over and was staggered by the "amazing" ruins of Nan Madol on Ponape. He and his wife are now heading for Central Asia, returning to the Pacific via out-of-the-way parts of Indonesia.

● Mr. M. E. Burns has been appointed principal of the Tarawa Teachers' College in succession to Mr. R. McMurdo who has become Director of Education in Tonga. Mr. Burns, from the UK, is married with two small children. He has seen service in Tanzania and England as a lecturer and teacher.

● Mr. Jack Lawrence Kelly, a

Brisbane Queen's Counsel, has been appointed a judge of the Supreme Court of Papua-New Guinea. He replaces Mr. Justice Ollerenshaw, who has retired. Mr. Justice Kelly is married with three children.

● Dr. Kiki Thoma of Nauru is to attend a regional training course on epidemiological surveillance and international quarantine at Suva July 24. The course is being sponsored by the World Health Organisation.

● Nauru's President, Hammer deRoburt, made another world trip in May-June, visiting Saipan, Japan, London, New York, San Francisco and Hawaii. In Japan he talked on phosphate and shipping, in London he talked with the secretary-general of the Commonwealth Secretariat, Mr. Arnold Smith, and opened the office of the republic's representative in the UK. He was due back in Nauru on June 12, following a board meeting of Fiji Airways Ltd. in Suva.

● Mr. Oscar DeBrum has been appointed Acting District Administrator of the Marshall Islands succeeding Mr. Robert Law who has been named Trust Territory Government Liaison Officer in Honolulu. Also two Micronesians have been appointed Deputy District Administrators in the TT. They are Mitaro Danis for Truk District and Haruo I Remelik for Palau District.

● William J. Mullahey, PanAm's man behind the scenes in the South and North Pacific for 35 years, retired recently, aged 60. Mr. Mullahey was associated with PanAm's first trans-Pacific Clipper flights of the 1930's, and he worked on early bases, such as Midway, Wake, Palmyra, Canton, Pago Pago, Nadi and Noumea. In recent years he has been responsible for much of the airline's build up throughout the Islands.

● Lillian Tinsley, 22, who adorns the opposite page, is from Papua and has plans to return there to set up a modelling and charm school in Port Moresby. It would be the territory's first. Lillian at present is a receptionist in Sydney, and does some modelling. She is the daughter of the late Dr. R. W. Tinsley and of the late Madeline Paterar, of Yule Island, Papua.



PACIFIC ISLANDS MONTHLY—JUNE, 1970

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The Gilberts—too many children no money



The Gilbert and Ellice Islands, of 16 atolls enclosing some 45,000 people, has the "distinction of having the worst, though not the most difficult, population problem in the world". These words were said recently by the director of the population bureau of the British Ministry of Overseas Development, Dr. D. Wolfers.

He hastened to add that the problem was not so much a land problem as an economic one. Accepting, he said, that the growth of population should at least equal the growth of the economy, the Gilberts were in

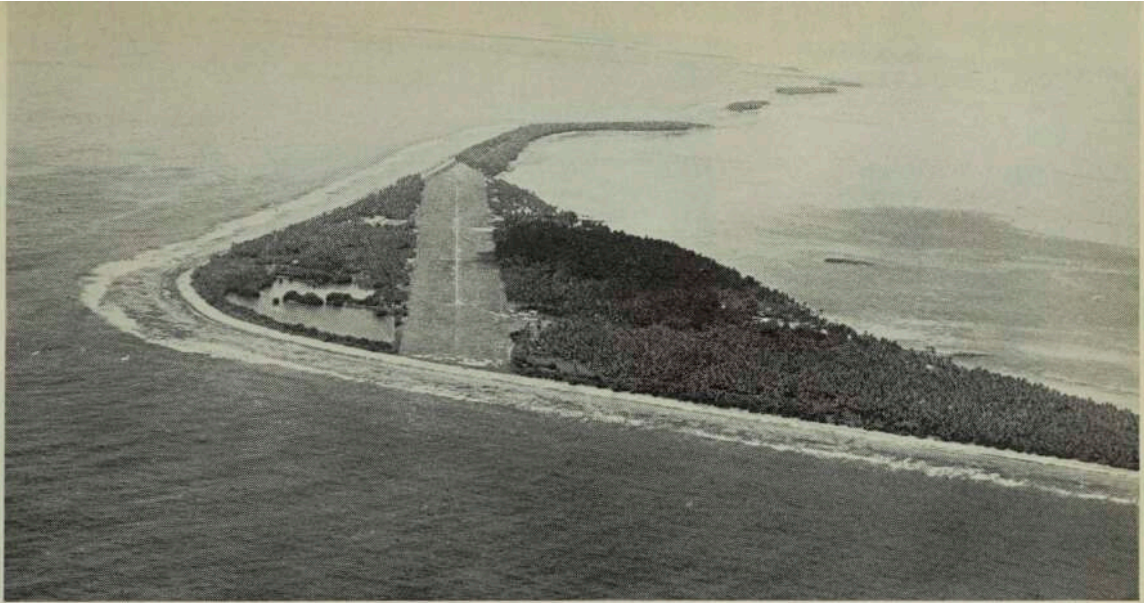
serious trouble. It has a birth rate of 2.9 per cent. (one of the highest in the world) and an economy that, taking into account the exhaustion of phosphate deposits, is declining at about 5 per cent. per year.

There would be disaster, he warned, unless there was more help from outside territories or the colony adopted rigorous birth control methods.

Above, there seems plenty of land for cultivation, but the poor coral soil can't always be made to yield. This is Naanikai Islet on Tarawa Atoll looking east from the top of a new radio mast. The foreground village is inhabited by workers at

the nearby government centre, Bairiki. The Andersen Causeway can be clearly seen. The large white building facing the water is the new seminary for priests at the Catholic Mission. Bonriki Airport is on the point of the atoll on the horizon.

Opposite above, Funafuti Atoll, in the Ellice group, stretches into the distance. The Funafuti airport takes up a good sized portion of this part of the atoll. Opposite below, dancing is an integral part of life in the GEIC. This is a Tabiteuean village.





The Gilberts (continued)



New housing which makes an effort to combine the best of both worlds, appears in Bairiki village, top left. The walls of the houses are made from modern materials while the roofs are thatched. Co-operative ventures have been fairly successful in the GEIC: Above right, a Betio co-operative store selling local handicraft. Much of the craft is sold to OXFAM which sells the goods at a better profit to raise money for relief work. Left, postage stamps are another means of raising money in the GEIC. Here the chief postmaster, Mr. Burroughs, stamps first day covers on Betio. The GEIC is also relieving economic pressures by encouraging men to go to sea as officers and crew of international ships. Above, students at the Merchant Marine Training School at Betio are trained in rope splicing by a ships' officer, K. J. Barnett, seconded from the China Navigation Company.



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B JUNE, 1970—PACIFIC ISLANDS MONTHLY

Wendy, 19, goes on a "mission in the mud"

Pictures and story by DENIS FISK

What draws a pretty jilleroo to one of Papua-New Guinea's most backward frontier areas to work as a pre-school teacher?

It probably doesn't seem so unusual when the girl's father was rescued by natives after being shot down in New Guinea during the war, and she's "had a thing" about the missions anyway. Wendy McClymont, aged 19, is the girl from Palmalmal Station, near Dingo, 132 miles due west of Rockhampton.

She's now living in a house on stilts at a mission station in the swamp-lands of Papua's Western District, where she'll work for the next few months. "The Mission in the Mud" is the mission—the name was given to it before the war by one of Papua's former Governors, Sir Hubert Murray.

Just how muddy can be judged by the fact that the finding of a small stone at Balimo, not far away, in 1968 made the ABC's national news. There just is no rock on the Bamu.

3,000 people

Its proper name is the Bamu River Mission. The work among 3,000 largely uneducated river people, who still live mainly on wild sago and what pigs they can catch, has changed little in 34 years. The station has gained a few buildings, found a small knoll of dry land to sit on, and made a few converts to Christianity.

It's been run that whole time by the same English couple, Harrie and Eva Standen, who are now both in their 60's. They've been joined at odd times by a nurse here, a teacher there, and now by Wendy who's done some "governessing" and believes she can help out most with the toddlers.

Afterwards she wants to visit New Britain, one of the New Guinea islands, where her father, David McClymont, came down in an American fighter-bomber on November 3, 1943. Japanese anti-aircraft gunners around Jacquinot Bay riddled the aircraft piloted by Wing Commander Bill Townsend of Sydney and navigated by McClymont.

Townsend pan-caked the plane on

the bay, and both waded ashore and ran into the jungle to escape the converging Japanese.

They were guided by coastwatchers across the island to the north coast to join another downed pilot, an American, Fred Hargesheimer, whose P-38 was shot down on a photographic sweep over Japanese occupied territory. Hargesheimer had been saved from hunger, dysentery and malaria only by being put to a new native mother's breasts.

Today's Papua-New Guinea Director of Civil Defence, Mr. R. I. Skinner, then a coastwatcher, helped bring the three men together where they could board an American submarine.

Palmalmal is the village where the people helped McClymont, and today is the name of his station in Dingo.

Wendy went to the Church of England college, St. Hilda's, at Southport in Queensland, where she was impressed by seeing films of the missions in other lands.

This rather shy girl (on first meeting) reveals a sense of adventure, and a big capacity to take things as they come. She wasn't put off (well, not much) by stories she was told in Port Moresby before setting out on the Bamu River Mission's new boat *Goodwill*.

"Sea trials"

The boat had just been finished, and Harrie Standen was giving her "sea trials"—as he called them—a few quick circuits around Port Moresby's Fairfax Harbour, when she landed by jet in Port Moresby.

Harrie Standen then took Wendy to an area the Australian Administration in Papua-New Guinea appears to have despaired of ever doing anything with.

Social and economic conditions in the 34 years of the mission's existence, have improved little. But the Standens have done a lot for individuals, and encouraged many local natives to leave their home



Wendy, a girl with a mission.

villages to enter the cash economy outside.

The nearest government post is the Sub-District Office at Balimo, 25 miles away as the crow flies, and a lot further by boat through the meandering waterways and swamps.

The office has three white men, three native clerks, an outboard operation, but Harrie Standen says they and their predecessors have been able to do little to help the people improve themselves. The mission looks after their health in the main, a lot of their education, and teaches them to do what crop raising there is to be done.

Perhaps the government hasn't the faith of the Standens, who have battled on in the face of very few converts to Christianity, and the natural disadvantages of the area.

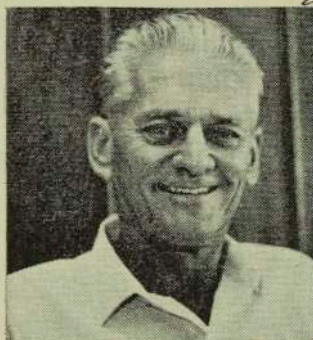
What can you do when the only soil is so thin that a shovel can't be used to dig it? It has to be scratched at with a stick to plant anything, and abandoned after two or three years. Almost everywhere, the soil is not more than a few inches deep. Below that is lifeless mud.

Nobody wanted it

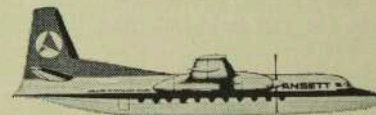
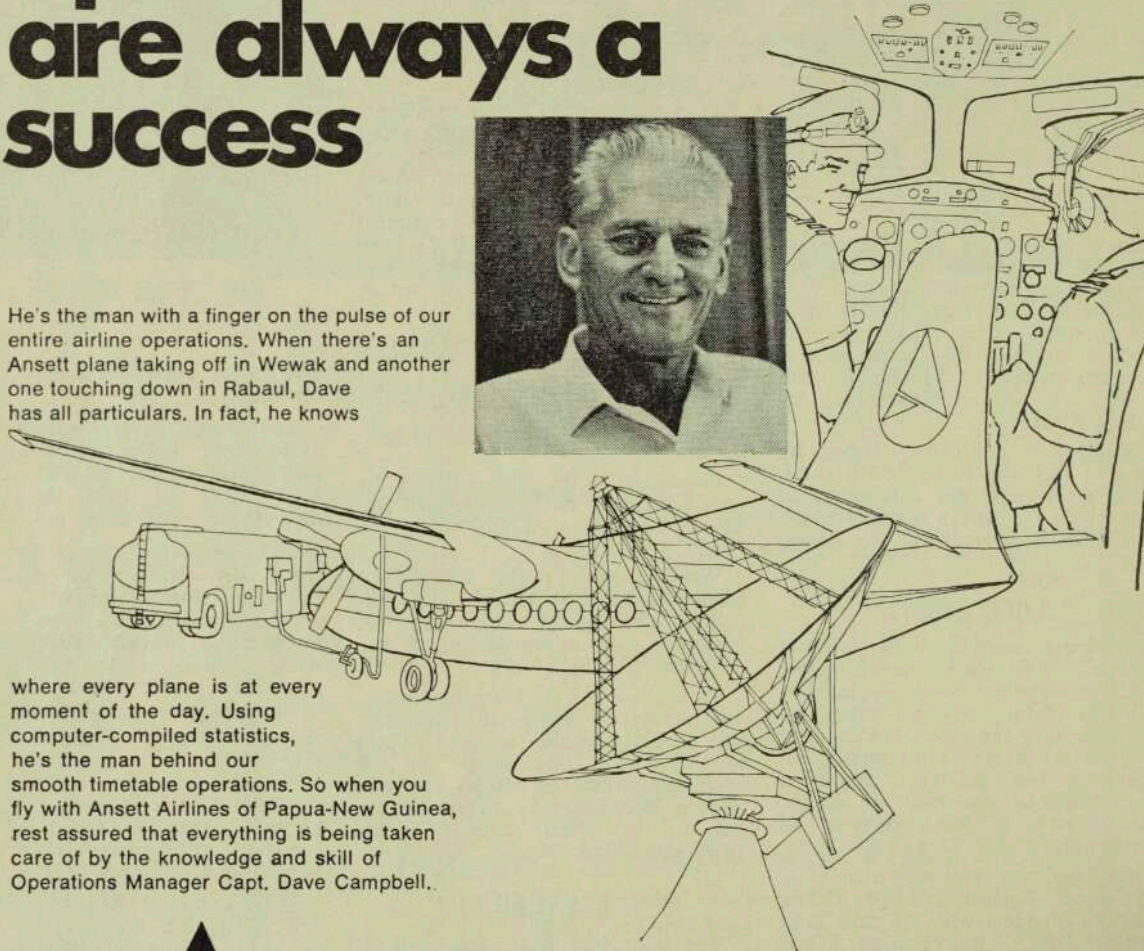
The Standens began work at the mouth of the Bamu River, at Maimapani, in 1936, after hearing that the river delta was an area which nobody wanted to tackle. They had first gone to the Sepik River area, on the New

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Water under house

Guinea side, now adjoining West African.

At Maipani, Harrie Standen says, the water came under the house at high tide. It was built on sticks, and when Sir Hubert Murray, the Lieutenant-Governor at the time, saw it, he named us the Mission in the Mud.

"During the war, my wife was taken to Australia, and I worked at various jobs connected with the fight against the Japanese—in the marine service, air and sea rescue work, supply work.

"And then after the war, Squadron-leader Rundle and I looked for crashed aircraft so the crews' remains could be gathered and buried.

"In 1948, after returning to Maipani, Eva and I looked up the river, and found a knoll of dry land about 10 miles from the mouth.

One white neighbour

"This became our centre of operations among 25 villages containing 10,000 people. A patrol post (with one Australian officer) is our only white neighbour.

"Nowadays, we've a school of five buildings and a hospital opened last year and named in memory of Dr. Vernon, a Military Cross winner who was known all up and down the Kokoda Trail."

"Mostly the people live on sago and what they can find in the bush."

Harrie added: "One old custom which persists is the brother and sister exchange in marriage. If a man doesn't have a sister to give to another man as a bride, he can't get a bride for himself. As a re-



The swampy Balimo area.—P.N.G. Official photo.

sult there are a lot of forced marriages.

"Girls find quite often they have been married off while away at school, or training for some job, so their brother can get the bride price, or a wife for himself.

"A few years ago, one man who had been married for a short while went off to be a policeman. He stayed away eight years, and during that time remarried and had a family. But, he came back to his village, and had the hide to be angry because his first wife had herself remarried.

"He demanded—and got—a bride price from her new husband. It's one of the only ways of gaining wealth in the village. In general, because of the poverty of their lives,

they're not concerned with the welfare of the children. Girls are for marrying off as soon as their schooling is finished, and whatever they've gained is usually lost.

"The only economic solution I can see for these people is for them all to leave, one by one or in a government sponsored resettlement scheme."

Occasionally, the Standens are sent a mission nurse to help out for a year or two, and sometimes a girl like Wendy comes along for a while.

Mrs. Standen does the mothercraft patrols, going out for weeks sometimes to the villages instructing the native mothers in how to care for their infants. Harrie says his wife is immersed in her work. He's remained interested, too, as talking to him shows.

But he's also tired, and evidently finds it hard to agree with his wife who says she'll "leave her bones on the Bamu".

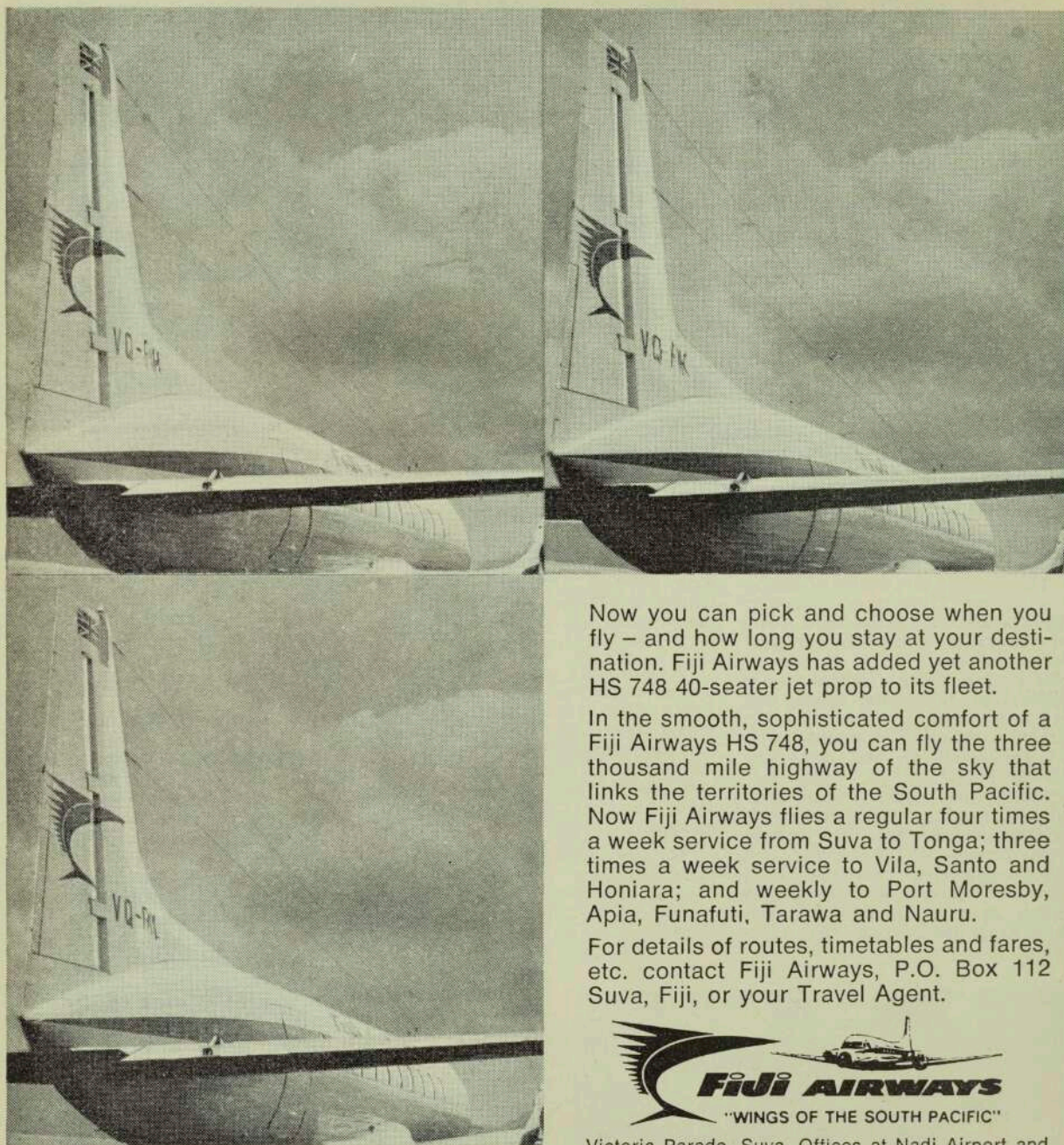
Harrie is 63 this year; in the 1950's he spent a year lecturing in Britain for the Commonwealth Institute, and he's not forgotten what it was like to be away from the heat, mud, mosquitos and frustrations of the Mission in the Mud, and living like a civilised man again.

But his wife's determination, and their shared faith, keeps them at it, though Harrie would gladly go. If he could find someone to take their place, that is.

In the meantime, he looks at it this way, "I feel God's given us a job to do, and until we've relieved, I suppose we'll keep doing it."



Harrie Standen (left) with his two crew, who have been with the mission for some years, Mata (behind) and Kebosa. Both are from Maipani, at the foot of the Bamu River.



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- Traditional life in the New Hebridean village; what happens when the worker arrives in New Caledonia?

New Caledonian labour shortage brings exodus from the Hebrides



"Why, that's blackbirding!" says a British resident. "Island belong me e' 'e no got a man. Meri now picaninny that's all 'e stop," says an island chief. "Nous partons demain pour Noumea, ce n'est que la qu'on put gagner a vie," says a young French mechanic.

All the various communities in the New Hebrides are talking about the same thing—everybody is leaving for Noumea. The emigration to New Caledonia has become as staple a topic of conversation as the weather in Vila and Santo.

Attitudes vary enormously; the French are anxious to help New Caledonian interests to find labour, the British are afraid that New Hebrideans may not be well treated, the young are all trying desperately to find the fare, the old wish they had the means to forbid them to leave the islands.

Noumea is the boom town of the Pacific.

There are said to be more cars per head of population in New Caledonia than in the US; there is a world shortage of nickel, New Caledonia produces something like 10 per cent. of the world's supply. Another nickel mine is about to open, and estimates are that New Caledonia will have to expand its work force by 20,000 people in the next five years.

It follows that there is an acute housing shortage. Often every flat in a block is rented before the foundation stone of the building is laid. *Colons*, some of them descended from the original convicts, have

*From TESSA FOWLER,
in Vila.*

found that owning bush land is almost as good as owning a gold mine.

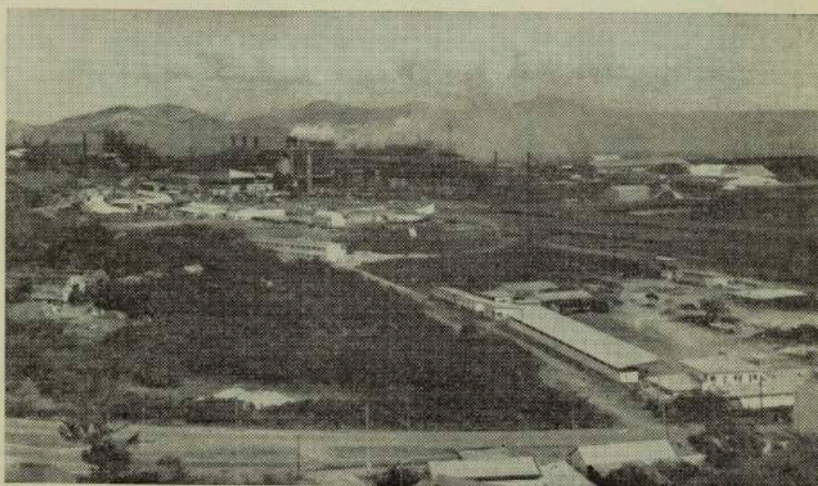
It is such a boom that Noumea is too small to hold it, and all her neighbours are being affected. Most affected is the New Hebrides, which New Caledonia has always regarded as a suburb. (For instance UTA flights between Noumea and Vila are considered domestic).

The French treat the two groups almost as one for administrative purposes, and so New Hebrideans and French from the New Hebrides can go to Noumea to work with only the minimum of formalities.

The only barrier is the fare, the cheapest passage being on the deck of the *Polynesie* for about \$A32. Not a lot of money even by New Hebridean standards.

New Hebridean unskilled labourers, used to plantation wages of \$20 a month, or town wages up to \$80 a month, are now being offered jobs at \$200 and \$250 a month with paid holidays, family allowances, paid sick leave, workman's compensation and sometimes free lodging. All such advantages are rare in the New Hebrides.

Men return from Noumea with



- New Caledonia nickel works—with more to come in the next few years.



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They save 'fortunes'

\$1,000 in savings at the end of a year; such sums are fortunes to most New Hebrideans, which enable them to set up stores, taxis, launches in their villages and be important people. And of course they can always go back to Noumea and turn the \$1,000 into \$2,000.

The charge of "blackbirding" was made by that British resident because recruiters for New Caledonian contractors are allegedly paid a lump sum for every New Hebridean who enters New Caledonia. It may be true, but it seems unlikely, since no persuasion is necessary. Everyone is packing. The only people left out so far are the Tannese, and no doubt word will get to them eventually.

1,500 in Noumea

There were 1,500 New Hebrideans in Noumea, by last December, virtually all young men who are not accompanied by their wives or families. Perhaps double that number have been to Noumea and have already returned to the New Hebrides.

In the New Hebrides, with its tiny population, the figure is astonishingly large.

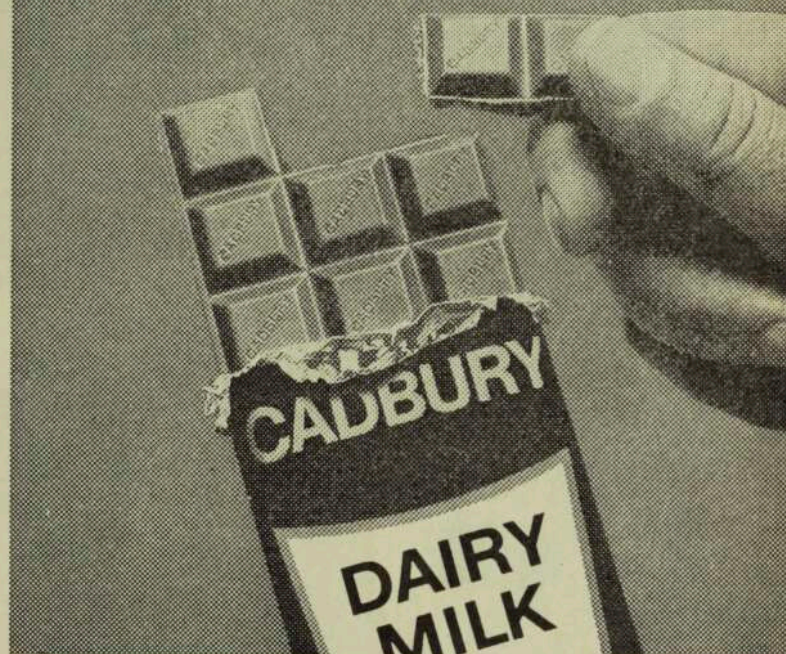
As an example, there are estimated to be some 700 New Hebrideans from Efate, its outlying islands and the Shepherd Islands in Noumea, and this figure is roughly equivalent to the entire male population aged between 20 and 40 from those islands (excluding Vila).

The people left behind do not mind very much. Many women regard their husband's absence as a method of family planning and are grateful that there will not be another baby next year.

In the planting season the few men left behind have to work a little harder, but once that season is over it is the women who look after the gardens. There are fewer mouths to feed, smaller gardens are made, more land is left fallow another year and land hunger is appeased. Not so many coconut palms are planted, which may be all for the good of the country since most New Hebrideans already have coconut plantations too big for them to maintain or harvest.

But what is it like for the men

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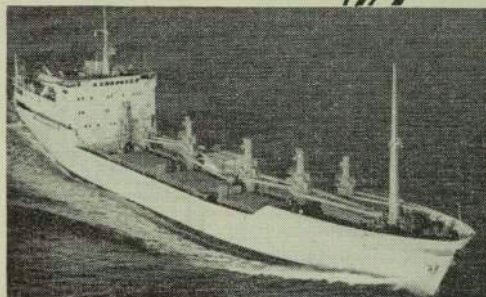
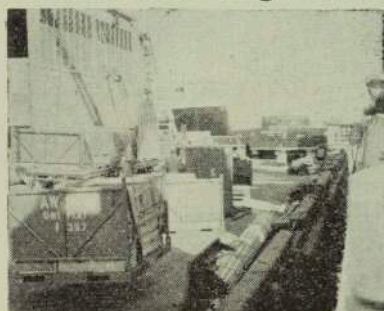
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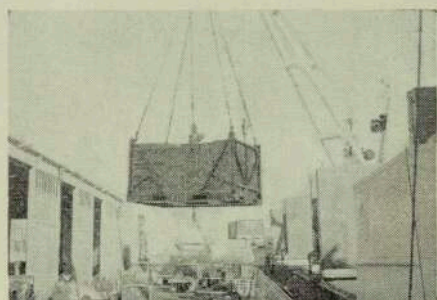
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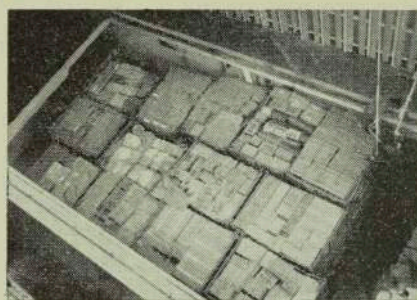
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Fishermen need muscles. Now this Hebridean may be flexing his in the nickel mines of Caledonia.

working in Noumea?

For Europeans, or people living European pattern, Noumea's high wages are usually swallowed up in high prices—inflation is a problem in most of the French Pacific. But for New Hebrideans, satisfied with—or prepared to put up with—a much lower standard of living, there is plenty of opportunity to save in Noumea.

No peace, beauty

But housing is bad. The housing shortage is such that most New Hebrideans live in iron shanties infested with rats and cockroaches; one must sleep with a stick ready to ward off the rats. Toilets are either non-existent or shared by as many as 40 people. Roofs leak, shanties are flooded every time it rains—fortunately not too often in Noumea.

New Hebrideans are finding the urban situation a considerable come-down from the peace, beauty and cleanliness of the average New Hebridean village.

But Noumea is not their introduction to the urban situation, for housing in Vila and Santo is just as bad. In Vila, instead of an iron shanty, the home of a couple and their children may be a squatter's hut built of wood from packing cases, about four foot square.

An iron shanty in Noumea complete with cockroaches rats and filth costs about \$A40 or \$50, so with four men sharing, each pays only \$10 a month, a small proportion of a salary of \$200. It is a

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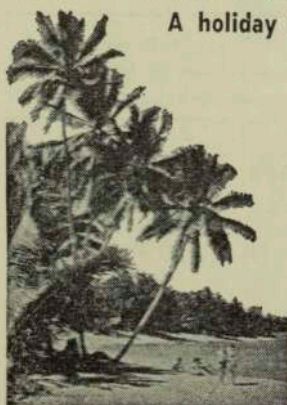
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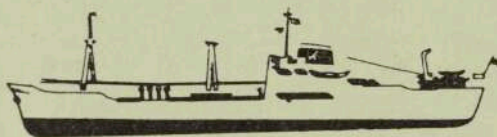
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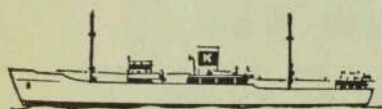
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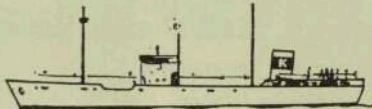
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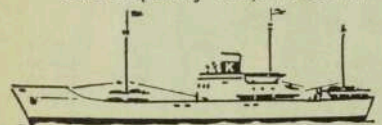
M.V. SALAMAUA. Incorporating the side-port loading technique. 345 feet 1 inch, bale capacity 219,560 cu. ft.



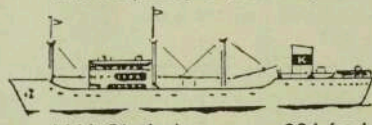
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bale capacity 160,640 cu. ft.



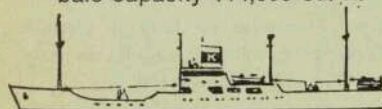
M.V. Slide 258 feet
bale capacity 97,900 cu. ft.



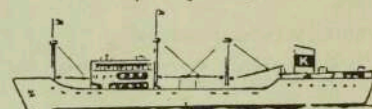
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Can't speak French

period of discomfort while saving for the cement house of their dreams in Vila.

Similarly, taro and yam at \$1.20 a kilo are perhaps three times as expensive in Noumea as in Vila, but if wages are nearly 10 times as high, no one is complaining.

Not being able to speak French causes New Hebrideans a certain amount of difficulty. For instance, labour legislation in New Caledonia is rather favourable to the employee, but it may be difficult for a New Hebridean to find out from an unscrupulous employer about his rights to family allowances, a legal minimum wage, sick pay, etc.

Although the British are very concerned about this, it is impossible to say whether a significant proportion of New Hebridean labour is the object of such abuses.

An encouraging sign is that a greater proportion of men are now leaving Vila and Santo with their contracts already signed. But even if New Hebrideans are not all getting their full legal due, the worst paid considers himself much richer than he ever dreamed of being.

They get help

The New Hebrideans in Noumea get help from two pidgin speaking members of the Bureau des Nouvelles-Hebrides in the French administration. The Assembly of God and the Seventh-day Adventist missions have New Hebridean congregations and also give considerable help. New Hebrideans have also formed a Mutual Aid Society. Some people feel that the Presbyterian Church of the New Hebrides should do something for New Hebrideans in Noumea.

For the first time, in Noumea, New Hebrideans are acting with a certain solidarity. Although island rivalries sometimes develop into fighting, and although each islander lives and works with people from the same island or linguistic area, they are conscious at times of being New Hebrideans. Travel has given them the first idea of national consciousness.

Very few New Hebridean women have accompanied their husbands to Noumea although they could earn salaries of \$120 to \$180 a month as servants, compared with an average of about \$40 a month in Vila and less in Santo or the islands. They are kept in the New Hebrides by the orders of their fathers, uncles or

chiefs, or by their numerous children, or simply because they don't want to go, even when asked by their husbands. Most New Hebrideans keep in constant touch with their wives and children.

The men in Noumea seem to distrust banks and post offices, but there is such a constant movement that there is always someone to carry money and news back to Vila and Santo.

New Hebrideans find the obligation to comply with exchange control regulations particularly difficult. The devalued Noumea franc is worth 12½ per cent. less than the New Hebrides franc. Most New Hebrideans have completed failed to understand the devaluation and think that the 12½ per cent. is a commission that the banks are making at their expense.

The only real opposition to the emigration to New Caledonia comes from the "bigmen" in the villages; that is, any one who has reached or assumed the age of authority and who is horrified to discover that there is no one left but a few women and children on whom to exercise it.

They have no means with which to oppose the defection of their subjects, since the condominium administration does not ratify the rulings of chiefs and does not interfere with the rights of man to free movement.

Women can't go

But some chiefs have refused to allow women to go to Noumea, and all Tongariki men have been ordered to return to their island for a period in June. Another chief, in Ambrym, has reinforced his traditional authority by lending people the fare to Noumea, at interest rates which go as high as 60 per cent.

Some misgivings are also expressed by the European community in the New Hebrides who fear either that the habitual New Hebrides labour shortage will develop into a complete absence of labour, or that local labour will demand wages comparable to those paid in New Caledonia.

The former is possible if the nickel boom continues, the latter unlikely. New Hebrideans appear to accept the difference in wages as a fact of nature, not something which could be changed by protest. One rather naive member of the New Hebrides Advisory Council even seems to think that the higher level of wages in New Caledonia has been fixed by the Protocol, the instrument by which the condominium was established and functions.

The British, perhaps a little jealous of the economic success that is French, are constantly looking for the grey lining in the golden cloud. On the one hand they fear labour abuses, as explained, and on the other they predict a serious drop in the price of nickel in 1975, when Australia is expected to become a major producer.

But perhaps the entire population of the New Hebrides may have managed to make a fortune before 1975.

But others strike in the New Hebrides

Over 100 Gilbertese and several New Hebridean plantation workers were on strike in April on Norsup, a small island off the north-east coast of Malekula, in the northern Hebrides.

Their employer is the French Group, Plantations Reunies.

The strike followed a fire at the Norsup copra collection centre, where 150 tons of copra were destroyed.

The fire was alleged to have been started by five Gilbertese and five men were at Vila, the Hebrides capital, awaiting trial in April.

Reunies operates one of the Hebrides largest plantations. It has had a troubled history since the first land was cleared by Edmond Couillard in the 1920's, with considerable resistance from the Namba people of Malekula.

Now Reunies' operations are so big they are run on factory lines, which implies more discipline for em-

ployees than is usual on plantations in the condominium.

The Gilbertese, who came to the Hebrides as contract labour four years ago, have generally been most satisfactory. Hard-working, cheerful, immensely strong, they have made a considerable difference to the survival of plantations in the condominium.

Hebrideans virtually never take work as agricultural labour, although they often work as builders, drivers and labourers in the towns.

Several Gilbertese have married Hebridean women and will not go home.

Although the import of Gilbertese labour will certainly be a permanent factor in the Hebrides economy, it's hoped strikes won't be.

The Hebrides have had strikes before, but they've usually been settled within a day or two.

The relationships between employers and employees aren't usually bitter ones; discussions can patch up differences. Hopes are the Norsup strike is not a precedent.

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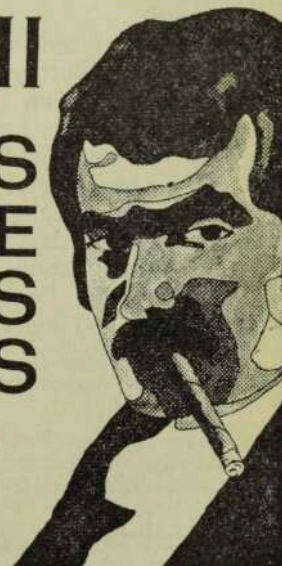
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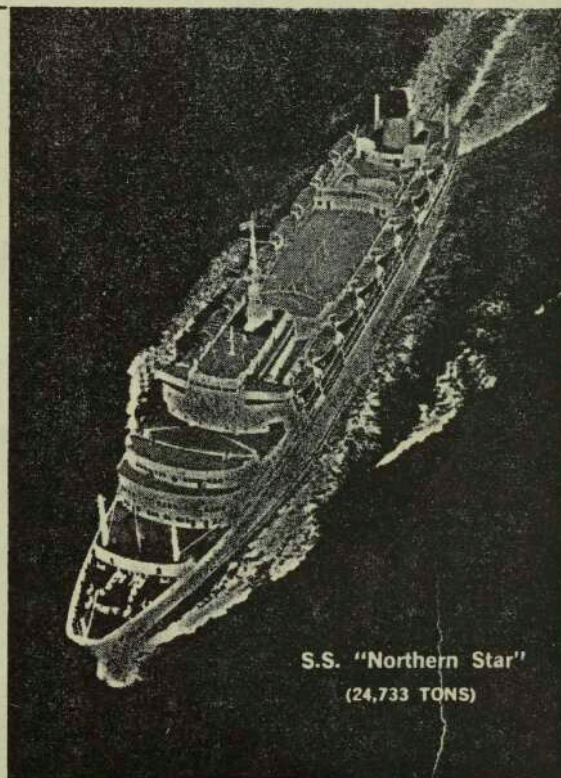
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"Foreign companies don't make excess profits in Fiji"

From a Suva correspondent

Director of the New Zealand Institute of Economic Research, Mr. J. W. Rowe, believes there is no tendency towards excess profits by overseas companies which have invested in Fiji.

During a visit to Fiji in April, Mr. Rowe, who is visiting Professor of Economics at the University of the South Pacific, estimated that foreign investors received a return after tax of roughly 9 per cent. on the estimated \$100 million they had invested in Fiji.

This was a normal rate of return on foreign investment, he said.

Official estimates put the current annual in-flow of private capital at about \$1.5 million, but he believed the real figure was at least \$5 million. This disparity was because there was not enough information available from the Ministry of Finance and the banks upon which to base a better official estimate.

So far there appeared to be no significant outflow of capital from Fiji and he could find no evidence of any general tendency towards excess profits by overseas companies.

No profit control

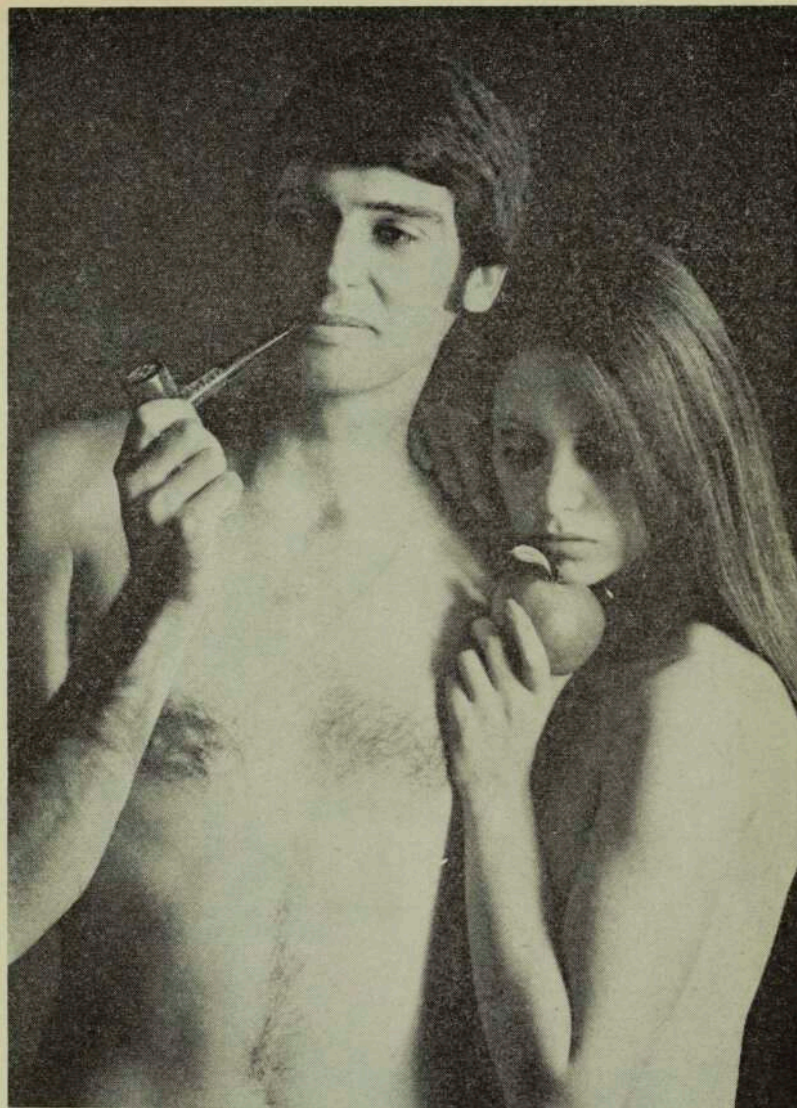
"The best sort of investor is one who wants security against nationalisation or profit control and the ability to remit capital and profits without trouble, but who supplies most of the capital himself and who does not need special tax incentives," Mr. Rowe said in an address to the Fiji Institute of Management.

He said he thought tax incentives were over-generous when applied to hotel construction in Fiji.

He suggested too that details of business done in Fiji by overseas companies should be published locally in the interest of better relations between the companies and the Fiji public.

He suggested that Fiji should legislate to require the publication of annual accounts by all subsidiaries and branches of overseas companies.

"It would also be a good idea to require disclosure to the appropriate authority of all transactions in Fiji real estate or other assets in Fiji and require such transactions to be settled through the banking system."



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Land development could make these Fijians rich

If Fiji's Native Land Trust Board approves the massive development programme proposed for the 128-acre, Denarau Island, by the California-based Commercial Investment Properties Ltd., the Fijian owners of the land could become very wealthy indeed.

Details of the proposed development—which has an ultimate goal of 1,000-1,200 rooms contained in five hotels, costing an estimated \$10 million and upwards—were released in Suva in April by the firm's managing director, Mr. Dennis McElrath. He has been based in Fiji since last August.

He said the lease proposal submitted was consistent with the present NLTB policy relating to leases for tourist development. "This includes annual ground rental based upon gross income receipts and participation in the profits by the land-owners", he said.

Under its stringent new regulations, the NLTB lays down that in the case of land to be developed for tourism, the Fijian owners must receive or be able to buy a minimum of 10 per cent. participation of shares.

Big money

This means, in the case of Denarau Island, that ultimately the Fijian owners (there are 11 *mataqalis*, consisting of 461 people) of the land could also own up to \$1 million worth of shares in the development. In addition, they would be paid a basic annual rent for the land of 2½ per cent. of the yearly gross turnover. Not profits—turnover.

It's possible too that there would be at least one Fijian representative of the landowners on the board of directors.

First step in the proposed project is the building of a \$4 million, 300-room hotel on a beach-edged 25-acre site on Denarau, which is located at the westerly tip of Nadi Bay. The hotel would be managed, said Mr. McElrath, by Sky Chefs Incorporated, a subsidiary of American Airlines.

“THE Henganofi Local Government Council in the Eastern Highlands wants to make a rule to stop people crying for a dead person in their village.

I think this is a good idea because this type of thing has been going on all over Papua and New Guinea for too long. In West New Britain this custom of mourning has been practised for years. I think that a person should mourn for a dead person from another village for two nights only.

The unfortunate thing is that the longer the mourning continues, the more it costs. Also, the more time people spend mourning, the less time can be given to work on the gardens or the plantations. This means loss of money, because there is not enough production.

We should wake up to the fact that our country is advancing through the efforts of its new farmers who cannot afford to spend three or more nights mourning. — *Letter from Phillip Vakore in "Our News", Port Moresby.*

IT won't be long before we run out of the law of averages—with resultant more major, less minor, road accidents. An ordinance which gives a 16-year-old a licence and provides him with the authority to hire a car which requires a speed greater than the island's speed limit to get into second gear, needs some revision to ensure that the driver knows more than which gear does what.

With 1,300 private vehicles, 116 private hire cars and numerous other type vehicles using our 100 miles of road, safety for the immature driver (both junior and senior) whose reflexes have no need to be sharpened by the contingencies of emergency, is now a thing of the past.—*Editorial in "The Norfolk Islander".*

CHARLES and Charlotte had a lucky escape on the 5th. Heavy rains had been experienced earlier in the week following a rather long "dry". They decided, as it had cleared up, to go down "Rope", cut some thatch for basket making and do some fishing.

They had spent quite a time cutting the thatch and had moved onto the rocks further along the beach when with one almighty crash a huge landslide came down, completely covering their cut thatch, baskets and slashers and covering a good third of the beach.

Luck was certainly on their side that day as had they left their move

much longer that would have certainly been the end of Charlotte and Charles.—*Item from February's "Pitcairn Miscellany".*

THE "plague" scare which spread over Guam and the TT during the last weekend of March has been proven unfounded. News report from Guam said that Jesuit Brother William Conmiller, 27, of Ponape, had died on March 26, of possible plague.

The national communicable disease centre at Fort Collins, Colorado, notified the Guam Memorial Hospital that the cause of death of Brother Cronmiller was not due to the plague but to a very rare non-contagious disease.—*Item from "Highlights", the Trust Territory newssheet.*

UNDERSTAND Mount Pitt was like Pitt Street at mid-day last Saturday morning. Those of us who

water scheme, or the pastor's house.

A call for voluntary working was arranged for Wednesday but unfortunately not many people turned up. The village leaders are trying to reach a satisfactory agreement as to the best way of tackling the two projects without hindering or delaying the progress of either. It is possible that both projects may be physically carried out at the same time, but finance is a problem as the money for both projects has mainly to come from voluntary contributions from the people of the village.—*Item in "Tohi Tala Niue".*

LISTENING to a radio programme the other evening which discussed a common name for the multi-racial citizens of Fiji, I thought of a suggestion I might offer. When Captain Cook asked the name of these lovely islands, he thought they

From the Islands Press

didn't make it to the mountain, had just as much excitement, mingled with apprehension as the astronauts came into earth's atmosphere, standing out in the garden in dressing gown and slippers with transistor clutched firmly in hand listening to the module to module broadcast.

"A dirty big black", as Tom called the cloud bank which got in the way just at the crucial moment, did not give us the clear view that viewers on Mount Pitt told us they had, but we did see the fast moving orange-coloured light disappear into the aforesaid "dirty big black".—*Item in "The Norfolk Islander".*

INDICATIONS are that Lord Howe Island is in for a very quiet winter as far as tourism is concerned. Present indications are that most of the guest lodges will be closed as from June 9 until early August. The airline claims that if guest lodges close, a fortnightly service is enough. . . . The guest lodges claim that if there is only a plane service every two weeks, tourists will not come, so the accommodation might just as well be closed!—*Item from Lord Howe's "Signal".*

IT has been reported that work on the Tuapa Pastor's new house has been considerably slowed up because there has been some disagreement in the village as to which project should be done first: The

said, "Feejee", when in fact it was "Viti".

To concoct the name "Vitinese" would not only provide one that slips off the tongue easily but also be more historically accurate, and actually incorporate Fijian (Viti), Indian (in) and Chinese (nese). If the European feels left out, he can always claim the last letter.—*Letter from Miss E. MacDonald to "The Fiji Times".*

A LIVE, healthy rhinoceros beetle may be worth 10 cents. That word came today from the Department of Agriculture which said as many as 1,000 beetles are needed for research by the United Nations-South Pacific Commission rhinoceros beetle project in Apia.

As the beetles are caught they should be put in a large, clean container. Small segments of sugar cane should also be placed in the container and it should be covered with a cover containing ample holes to admit plenty of air.—*Item in American Samoa's "News Bulletin".*

PRESIDENT Hammer DeRoburt has received a vessel containing particles of the surface of the moon collected there during the recent historic flight to the moon. The gift was made to His Excellency by the President of the US, Mr. Richard Nixon.—*Item from the "Nauru Bulletin".*



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Causes and solutions to Cooks' biggest problem

From W. H. PERCIVAL,
in Rarotonga

The Cook Islands Government was told in no uncertain terms in early April that public servants were very unhappy at the way wages and salaries had not kept pace with spiralling costs in the last two years.

President of the Cooks Public Service Association, Mr. David Hosking, added in a letter to the government: "Is it any wonder that malnutrition is rife in our islands? Fruit and vegetables, the very things that prevent malnutrition, cost 30 per cent. more than they did in 1967"

The government was the biggest employer of labour in the Cook Islands and indirectly set the basic wage for non-government employees, the letter stated. Private employers paid their staffs at the same basic rate as the government, and any increase in the government basic wage would result in an increase for staff employed by private firms.

The basic wage in the Cook Islands, between \$10 to \$14 a week, made it impossible for a man to support himself, wife and four children.

Less planting

He pointed out that a recent agricultural survey showed that there was less planting of subsistence crops on Rarotonga today than in previous years. But a large number of wage workers and public servants in Rarotonga were landless, and could only obtain fruit and vegetables by buying or stealing them.

Mr. Hosking conceded that ignorance, laziness, and neglect of child care also played their parts in causing malnutrition, but "it would be a gross deceit to hide the fact that low wages and the high cost of living are also important factors".

His letter was published in the government-owned, and only daily newspaper, *Cook Islands News*, and so was a reply made by the acting-premier, Mr. William Estall, the following day. The premier's portfolios include those of minister of finance and minister-in-charge of the public service.



Without a doubt malnutrition is the gravest problem in the Cooks at present. But this youngster from Avarua obviously is on the right diet.

—Photo by C. Russell.

Mr. Estall said the government is "always mindful of the need to review existing conditions, but at the same time has an overall duty to all persons living in our developing country to work within finance available".

He reminded readers that the premier, Mr. A. R. Henry, had expressed his deep concern about the rapidly increasing salaries and wages bill of the public service many times, both during sessions of the Legislative Assembly and in broadcasts over Radio Cook Islands.

Mr. R. H. Scott, new director of the Cook Islands Department of Agriculture, said later he was surprised at the amount of unused land in places where some of the better soils of the island exist and, added, no small developing country such as the Cooks could for long afford the luxury of the non-use of such a valuable resource.

He realised that there were difficulties such as land tenure problems, lack of capital and of know-how, but he hoped that these could gradually be overcome. He expressed the hope that government might be able to devise some means to encourage the use of these idle lands without affecting the rights of people with interests in the lands.



When only the best will do...
and isn't that all the time?

PACIFIC ISLANDS MONTHLY—JUNE, 1970

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RUB NOSES WITH A FRIENDLY NEW ZEALANDER

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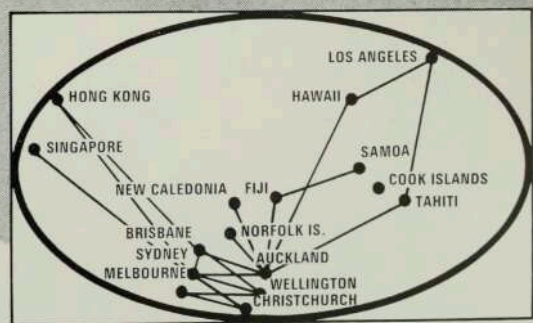


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VEGEMITE* Yeast Extract
KRAFT Apple Juice, GREENSEAS* Tuna
MIL-LEL* Vintage Cheddar Cheese



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PACIFIC ISLANDS MONTHLY - JUNE, 1970

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Something to blo

That's DATSUN, and a great day on the beach. Any good day is always better, if you've arrived in the exciting DATSUN 1600 luxury sedan!

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and foam bucket seats are body-contoured for comfort. Flow-through ventilation for fresh dust-free air.

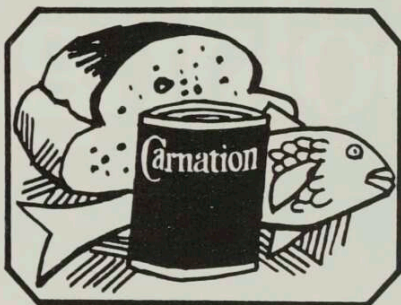
And DATSUN drivers are alert, ready for action. Because they're used to responsive sporty performance, swift-shifting, fully synchromesh transmission and enviable handling.

Last but not least, DATSUN drivers get the best companions! That's because DATSUN





4 Special Uses for Carnation Evaporated Milk



Crumb Coating:

For a firmer, tastier coating, roll foods in seasoned flour, shake lightly and dip into Carnation Milk before rolling in crumbs.



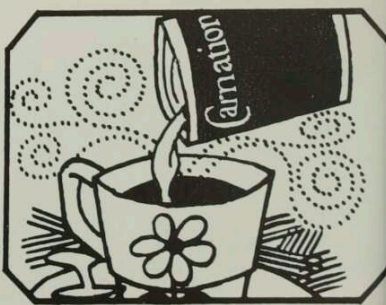
Creamed Soups, etc.:

Use Carnation straight from the can to make richer soups, sauces and custards.



Creaming Potatoes:

Add Carnation Milk straight from the can and beat until creamy. Add salt and pepper to taste.



Creaming Coffee:

For creamy-rich coffee, cream your coffee with Carnation Milk poured straight from the can.



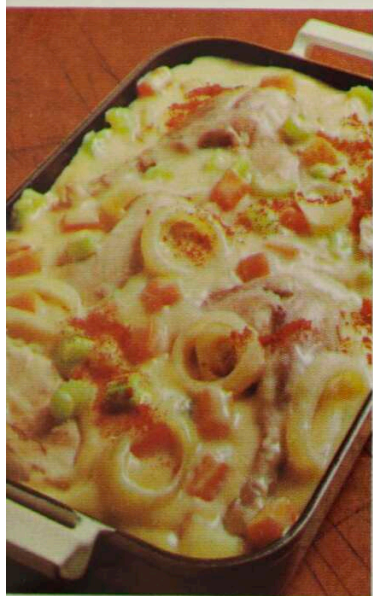
Spicy Apple Muffins

Served warm with butter —
makes morning coffeebreaks
worthwhile.

$\frac{2}{4}$ cups plain flour
 $\frac{1}{2}$ teaspoons baking powder
 $\frac{1}{2}$ teaspoon salt
 $\frac{1}{2}$ teaspoon cinnamon

$\frac{1}{2}$ teaspoon nutmeg
2 oz shortening
 $\frac{1}{2}$ cup sugar plus extra
2 tablespoons
1 egg slightly beaten
1 cup finely chopped raw
apple
1 cup Carnation Evaporated
Milk

Sift the flour, baking powder,
salt, $\frac{1}{4}$ teaspoon each of
nutmeg and cinnamon into a
bowl. Cream the shortening,
 $\frac{1}{2}$ cup sugar and the egg.
Gradually fold in the
Carnation Milk and flour
alternately then the apples.
Spoon into greased $2\frac{1}{2}$ " patty
pans — about $\frac{3}{4}$ full. Sprinkle
with remaining sugar,
cinnamon and nutmeg. Bake
in a hot oven — 400° Regulo
6 Gas, 425° Electric for 20-25
minutes. Turn onto a rack.
Serve warm with butter.
Makes 24 Muffins.



Chicken n' Vegetable Supreme

Chicken Stew made creamier
with the addition of Carnation
Milk.

4 pints water
1 tablespoon salt
 $\frac{1}{4}$ teaspoon pepper
one $3\frac{1}{2}$ lb boiling fowl, cut

into pieces
2 cups diced carrot, cut in $\frac{1}{2}$ "
dice
2 cups chopped celery
1 medium sized onion, sliced
 $\frac{1}{4}$ cup plain flour
 $\frac{1}{4}$ teaspoon paprika
1 cup Carnation Evaporated
Milk

Combine water, salt and
pepper; heat to boiling point.
Add chicken, cover and cook
over medium heat for 2 hours.
Add carrots, celery and onions,
cook covered 25 minutes, or
until chicken and vegetables
are tender. Skim off fat.
Remove chicken from stew.
Skin, bone and dice chicken.
Return diced chicken to stew.
Combine flour and paprika,
slowly stir in Carnation Milk.
Stir evaporated milk mixture
into stew. Cook over low heat,
stirring constantly, until stew
is thickened. Sprinkle with
paprika if desired. Serve with
hot buttered noodles.
Serves 6.



Carnation Jelly Whips

So versatile — doubles as a Parfait or Pie Filling.

Basic Jelly Whip

1 packet jelly crystals
1 cup boiling water
1 cup Carnation Evaporated
Milk, chilled icy cold

Dissolve jelly crystals in boiling water, allow to cool, but not set. Whip icy cold Carnation Milk until thick and blend in jelly mixture. Set in refrigerator. Serves 6.

Coconut Ice Whip

1 packet of strawberry jelly crystals
1 cup boiling water
1 cup Carnation Evaporated Milk, chilled icy cold
desiccated coconut

Proceed as above for jelly whip. Layer in individual serving dishes with coconut or, alternatively, fold 1 cup of coconut into the mixture. Spoon into serving dishes.

Decorate as desired. Serves 6.

Angel Food Pie

2 cups of crushed chocolate
cream-filled biscuits
2 oz melted shortening
1 packet lime jelly crystals
1-2 teaspoons peppermint
essence
2 tablespoons grated
chocolate
1 cup Carnation Evaporated
Milk, chilled icy cold
1 cup boiling water

Combine the crushed chocolate biscuit crumbs and melted shortening. Press over the base and sides of an 8" or 9" pie plate. Make up the jelly whip as for the basic recipe, adding the peppermint essence with the jelly. Fold in the grated chocolate. Pour into prepared pie case. Serve with whipped cream. Alternatively the mixture may be spooned into individual serving dishes. Serves 6.

Tuna Casserole

Inexpensive Tuna Casserole with an unusual Swirl top.

3 tablespoons chopped onion
1/3 cup chopped green pepper (optional)
3 tablespoons shortening
1 teaspoon salt
6 tablespoons plain flour
1 1/2-2 cups Carnation Evaporated Milk
one 16 oz can condensed chicken soup
one 8 oz can tuna
1 tablespoon lemon juice
cheese swirls as below

Cook onion and pepper in hot shortening until golden, add salt and flour, blend. Add soup and Carnation Milk and bring to the boil, cook for 2 minutes, stirring constantly. Add flaked tuna and lemon juice. Pour mixture into greased casserole and top with cheese swirls. Bake in

moderately hot oven 375° or Regulo 5 Gas, 425° Electric for 30 minutes.

Cheese Swirls

8 oz SR flour
pinch salt
1 oz shortening
1/2 cup Carnation Evaporated Milk
1/2 cup water
melted shortening
grated cheese

Sift flour and salt into a basin. Rub in the shortening. Mix to a soft dough with the Carnation Milk and water. Knead lightly and roll out to an oblong approximately 1/4" thick on a lightly floured board. Brush over with melted shortening and sprinkle with grated cheese. Roll like a swiss roll. Cut into 1/2" slices and place cut side down on top of casserole. Cook as directed above.



These recipes have been tested by Mary Blake, Carnation's Home Economist, to give you perfect results.

All spoon measurements in these recipes are level.

1 cup is taken as 8 fl oz.

For further recipes or advice on the use of our product, write or phone Mary Blake, Home Economist, Carnation Company Pty. Ltd., G.P.O. Box 2631X, Melbourne, 3001. Phone 654 4900.



Glazed Sultana Meat Loaf

An unusual combination of flavours gives a tangy Sweet and Sour taste to the Meat Loaf.

1 lb hamburger steak
½ lb sausage meat
¼ lb bacon, diced
1 onion, chopped finely
½ green pepper, chopped finely
1 cup breadcrumbs
1 cup Carnation Evaporated Milk
salt and pepper to taste
3 hard-boiled eggs
¼ cup tomato sauce
¼ cup chutney
1 tablespoon brown sugar
2 tablespoons sultanas

Place hamburger steak, sausage meat, bacon, onion,

green pepper, breadcrumbs, Carnation Milk, salt and pepper in a bowl and mix lightly but thoroughly. Grease a loaf tin. Mix the tomato sauce, chutney and brown sugar together and place in tin. Sprinkle with sultanas. Place half the mixture in the tin. Press the eggs lightly into the meat mixture lengthways down the centre. Cover with remaining meat mixture. Bake in a moderate oven 350° or Regulo 5 Gas, 400° Electric for approximately 1 hour. Allow to stand in tin for a few minutes before turning out. Serve hot or cold with vegetables in season, salads or in sandwiches. Serves 6.



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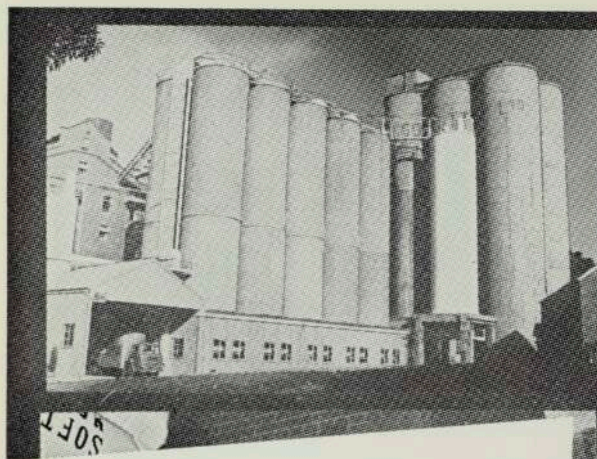
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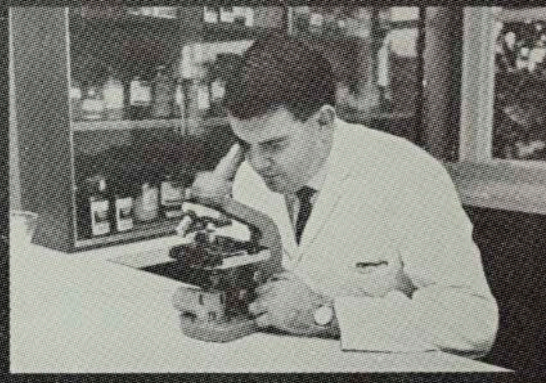
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PACIFIC ISLANDS MONTHLY—JUNE, 1970

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The Welcome Additions.

Curry Sauce

White Mushroom Sauce

Polognalse Sauce

White Sauce

Savoury Mushroom Sauce

Cheese Sauce

Sweet and Sour Sauce

Rich Meat Sauce

Brown Onion Sauce

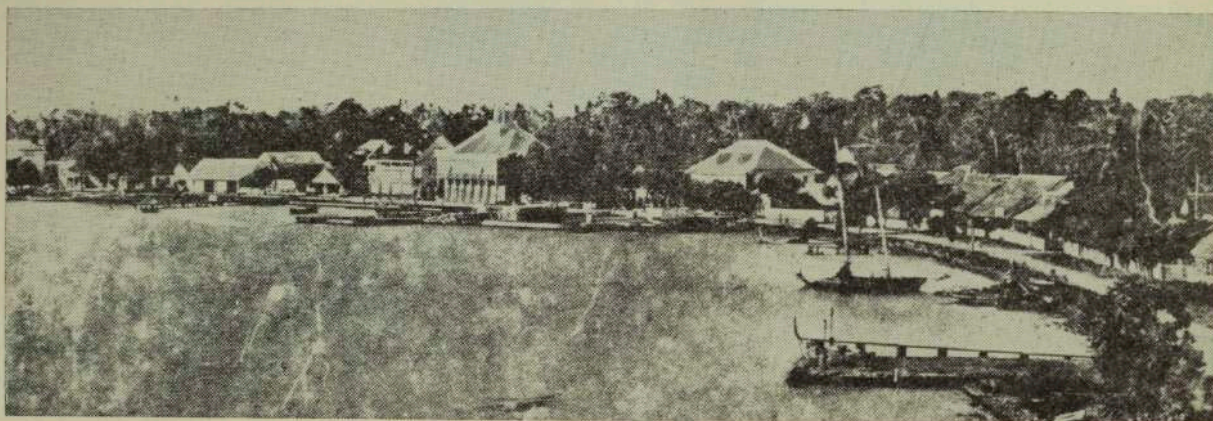
Brown Onion Sauce

MAGGI

9 delicious Sauces
... from MAGGI



Magazine Section



Journal of an adventurous voyage to the South Seas

By ROBERT LANGDON

In 1883, when Captain William Driver was an old man living in Nashville, Tennessee, he wrote a letter to a Nashville newspaper recalling an adventurous and profitable voyage he had made to the South Seas in 1831 in the brig *Charles Doggett*.

He said that when he arrived home in Salem, Massachusetts, in the spring of 1832, he had on board a cargo consisting of 1,600 lb of tortoiseshell, worth \$22,400, and a hold full of sugar, all of which he had bought for "traps", or cheap trade goods.

Driver had bought the sugar, contrary to the orders of his owners, with the proceeds from a large haul of beche-de-mer which he had gathered and cured in Fiji. However, when he sold the sugar for cash on the Salem wharf at a profit of more than 300 per cent., his owners were quick to pat him on the back and send him off on another trading voyage.

At the time of his voyage in the *Charles Doggett*, Driver was a man of 28 and a veteran of some 14 years at sea, including five in the Fiji beche-de-mer trade. He had first visited Fiji in quest of beche-de-mer in September 1827, as second officer

of the ship *Clay* under Captain Benjamin Vanderford.

It was while in the *Clay* that Driver learned the secret of smoke-drying beche-de-mer from some seamen from Manila—a secret that paid him and his owners handsome dividends.

A journal which Driver kept on

● **Sailing the South Pacific in 1831 searching for beche-de-mer was a hit-and-miss business; but big profits were to be made. Captain Driver of the brig "Charles Doggett" set off from Salem on an adventurous voyage and found Papeete much the same as in the above photograph taken in 1859 by Frenchman, Gustave Viand. The photo is one of the first ever taken in the Pacific.**

the *Charles Doggett*, together with a memoir on some aspects of that voyage, written in 1871, were presented a couple of years ago to the Tennessee State Library and Archives at Nashville by one of Driver's descendants. In recent weeks, the Pacific Manuscripts Bureau has obtained microfilm copies of these papers for its member libraries.

A glance at the papers reveals that Driver was a poor speller, and, at times, a virtually undecipherable calligrapher. However, with patience, a good deal of new light on the South Seas of his time, and particularly the beche-de-mer trade in Fiji, may be derived from them.

Driver's journal begins on January 30, 1831, when the *Charles Doggett* was 2,098 sea miles from Salem en route to New Zealand. Four months later, when the ship was 137 days out from home, the Three Kings Islands at the northern tip of New Zealand were sighted; and on June 5,

Set dog on them

1831, Driver anchored in the Bay of Islands.

"Soon after anchoring", Driver wrote in his journal, "a large number of Indians thronged our decks and contrived to steal our deep sea lead and several other articles. Had much trouble to get rid of them and was obliged to set our dog to work e'er they would leave us. During the day, many called wishing to trade, but this I positively refused, it being Sunday.

"Spent the day unpleasantly, being debar'd our usual devotions by a throng of hethen on whom the Light of the Gospel has hardly dawn'd and a more unworthy throng of sailors from different nations who have left their ships to spend their lives heer, wallowing in vices which een a Savage must despise, liveing unreprieved, dying disregarded, unpittied and unknown while others are toiling almost hopelessly to cultivate the savage race of New Zealand . . ."

Following this outburst against the unworthy souls to be met with at the Bay of Islands, Driver recorded gratefully that he had received "every assistance" from the missionaries of that place and was "much indebted for their many kindnesses".

On June 24, 1831, after three weeks in the Bay, the *Charles Doggett* sailed for Tahiti. En route, after a voyage of 16 days she reached Tubuai and anchored five miles from "a fine little seatlement". One white man and six natives who came out to the ship seemed eager to trade, but could not do so because it was Sunday.

"These mild, harmless creatures . . ."

Next morning, after Driver had seen some beche-de-mer in several canoes that came off to the ship, he went ashore in a boat. However, he found little of value to exchange for his trade goods—only a few pigs, coconuts, plantains, limes, lemons, "a little beach la marr of several kinds, generally of a small size", and a lot of arrowroot. These commodities, he recorded, seemed to "constitute the whole property of these mild, harmless creatures, on whom the cheering rays of the sun of righteousness hass hardly deigned to glance . . ."

On July 12, the *Charles Doggett* continued her voyage to Tahiti. Here, Driver found 65 descendants of the

Bounty mutineers, including "ten sickly looking dispondant creatures huddled together in a large thatch house, where twelve of their number had died of a sort of Typhoid or Ship Fever".

The Pitcairners had been moved from Pitcairn to Tahiti four months earlier because it was feared that their island was becoming overpopulated. But now they desperately wanted to return home. Driver allowed himself to be prevailed on to take them, in exchange for some old copper worth 40 cents per lb, 12 blankets, and \$120 in cash. In doing so, he ran the risk of forfeiting the insurance on his ship and "becoming a ruined man at 28". However, from the time *Charles Doggett* left Tahiti on August 16 until she reached Pitcairn a fortnight or so later, the weather was perfect, and the Pitcairners were landed without difficulty.

The Pitcairners were so grateful for their deliverance from the flesh pots and illnesses of Tahiti that they gave Captain Driver a "certificate" recording that he had "behaved with the greatest kindness and humanity" in taking them back.

On the return voyage to Tahiti, Driver put in at Anaa Atoll in the Tuamotu Archipelago. Here he went ashore in search of beche-de-mer and other articles of trade. He succeeded in buying several pearls, 30 pigs and some coconuts, but the beche-de-mer, he thought, was not worth waiting to collect. Driver recorded that the Anaans resembled the Tahitians, except that they were darker and their hair was not so straight. They got about almost naked, but were very fond of a certain blue cloth he had with him.

Back in Tahiti, Driver spent five

days before pushing on to Huahine. Here he met the Rev. John Williams, of the London Missionary Society, who came out to his ship to make some purchases.

From Huahine, the *Charles Doggett* bore away for Samoa. After a voyage of three days she reached Aitutaki, and, as usual, Driver went ashore to trade. However, as it was Sunday to the Aitutakians, all business was suspended, and Driver's only achievement was to engage a Hawaiian from Oahu to replace a Tahitian who had left the ship at Huahine.

Trading with "blue beads for sinnet"

Two days later the *Charles Doggett* reached Palmerston Island, which in those days was uninhabited. A boat was sent ashore to gather coconuts from the numerous palms that covered the islets of the reef. But only about 100 sound nuts could be found, although Driver got 50 tropic and other birds, which were "so tame as to sit still and be taken".

On October 4, Driver recorded that the island of Toomahlooah was sighted. This was one of Manua islands of what is now American Samoa. Here Driver "commenced trading with the natives with blue beads for sinnet, breadfruit, plantains, etc.". However, he was unable to buy any pigs, "probably owing to these people being at war with their neighbours of Tanfore, 10 miles W.N. West of them".

At sunset, the *Charles Doggett* bore away for Tutuila. On heaving to half a mile east of that island, Driver was visited by several canoes. In these were several naked white men—"worthless wretches whose conduct would een put a savage to the blush". Driver thought their object was "to prevent trading unless agreeable to them" or to decoy boats on shore and capture them. This he wrote, had happened to a ship called *Holden*, two of whose boats were then on shore, their crews being detained in the hope of a ransom. The captain of the *Holden* had earlier been ransomed for seven muskets, powder, etc.

Driver got one piece of tortoise-shell, six small pigs and some doves at Tutuila. But deciding that "stopping among these islands was full of humbug", he drove the natives from his ship and bore away in a hard rain squall for the Tongan island of Tafahi, then known as Boscawen's Island.

On reaching this, the weather was



Captain Driver, from a painting.

Musket for a pig

dirty and there was a high sea, so he hauled up for Niuatoputapu (Keppel's Island). Here several canoes came out to the ship, bringing "the king and suit". These people demanded a musket as the price of a pig, which Driver thought was too much. They also refused to do business except on shore. Driver offered to go ashore provided the king or his son would wait in the ship as a hostage. But this both of them declined to do.

"The bottom of this business," Driver wrote, "seemed to lay in some Englishmen on shore, who most likely wished a boat and crew to ransom, as they are of the same cast as those at Tootoolah." Driver added that he thought the Keppel Islanders were a mixture of Tongan and Fijian tribes, and that they were "a poor sett, living on a sterile spott". Their dress was "meerly a wreth of leaves of Tumarick or a narrow matt round the waist".

From this island, Driver set sail for Tongatapu. But the wind did not permit him to put in there, and his next landfall was Lakeba in the Lau Group of Fiji. Here, he landed in the ship's whale boat and bought pigs, taro, yams and about four bushels of tortoiseshell.

"the beaching town in these islands"

Three days later, on October 18, 1831, he anchored at Ovalau and immediately made preparations for an excursion to the small chiefly island of Bau, which he described as "the beaching town in these isles". This was apparently a reference to the fact that Bau was the centre of the beche-de-mer trade between the Fijians and Europeans—a trade that had been in full swing since Vanderford's first visit in the *Clay* in 1827.

Driver reached Bau on the 19th, but found the place nearly empty, "all hands gone to Natavah" [Natewa]. "The natives seemed surprised and glad to see me," Driver added, "and I soon collected about 70 lb of fine shells, a few pigs, &c". He also met part of the crew of the Salem brig *Niagara*, which had drifted on to a reef near Viwa, about 28 miles away, during a gale about seven months previously.

Driver paid a visit to the *Niagara* with the king of Bau, and learned in the course of it that the chiefs who had gone to Natewa and also



● Pago Pago Harbour, American Samoa, between 1885 and 1890. Driver decided that those islands were "full of humbug".

to "Boona" [Taveuni] had a large stock of tortoiseshell. Determining to get this as soon as possible, Driver weighed anchor next day and headed north to seek the chiefs out.

By good luck or intuition, he called at Koro Island on the way and found that the Bau chiefs were there. They agreed to sell him all of their shell provided he would take three of them—Marrowei, Tuta and Bungurefa—back to Bau where the shell was.

Having concurred, Driver headed once more for Bau, calling en route at Levuka on the island of Ovalau. This place was to develop within the next few years as the main port in the Fiji group for European ships. But at that time, its chief claim to fame in Driver's eyes was that Captain Archer of the Salem vessel *Glide* had recently lost two men there. Driver landed at Levuka, but "saw nothing amiss" and "no signs of hostility, although alone".

Back in Bau, Driver went ashore with the local chiefs and bought more than 100 lb of tortoiseshell. Although he was on good terms with the Bauans, he discovered on his return on board that they had been plotting to take his ship. "However, I arrived in time to shame and cool them," he wrote.

From Bau, Driver sailed for Koro to buy provisions. Next he went to Moturiki, south of Ovalau, where he spent a week "buying shell at Bow and transient lotts from elsewhere". In between times, he was visited by Captain Eaglestone, of the ship *Peru*; his old skipper, Captain Vanderford, now of the ill-fated *Niagara*; and

Captain Archer, of the *Glide*. Captain Archer, Driver recorded, "left us not much pleased, as we had bought shell which he had try'd without success to buy, and had beat us to 13 days (before)".

On November 10, the *Charles Doggett* moved on to what Driver called Peru Roads, at the mouth of the Rewa River. At Rewa, he was "received with shouts, drum beating, etc." and he found the people, "with whom Eaglestone had much trouble, the most civil, kind and generous" of any he had seen in the islands up to that time. Beside getting about 40 lb of tortoiseshell, some pigs and an abundance of provisions, he and his men cut bamboos and made other preparations for setting up a curing station for beche-de-mer.

"Kind, civil and very much afraid of us"

On November 19, with his bamboos, provisions and a number of "Indians", Driver sailed for the southern island of Kandavu, which he called Cantab or Mywoola. By 1 p.m., he was on the northern side of that island; and after having passed a "small, conical island called Cooler", he anchored half a mile north of "a small, pleasant-looking island called Endrabuna" [Ndravuni]. From there, he went in the boat to look for a safe anchorage and found one in a deep cover at Ono-i-Ra, or



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Whale tooth gift

Salem Island, as he also called it.

As it was then late, he spent the night at "Louvatree, in the S. West side of Salem". This was "a fine little town" where the natives were "kind and very civil, and much afraid of us". The first thing the natives did was to "beg good usage". Next, they killed pigs, fowls and fish, dug up taro, and plucked fruit for their visitors. In return, Driver gave them a fine whale's tooth and a few other small presents. This seemed to astonish them, as their first expression was, "Gods! Our fathers would have run madd to have seen this".

At daylight next morning, Driver returned to his ship and brought her into his newly-discovered anchorage. Here, he landed his materials, cleared a site, and set up a building for curing beche-de-mer. "Nothing worthy of note occurred from the 20th to the 28th", Driver's journal continues. "On the above day, we commenced curing fish of the first quality, slowly sent our boat for pigs or anything worth trading to Cantab, about 5 miles from this isle.

"Through this month quite dirty fish coming in to slowly to do much. However, got about 60 lbs of shell to make up. Continued at Ono until the 18th of December, finding little worthy of note. The natives too much pressed to make any longer stay here, we cleared off for sea, having during a stay of 28 days collected 1,510 lbs of very fine beach la mar and 90 lbs of shell".

On December 19, the *Charles Doggett* was back at Peru Roads at the mouth of the Rewa, and Driver went over to the village where he found things "much as usual"—nothing too good for us". He returned with a purchase of 60 lb of tortoiseshell.

"Oother Why" natives 'wild and dirty'

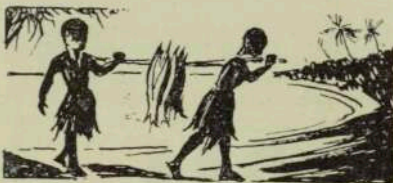
Two days later, he put his men to work curing fish at "Nock low" [Nakulau], a small island off Laucala Bay, and then set off in a boat along the south coast of Berta lib [Viti Levu] in search of other good spots for beche-de-mer. Travelling west-south-west for about 60 miles, he reached a place called "Oother Why". Here the natives were "very wild and dirty" and seemed to "talk and look like the Hebrideans, of which isles they seemed to have knowledge . . ."

On the following day, Driver travelled another 20 miles and found

"considerable good fish" near a village called "Goro Lau" [Korovou?], where there were many small canoes and many coral flats. Deciding to try this place, he headed back to the *Charles Doggett* as quickly as possible. That night, he slept in "a Tonga town called Namoooca [Namuka], where he found the inhabitants "mean and close in the extreme", and "hardly willing to lodge us, fear alone making them civil".

After a night's rest, he pushed on to "a town called Nunguras on a small island abreast of a small river". (This was apparently Nangarra). Here, again, the inhabitants were "Tonga-Feejees", who placed a "bury" [house] at Driver's disposal, which he thought resembled a type he had known in the East.

At dawn next day, Driver continued eastwards for about eight miles until he reached another small island called Namoooca [Namuka]. "This, though a fine island," he wrote, "has sorely felt war's ravages, being without inhabitants save 3, called Tonga men . . ." After waiting several hours for the tide, Driver pressed on for his ship. In so doing, he got into Suva Harbour, and thus



became, in all probability, the first European to do so. "This", he noted, "is one of the finest harbours in the world, secure from wind and sea, affording wood, water, fruit, &c. &c. Has a fine wide passage from the south into it through the reefs, which are bare at low water. On the Main, WSW1/2W may be seen a large waterfall falling at least 150 feet, called by the natives a Suba".

Having passed to the east of Suva Point, Driver noted the existence of another fine harbour—Laucala Bay—which was also "secured by many reefs from the trade [and] sea, and by the land (forming a deep Bight) from all other winds or sea". The entrance he added, was wide and safe, and with "many fine towns" along the coast, it was "a good place for whalers to refit".

Driver reached the *Charles Doggett* at 3 p.m. on Christmas Day, hungry and drenched with rain. A couple of days later, instead of going back to "Goro Lau", he set off in a large canoe for Beqa, 60 miles south-west of Viti Levu, "to get if possible some of the fine fish of that place".

Having reached that island after a good run, he and his men began to build a house, which they had ready by the 28th. They then began curing some of the finest beche-de-mer Driver had ever seen. However, the natives were poor fishers, and Driver could not get sufficiently large quantities to make a long stay profitable. On January 8, 1832, he returned to the brig with 70 lb of tortoiseshell and 18 to 20 piculs (2,340 to 2,600 lb) of beche-de-mer.

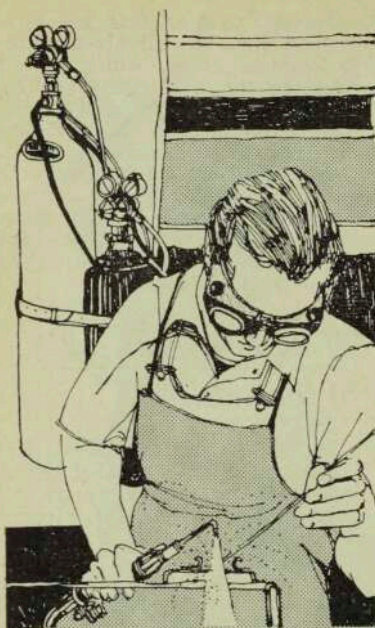
"Treacherous sett of canables"

During the next couple of weeks, Driver sailed north to what he called Mudwater, i.e. the Macuata coast, buying shell at several places en route. At Mulia Island, he took some presents to the chief of a "treacherous sett of oppressed canables" and made arrangements for "curing fish with which the reefs were covered". Driver and his men then set to work to build a house, and hauled the *Charles Doggett* to within a quarter of a mile of the shore so that the house would be covered by the brig's guns.

They were still working on the house when, as Driver put it, "the most tremendous gale sett in that I ever saw, tearing houses from the hills and bearing off upon the Deep. Trees, their roots, &c., and fairly devastating Nature of every charm, leaving only the brown hapless trunks and withered blades to tell that Verdure had ever clothed thees isles". Driver added: "Had we not been in the best harbour in the world, nothing could have saved us or disappointed the natives who thronged the shore both far and near to divide the spoils of our misfortune".

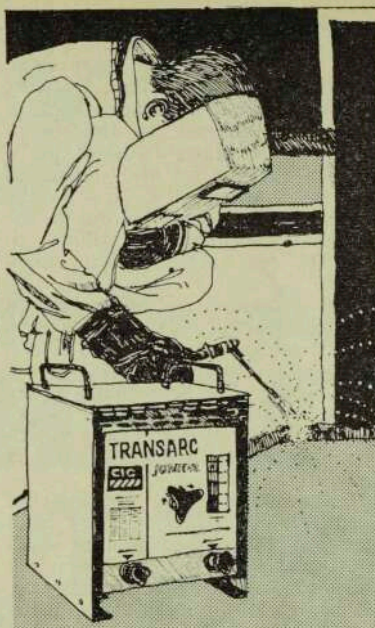
After blowing for 72 hours, the storm moderated, and after much trouble the Americans finished their house. Driver then went to Macuata to get fishermen, and the business of gathering and curing beche-de-mer began in earnest. By March 11, after just over a month's stay, he had 500 piculs of beche-de-mer &c. and a full cargo.

Driver's journal peters out a few days after this, so that one cannot learn where, how and when he disposed of his cargo. However, if his past practice was again followed, the *Charles Doggett's* beche-de-mer would have finished up in the market place at Manila, where, in 1832, the prices for that product were still large enough to make a sea captain feel that a trading voyage to the wilds of Fiji was well worth while.



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- Nobody is at war today in the tiny Republic of Nauru, but the picture was different last century when former Fiji planter, Frederick J. Moss, visited the island—then known as Pleasant Island. Moss was a member of the New Zealand Parliament when he wrote his account in 1889, of a visit he had made two years previously.

Pleasant Island : where everybody was at war

The island may have deserved the name of Pleasant Island when it was first discovered by Europeans, but certainly it does not now (wrote F. J. Moss about a visit to Nauru in 1887).

A raised coral island without good harbour or anchorage and not more than 16 or 18 miles in circumference, it stands alone in the ocean, 150 miles from any other land, a few miles south of the Equator and within the territory which England has agreed to leave to German control.

Pleasant Island does not much exceed 100 feet in height at any part. In the centre may be seen the remains of the old lagoon, reduced to a small depression, swampy in some parts but, like the rest of the country, covered with trees, chiefly cocoanut-palms. The island used to be very productive in copra. The yield has fallen off materially and so have the people, through the sanguinary tribal feuds which have of late years distracted this little world.

The population does not now exceed a thousand souls. There are 10 white traders, some representing Auckland and German firms, others on their own account, and all of them settled at short distances from each other round the coast.

Landing on the reef, the vessel meanwhile beating about in the offing, we were welcomed by several of the traders assembled to receive us. Going with them to Henderson and Macfarlane's store, close at hand, a small crowd of natives soon surrounded us. They were in high good

humour, but all the men and most of the boys were armed with repeating-rifles and carbines.

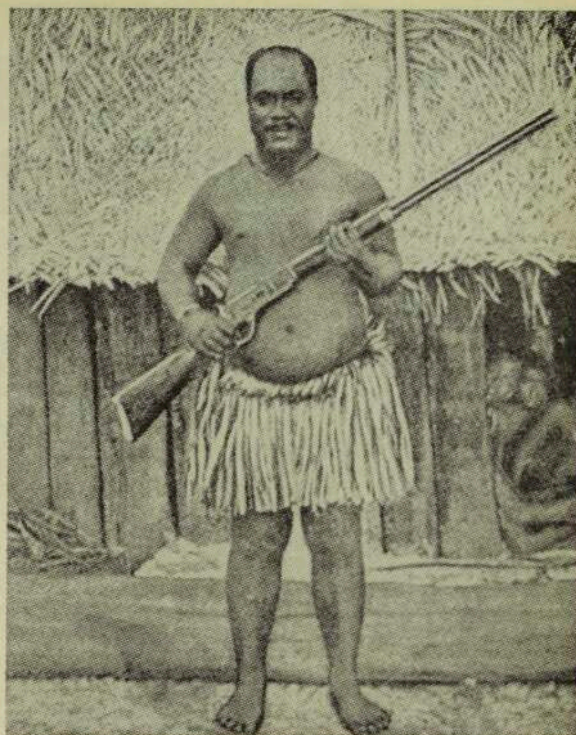
The dress of both sexes consisted only of a short kilt of pandanus leaves hanging to a string round the waist, and each of the armed crowd had slung over his shoulder a pouch well supplied with ammunition.

Despite their formidable get-up, the people had a kindly look with fine open eyes and magnificent teeth. Polynesians, one would say at a glance, but well dashed with Indian blood if the slight, active, and graceful forms of the women might be accepted as an indication.

More like a "militaire" than an island trader

One of the traders, Mr. Harris, had been on the island 45 years, and was the oldest resident. He is 74 years of age, hale and hearty, and looking with his fresh-coloured face and heavy grey moustache, more like an old *militaire* than a Pacific Island trader.

Mr. Harris kindly offered me a bed—a mat, to speak more correctly—in his house about half a mile further along the coast, and I anticipated a long and pleasant chat with



A Pleasant Island warrior of Frederick Moss's day.

the old man about the affairs and past history of Pleasant Island.

Before starting for the house, it came out incidentally that his son, a lad of 16, had been shot in a fight and was lying dead in a small room put up for the purpose. He had been lying there some time—since December 29 in fact, and this was January 22.

I felt a natural delicacy in asking at what distance from his house the room had been put up. But calling to mind that Mr. Blowe, another trader, had also offered me his hospitality, I made excuse to Mr. Harris on the score of his terrible family bereavement.

The old gentleman said, "Yes, it was terrible". It was the second son he had lost in the same way. This one would not rest till he had a chance of revenging his brother. He had gone out with some other lads in the same position, and this was the result. He had done his best to keep the lad without a gun, but the rest of them jeered him called him girl, and made the boy so miserable that at last he had to give way.

If he had only known what the boy was after, he should never have had the gun; but there was the trouble. His mind was bent on fight-



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No burying

ing, and he would have managed to get hold of a gun somehow.

As to burying the body, the mother and the sisters would not hear of it. They were natives, and had a strong feeling against putting those they loved underground. In time they buried the bones, just like the New Zealand Maoris, and in the meanwhile they burned scented gums and put leaves on the body, and were crying over the poor boy continually.

It was very sad, so different to what the island used to be when he came to it; and if something wasn't done soon, he didn't see what was to be the end of it all.

Arranging with Mr. Harris to call on him next morning, I started with Mr. Blowe for his place about a mile and a half in the opposite direction.

Going along, Mr. Blowe suggested, as it was getting dusk, that it might be as well to walk along the beach instead of taking the path on the top of the low ridge. "Not that there is any fear," he added, "of the natives firing at us, but in the dusk they might mistake us for their countrymen, or we might be in the line of fire without knowing." It was as well to be on the safe side—a sentiment in which I readily concurred; and along the beach we went accordingly.

"New style fortification in this country"

"Now," said Mr. Blowe, suddenly stopping after we had gone some distance, "I must show you the new style of fortification in this country."

He stepped off the beach, and a few paces inland brought us to a small collection of native houses with their new fortification, which consisted of thin wires obtained by unstranding some galvanised iron rigging. The wires, cunningly crossed and recrossed, formed a maze of low network round the houses, spreading horizontally a foot or so from the ground.

"You see," said Mr. Blowe, "this is to trip up any fellows coming in the night to surprise and shoot them."

Happy, happy island, thought I; well called Pleasant. What a delightful place to live in, especially with a growing family!

At last we reached Mr. Blowe's—a well-built house standing on tall posts, with galvanised iron roof and in all respects a comfortable place enough. Mr. Blowe had been round the various islands with a German warship, and acted as interpreter on her visit of annexation. He under-

stood the natives well, and I passed an agreeable evening; but at one time there was just a little jar. He was telling me that he had only been two months at Pleasant Island, and had bought the place and business from one Hanson, to whom it came from Jim Mitchell.

"Jim was shot, you know, by the natives, and was buried just underneath where you're sitting."

Involuntarily I moved the chair a foot or two further from the spot, but was relieved on hearing that this little incident had occurred more than three years ago. I was further relieved by finding that it was entirely Jim's fault.

"... gun in hand vowing vengeance

"He was one of the old set, you know, who used to bully the natives when they had no guns, and he wanted to carry on this game to the last. But when the natives got guns, they kicked at this sort of thing, you know, and then there were rows. One day, after hard drinking, Jim went out, gun in hand, vowing vengeance against the first native he came near. They tried to shoot Jim instead, but he dodged behind a cocoanut-tree. The natives dodged too, and finally got the best of it. It was Jim's own fault—not the least doubt of it, you know."

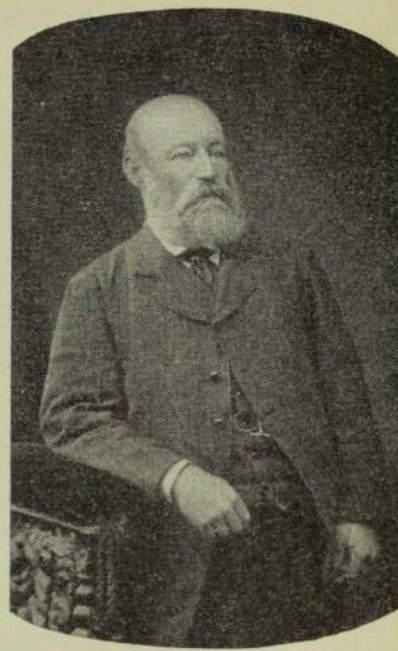
He would show me the cocoanut-tree tomorrow, which he did, and I came to the conclusion that it must have been close quarters considering what poor shots the natives are and the number of holes they had managed to make in the tree.

One more little surprise awaited me. Glancing up at the roof, I noticed certain ugly-looking marks there.

"Ah!" said Mr. Blowe; "those are bullet-holes, but they were done in Hanson's time. So was that other hole you see in the door, and the one in the partition; the same ball did both. But I think they must have been accidental, for the natives have no animosity against white men. At all events," he added, "I am quite satisfied, and barring accidents don't feel the least concern."

With which comforting reflection I turned in and, being tired, slept too soundly to hear the firing in the night that disturbed not only my host, Mr. Blowe, but woke up Mr. Dunnett and Mr. Andrew who were staying at the houses of other traders close to where the firing took place.

The traders took no notice. "They are always at it," they tell you;



Frederick J. Moss, author, traveller, and a member of New Zealand's House of Representatives.

"blazing away at each other, but luckily not doing so much mischief as one would expect." Still, it was very bad, and caused a great falling off in copra, and it was high time a stop was put to the whole thing.

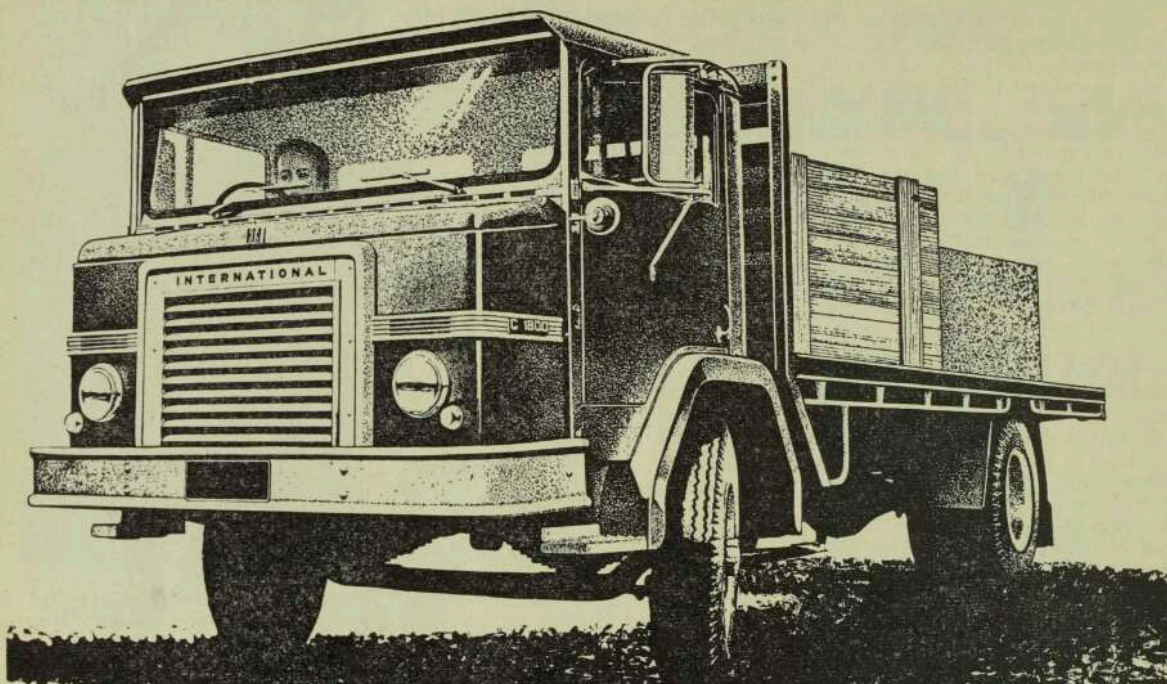
I was curious to learn the origin of all this strife and bloodshed. It arose from a trifling circumstance at a marriage feast about 10 years ago. A great collection of bottles of cocoanut oil was made as a present for the bride. Others (for the bridesmaids, I presume) were hung round the walls of the building in which the people were assembled.

They were happy and agreed together in those days at Pleasant Island. The young men were joking over these bottles of oil, and one young chief in a bit of a temper prohibited another from meddling with a particular bottle on some ground of native etiquette. A quarrel ensued. They had been drinking "that hellish sour toddy," as Mr. Harris called it, and an old horse-pistol, unfortunately handy, was fired. In the *melee* the wrong man was shot, a young chief of great connections and of high family.

The feud thus begun has extended widely since. Certain natives, no great number, living in the centre of the island and having their relations on the coast, make a practice of coming down to join their coast friends in shooting their enemies.

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Deadly feuds

coast has thus become involved and is at deadly feud with its neighbour. The fighting is in itself an absurdity, in fact not fighting at all. Small parties skulk about and blaze away at other parties at long distances on speculation, but shoot remorselessly any unfortunate man, woman, or child of the enemy's tribe who may chance to fall in the way of these "braves" or "warriors," as they call themselves.

The whole crowd might be disarmed in less than a week by 20 or 30 sailors with native scouts to guide them, and I sincerely hope the German authorities will take the work in hand, as they only have the power to do so. As to the natives, it seemed to me they have had enough of it and would be very glad to be disarmed if it were done to all simultaneously.

The position in this respect is easily understood, especially when we consider how many great nations in Europe are at the present time in much the same quandary, and would be glad to disarm "if only," as the Pleasant Islanders say, "the other fellow will begin." It is "that other fellow" who is doing all the mischief at Pleasant Island as elsewhere. He always does.

Taught the people to make "sour toddy"

Mr. Harris gave me many interesting details about the island as it used to be when he kept as many as 500 hogs in his fences to sell to the whalers in the days when whale oil was supreme. About 15 years ago some Kingsmill natives went to Ocean Island and taught the people there to make "sour toddy," by fermenting the sweet liquid which drops freely from the severed green fruit shoot of the cocoanut tree.

Seeing the mischief, the chiefs of Ocean Island made short work of the matter. They gave the Kingsmill visitors their choice, to leave in certain canoes which were presented to them and take their chance of landing elsewhere, or to remain behind and be killed.

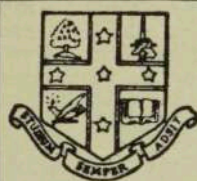
The visitors took the canoes and unhappily reached Pleasant Island safely; and that, said Mr. Harris, is now the "hellish toddy" came here. Till then every village had its big house in which the people used to dance and sing. Now they dare not even go to the beach to ship a few bags of copra without taking their arms to guard against surprise.

I handled a good many of the rifles, which the natives allowed me to do readily. They were in capital order, small bores of good quality and expensive pieces. The bores were not uniform, and the supply of ammunition must be considerable to keep them all going.

Mr. Harris had a strong desire to leave the place where he has so long lived. He wished to take passage with us to Strong's Island (Kusaie), the head-quarters of the American Mission, and to get the remainder of his children taught at the mission school. We could not take him, as no one is allowed to settle in Kusaie without permission. I promised however to

state his case, and had much pleasure in writing to Kusaie from Ponape. He offered, if allowed to settle at Kusaie, to give his house and ground at Pleasant Island for a mission station.

I cannot tell what the mission authorities at Kusaie will see fit to do, but may express a hope that the old man will be successful in saving his young family from growing up amid such wretched ignorance and barbarism. It would be also pleasant to find his offer lead to the establishment of a mission and the restoration to peace and prosperity of this singular little island and its naturally pleasant people.



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Chinese labourer, Tai Shek, found guilty of the murder of Mr. and Mrs. T. Allen at Ocean Island on April 26, 1949, was hanged in Suva gaol on May 31, 1950. "This case is notable in criminal history because no motive for the murder was ever discovered," *PIM* said. "The Chinese was convicted on fingerprint evidence alone."

Other news in *PIM*, for June, 1950, included:

Lady Hedstrom, wife of Sir Maynard Hedstrom, chairman of Morris Hedstrom Ltd. (now owned by W. R. Carpenter), died on June 1. She had been ill for some time.

Copra planters were dissatisfied, over the £Stg.48 a ton the British Ministry of Food was paying for copra. This price had been agreed in 1948, with a nine years guarantee. Since that date Britain had devalued and copra had risen to a price of about £Stg.60 a ton.

In Manus, New Guinea, an Australian court began the trial of 90 former Japanese officers for war crimes—mostly involving the murder of Australian servicemen taken prisoner.

Four Islanders from Kariki Village, in the Shortland Islands of the Solomons, were charged with theft following the discovery of about £A1,900 in notes in their possession. The money was believed to have been lost by an Australian battalion stationed in the Shortlands in 1945.

The last American troops on Guadalcanal left on May 25 by Skymaster aircraft for Kwajalein, Marshall Islands. The Americans had made their first landing on the island in a beachhead attack on the Japanese in August, 1942.

Huia, a 56-year-old schooner, was to be used by a group of New Zealanders for trade in Fiji and nearby territories. She had carried explosives for 37 years between Melbourne and NZ.

New 70-ton Stratocruiser aircraft were to be put into trans-Pacific service later in 1950 by PanAm. New Caledonia was to be one stop-over and work was due to be completed by July 1 on lengthening Noumea's airstrip by an extra 300 metres.

Nearly 10,000 Australian servicemen had been buried in three NG war cemeteries, it was announced. At Moresby, 4,000 men were buried, at Lae, 3,200 men lay and at Rabaul there were a further 2,200.

Yesterday

Mr. Harry Gregory Murray, a respected member of New Guinea's planting community, died in Sydney on May 3, aged 49. He first went to NG in 1923 as a clerk for BP's and later became a plantation manager. He served in the Witu Islands and at the time of his death he had a lease on Langu Plantation, in the Witus.

Mr. Raphael Menard, a Noumea businessman, died at the age of 92. He imported the first cars into New Caledonia, built the colony's first theatre and later, installed the first talkie equipment.

Excessive rain and floods caused havoc in Western Samoa on May 26. Landslides blocked roads on the east of Upolu, the villages of Salesatele, Salelesi and Eva were damaged, four persons died and many were injured.

A four-man United Nations delegation arrived at Rabaul, New Guinea, to be greeted by 3,000 New Guineans in the grounds of the District Office. The District Officer, Mr. J. K. McCarthy, and Mrs. McCarthy, held a reception at their residence on Namanula Hill.

Plans were being prepared by an Australian company, Mandated Alluvials Ltd., for development of copper ore reserves at Laloki, 17 miles outside Port Moresby. The project was favoured by officialdom.

Tahiti was badly wanting an air service and a move by Trans Oceanic Airways, of Sydney, to provide a service from Apia and Suva, was striking opposition from New Zealand.

Australia's Minister for External Territories, Mr. Spender, outlined Australia's policy regarding its Pacific territories, particularly New Guinea, in a 15,000-word document to the Australian parliament. *PIM* ran a summary of the document.

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Book Reviews

TWO ACADEMIC BOOKS WITH SOMETHING FOR LAYMEN

Adoption In Eastern Oceania by V. Carroll and *Tangu Traditions* by K. Burridge, are two books on specialist matters which, from reading, reveal more than the titles would suggest.

Written by and mainly for social anthropologists, the 13 articles in *Adoption*, each by a different author, deal with the customary and optional procedure for taking as one's own a child of other parents in some of the islands of Polynesia and Micronesia, on Rotuma, and in the northern Hebrides.

In the introduction, Carroll points out that in his country, the US, "adoption" calls to mind the picture of a couple who have tried unsuccessfully to have children of their own and finally, with considerable misgivings, have secured a child of unknown parentage from an institutional intermediary, and that the child is normally presumed to have been unwanted by his natural parents and often the child of an unwed mother.

In Oceania, children are frequently adopted by couples who already have children of their own, the child which is being adopted may not be unwanted by its natural parents, and the transaction is often between close relatives.

Different adoption

This book explains that little substantive comparison is possible between adoption in countries such as the US and Australia on the one hand, and adoption in Oceania on the other.

It will, to give but one example, surprise many outsiders that in indigenous societies in Oceania the interests of the parents rather than those of the children are considered paramount. Who knows, it may even lead parents in affluent societies to reconsider their position. . . .

When one keeps in mind that the parent/child relationship is basic to the fabric of society, the great difference in adoption systems between

Oceania and advanced Western communities goes some way towards explaining the difference between those two groupings of people as a whole.

This book therefore deserves to be read, even if only fleetingly, by those who are in some way or other concerned with Oceania, even though they may not be anthropologists.

For example, anyone other than a Ponapean, advising on, administering or controlling land matters on Ponape, will gain from this book a better insight into the place of adopted children in inheritance and usage of land.

And Ponapeans will realise what caused their foreign rulers in the past to make some decisions so very much out of keeping with Ponapean customs.

The book is fairly easily understandable by the layman and proof that social anthropologists can get away from their jargon. This review being for the general reader, it is left to reviewers in anthropological journals to deal with the work by Carroll and his co-writers in more depth. To sum up, this book is worth reading by the non-specialist.

*

Among many New Guineans living in isolated inland villages, the people of Tangu are but one group whose contact with Europeans has been limited and intermittent, although it goes back for about two generations.

During World War II, for instance some of the Tangu men were conscripted as carriers for Australian troops (among them myself) but they served almost exclusively in their home district, and for relatively brief periods at that.

Although many Tangu males have worked far from home in peacetime as contract labourers and thus been subjected to outside influences, the

Pink parrot fish— coral killer!

It appears that the crown of thorns starfish is not the only reef resident causing trouble with its destruction to coral these days. According to *The Great Barrier Reef* by Alan Power, the harmless looking parrot fish is getting more than his fair share of the coral too.

To quote Mr. Power, whose photographs liberally adorn this very comprehensive look at the world's greatest reef: "Mainly herbivorous, they (pink parrot fish) remove vegetable matter and invertebrates from the coral with their strong parrot-like beaks. As coral is also removed with each bite, the parrot fish are an important source of coral reef erosion".

(THE GREAT BARRIER REEF, Paul Hamlyn Pty. Ltd., \$3.95).

very nature of the terrain in which their villages are located and the sparse natural resources at their disposal have militated against the kind of economic development that has characterised localities such as the Gazelle Peninsula or Kar Kar Island.

The Tangu people have therefore continued to be subsistence agriculturists.

In his book, Burridge shows in great detail how the subsistence economy of a New Guinean people is rooted in its spiritual life or, if one likes to look at it from another angle, how the people's spiritual life stems from the subsistence economy. To a layman like myself, it's very much like the conundrum about the chicken and the egg.

Behind cargo cult

What is important and of much value to any outsider in contact with people such as the Tangus, be he a missionary, trader or government officer, is the knowledge of the inter-relationship between the secular and the spiritual which Burridge so lucidly describes.

Among other things, one gains a much better understanding of the reasons for the cargo cultism which has been described by Hoetker (1941), Burridge himself in *Mambu* (1960) and others.

This book has a lot to say about Tangu myths, stories, legends, folktales and fairy stories. As the author points out, their bearing on general

theories of myth, their functions, purposes, and relations to scientific thought needs to be kept in mind, though he has not made it his main concern.

Burridge has tried to show some of the factors and processes involved in changing the Tanguis into "new men". To anyone other than the trained and, so it seems to me, well experienced social anthropologist, this book is heavy going.

Publishing it, Oxford University Press has recognised an in-depth contribution to our knowledge of one of the many small, isolated New Guinean groups emerging out of the stone age into the world of technology—a group which is in many respects very much the same as a lot of others in New Guinea.

It is from the sum total of contributions such as this one that the intruders are given the knowledge to assist New Guineans to find their way, and for the growing number of New Guineans who are educated in the Western sense to have a written record of the world of their fathers and forefathers.—HJ.

(ADOPTION IN EASTERN OCEANIA. University of Hawaii Press, \$US10. TANGU TRADITIONS, Oxford University Press, \$14.50).

COMING SOON: MORESBY'S STORY

Many ingredients go towards making a town, especially a town like Port Moresby, but chief among them are people and the material creations of those people—the streets, the roads, the buildings.

Recently, Ian Stuart, Port Moresby's young Anglican Rector, has been putting together an account of the first 97 years of Port Moresby's people and places and this entertaining, well-written and authentic story will be published in book form later this year, by Pacific Publications.

Although the Papuans had discovered the place possibly thousands, and certainly hundreds, of years before, it was left to Captain John Moresby, in 1873, to put it upon the map and to name it (the inner harbour with his father's christian name and the port with his father's surname). To this extent Port Moresby, to date, has always been a predominantly European enterprise.

European residents of Port Moresby have always tended to be larger than life, especially in its early years. First there were the missionaries and their families, some members of which were no more immune to the

local hazards of native women and booze than those who followed. Then came the traders, the administrators, the miners, the planters and those who raised flags and claimed it for the Queen—four of them in almost as many years.

In its short life, history has washed over it. There was a change of ownership, from Britain to Australia, early this century. There were wars, depressions, royal commissions, scandals, witch-hunts, pioneering fortitude, acts of self-sacrifice, self-reliance and bravery—all the normal behaviour of people thrown together in an isolated, tropical outpost. In the last decade there has been progress, growth, change unimagined even a generation ago.

Of the original buildings virtually none have survived. Termites, the tropics and a world war have seen to that. Of Surveyor Cuthbertson's original grid plan of streets, imposed on his Granville West and Granville East without much regard for topography, there have also been many amendments. But no allotment upon which a building stands today—and some where no building at all now stands—has escaped the researches of the author who has traced its history, frequently right back to the first galvanised shack or trader's tent that was erected upon it.

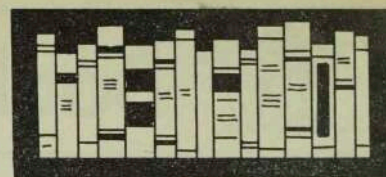
Few people who have lived in or known or have been connected with Port Moresby and its 97 years of history should fail to find something of interest, and a new awareness of their town, in this entertaining story.

The book should be available about September this year.—JT.

AUSTRALIANA GALORE

We have been receiving books galore on Australiana, as a result of the bi-centenary of Captain Cook's discovery of the east coast of Australia.

Two Centuries is a magnificent, prestige publication, published by the Australian News and Information Bureau in conjunction with Ure Smith, the Sydney publishers. It is in colour and black and white and its main purpose seems to be to show off Australia abroad, through overseas government offices, etc. But it is also available retail at \$5.95, and the production fully justifies the exceptional amount of work that must have gone into it. All the pictures—showing a broad sweep of Australia and some aspects of New Guinea—are first-rate and skilfully selected



and displayed. There is also a small, cleverly designed introduction of old prints and documents.

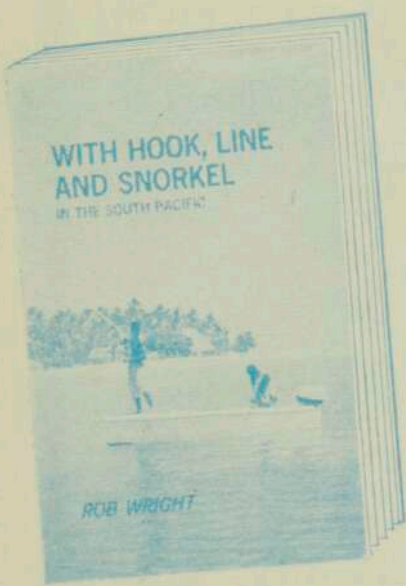
The text is lively and readable, although there is not much of it, because this is a picture book. A pity, then, that most of the photographs carry no identification. Although they tell their own story, people who have never seen Australia, plus many who have, would undoubtedly like to know where that vast mountain of ore is, or where the tea is being plucked, or what art gallery they are looking at on that magnificent colour spread.

The Voyage of Governor Phillip to Botany Bay (With an Account of the Establishment of the Colonies of Port Jackson and Norfolk Island) is a new edition of the volume originally published in 1789. It is the fourth in a series of "Foundation of Australia" volumes produced by Angus and Robertson in association with the Royal Australian Historical Society.

This edition is edited by James Auchmuty, vice-chancellor of the University of Newcastle, NSW, and the text is from the 1789 edition (with maps and plates), with the addition of two papers published in 1790—the "History of New Holland from its First Discovery", and "A Discourse on Banishment", by Lord Auckland. Professor Auchmuty gives us a worthwhile introduction, and anybody who hasn't been able to obtain one of the early facsimile editions of Governor Phillip's voyage, and is not inclined to invest in the original (supposing he can still locate a copy) should be happy to acquire this edition at \$10.

Captain Cook's Australian Landfalls—Eye-witness Accounts by Members of the ship's companies of HMS *Endeavour*, 1770, is a 26-page booklet which is No. 2 of a little series from a private press, Roebuck. The Roebuck Series is intended to provide for publication of Australian historical subjects which might not otherwise see the light of day. *Captain Cook's Australian Landfalls* has been produced by W. D. Forsyth, first secretary-general of the South Pacific Commission, and now retired in Canberra after an Australian diplomatic career. The book is available from him at 88 Banks Street, Yarralumla, Canberra, at 80 cents.—SI.

*A refreshing book for anyone
interested in life outdoors*



WITH HOOK, LINE AND SNORKEL
IN THE SOUTH PACIFIC by Rob Wright

"One feels that the author went ashore to sleep reluctantly—in the absence of gills."—Sydney "Country Life".

Hook, Line and Snorkel is a Pacific Islands nature book where stories of the ones that were caught, or got away, go alongside fascinating descriptions of such oddities as the rising of the balolo; where adventures with ever-present sharks are described as a counterpoint to a word picture of a tranquil island-studded lagoon and the Islander's way of life upon it. There is practical advice that runs all the way from how to tie knots in monofilament lines to ways to cook what you have caught, Islands style.

Rob Wright was born in Fiji where he grew up virtually amphibious. Fiji was a good place for it. As a small child Rob played with his Fijian friends on the beaches and in the sea; learned to catch fish in the way they catch fish, with spear and handline; absorbed their inherited knowledge of the boundaries and the dangers of the reefs and the sea outside. As a young man he grafted this basic knowledge onto the sophisticated aids available to today's enthusiastic fishermen and underwater adventurers.

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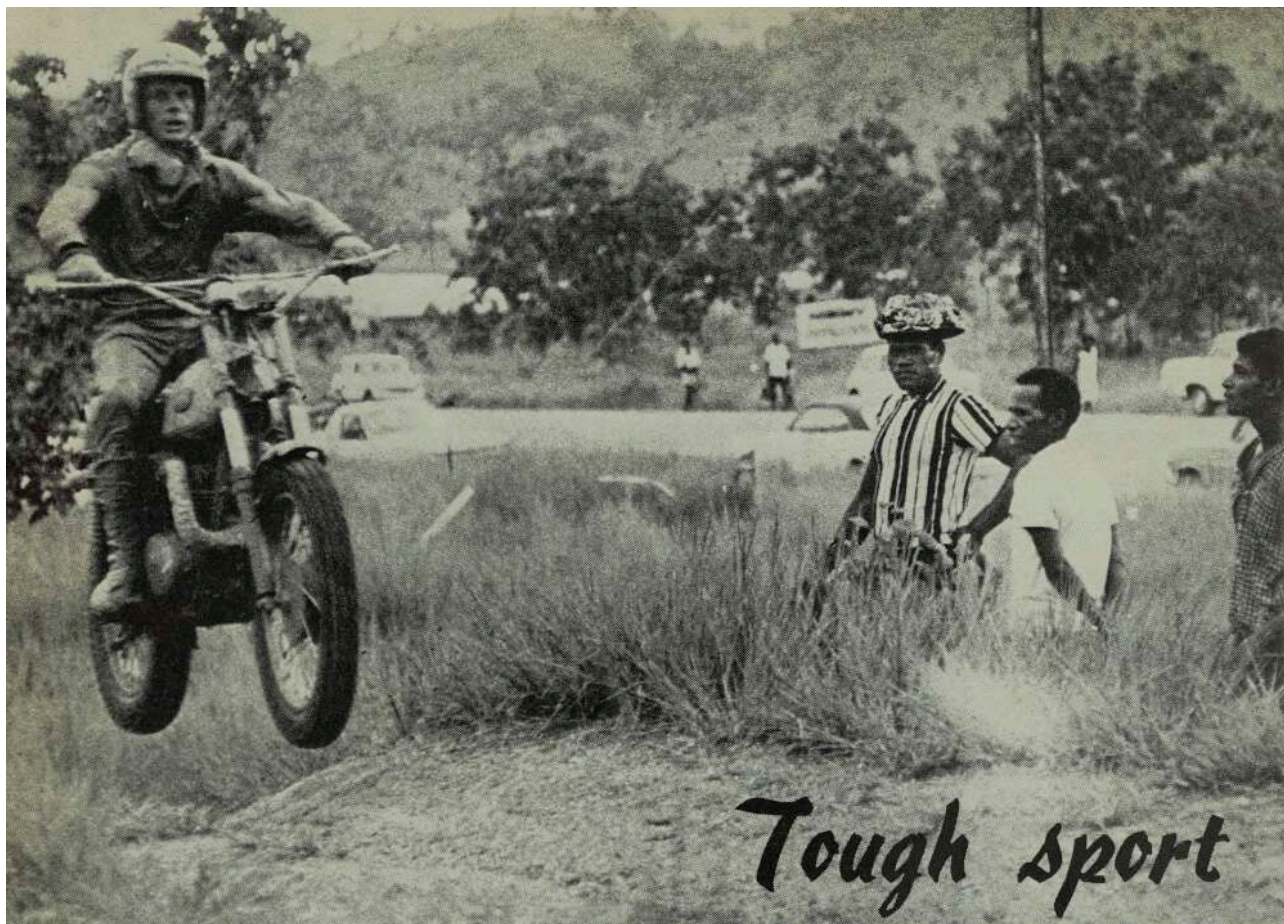
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D JUNE, 1970—PACIFIC ISLANDS MONTHLY



Farewell to the "Libertad"

Farewell to the "Libertad" from Sydney Harbour after she took part in May's Captain Cook bi-centenary celebrations. The "Libertad", an Argentine Navy training ship, was a magnificent addition to the famous harbour during the celebrations which culminated with a giant fireworks display. As she left the harbour, accompanied by smallcraft, her crew went aloft and "dressed the ship".



Tough sport



Tough sports bloom splendidly in the New Guinea climate. Car rallying, motor cycling, go-karting and stock car racing are all enjoying boom support this year in the major towns.

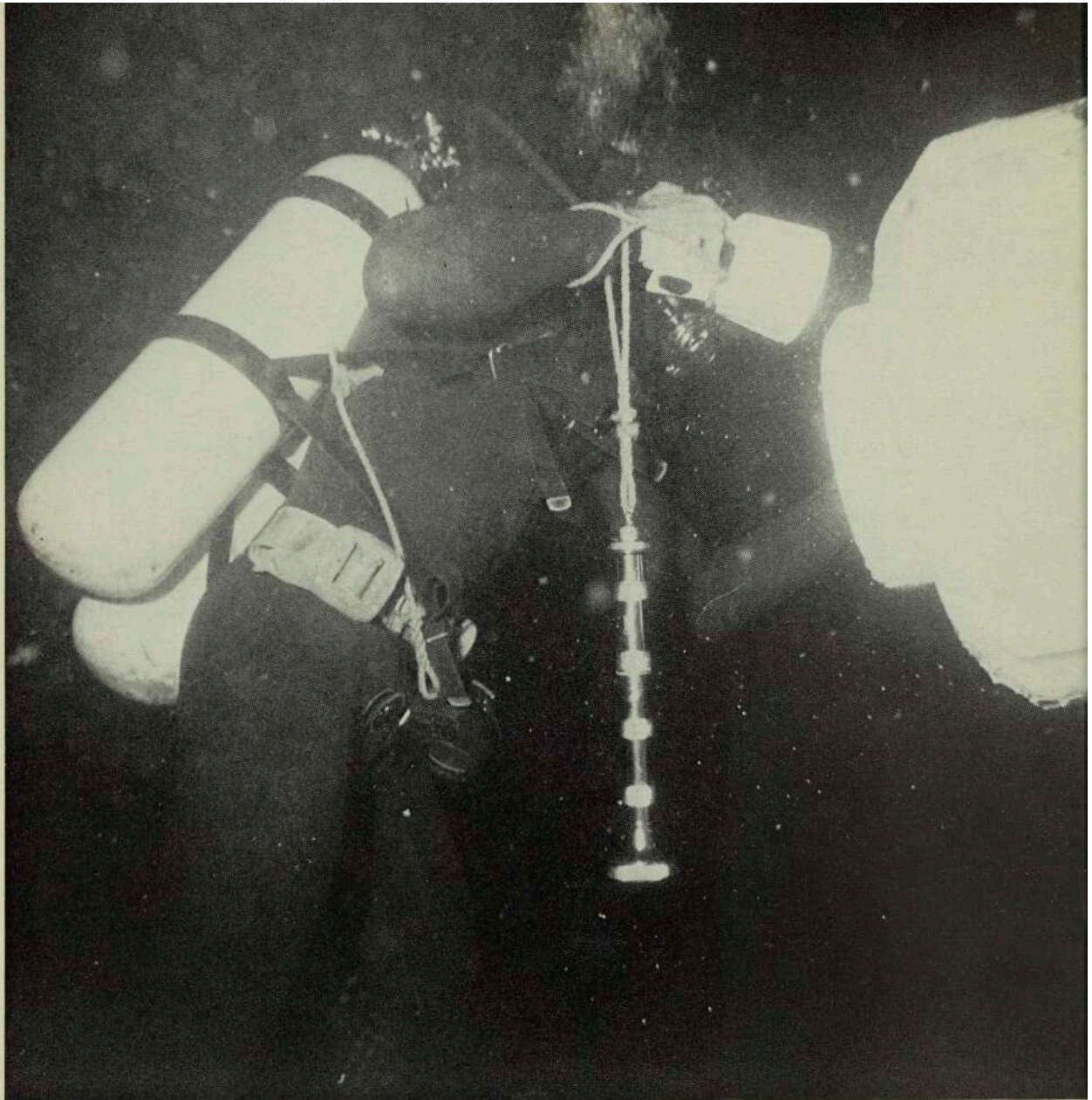
Port Moresby at present is the centre of it all and the South Pacific Motor Sports Club has already affiliated itself with the Confederation of Australian Motor Sports (for cars) and the Auto Cycle Union of Queensland (in the case of bikes).

This has enabled the club already to stage a Papuan Safari, which last year attracted several tough Australian teams. This year the event, to be held in mid-September, is expected to be the equal of the East African Safari in road conditions.

The club is also organising for the first time in Papua-New Guinea's sporting history a territory motor cycle scrambles championship in which Australian and New Zealand riders are expected to compete on October 4. (Those interested can write to the Secretary, South Pacific Motor Sports Club, PO Box 4, Port Moresby, TPNG).

Just to give you an idea what a scramble is like here are a selection of pictures taken by **Denis Fisk** and **Neil Kendrick** at a recent Port Moresby trial. Opposite, current champion John Maclean on a works Yamaha appears to have stopped in mid-air. Underneath, Honda ace, Marshall Paul and Yamaha rider, Norm Mundy, crash together in the same scramble. Right, this is go-karting, as dangerous a sport as motor cycle racing. Here South Pacific Motor Sports Club vice-president, Nev Hannah, takes his twin engined kart on the Moresby track. Below, Charlie Yabsley wrestles his Yamaha as it fails to make a slope.





200 ft below

By underwater torch Barry May inspects the propeller nut of the "President Coolidge" in 210 ft of water, 300 yards off the coast of Espiritu Santo, outside Luganville. So far two propellers of the American ship have been recovered. Allan Power took this picture.

DIVING FOR SCRAP IS BIG BUSINESS AGAIN

By KEN MCGREGOR

Guadalcanal Salvage Ltd. isn't the Islands most sophisticated company, and its joint owners, Cyril Ashton and Wally Gibbins, feel more comfortable 50 ft under a Pacific breaker than drawing up a company report.

But things are jelling pretty well for the two-year-old firm, based a few miles outside Honiara, capital of the Solomons.

With help from two younger skindivers-turned-salvagers, Brian Bailey and Warner Power, of Sydney, Guadalcanal is recovering about \$80,000 of scrap metal from sunken Japanese warships and freighters, and American warships, in the Solomons, each year.

And every piece of copper, lead, bronze, manganese and aluminium found by the group is being bought up quickly by metal buyers in Sydney. Supply can't fill the demand.

An enthusiastic shell collector and a stickler for safety while diving, Wally is typical of the many Australian skindivers today making a living as salvagers in the Solomons, New Hebrides, New Guinea and New Caledonia.

He and his partner have almost finished stripping a 2,000-ton Japanese submarine off Guadalcanal. Next project is a group of 40 Japanese freighters nearby. Then there is a huge US carrier in the Florida Group.

Former destroyer

He has just located what seems to be a former destroyer, converted for carrying cargo, in 100 ft of water near Lungga Point, Honiara, and there's at least five propellers, weighing nine tons each, waiting to be picked up.

Guadalcanal Salvage, under agreement with the BSIP Government, has exclusive underwater salvage rights in the protectorate, except for a couple of areas, such as Tulagi. Its divers use everything including floating devices, winches, jemmies, spanners and explosives to free valuable metal from World War II debris.

It has two workboats, employs up to 12 Islanders and plans for a bigger boat, the 47 ft *Danielle*, now being operated by an associate company in the New Hebrides, and said to be worth \$20,000.

Costs are high and losses and damage to equipment, tools and gear is heavy. The return is big.

Working up to 200 ft underwater, with only minutes at this depth per day, is dangerous, particularly as the remedy for the dreaded "bends" a compression chamber—is unheard of in the Solomons.

In his 24 months in Guadalcanal, Wally, a bachelor, has generated much local interest in skindiving. He's formed a local club and members dive regularly under coaching and supervision. In Wally's mind is the thought the growing numbers of local divers might one day, make the government or someone, buy an expensive compression chamber.

But luckily, so far, because of

WALLY'S FORTUNE IN (SEA) SHELLS

Guadalcanal Salvage's Wally Gibbins was one of several divers who found 21 rare *Gloria Maris* shells in 36 ft of water off Guadalcanal last year (*PIM*, Oct., 1969, p. 4).

Since, Wally has sold several of the shells for an average price of \$500 each to Americans. He has also donated a shell apiece to two Australian museums and the new Honiara museum.

He's added the rest to his big shell collection at his Manly, Sydney, home. His plan is to eventually put his collection on exhibition, charge for inspection to tourists and provide an income for his mother.

careful safety regulations and luck, no accidents have happened.

The Gibbins-Ashton show is typical of the upsurge over the past two years of Australian divers or Islands agents buying wartime scrap metal from NG, the Solomons, Caledonia, the Hebrides and Western

Wally examines live shells found on Guadalcanal. He's not interested in their salvage value, he's being paid to find them and dump them at sea. — Photo by Bruce Adams.



Samoa or domestic scrap from Fiji.

Locals, too, are in it and many sell to C. Sullivan (Export) Pty. Ltd., who re-sell, for a commission, to Sydney metal buyers.

In Papua-New Guinea Sullivan has given New Guineans not familiar with the types of metal wanted, magnets. The New Guineans apply their tiny magnets to metal scraps in the bush and, if attraction is negative, collect the scraps.

Buyers in Sydney are paying about \$200,000 a year for about 300 tons of Islands scrap. Prices vary from \$200 to \$220 for lead per ton, to over \$1,000 a ton for good copper.

Main buyer is Carmichael Metal

Company, and minor buyers are Simsmetal Ltd. and Metal Traders (A/asia) Pty. Ltd. Carmichael, with London and Japanese connections, processes its scrap into ingots, which go into a variety of uses, such as bearings, and castings.

In Vila, New Hebrides, another Australian group, Pacific Diving and Engineering Co. Ltd., has cornered most of the Australian import market with big capital, many divers and modern workboats.

This firm is also doing work in

Use magnets to collect scrap

NG and New Caledonia. Its most interesting job at present is the wreck of the 33,000-ton American warship, *President Coolidge*, sunk in water between 180 ft and 240 ft down, 300 yards off the coast outside Luganville, Santo, New Hebrides.

Divers Bob Delander, Reg Thomas, Allan Power, Ray Abbott, Barry May and navigator John Smith have so far recovered two propellers weighing between 15 and 20 tons off the *Coolidge*.

No bodies have been found but one of the first things Barry saw when he dived, was a Coca Cola bottle, with a "Made in Michigan" label, balancing on the *Coolidge's* rudder.

He said diving conditions in the Hebrides were good because of the clear, "unpolluted" water at that depth.

Wartime scrap

Pacific Diving's other interests include salvaging Mr. Athol Rusden's freighter *Poranui*, in New Caledonia, using divers Des Woodley, Bill Martin and Barry Tweenchain aboard the 70 ft workboat *Onewa*, and work with a 66 ft workboat, *Pacific Seal*, in the Milne Bay and Bougainville areas of New Guinea.

Shareholders of the company are Barry, Des and Mr. Dave Barnett, of New Guinea.

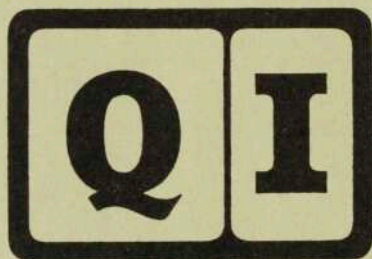
Both companies would like a go at the extensive wartime scrap of the US Trust Territory. They could get better prices than the Japanese, who dominate the market there, but there's little chance of moving in with Australia-Micronesia shipping connections almost non-existent.

Meantime, divers are optimistic that their scrap metal mini-boom will continue for several years yet; Sullivans and Carmichael don't fully share these hopes and feel it will last until about 1973, and then level off.

Certainly the reason for the boom—a world-wide shortage of copper and other metals—will have much to do with this.

But the increase in metal prices is not the only reason for the increased interest in salvage in the South Pacific. Men like Wally Gibbins and his fellow Australians have graduated from skin-diving as a hobby around the Australian coast to professional diving—using new skin-diving techniques. It is cheaper than "hard hat" diving because it doesn't require the same equipment or supporting manpower.

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Resident Officer at Mt. Hagen: G. F. Donnelly.

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Pacific Shipping

BP'S UNDER PRESSURE FROM TONGA AND AUSTRALIA

While the influence of Burns Philp in Islands affairs may have lessened slightly in recent years, the Big Firm is still a major force in wide areas. In May, two major shipping developments both concerned BP's and they will affect trade and shipping in New Guinea, Fiji, Western Samoa and Tonga.

Predictably, the Big Firm had little or nothing to say on either story.

However, a prolonged strike on one of the company's ships kept story No. 1 in Sydney newspapers and delayed goods worth \$400,000 for New Guinea. Story No. 2, which concerned the Tongan Government, made not one paragraph in the government-controlled *Tonga Chronicle* (or in Sydney).

Tonga, unfortunately, is learning the hard way that shipping can be an expensive business. The kingdom's No. 1 vessel, *Niuvakai*, which operates a regular 42-day run from Tonga to Australia, is losing about \$T40,000 a year.

In May, in a first effort to correct this loss, Tonga told its overseas shipping agents, Burns Philp (South Sea) Ltd., it planned to reroute the vessel and to pay BP's a lower commission.

BP's Fiji principals were carefully considering the suggested Tongan changes when PIM went to press. But they weren't completely happy about the Tongan moves.

Losing money

Currently, *Niuvakai* operates from Nukualofa to Melbourne, Sydney, Suva, Lautoka, with calls for timber on Vanua Levu, Apia and return. For several months she's been chockablock from Sydney with general supplies for Fiji, Samoa and Tonga.

But *Niuvakai* has been losing money for three reasons: freight charges from Australia to Tonga are low compared with Australia-New Guinea rates; stevedoring costs in Sydney are high; and there have been no Islands cargoes to Australia.

Also, maintenance of the ship has been costly.

Under an arrangement between Tonga and BP (South Sea), BP's has been charging Tonga an agency fee for handling the *Niuvakai* and a higher percentage fee on cargo from Australia.

Drop its fee

BP's says its own cargo provides about 25 per cent. of the total cargo on *Niuvakai*, although at one time it provided as much as 75 per cent.

Tonga has asked BP's to drop its extra fee for its own cargo and charge a straight shipping agency fee and reroute the ship on a Sydney-Suva-Apia-Nukualofa run, omitting Melbourne and Fiji timber calls.

Then, Tonga reasons, *Niuvakai* would make a profit.

BP's, apparently, doesn't agree. It feels that rerouting could help Tonga reduce losses, but it doesn't agree

IN THE NEWS THIS MONTH

Betty Lou	Moresby
Calypso	Nexus
Cutty Sark	Niuvakai
Eigamoia	Pacific Paul
Eleuthera	Papuan Liberty
Elsifa	Rosie D
Enna D	San Ban
Ereva	Seeschaum
Esquinade	Songvaar
Even	Taftoo
Fletcher Christian	Taveuni
Freya	Thomas Washington
Jayel	Tofua
Juego	Tradewind
Kia-How-Ya	Tulagi
Leilani	Vampire
Libertad	Venture
Longships	Veranima
Lualan	Waimate
Matipo	Wairangi
Meegara	Whai
Montoro	Whirlwind Four

that by dropping commission rates Tonga would save much money. Nevertheless, it'll probably have to find some valid reasons if it wants to retain its present arrangements. The Tongans, apparently, are adamant.

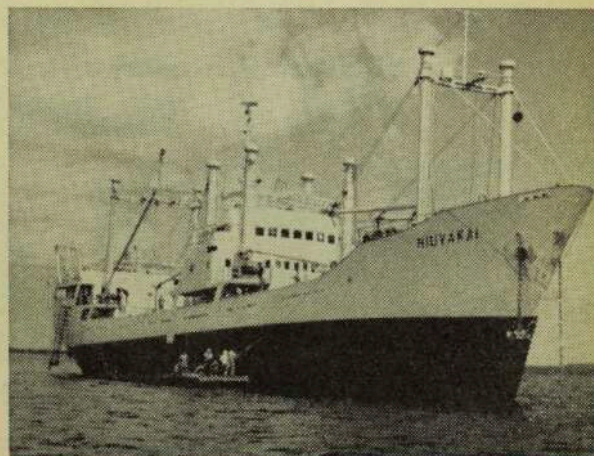
Adding an interesting ingredient to the dispute is the fact that BP's also represent the Tongan Government—although that might alter as a result of Tonga's independence in June.

Niuvakai's runs from the Islands to Australia differ from Union Steam Ships' runs from the Islands to New Zealand. Union gets a backloading of Islands products, mainly bananas, to NZ.

It's hard to understand why Tonga has not attempted running the *Niuvakai* into NZ, while en route to Australia, with Tongan bananas. But that could be another story.

Bought by King Taufa'ahau several years ago for the abortive Pago Pago-based coconut products scheme,

The "Niuvakai"



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Tuvakai is prestigious for Tonga, but it's a good thing the Tongan Government has at last decided that it should so attempt to operate her as a commercial proposition.

The other story concerned the 34-day strike on BP's 3,175-ton vessel *Moresby* (*PIM*, May, p. 105). Wharf-
ed in Sydney because of a protest by the Seamen's Union of Australia against BP's sale of the *Moresby* to Singapore's Neptune Orient Line, *Moresby* finally left in mid-May for her last return run to NG.

The strike cost BP's about \$70,000, \$2,000 a day, and delayed 100,000 worth of Australian exports to NG for five weeks.

Part victory

The seamen partly got their way. BP's agreed that when its other tender, *Montoro*, returned from a NG run in late May, *Montoro's* Chinese-
alay and Papuan crew would be bid off and replaced by about 40 Australian seamen, cooks, ship-
rights and stewards.

BP's daily wage bill for the *Montoro* for Australian crew (as compared with its previous crew) will be from \$525 a day to over \$900 a day, a rise of about \$150,000 a year in costs.

BP's also agreed it would "seek to acquire or build" a specialised vessel for the Island trade to be manned by Australian crew.

Mr. P. Geraghty, assistant federal secretary of the union, told *PIM* his union's aim was to maintain Australian crew participation in shipping to NG. Papuan seamen were paid \$6 a month by BP's and Chinese seamen, \$52.20 a month, he said.

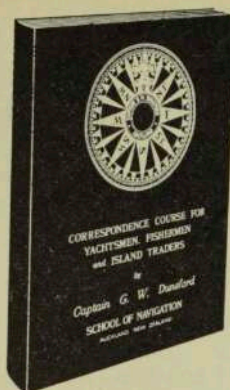
Australian seamen used to man two-thirds of BP's ships; now with the sale of the *Moresby* they would only man one ship in the Australia-NG trade operated by all companies BP's *Montoro*.

Papuans, Mr. Geraghty said, received the lowest wage for any seaman in the world.

During the strike, BP's chairman and directors, Mr. J. D. O. Burns, made direct requests—without much result—to senior Australian Ministers in Canberra, calling on the Australian Government to intervene and shorten the strike.

Mr. Burns asked Mr. McEwen, Australia's Deputy Prime Minister and Minister for Trade, to save BP's from "serious financial loss".

Mr. Burns told Mr. McEwen that BP's regarded the strike as an "illegal and intolerable confrontation and an attempt at usurping power". He said



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FOR YOUR DEMONSTRATION

BP's had lost over \$300,000 on the *Moresby's* operations last year.

Approval in principle to sell *Moresby* by the Australian Government had been given to BP's on July 10 last year and agreement of sale to Neptune was made on April 10 this year.

Mr. McEwen, in a delayed reply to Mr. Burns, said Mr. Sinclair, Minister for Shipping and Transport, was examining the *Moresby* strike.

The strike was discussed in Federal Parliament, where government said it supported Australian participation in NG shipping and added that should BP's not continue to use Australian seamen, requests would be made to other shippers (Australian National Line?) to enter the trade with Australians.

Meanwhile, two of the BP ships, *Tulagi* (Solomons run) and *Montoro* (NG run), are also destined for the chopper. Waterfront rumour is that *Tulagi* will be sold by the end of this year, and *Montoro* next year.

When that happens BP's will not have a ship to its name—except for those it might charter.

NEW CUTTER MAY BECOME STANDARD IN THE PACIFIC

A ferro-concrete auxiliary cutter adapted by Mr. Arne Sannergren in Fiji from a New Caledonian design, might become a standard boat for fishermen in many parts of the Pacific. Work on construction of a prototype is expected to begin in Suva soon.

Mr. Sannergren, a UN consultant to the Ministry of Commerce, Industry and Co-operatives, says the prototype will be 27 ft in length. He has designs also for 24-ft and 30-ft versions.

The South Pacific Fisheries Development Agency is interested in the development of a fishing boat which could become standard in the Islands. Its project manager, Mr. Alan Tubb, has expressed considerable interest in the new design, which is an adaptation of a wooden-hulled fishing boat popular in New Caledonian waters.

Mr. Sannergren said the ferro-concrete design would make the boat cheap to build and pose few maintenance problems. He hopes to see one of the boats on test, probably in the Lau group, later this year.

The cutter would carry about 350 sq. ft of sail in the 27-ft version and would have an auxiliary air-cooled diesel engine of about 20 to 25 horsepower.

NEW COOKS BARGE, AND LIGHTERAGE COMPANY

A 40-ft self-propelled barge to replace the worn out lighters in use at Aitutaki, Cook Islands, has been ordered from Fiji at an approximate cost of NZ\$13,000. Indications are that a lighterage company to serve Aitutaki interests will be formed in the near future.

The aging government launch has proved unequal to the task of towing lighters through the long passage and out to ships offshore when seas are rough. Also, leaking lighters do little to ensure that their banana cargoes will reach their New Zealand markets in good condition.

So it was decided that a barge of 15 ft beam, and powered with two 60 hp diesels could replace both launch and lighters. Fully loaded with a cargo of 25 tons the barge will draw only 2 ft 8 in. She should achieve quicker turn-arounds by visiting vessels; those bringing inward cargoes as well as those up-lifting banana exports.

Aitutaki Growers Association had contributed \$3,100 to the cost of the barge in early April, and its intention was to seek a loan from the recently-established Rarotonga branch of the National Bank of New Zealand.

It's understood that the money already raised will be put into \$10 shares, and that these shares will be confined to members of the Aitutaki Growers Association, lighter owners and other Aitutaki people interested in investing money in the lighterage company.

The local shipping company of Silk and Boyd, which was one of the prime movers for the new barge lighterage service, will also form part of the proposed company.

UNION STEAM SHIP PUTS UP CHARGES

In its second freight rise in 17 months, P&O-controlled Union Steam Ship Company has increased charges by 10 per cent. on NZ-Islands cargoes, and by five per cent. on cargoes carried between Islands ports.

The new rates applied from May 28 and effected cargoes on Union's three vessels, *Tofua*, *Taveuni* and *Waimate* which service Fiji, both Samoas, Niue and Tonga regularly.

In late 1968 Union increased freight rates between NZ and Islands ports by five per cent.

The new rises will accelerate rising costs of imported and exported goods of the Islands. However, traders in Apia, at least, agreed that Union's

reason for the new charges—increased costs—was a genuine one. Stevedoring labour was the major inflationary influence, Mr. E. Annandale, president of the Western Samoan Chamber of Commerce, said.

Samoan rates are now: Auckland-Apia, \$WS16.84 per ton general cargo; \$2.69 per 100 lb freezer cargo.

Announcement of the new charges corresponded with talk in NZ in May that a NZ-owned shipping line ought to be started to compete on Union routes. (On overall operations, Union makes a minimal profit, compared to its paid-up capital).

NZ exporters complained they had to wait six weeks for space for Suva and Apia-bound cargo.

Holm, which services French Polynesia, the Cooks and New Caledonia, is about the only NZ company giving the dominion a semblance of and overseas shipper (P&O has a small shareholding in Holm, PIM understands).

Backing from the Pacific Islands Producer's Association and NZ exporters would be vital for a new line aiming at the Islands trade. Neither of these groups is satisfied with current shipping schedules—however neither would have the capital and expertise to operate such a run.

"LIBERTAD" IN THE ISLANDS

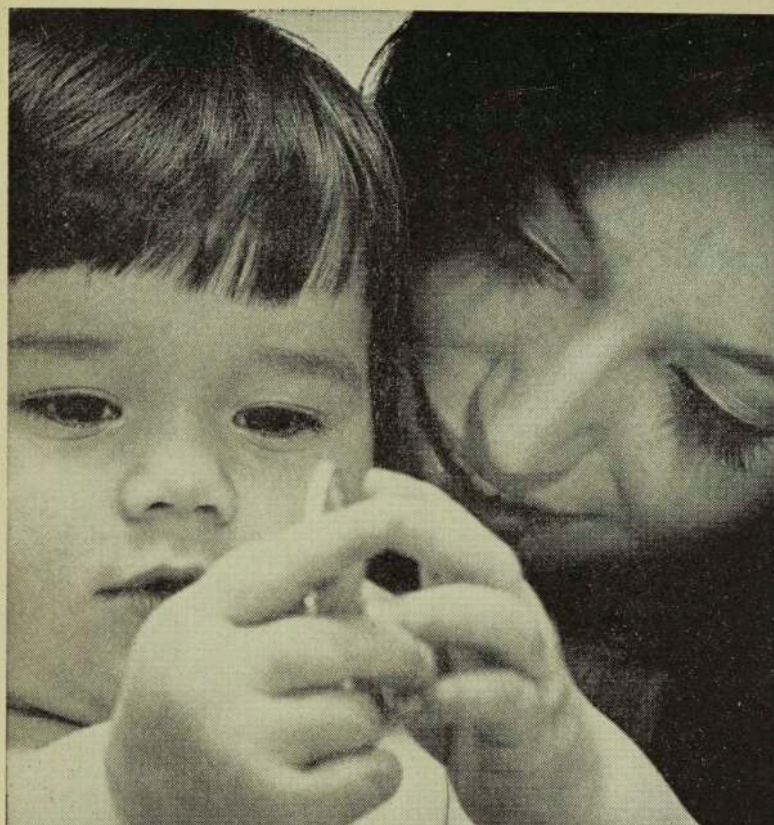
Noumea returned briefly to a vision of its early discovery days with the visit of the Argentine sailing ship *Libertad* in May, en route from the Cook bi-centenary celebrations in Sydney (picture, p. 97).

Not all the old atmosphere could be revoked, however, as this was a NEW sailing ship—eight years old. Moreover, while the *Libertad* occupied one of the three precious berths at Noumea's busy main wharf, as many as 11 trading vessels were anchored midstream, awaiting berthing facilities.

During its five day Noumea visit the Argentine ship received a continual stream of admiring Caledonian visitors.

High above the city rose its three masts—the tallest being 150 ft—their colour strings of flags fluttering gaily by day and twinkling lights glittering at night.

The 101 cadets aboard enjoyed underwater fishing expeditions in Noumea, a soccer match against the Caledonians (the Argentinians, losing 3-1, claimed they had put on too much weight aboard) and visits to nickel mining and smelting works. In addition, a detachment of cadets



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oved the star attraction of this
ar's Armistice Day parade at
nse Vata beach on May 10.

Strong winds on the five day
oyage out of Sydney had torn three
their smaller sails. (They had a
tal of 27, offering 3,000 square
ards to the wind). Because of this
ugh weather, they made half the
ossing to Noumea on their engines.
Departing on May 13, the
bertad headed north for Japan,
th a day's stop for water and
ovisions scheduled in Port Moresby.

MAJOR WHARF FOR NOUMEA

Noumea harbour authorities expect
ork to begin in June on a major
rt development project.

This is for the construction of a
ep-water wharf, which will cater
r large passenger liners currently
ligned to moor mid-stream, and
erate launch services for disem-
arking tourists.

The new wharf, which will accom-
odate one ship, is to be built at
e present disembarkation point for
ssenger liners, at right angles to
e existing quay at its northern end.
The new wharf is expected to cost
2 million.

LOOKING A CLOSE LOOK AT THE SEA BED

Astronauts are getting all the head-
es these days, but the moon is not
only place in the universe where
iting discoveries could be made.
ght on this earth, this year, in the
ific an expedition is under way
ich may well have a far reaching
uence on the lives of all in the
a.

"Seven-Tow" is the name of the
edition which, sent out by Scripps
titution of Oceanography, a
nch of the University of Cali-
nia, left San Diego in January
l is spending nine months of this
r studying the Pacific Ocean.

Among the fields of knowledge
ich will be explored by "Seven-
x" under the direction of Dr. John
die is the geography of the seabed
h emphasis on deep sea trenches.
t is expected that a much clearer
lanation of volcanic action and
thquake activity will emerge.

The nature of deepsea currents
also be studied. The movements
these rivers in the sea has a very
nite relation to Pacific weather
can also be of prime importance
the world fishing industry.

as up-to-the-minute as a spaceship
the expedition's vessel, *Thomas
ashington*, which was built in 1965
pecially for oceanographic re-
ch and carries a crew of 25 and
cientific complement of 17.

Air-conditioned throughout,
Washington is in reality a floating
laboratory. In addition to such usual
oceanographic equipment as deepsea
samplers and winches, precision echo
sounders, magnetometers and sedi-
ment reflection profiles, she has an
IBM computer that will enable data
to be recorded and maps to be made
while the trip is in progress.

The computer also works as part
of the satellite navigation system
which enables the ship to fix her
position precisely, independent of
weather.

The expedition's name comes from
a new instrument oceanographers
call a "fish". It's a sensing element
which, connected to the *Washington*
and her computer by a multi-
channelled electrical conductor, is
lowered by cable to a great depth
so that it hovers as little as 10 ft
above the sea floor.

The "fish" can determine both the
water depth, the true bottom relief
of the sea and can show horizontal
irregularities such as volcanic flows
and valleys.

"When the fish is in use," says
marine geologist, Dr. Robert Fisher,
who will lead the expedition during
its work on the Tonga Trench, "the
laboratory on *Washington* resembles
Mission Control in Houston during
a moon landing, with scientists and
technicians bent over their consoles
—and the excitement is just as great."

The particular scientific problem
that the "fish" solves is making ac-
curate measurements of objects such
as knolls, precipices and gullies and
determining characteristics such as
local magnetic field or small scale
textures.

In the past such observations have
been nigh impossible because instru-
ments on ships have tried to measure
things on the sea bottom several
miles down. "Seven-Tow", however,
takes the instruments to the near
seabottom and relays the information
back to *Washington's* computer.

One of the most exciting parts of
"Seven-Tow's" explorations will be
of Capricorn Guyot. This seamount,
taller than Mount Everest and one
of the largest mountains in the
world, lies about 180 miles east of
Vavau, Tonga's northerly group.

Its highest point lies 450 meters
below sea level.

John Brodie, of the New Zealand
Institute, dredged Miocene corals
from its summit in the 1960's and
former Scripps expeditions have
made soundings to establish its
height. "Seven-Tow" will chart it
more completely.

It is expected new discoveries in
connection with Capricorn will also
tell scientists more about the
formation and movements of the
nearby Tonga Trench.

TRANSMISSION TROUBLES FOR "TERAKA"

With the Gilbert and Ellice Islands
Resident Commissioner, Sir John
Field, aboard, the colony's merchant
marine training vessel *Teraka* recently
got into strife off Arorae, in the
Southern Gilberts, and had to be
towed back to its Tarawa base by
the GEIC 70-tonner, *Temaui*.

Sir John transferred to the
Protestant mission ship, *John
Williams VII*, for his return to
Tarawa.

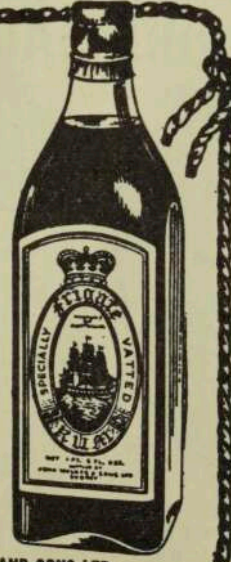
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SHIPPING BRIEFS

● Two Gilbertese women drowned when a canoe capsized on a recent voyage from Butaritari to Makin Atolls, in the northern Gilberts. Two canoes had set out on the trip, but they became separated by heavy seas and one, with the women, three men and a child, capsized. The men and the child managed to reach Makin, with the aid of some tornout parts of the canoe, which they used as floats.

● Union Steam Ship's trader *Waimate*, taken off her Australia-Islands run last year (*PIM*, Oct., 1969, p. 108), is now operating a four-to-five weeks NZ-Islands run. Her schedule is Tauranga - Auckland - Lautoka - Suva - Apia - Nukualofa - Auckland. She supplements the fortnightly runs of the other two Union vessels, *Tofua* and *Taveuni*.

● From late June, Nauru will switch its first vessel *Eigamoya* off NG routes onto a Melbourne-Suva return run and introduce its second

ship, *Rosie D*, onto *Eigamoya*'s NG run (Melbourne-Portland-Rabaul-Lae and Moresby). The republic's third vessel, *Enna G*, is expected to supplement these services in September.

Rosie D is formerly the *Triaster* and *Enna D* is formerly the 9,336-ton Holland America Line *Princess Margreit* (*PIM*, May, p. 105).

● Burns Philp's trader *Montoro* will begin a 38-day run to New Guinea from Melbourne, instead of Sydney and Brisbane, starting June 5. Her new itinerary will be: Melbourne-Port Kembla (optional)-Lae-Madang-Rabaul-Port Moresby-Melbourne. As much cargo as possible will be palletised and unitised.

● A marine board of inquiry has been ordered into the capsizing of the O. F. Nelson and Co. Ltd. 60 ft trader *Betty Lou* in Western Samoa. Of the alleged 50-odd people aboard on a voyage from Savaii to Upolu, two—a 12-months baby girl and a 35-year-old adult—drowned. Over 25-years-old, the *Lou* had left Salelologa wharf, Savaii, heavily laden with cargo and many passengers.

● Modifications have been completed on the Amedee lighthouse, outside Noumea, so that it now produces a flashing light for shipping. The over-100-years-old lighthouse previously produced a fixed light, a danger which was highlighted by Captain Gordon Brown, when he ran onto the nearby reef with the New Zealand vessel *Matipo*, in May, 1968.

● A dock to handle overseas ships recently began operation at Takatik Island, Ponape, in the Eastern Carolines. *Pacific Paul*, a MILI ship, was the first vessel to use the dock and she discharged 458 tons in just over 40 hours.

● *Meegara*, formerly a British ferry, recently arrived at Lautoka, Fiji, for Beachcomber Cruises Ltd. The 25-year-old 80 ft vessel will be used on cruises between Lautoka and Etai Island; she can carry up to 120 people.

● Bismarck Shipping Company, which runs the trader *Leilani* around the NG Islands, has bought a second ship, the 400-ton *Papuan Liberty*, from Holland. She arrived in Rabaul recently with fertilisers from Hamburg for cocoa and coconut plantations. A 164 ft freighter, she was captained on the 14,000-mile trip by Captain A. Inwerson, of Rabaul.

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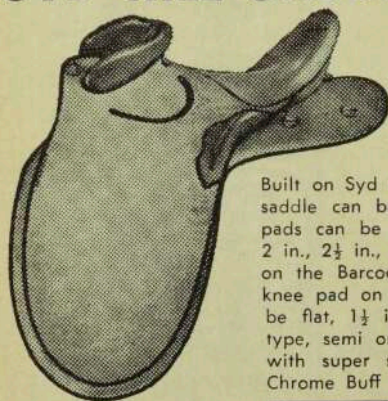
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Cruising Yachts

WHAI, 44-ft New Zealand catamaran, with owner Peter Spurdle and five crew, left Noumea at the end of April, after a three week visit for underwater diving. They were to voyage to Expo 70 at Osaka, taking three months via the Hebrides and New Guinea.

● *FREYA*, 15-ton Australian ketch, arrived at Rarotonga from Auckland in late April with skipper-synner Magnus Halvorsen and crew members Johan Halvorsen, Jamesannon and Dennis O'Keefe. All are Australians. She left for Hawaii on April 30.

● *KLA-HOW-YA*, 32 ft Canadian ketch, arrived at Rarotonga May 5 from Auckland with skipper-owner Arthur Ahrens and his wife, Anne. The couple visited Rarotonga in April last year in *Kla-How-Ya*.

● *ELEUTHERA*, Earl and Paula Henck's ketch, was expected in French Polynesia late this year. She intensively cruised these islands last year.

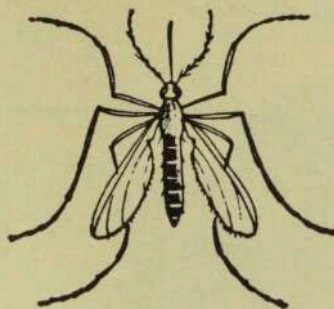
● *EREVA*, Mike and Fred Bthorpe's cutter, was recently in the West Indies with extensive plans for cruising in the Caribbean. Costa Rica was her last call.

● *CALYPSO*, with Ron, Florence and Ron jnr. Mitchell, was at San Diego, recently, en route to Panama. Tahiti ketch, she set sail in July, 1966, and has visited Lord Howe, Z, the Australs, Tahiti, Moorea Hawaii, Alaska and Canada.

● *ELSITA*, 45 ft hand-designed schooner, with James and Miriam Hollock, was expected in Tahiti, the Marquesas and the Tuamotus recently, on a cruise out of Hawaii. *Elita* was to return to Hawaii, and the US West Coast.

● *SAN BAN*, with the Wells, was in Texas early this year with long-range plans of "going South Pacific".

● *JUEGO*, with Monty, Olga, and Lomoa Wrightman, was to leave San Diego, California, recently, for



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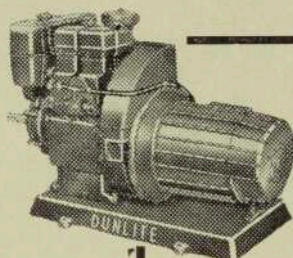
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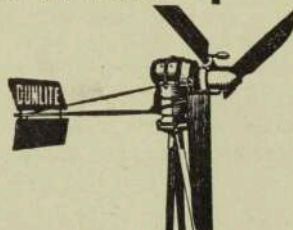
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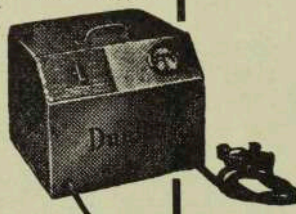
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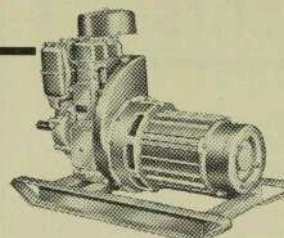


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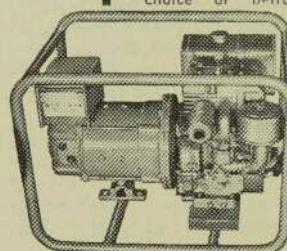
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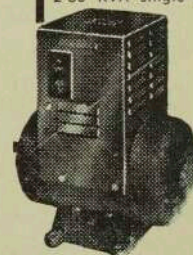
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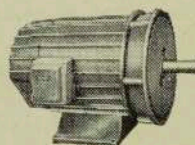
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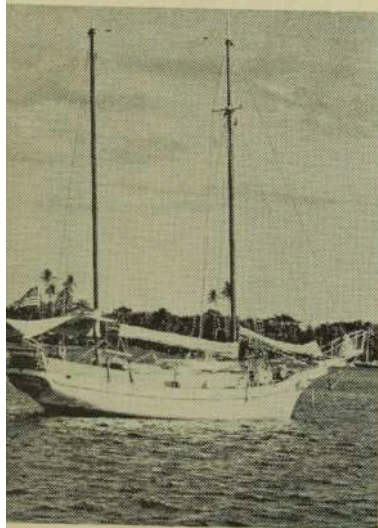
the east coast of the US, via Panama. *Yuego* has just completed a three-year cruise, including Hawaii, the North Pacific and British Columbia. A fourth crewmember, Vivian Tsutsona, joined the yacht in Hawaii.

● **FLETCHER CHRISTIAN**, 76 ft schooner with seven men and three women, left Bermuda, West Indies, in late April for Fiji, via the Galapagos Islands, the Marquesas, Tahiti, the Cooks, Samoa and Tonga. Named after the mutinous mate of the *Bounty* who set Captain Bligh adrift in an open boat in 1789, the *Christian's* plans are to do charter work in Fiji.

● **WAIRANGI**, 33 ft Whangarei-registered ketch, arrived at Suva from Auckland on May 10. Skipper-owner Ken Addenbrooke, with teenage son David and three year old daughter Susan, plus Jim Smith, as crew, planned to spend several weeks in Fiji before leaving for Wallis Islands. His wife was planning to fly from NZ to Fiji.

● **VENTURE**, 40 ft Californian ketch, arrived at Suva, on May 10 from Tonga. Home port is San Diego. Skipper Frank Simpson, his wife and four children are planning to spend six months in and around Fiji before leaving for NZ.

● **SEESCHAUM**, 39 ft Auckland-registered ketch, arrived at Suva with skipper-owner Robin Herman, his brother Brian, Dick Johnston and Valtar Hitz. Plans were to spend about two months before heading for the Lau Group.



Lualan, in Suva in May.
— Photo by Bindar Pal.

● **MAPU**, 36 ft cutter, with Bas, Bernice and Chris Stallard, and Sinbad, their cat, left Lautoka in May for Hawaii, via the Yasawas and Rotuma. *Mapu* left Auckland for cruising in May, 1968; her last mention was at Vila last year (*PIM*, Apr., 1969, p. 109).

● **TRADEWIND**, Earl Bauch's tri out of San Diego, California, was reported missing in May between Lord Howe Island and NZ. Her last mentioned stop was at Noumea (*PIM*, July, 1969, p. 115).

● **LUALAN**, 36 ft gaff-rigged ketch, registered in Honolulu, arrived at Suva in May from Tonga, with

Jack Hardy, his wife and son, David, 11.

They've been cruising the South Pacific since last July, calling at Fanning Island, Pago Pago, Apia and Tonga. In Tonga they spent six months, mostly at Vavau. Plans are to leave in October, en route to Australia.

● **EVEN**, 60 ft NG cutter which lost her bowsprit in last year's Sydney-Hobart race, was expected to return to NG recently from New Caledonia and Auckland.

● **WHIRLWIND FOUR**, 28-ft ketch, arrived at Rarotonga April 20

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from Huahine, Raiatea, Tahaa and Bora Bora. Captain-owner W. S. Babcock, a 24-year-old American, was on board the Honolulu registered ketch.

● **SONGVAAR**, registered at Falmouth, England, arrived at Rarotonga from Tahiti and the Galapagos Islands April 17 with Dr. J. F. Arthur and his wife on board. They are sailing to Auckland.

● **CUTTY SARK**, 60 ft cutter left Fiji in May for the New Hebrides, Ellice Islands, New Caledonia, the Great Barrier Reef and NG. She had been in Fiji for about six months. Basil Flemming, her Australian owner, had a crew of 10 when she left the Tradewinds Hotel marina on May 5, accompanied by much cheering and shooting of flares.

● **LONGSHIPS**, 50 ft catamaran in Suva last October, was back again in Fiji in May after a period in NZ. Her English owner, Mervyn Lippiat, said *Longships* would cruise Fiji for a few months before leaving for Australia. He designed and built the catamaran at Bristol in 1965 and has done charters in the Caribbean.

● **JAYEL**, 40 ft tri, left with skipper Len Ibbotsen, his wife Joan and two crew from Suva on April 24 for the New Hebrides. Crew members were New Zealanders Graeme Yule and Eddie Mitchell. *Jayel* had been in Fiji several months.

● **NEXUS**, 30 ft American sloop, left Suva with Chuck and Frances Harris on May 5 for Hawaii, via Samoa and Tonga. Married in Sydney, they celebrated their first wedding anniversary while sailing through Fiji on April 7.

They plan to be in the States by 1971.

● **TATTOO**, 50 ft tri, left Suva on May 2 for Auckland with a crew of 10, including pretty New Zealander Marion Anderson, who has been teaching in Fiji. Adventurous Marion was the first woman to gain her private pilot's licence in Fiji. Ben Lee, a Fiji architect, and a German hitchhiker, Horst Koeberich, 27, were also on *Tattoo*.

Tattoo has been in and about Fiji since the Auckland-Suva yacht race last year.

● **VERANIMA**, 74 ft ferro-cement brigantine schooner, is near-

ing completion in Auckland. Her owner, Italian carpenter Chanti Ferandoes, began building her in 1963 with compensation he received for a lost finger. His plans are to cruise to Italy.

● Japanese yachtsman, Miyoshi Takeuchi, who crossed the North Pacific from Japan to the US last year singlehanded in his 26 ft sloop, recently left San Francisco on the return trip to Japan. The sloop has no engine, no refrigeration and very little food storage space.

● A 22-year-old American yachtman, Charles Miller, (*PIM*, April, p. 37) was found guilty of murdering his shipmate, Donald G. Wilhelm, 37, and was sentenced to 20-years imprisonment in Truk, recently.

A 17-year-old girl, Georgina Molina, who joined Miller when he was said to have visited Zamboanga City, Philippines, was also charged with the crime, but her case was dismissed in "furtherance of justice". She was deported to the Philippines by the TT Government. The murder took place in February when Miller's yacht ran aground on a Truk district reef.

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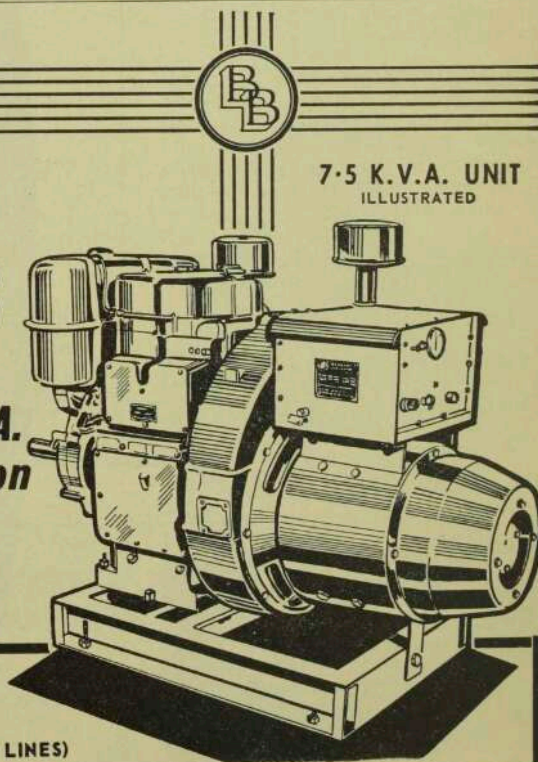
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Business and Development

WHY BUSINESSMEN ARE FALLING IN "LOVE" WITH NEW HEBRIDES

By KEN MCGREGOR

"Today, there are anti-capitalist and openly Communist governments in North and South America, Europe, Asia and Africa. Is there one geographical region of the world without a Communist anti-capitalist government, political party, newspaper or labour union? Yes! In the Pacific Islands." says a recent prospectus, aimed at "selling" the New Hebrides as an investment area.

The prospectus adds: "In the Pacific Islands, in an area covering per cent. of the earth's surface and holding one tenth of one per cent. of its population, governments on capitalism to develop their country and territories."

The prospectus is produced by the Vila-based Investors Trust Ltd., which would like to have Asia, American and European developers base companies in the Pacific and particularly in the New Hebrides. The prospectus is another indication of the recent growth of interest by overseas promoters in the South Pacific.

The US Trust Territory, New Caledonia, Nauru, Norfolk Island and the New Hebrides all could appeal, or are already appealing, to financiers and others because of their low or non-existent taxes.

I understand the British section of the New Hebrides Condominium Government is well aware of this territory's appeal as an incorporation and registration centre for overseas companies.

No suspicion now

In May, Mr. A. G. Mitchell, Secretary for Financial Affairs at the British Residency, Vila, was in Bermuda and the Cayman Islands, a British colony in the West Indies, examining ways in which the Hebrides companies registration structure could be made similar to that of these established tax havens.

Some American investors I have spoken to feel that the British attitude on investment in the New Hebrides has changed. Two years ago the British were suspicious but

now Britain would like to promote the New Hebrideans as a major Pacific taxation and financial haven. That certainly is a firmly held view in some quarters, at any rate.

Investors are hopeful that by September this year New Hebrides regulations will be adjusted to encourage companies to register on the British registers in Vila, and to put in their own representatives and handle international deals.

As reported (*PIM*, Mar., p. 135), a major Australian firm of solicitors, Holman, Webb and Co. set up a branch office in Vila in March. Holman had already incorporated 21 firms in the Hebrides, and another 10 were to be incorporated.

In the words of Holman's Vila branch manager, Mr. Brian Hallett, 75 per cent. of these 31 companies were based overseas, other than Australia. Holman, Mr. Hallett said, specialised in international taxation work; its New Hebrides companies would conduct business "in all spheres".

(Holman, Webb are not connected with H. Wilshire Webb Son and Doyle, solicitors, of Sydney, who have had an office in Vila for the past two years or more.)

Recently, also with an office in Vila, Investors Trust Ltd., based in San Francisco, began operation. A principal of the group is Clayton B. (Cy) Wentworth, an American businessman with many interests, including investments in the Philippines, the US Trust Territory, Nauru and New Guinea. He also deals in real estate throughout the Islands, and is known as a business promoter.

Investors' Trust is currently "sel-

ling" the Hebrides in the US, Asia, Europe and Australia as the potential "Switzerland of the Pacific".

The Trust maintains it is qualified to conduct any type of business at any time and any place in the world.

PIM understands Investors' Trust closely examined other potential centres in the Islands where taxation regulations were few and decided on the Hebrides after having considered Nauru and Norfolk Island closely.

Norfolk, the group felt, would eventually have its taxation advantages diluted by the Australian Government. Nauru, because of its isolation in the Central Pacific, has communication problems.

The Hebrides was preferable. There is no company tax or income tax. Under the 1914 Anglo-French Protocol, the UK and France retain jurisdiction over their own subjects, but neither exercised a separate control over the group of 80 islands.

American interest

Matters requiring joint decision could take years, Investors' Trust felt, even decades, if they must be referred back to London or Paris. The end result was "a built-in conservatism" that made changes very difficult.

Continued freedom from company and income taxes was thus guaranteed in effect by the peculiar government structure.

The American interest in the Hebrides is typical of the increasing US investment in the Islands, apart from French Polynesia. Americans have put some \$US20 million at least into hotel and real estate in French Polynesia; however, now American

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money is also going into the Hebrides and Fiji, in particular. Australian and New Zealand businessmen might well be surprised at the number of US dollars finding their way into these two territories, as American promoters see the possibilities.

The Japanese too, apart from their export links, are looking closely at investment propositions within the Islands—including hotels, real estate and small factories. Should they get into these businesses, it will mean they will have far more personal contact with the Islanders than most of their postwar operations have allowed them, and some big combines are currently "feeling out" local attitudes to see if additional Japanese capital will be welcome in the former battle-fields.

Meanwhile, here is another land deal of interest concerning foreign buyers in Fiji . . .

Deuba land, \$2 m. to foreign buyers

An undisclosed number of Britons have paid a total of over \$250,000 to buy blocks of land at Deuba, 30 miles from Suva, on Fiji's Coral Coast area of Viti Levu.

Developers expect British buyers will pay over \$2 million this year for blocks of freehold at Deuba, not counting expected additional sales to buyers in Europe and South East Asia, particularly Hong Kong.

About 4,000 potential land buyers in the UK have been mailed details of proposed developments for Deuba and extensive advertising of land in this area is continuing to potential land investors in at least a dozen countries.

Sales of the land, part of a massive 7,500-acre freehold area owned by Canadian and UK interests, began early this year and initial excavations for roads and lakes, etc. have already begun on a \$20 million development project.

The sales are the first major sales of Fiji land to big numbers of overseas buyers. In half-acre, one-acre and two acre lots, the sales have been even faster than the many plantations, small islands and business blocks in Fiji sold to overseas investors, mainly Americans, over the past three years.

Hog Harbour, at Santo, New Hebrides, is the only other project similar in the Islands to the Fiji Deuba sales, where big tracts of land have been bought by one developer, sub-divided and sold to innumerable overseas residents.

At Deuba and Santo the percentage of investors who have actually seen

\$10 million involved

the land they have bought would be minimal.

A third project, mooted by Australian interests at a cost of some \$10 million, is proposed for the island of Tahiti. Prices here for blocks or houses and blocks together are expected to fetch up to \$75,000 each from US investors.

However, *PIM* understands, Tahiti sales have not yet started.

Details of the Deuba sales and this project's progress so far were discussed with *PIM* in May by Mr. Barth Hopkins, president of Hopkins, Hedlin Ltd., of Toronto, Canada, who with Mr. Peter Munk, head of the group running the project, visited Fiji and Sydney on a whistle-stop business trip.

Mr. Munk was unavailable for comment.

Mr. Hopkins went to some pains to stress that the project group was after a good image in Fiji. The way to do this, he felt, was to set up local equity in the project and "contribute to local social needs". Directors were examining ways in which to achieve these aims "as discreetly as possible".

Local equity could be achieved, Mr. Hopkins thought, by preferably offering shares at par to the Fiji government or to residents of Fiji.

Education seemed to be Fiji's greatest social need, he said, so financing of textbooks "was a possibility".

Mr. Hopkins said plans were to float the project as a public company on the London Stock Exchange late this year or next year.

About \$6.5 million would be spent in stage one of the project, which included 1,100 of the 7,500 acres near the site of the old Beachcomber hotel.

Stage one included 100 acres of artificial lakes, a series of canals, marinas, a golf course, tennis courts, at least two hotels and at least one community centre.

American Airlines had bought one hotel site and had agreed to manage a hotel to be constructed on another site. It might take up equity in the second hotel as well as build its own hotel.

Holding company for the project is Canadian-registered Southern Pacific Properties Ltd. Southern wholly owned Pacific Hotels and Developments Ltd., the Suva-registered company responsible for the project. Another group, Project

Planning Associates Ltd., was handling the project's "master plan".

PIM understands Southern Pacific's shareholders include the diversified London-based "take-over conglomerate", Slater Walker, whose Australian affiliate last year made an abortive attempt to gain a major stake in Islands trader, Burns Philp and Co. Ltd. (*PIM*, April, 1969, p. 117).

Slater Walker of London has about a 50 per cent. share in Southern Pacific.

The remainder of Southern's capital is in Canadian hands, with businessmen Messrs. David Gilmour, Peter Munk and Pat Samuels, having the biggest share and financial advisors, Hopkins, Hedlin a very minor percentage.

Mr. Peter Munk, Southern's head, was founder of Clairtone Sound Corporation of Canada, which after making colour television sets for the competitive US market, ran into financial difficulties involving some \$C20 million.

Canada's *Financial Post* has quoted Mr. Munk as describing the Deuba projects as "the biggest single development of this kind proposed in the South Pacific".

Mr. Hopkins said Mr. Munk had "had a thing" about Fiji for about seven years. His firm was convinced Mr. Munk would be more successful in real estate in Fiji than he had been with TV in Canada. The backing of a respected multi-million dollar corporation such as Slater Walker proved there was "great faith" in Mr. Munk's leadership, he said.

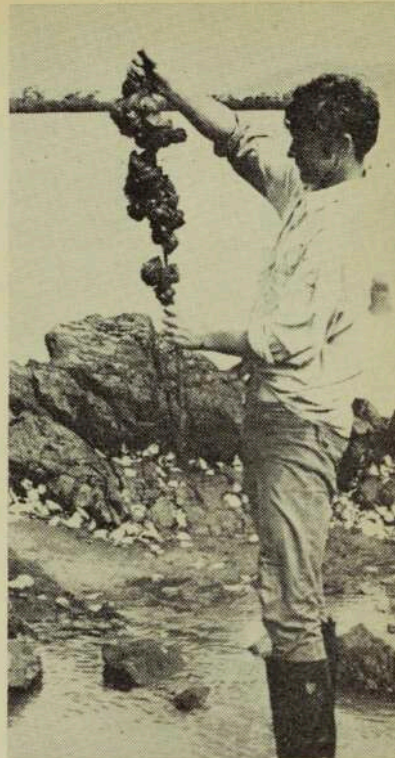
Hawaii firm buys Taveuni plantation

Mr. George E. Isaacs, president of George Isaacs (Hawaii), Ltd., Honolulu-based land investors, developers and ranch operators, has announced the purchase, with Mr. William Hignet, of a 3,700-acre copra plantation on Taveuni, Fiji.

The seller was the Coubrough Estates, London.

The plantation has 2½ miles of beach frontage on the leeward side, 1,100 acres planted in coconuts which produce some 200 tons of copra annually, and 500 acres in wild citrus. It also runs 250 head of cattle. It is two miles from a Travelodge hotel now under construction, and 14 miles from the airport.

Isaacs announced no immediate plans for the land except to continue the present commercial operations in copra and cattle.



Jean Guerlain, at his father's farm.

Oysters, for the local taste

Sacks of rock-oysters, imported from Sydney, are being tossed into the sea outside Noumea.

The oysters are being flown in each week by Qantas, from Sydney.

To Caledonian palates, accustomed to the native mangrove oysters, the Sydney variety are lacking in taste, so must be tossed into the sea—for two weeks, to take on the tangy Caledonian flavour!

And anyone who has been served a plateful of local oysters will appreciate the difference.

Now a Caledonian settler has started the first local scientific production of oysters. His first harvest came on the market last October—7,000 dozen—sold out in a couple of months, without any sales promotion. The local Caledonian gourmets simply rushed to the oyster farm to buy them.

But it's been a lot of work for Georges Guerlain, who is in his sixties.

Having retired from the public service in Noumea and Vila, Mr. Guerlain turned to what had become a passionate interest during trips to France. Three years ago he leased a sea-shore property on New Cale-

donia's west coast, 50 miles from Noumea.

From a rich natural bed of oysters among the mangroves, he began experimenting with cultivation on various types of support, from local stone and bricks to copper wire, iron rods and discarded shells. From a "mica schist" stone 2 by 1 ft, he claims he can collect 25 dozen young oysters, and have them ready for the table within three years.

Mr. Guerlain has carefully studied tidal patterns, sea creatures that prey on the oysters, and the degree of salinity in the river estuary waters, etc.

One problem he could not over-

come, however, was the problem of cyclones. When "Brenda" attacked in February, 1968, he saw his painstaking labour ruined. An estimated 32,000 dozen oysters were lost.

Since then he has been joined by his two sons and he is also developing a farm in the extreme north of the island.

With an estimated 17 ton of oysters imported from Australia and New Zealand for the last Christmas-New Year season in Noumea, Georges Guerlain is confident the local product is worth developing. The Caledonian mangrove oysters earn \$1 per dozen on the local market.

\$625,000 claimed from two companies

Claims against the two companies which promoted Nauru's abortive football pools-hotel project last year have amounted to \$625,000.

These represent creditors, lenders, former employees and directors, Messrs. R. F. Hughes and G. Brooke, of the companies liquidators, Coopers and Lybrand, said in a recent statement.

Known directors of the companies, Pacific Sporting Pools Ltd. and Central Pacific Hotels Ltd., were Messrs. Bill Mayberry, Alan Newbury, Raymond Lord, of Port Moresby, and George Pearce.

Messrs. Hughes and Brooke said capital subscribed in the holding company (other than in the exchange of shares in Consolidated Football Pools Ltd.) totalled about \$363,000.

The liquidators said estimates compiled from the companies' records indicated the direct expenditure on the construction and fitting out of the hotel up to the date of cessation of building operations totalled about \$564,000.

As reported, two of the creditors are the Bank of New South Wales (\$114,819) and the British Phosphate Commissioners (\$23,764)—PIM, Nov., 1969, p. 123.

Meantime, tenders for disposal of Nauru's \$500,000-plus half-completed hotel closed on March 31, after advertisements were placed in newspapers in America, the UK, Australasia and South-East Asia.

Tahiti vanilla beans fetch top prices

With recent rises of over \$1 a pound, prices for vanilla beans grown on Tahiti and Moorea are the highest for several years. Sydney buyer, Karp Tulk and Co., in May was paying \$7.1 a pound for white and yellow packs and \$7 a pound for green label packs.

Karp couldn't recall when prices last went over \$7 but it said returns to growers were the best since the all-time highs of \$8 or \$9 several years ago. Reason for the price rise was thought to be a crop shortfall in French Polynesia.

Good news for Tahiti, isn't, however, necessarily glee for Tonga, the Islands' other vanilla beans prospect.

Still in its infancy, all Tonga's production from Vavau goes to Melbourne buyer, Bush, Boake, Allen (Aust.) Ltd. which at last report was paying \$T4.50 a pound for the beans, landed in Melbourne.

Bush, Boake is experimenting with

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Tonga's unknown beans for the Kingdom's Agriculture Department, whose attitude is until a saleable Tongan bean is developed and Tonga gains a name for its product no attempt will be made to sell Tongan beans elsewhere.

Then, Tonga feels, attempts will be made to market Tongan beans to other buyers and gain a price nearer Tahiti's. Karp Tulk have already made inquiries to Tonga without receiving replies.

Islands share prices drop badly

Around-the-board falls in all prices of shares on Australian stock exchanges also wiped over \$1 million off Islands share prices in May. Of the 33 industrial, oil and mining shares with Islands interests, listed in PIM's monthly price list, 26 saw their values fall in May, as compared with April.

Four held their value and three Sogeri, Choiseul and Territory (brewery) rose.

The big companies dropped significantly. BP's hit \$3.20, Carpenters fell below the \$2 at \$1.94 and teamies slumped to 55 cents to give a generous 9.1 yield on its 10 per cent. payout.

Placer dropped by \$10 despite its ambitious exploration venture announced with New Guinea Goldfields, PI Mines touched 20 cents and Southland Mining, with its shares converted to 10 cent units, sold for 1.95.

CRA shed \$2.90 to \$15.10 and Tuka Minerals, controversial NG Islands would-be explorer, saw its 10 cent units fall to 5 cents.

South Pacific Brewery still confident

Malaysian-controlled South Pacific Brewery Ltd., New Guinea's sole brewer with plants at Port Moresby and Lae, has no plans to list its tightly-held shares on Australian stock Exchanges or offer share parcels to New Guinea residents.

The company is confident it will maintain its dominant share of the territory beer market, despite the proposed plans of Territory United Brewery Ltd.

As reported (PIM, Dec., 1969, p. 17), TUB will build a third brewery in NG at Port Moresby, with technical assistance and a financial tieup with one of the world's major brewers, Asahi Breweries Ltd. of Japan.

TUB's 50 cent shares were listed

on Australian stock exchanges early this year and in recent weeks have consistently sold below par at 30 and 40 cent levels.

South Pacific's attitude is that local equity in a manufacturing enterprise is not necessarily a prerequisite in a developing country approaching independence, for a good image. The NG Government could well make more out of a brewery by indirect taxes, it feels.

SP's beer capacity is currently slightly in excess of total consumption in NG. NG's high rate of consumption growth would overtake this capacity in two or three years and then SP would consider yet

another expansion of its Lae or Moresby plant.

The company is watching progress of TUB and feels Asahi, for a small outlay, has struck an extremely good deal with TUB (under stated arrangements, Asahi will invest no capital in TUB, but it will help design the plant, lend "supervisors" for five years and be given options to take up a "large parcel" of TUB shares "within five years").

South Pacific plans no big expansion to counter TUB incursion into the NG beer market but it is looking closely at the Solomons market for beer and the NG market for soft drinks.

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Take-over bid for Patair

Directors of Papuan Airlines Pty. Ltd., NG's biggest locally-owned airline, met in Port Moresby in late May to discuss a takeover approach from Ansett Airlines.

Headed by chairman, Mr. Cliff Jackson, Patair is anxious that its independent status be retained and that, should the takeover succeed, Patair doesn't disappear without trace into the Ansett empire. With the Australian Government airline, TAA, Ansett operates most of major internal runs in NG and from Australia to the territory. Another subsidiary maintains runs to Lord Howe Island from Sydney.

NG residents own 90 per cent. of Patair, which operates hotels, car rentals and NG's only duty-free shop, at Jackson's Airstrip, Port Moresby. Founded in 1952, Patair has expanded considerably over the past three years and its Moresby pub, The Gateway, is one of NG's two top hotels.

Patair recently looked for capital, or a partner, to expand the Gateway, build a new hotel at Alotau and finance new aircraft equipment. The takeover (terms undisclosed) could well tie in here.

Has Aust. missed out on Bougainville

The ears of Australian businessmen pricked up at the latest loan to finance equipment services for the \$350 million—plus Bougainville copper project. The loan was a "financial guarantee" of \$US20.4 million from the US Export-Import Bank for American suppliers tendering for the project.

It followed last year's arrangement's involving sales and loans to Japanese companies worth \$1.78 billion, guaranteeing sales of at least \$30 million of Japanese equipment and services to the project.

Contracts varying from roadwork, housing and to drilling worth up to \$100 million have so far been let for the Bougainville project and it's no secret that while Australians and New Zealanders have collected at least some \$30 million in contracts, they have been largely pipped to the real plums.

Americans, Japanese and even Germans have taken the cream.

Reasons for Australians missing out on mammoth deals virtually on this country's doorstep are several: Some contractors have work enough on their plate inside Australia; others tendered uncompetitive prices; some

couldn't supply the required equipment or services and many couldn't meet the tough and fast delivery datelines Betchel, or CRA, have set for the preparation schedules.

However, it's also fair to add some Australians have missed out (and Mr. W. R. Carney, Australia's former trade man, admitted this) because some construction has been a closed shop because of "tied deals" with sponsors or buyers of the copper ore.

Why hasn't any Australian Government body, or financial consortium such as Partnership Pacific or Newain, come to the party and offered an export loan of \$20 million or \$30 million to Australian exporters to secure a bigger slice of CRA's copper cake? Could it be complacency?

Asian Bank is "mismanaged"

The Asian Development Bank (of which Fiji and Western Samoa are members), was "the most mismanaged outfit I have ever had anything to do with," Mr. O. Passman, Democratic chairman of a sub-committee on foreign relations of the US Government's appropriations committee, said recently.

Mr. Passman said the bank's operation did not present "a rosy picture". The bank had disbursed \$US8.3 million in 1967-68, yet had "administrative expenses" of \$10.4 million for the same period.

He said the bank had a four-year supply of funds and should be denied an additional \$17.8 million appropriation from the US.

More cars for New Caledonia

Caledonians have at least one car or truck for every five inhabitants (of 107,000 population, only half are Europeans), it is now estimated.

Vehicle number plates are fast nearing the 40,000 NC mark, but many of the lower registration numbers have, of course, been withdrawn from circulation.

Statistics released by the Motor Transport Department reveal that 5,733 vehicles were sold here last year, which is 54 per cent. more than in 1968 (3,646 registrations).

Of total sales, 4,078 were cars, with 1,655 trucks, vans and buses. French vehicles led by only 75 over foreign sales.

Most popular manufacturer continued to be French Peugeot, 1,009, followed by Renault, 942. Italian Fiat, 801, came third, ahead of French Citroen, 402, and German Ford, 388.

Japanese manufacturers sold 119 vehicles and over 200 motor-cycles—more than one-quarter of the 799 motor-cycle market.

Steamships' hotel plan collapses

Overseas financiers had withdrawn from backing a \$4 million 12-storey hotel and office block in Champion Parade, Port Moresby, with Steamships Trading Co. Ltd., Mr. K. Smith, Steamies' solicitor, said in Port Moresby in May.

Steamies first announced plans for the hotel in April, 1968 (*PIM*, May, '68, p. 120) and said it would cost

Need to keep up with New Guinea business and politics week by week? And get the inside tips?

Papua-New Guinea's first and only business and political newsletter, the weekly *INSIDE MORESBY*, is being expanded. It began only in August and is now being read throughout Papua-New Guinea, Australia, Europe and the United States under the new title, *INSIDE NEW GUINEA*.

INSIDE NEW GUINEA

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3 million. The company has never disclosed the financiers' names, but M understands many European groups were involved at various times.

Mr. Smith told a Land Board meeting that the financiers had decided against the project "because of political instability in NG". They were "concerned" at the recent unrest and violence on the Gazelle Peninsula and statements made by territory and Australian politicians about the territory's future.

"The lenders have told us straight out that there are now better and safer places than NG for long-term investment," he said. "We are a public company and because of this we will have to take a long, hard look at our investment policy in the territory in the event of overseas finance being denied us."

No doubt Steamies itself was horrified at the amount of publicity its statement got. The publicity certainly didn't improve the image of the territory as a place in which to invest capital, and as Steamies is the firm which merits praise for its policy of putting all its capital into the territory, it stands to lose more from any loss of confidence in New Guinea as a place for investment.

In fact, only some financiers have been concerned at recent political development in the territory. Steamies first began to look for overseas capital long before the advent of Tataung and Australian Opposition leader Whitlam on the New Guinea scene, but high lending rates caused problems. Steamies negotiated unsuccessfully for lower lending rates as tightening world money markets. And finally, it now seems, nobody is interested.

Steamies' shares on Australian stock exchanges dropped to a low of 5 cents for the 50 cent unit in May, which probably merely reflects the all-round drop in the general share market.

Meanwhile, Moresby residents are speculating whether Burns Philp will now go ahead with the \$2.5 million job it planned in opposition to Steamies' scheme, just down the street in Port Moresby.

Caledonian nickel urbs on Japan

France's recent decision to curb nickel ore exports from New Caledonia to Japan could cost this territory's sole nickel producer, Le Nickel, a favourable \$US200 million loan from Japanese interests to finance huge new production projects in Caledonia.

Nippon Yakin Kogyo KK offered Le Nickel executives in Japan in May

the loan in return for a long-term contract for the supply of an unstipulated quantity of ferro-nickel.

However, the French Government's policy is to encourage Japan to buy more processed nickel products (at a greater profit to the French) rather than nickel ore. This attitude has shocked Japan. Japan buys about 90 per cent. of its nickel from Caledonia and this year intends to import about 4.5 million tons of ore. Japanese smelters have just been expanded.

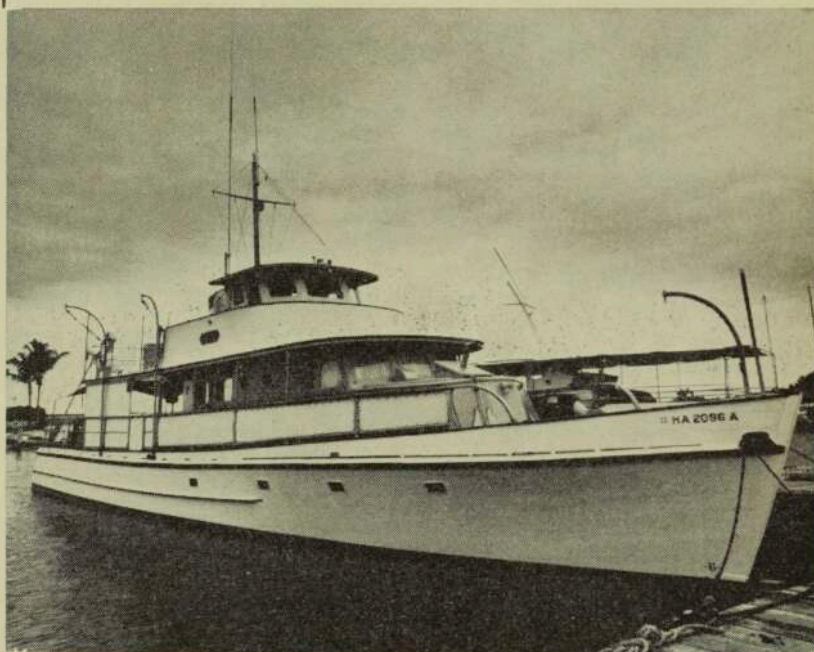
● A government-sponsored trade mission will leave Fiji for Tonga and Western Samoa, on June 27.

The mission will be in Tonga until July 2 and will spend the fol-

lowing week in Western Samoa, arriving back in Fiji on July 9. Mr. Robi Wilcock, display manager with Burns Philp (SS) Co. Ltd. in Suva, is due to leave for Tonga and Western Samoa ahead of the mission to make final arrangements for the displays.

● The Australian Commissioner for Taxation was investigating attempts to use Norfolk Island as a base for avoiding taxation, Australia's Treasurer, Mr. Bury, told parliament in May. Meantime, incorporation of companies continued on Norfolk, including the island's first mutual growth fund, with local, Mr. Alan Payne as chairman.

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- Kennecott Corporation of America in May cautiously announced further drilling expenditure on its copper find in north-western Papua, amid strong reports that the copper looks like being as good as, or better than, Conzinc Riotinto's find on Bougainville. Core samples indicate a copper average of 1 per cent. (compared with Bougainville's 0.48 per cent.) and Kennecott is preparing to cross the border to continue the search in West Irian. What do these developments mean to the local Papuans? Here is a report to "PIM", datelined Olsobip patrol post, Papua.

BOOM TIMES FOR PAPUA'S WEST?

In the Western District of Papua they're calling it a "mini Bougainville". Americans are fast stepping up explorations into extensive finds of copper ore and associated movement of supplies, etc., are having a big effect.

Any one of the native hunters returning from up river could have been excused for thinking he had somehow wound up on the Port Moresby waterfront instead of being at Kiunga, in the Western District of Papua.

At Kiunga, with hundreds of labourers crawling all over them, were three ocean going ships disgorging tons of building materials, groceries, a truck and a tractor complete with trailer.

Kiunga is a quiet little sub-district headquarters some 550 miles up the Fly River, which has been caught up in a multi-million dollar copper project. The company concerned is Kennecott Exploration (Australia) Pty. Ltd., Australian subsidiary of the mammoth US Kennecott Corporation.

Rumour has it Kennecott has found a huge load of high grade ore scattered over the three borders of Papua, New Guinea and West Irian.

Judging from the personnel and materials coming through Kiunga and Ningerum, to the north, on their way to the base camp at Ok Tedi, this could be so.

Even with operations confined to exploration, the "boom" has created its fair share of problems, particularly among the local people and various government offices.

Next year the carefully nurtured rubber project conducted by the Department of Agriculture will finally begin to yield fruit. Plans are being prepared for smallholder "factories" to be ready for the first tapings.

However it appears a good per-

centage of the owners will be away working for Kennecott.

Whenever a Kennecott ship appears on the river, word goes out for labour to unload it. The people from nearby villages drop everything and hurry to Kiunga to get the excellent wages paid by the Kiunga Local Government Council, which conducts a stevedoring service.

The council is doing very well out of the search operations. Already it has three tractors and a truck and plans to get more.

The chances of finding an able-bodied man in a rubber block while a ship is in town are pretty slim.

The only solution to the labour shortage appears to be the importation of alien groups from other areas. Olsobip, in the mountains, is having labour problems of its own.

Nomad could supply men but they are very primitive. Highlanders from Tari in the Southern Highlands could be brought down.

The airstrip at Kiunga, once used by a weekly supply run and occasionally by the Montfort Catholic Mission Cessna, now records upwards of 800 take-offs and landings per month.

The Public Works officer and his staff are now wholly engaged in the strip's maintenance. Meanwhile the 18-mile section of road to the Un-evangelised Field Mission at Rum-ginae is looked after by patrol officers on a full-time basis.

Among the many rumours, ranging from a tunnel through the Star Mountains to Wewak to diverting the Fly River, are plans for an 80-mile bitumen road from Kiunga to Ok



Busy activity at once sleepy Kiunga, as materials for Kennecott are unloaded from the "Papuan Explorer" on to a Kiunga Local Government Council truck, which itself had been unloaded only a few hours earlier off the same ship. The "boom" means problems.

Tedi. This is now being surveyed and there are also plans for an Ok Tedi airstrip.

Now materials are airlifted either by some four permanently-based planes or two helicopters (a Super Freeline helicopter capable of carrying 30 persons is on the way) from Kiunga to Ok Tedi.

The helicopters, costing \$200 an hour, can uplift only a few hundred pounds. For instance I watched one take off with seven sling loaded pieces of 3 x 2 timber one day. At \$200 a return trip! A 44-gallon drum of petrol on reaching Ok Tedi is worth \$140!

With the tons of gear being taken off the ships and Skyvan charters from Moresby, one can only wonder at the affect on the local people's minds.

Only a generation removed from cannibalism, the people are ripe for the beginnings of a cargo cult, particularly when helicopters lose things like water tanks over bush villages.

These and many other problems are beginning to worry government in Kiunga, and Daru, the district headquarters, and have lately caused minor friction with Kennecott.

A local officer summed up the Kiunga people's feelings this way:—"Five months ago we used to water ski and have a barbecue every Sunday. Now everyone is too busy with the company. Everyone talks about the company. We have a little Bougainville on our hands!"

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 leases.

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.

May prices, delivered main ports, were: hot-air dried, \$140 per ton; FMS, \$137 per ton; smoke-dried, \$135 per ton.

FILJI:—The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. Prices recently were: 1st grade, \$F163.25; 2nd grade, \$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 of the open market. May prices were: 1st grade, \$126; 2nd grade, \$122; 3rd grade, \$112 per ton, BSIP ports (Honiara, Yandina and Gizo).

EXCHANGE RATES

FILJI:—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda. Sterling dollar in 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 ala 1.2470.

NORFOLK IS., PAPUA-NEW GUINEA.—Australian currency used: no exchange payable in transactions with Australia.

FRENCH PACIFIC COLONIES:—Pacific francs (FPF) are used in New Caledonia, New Hebrides jointly with Australian dollars, Wallis and Futuna Islands and Fr. Polynesia. **French Bank,** Sydney, on May 25, 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 13.26 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 May was \$90 (9,000 Pac. francs). Marseilles, 1,135 francs, May 15.

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 "Loaloa" 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 May 22 was £Stg.270 per ton, c.i.f., UK Spot.

On May 22, Quote No. 1: In store Rabaul, export quality \$470 per ton, delivered ex-wharf Sydney \$530. Quote No. 2: Best quality ex-wharf Sydney \$540, in store NG ports \$465 (for UK, Continent and USA shipments).

W. Samoa:—Latest price quoted in Sydney in May was 1st grade, £Stg.265; 2nd grade, £Stg.250, 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 May 25, 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 May 25, 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 May 25, 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

	Apr. 22	May 25
ANG Hold. 1.00	1.10	1.01
Bali Plantations .50	.75	.65
Burns Philp 1.00	3.50	3.20
Burns Philp (\$S) 2.05	3.05	2.90
Carpenter .50	2.05	1.94
Choiseul Plntn. 1.00	2.80	3.25
C.S.R. 1.00	6.94	5.80
Dylup Plntn. .50	.60	.60
Fiji Industries 1.02	2.60	2.33
Kerema Rubber .50	.30	.30
Koitaki Rubber .50	.73	.70
Lolorua Rubber .50	.40	.36
Makurapau Plntn. .50	.69	.58
Mariboi Rubber .50	.29	.20
P-NG Motors .50	.60	.60
Plantation Hldgs. .50	.74	.68
Queensland Ins. 1.00	3.70	3.40
Rubberlands .50	.28	.20
Sogeri Rubber .50	.54	.65
Sth. Pac. Ins. .50	1.53	1.40
Steamships Tdg. .50	.66	.57
Territory Brewery .50	.32	.36

OIL AND MINING SHARES

Buka Min. .10	.09	.05½
C.R.A. .50	18.00	15.10
Cultus Pacific .25	.55	.26
Emperor .10	1.03	.95
Highland Gold .20	.30	.25
NG Gold Ltd. .35	.57	.55
Oil Search .50	.38	.31
Pacific I. Mines .25	.38	.21
Papuan Apin. .50	.30	.30
Placer Dev.* .50	42.00	32.00
Southland .25	4.95	1.95

* No par value

Sydney stock exchange share price index for ordinaries on May 25 was 496.32. On Apr. 22 it was 566.77.

RUBBER.—P-NG price is based on Singapore rates which on May 24 were: Prompt nominal shipment 57½ Malayan cents per lb; 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.—May 25—**Papua**—\$180-\$190 per ton—**Honiara**—\$170-\$175 per ton, f.o.b. Islands port—direct shipment overseas—**NG**—\$150-\$155 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 May 25 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, May 22, Philippines, in bulk, \$US222 per long ton, c.i.f., UK/Nth. European ports; US Pacific coast \$US184, buyer, \$US187, seller.

COCONUT OIL: LONDON, May 22, Ceylon, 1% in bulk, £Stg.148/10/- per ton, c.i.f., UK/Nth. European ports.

RUBBER: LONDON, May 24, Spot 20-3/16d Stg. lb; June 20d Stg. lb; Aug. 20-7/16d Stg.

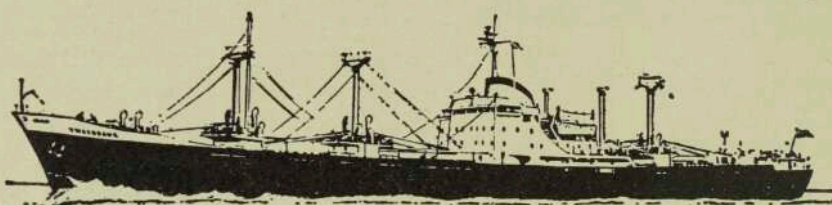
THE BANK LINE

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.

FIJI DIRECT SERVICE

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



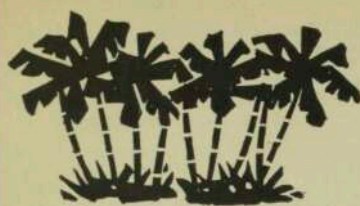
LONDON

To APIA (W. SAMOA) SUVA & LAUTOKA

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

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

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



Shipping & Airways Information

SHIPPING

AUSTRALIA - FIJI - NORTH AMERICA

Pacific-Australia Direct Line operates monthly m, leaving east coast Australian ports for th. America, via Lautoka and Suva.

Details from Trans-Austral Shipping Pty. Ltd., 75 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; ere are inducement calls at Djayapura.

Details from John Manners and Co. (Aust.) y. Ltd., 4 Bridge Street, Sydney (27-9164).

SYDNEY - FIJI

CSR operates a passenger/cargo run with the V Rona, departing Sydney every three to ur weeks for Suva and Lautoka and return. Details from Colonial Sugar Refining Co. d., 1 O'Connell Street, Sydney (2-0515).

SYDNEY - NZ - FIJI/TAHITI - UK

Chandris, Australis and Ellinis maintain a o-monthly passenger service from Sydney via t, Suva (Australis), Papeete (Ellinis) to Britain. Details from Chandris Line, 135 King Street, dney (28-2451).

Sitmar Line, with three liners, operates a onthly passenger service from Sydney, Mel- ume or Brisbane to Southampton, UK via ilboa, Panama, via NZ or Papeete.

Details from Sitmar Line, 22 Bridge Street, dney (27-4521).

SYDNEY - LORD HOWE - NORFOLK IS. - NEW CALEDONIA

Jacques del Mar II (owned by Societe aritime Caledonienne, Noumea), operates a ree weekly passenger-cargo voyage from dney to Lord Howe, Norfolk and Noumea.

Details from F. H. Stephens Pty. Ltd., 5 acquarie Place, Sydney (27-8311).

Chargeurs Caledoniens, with the Ville de umea, operates three-weekly Devonport- isbane-Sydney-Noumea.

Details: Hetherington Kingsbury Pty. Ltd., Bridge Street, Sydney (27-1671).

SYDNEY - GEIC - HONOLULU

Columbus Lines operate monthly passenger- ergo sailings from West Coast, US to Aus- alasia, returning via Tarawa, GEIC (with anshipments to Majuro, Marshall Islands) and onolulu to Nth. America.

Details from Shiptraco Sea Transport Services y. Ltd., 19 Bridge Street, Sydney (27-4149).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FRENCH POLYNESIA

Messageries Maritimes Line passenger-cargo vessels, Tahitian and Caledonien from Mar- seilles, 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 France Australia, 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, Wellin- gton, 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 fort- nightly cargo/passenger service from Sydney and Brisbane to Port Moresby, Lae and Madang with two ships.

Details from With. Wilhelmsen Agency Pty. Ltd., 13 Bridge Street, Sydney (2-0517).

Burns Philp's Montoro sails every five weeks from Melbourne to Lae, Madang, Rabaul, Moresby. 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).

Karlender 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 regu- larly 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 a monthly cargo service from Europe through Tahiti, Apia, Fiji and New Caledonia; every alternate month from the Continent to Tahiti, New Caledonia and NZ.

Details from Royal Interoccean 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 France Australia, 2 Young Street, Sydney (27-2654).

FAR EAST - FIJI - NZ

Royal Interoccean Lines operates monthly with three ships from Manila, Pt. Swettenham, Singapore to Suva, Lautoka and NZ.

Details from Royal Interoccean 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

Deiwa 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 two ships, operates regularly out of Auckland to Tauranga (NZ), Noumea, Vila, Santo, Suva, Futuna, Wallis, and return.

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, Kieta, Djayapura and Yandina.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George Street, Sydney (27-2041).

US/JAPAN - MICRONESIA

MILI, with several inter-island passenger-cargo ships, operates regular services out of the US west coast and Japan, via Honolulu and Guam, to all major Micronesian ports, including Saipan, Yap, Koror, Ponape, Truk, Kusaie, Kwajalein, and Majuro.

Details from 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 DC8's, operates weekly services out of Sydney on Sat. and Vancouver on Thurs.

SYDNEY - NZ - HAWAII or TAHITI - USA

Air-NZ, with DC8's, operates out of Sydney and Los Angeles on Wed., Fri. and Sun.

SYDNEY - FIJI - HAWAII - USA

Qantas, with 707's, operates daily services from Sydney to San Francisco, and from San Francisco daily, except Thurs. Sat. flights by-pass Fiji.

BOAC, with VC10's, operates from Sydney to Los Angeles on Mon., Tues., Wed., Thurs., and Sat., and Los Angeles on Mon., Tues., Thurs., Sat. and Sun.

SYDNEY or NOUMEA - USA (via FIJI, NZ or TAHITI)

UTA, with DC8's, operates out of Sydney on Fri., and Noumea on Mon. and Thurs. Thurs. flights operate Los Angeles direct to Sydney.

SYDNEY - USA (VIA N. CAL., NZ, FIJI, AM. SAMOA OR HAWAII)

PanAm, with 707's, operates daily return trans-Pacific services out of Sydney and Los Angeles. Also, extra Wed. and Sat. flights out of Sydney terminate at Hawaii and Wed. and Sat. flights out of Hawaii terminate at Sydney. Jets connect with services to the Far East, New York and London.

Jets fly Sydney-Hawaii non-stop both ways Mon., Tues., Thurs. and Sat.

NOTE: Services ex-Melbourne due July.

NZ - AM. SAMOA - TAHITI OR HAWAII - USA

PanAm, with 707's, operates out of Auckland on Mon., Wed., Thurs., Fri.; out of San Francisco on Tues., Wed. and Sat. Mon. flights depart Honolulu for Auckland, via Pago Pago.

INDONESIA or MALAYA - USA (via DARWIN, NOUMEA, NZ or TAHITI)

UTA, with DC8's, operates a weekly service out of Djakarta to Los Angeles on Wed. and return on Sun. A non-stop Noumea-Singapore flight operates on Thurs.

AUSTRALIA-FAR EAST

SYDNEY - P-NG - FAR EAST

Qantas, with 707's, operates services out of Sydney on Wed. to Port Moresby and Hong Kong on Sat. to Port Moresby, Manila and Hong Kong, and return from Hong Kong on Wed. and Sun.

AUSTRALIA-NEW ZEALAND

Qantas, Air-NZ, BOAC and PanAm operate regular trans-Tasman services. The Qantas and Air-NZ services link major NZ cities with Australian east coast cities.

AUSTRALIA-PACIFIC ISLANDS

(For other schedules touching these islands see also trans-Pacific services.)

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 DC8's, operates return services on Mon., Tues., Thurs. and Sun. Qantas operates Mon. and Thurs., UTA on Tues. and Sun.

SYDNEY - NEW ZEALAND - FIJI

BOAC, with 707's, operates services out of Sydney on Mon. and Sat., and out of Nadi on Tues. and Sun. NZ call is at Auckland.

SYDNEY - NORFOLK IS.

Qantas, with DC4's, operates at least twice weekly. More in holiday periods.

AUSTRALIA - P-NG

TAA and Ansett, with 727's, operate 11 times a week from Sydney or Melbourne to Moresby. Ansett doesn't operate on Tues. 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.

NEW ZEALAND-PACIFIC IS.

(For other schedules touching these islands see also trans-Pacific services.)

NZ - AM. SAMOA

PanAm, with 707's, operates from Auckland to Pago Pago on Wed. and Thurs., and returns Mon. and Wed.

NZ - COOKS

No commercial services but RNZAF planes make regular calls, Auckland-Rarotonga return. Passengers are carried.

NZ - FIJI

Air-NZ, with DC8's, operates daily return services from Auckland to Nadi with BOAC, using 707's.

NZ - FIJI - AM. SAMOA

Air-NZ, with DC8's, operates services out of Auckland on Tues. and Sat. and from Pago Pago on Tues. and Fri.

NZ - TAHITI

UTA, with DC8's, operates from Auckland on Thurs. and from Papeete on Tues. Air-NZ, with DC8's, operates from Auckland on Sun. and from Papeete on Sat.

NZ - NEW CALEDONIA

UTA, with 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 Sun., 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.

INTER - TERRITORY SERVICES

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.



MICRONESIA INTEROCEAN LINE INC.

Regular freight and passenger service between

U.S. PACIFIC PORTS — HAWAII — JAPAN — MICRONESIA

(OTHER PORTS ON INDUCEMENT)

Home Office:

Micronesia Interocean Line, Inc.,
P.O. Box 471,
Saipan, Mariana Islands, 96950,
Trust Territory of the Pacific
Cables: 'Mili'

U.S. General Agents:

Interocean Steamship Corp.,
680 Beach Street, San Francisco,
California 94109,
Phone (415)-771-6400
TWX 910-372-7388 RCA 27-337
Cables: 'Interco'

Hawaii Agents:

Hawaii Freight Lines Inc.,
P.O. Box 1601,
Honolulu, Hawaii 96806.
Phone 567-031
Telex: 723-407
Cables: 'Freight'

Far East General Agents:

Interocean Shipping Corporation,
Room 627, Iino Bldg.,
1-1, Uchisaiwai Cho, 2-Chome,
Chiyoda-ku, Tokyo, Japan.
Telex: 781-2335
Cables: 'Oceaninter'



POLYNESIA LINE LTD.

Regular freight and passenger service between

U.S. PACIFIC PORTS — CANADA — TAHITI — SAMOA

(OTHER PORTS ON INDUCEMENT)

U.S. General Agents:

Interocean Steamship Corp.,
680 Beach Street, San Francisco,
California 94109,
Phone (415)-771-6400
TWX 910-372-7388 RCA 27-337
Cables: 'Interco'

Tahiti Agents:

Maison Morgan-Vernex,
Papeete,
Cables: 'Morex'

Samoa Agents:

B. F. Kneubuhl,
Pago Pago,
Cables: 'Kneubuhline'

Australian Agents:

American Trading Shipping
Co. (Pty.) Ltd.,
G.P.O. Box 168,
Sydney, N.S.W., 2001, Australia
Telephone No.: 25-5421
Telex: AA20486
Cable: 'Amtraco', Sydney



DAIWA LINE

DIRECT MONTHLY SERVICE JAPAN/GUAM & SOUTH PACIFIC

M.V. "ELICE MARU" V-19

Guam	Aug. 29-30	Lautoka	Sep. 11-13
Suva	Sep. 8-10	Noumea	Sep. 15-16

M.V. "SAMOA MARU" V-19

Guam	Sep. 29-30	Lautoka	Oct. 16-18
Pago Pago	Oct. 9-10	Noumea	Oct. 19-20
Apia	Oct. 10-11	Vila	Oct. 30-30
Suva	Oct. 14-15	Santo	Oct. 31-31

AGENTS: GUAM: Atkins, Kroll (Guam) Ltd.
 APIA: Burns Philp (South Sea) Company, Ltd.
 PAGO PAGO: B.F. Kneubuhl, Inc.
 NUKUALOFA: Tonga Shipping Agency.
 SUVA: Burns Philp (South Sea) Co., Ltd.
 LAUTOKA: Burns Philp (South Sea) Co., Ltd.
 NOUMEA: Agence Maritime Pentecost.
 SANTO: South Pacific Fishing Co. (N.H.) Pty. Ltd.
 VILA: Burns Philp (New Hebrides) Ltd.
 HONIARA: British Solomons Trading Company Ltd.
 PAPEETE: Etablissements Baldwin.

Heavy lift and reefer cargo space available. Subject to alternation with or without notice.
 Next sailing-M.V. "TAHITI MARU" Voy. No.29.Middle October.

JAPAN/HK/S'PORE/W.IRIAN/DARWIN

M.V. "SHUNKO MARU" V-8

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 Details: Qantas, BOAC or Air-NZ.

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 Details from Air Pacific Ltd., P.O. Box 1259, Suva (Telephone: 22666).

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Details from Continental Airlines, International Airport, Los Angeles, California.

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Details from Air Caledonie, Noumea.

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Details from Solomon Islands Airways Ltd., x C25, Honiara. BSIP

Robby's departure

Continued from p. 27

ft maligned Commonwealth Office, London.

I visited the GEIC for a month in te 1968 and I found no one else government knew more about the GEIC or was more helpful than Robby. I guessed Robby was a vital link between government and Islands aders on significant issues, though f course Robby would have never onfided this.

Robby should have written more f what he knows of the GEIC and hope, from chilly, grey Auckland as he describes it) in his retirement, e puts pen to paper on more GEIC story and current problems.

Prodded by his first boss, Professor arry Maude of Canberra, when he as a cadet in the GEIC in 1945,

Robby has had published, from time to time, pieces on GEIC history in publications such as *PIM* and the *Journal of Pacific History*.

Certainly, it's a safe bet Robby will revisit the GEIC. He's made no secret that he has tried to lease some land at Funafuti and that he would like another job, somewhere. "I am a firm believer in idleness being the quickest way to suicide," he told me in a recent letter.

For the record, which Robby never did give two hoots for anyway, Robby first arrived in the GEIC in January, 1944, by flying boat. Seconded from NZ forces, he was attached to the GEIC Labour Corps.

He stayed on as a district cadet for the GEIC Government, moving to district officer and district commissioner by 1955, when for two years he was seconded to the Solomons, as DC, Central District.

In 1958 Robby returned to the GEIC as DC, Gilberts, and in 1963 he was appointed a senior assistant secretary, a top job he held until his May retirement. In the interim, Robby served in many diverse local jobs—government representative on the two legislative bodies, tourism man, overseas investment advisor, helper for the scouts, co-op man and acting Resident Commissioner.—KEN MCGREGOR.

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DEATHS OF ISLANDS PEOPLE

Mr. W. A. Johnston

Mr. W. (Willy) A. Johnston, BE, former British consul in New Caledonia, died in Sydney on May 3, where he had been in hospital since last November.

Mr. Johnston had been honorary British consul in Noumea for 34 years, after succeeding his father, Thomas Johnston, in 1934. Aged 72, Willy was the last survivor of grandfather Johnston's five children—including Norman, Dorothy (Mrs. Albie Hagen), Lee and Carl.

Grandfather Thomas Johnston went to New Caledonia from Sydney in 1883, as a young man of 23. He settled with his bride, formerly Miss Ida Jobson, and represented such overseas interests as Lloyds, Queensland Insurance, Shell and B.O. In 1924 he received his charter as consul.

Grandfather Johnston died at the age of 72. His sons Lee and Willy took over his commercial interests. Meanwhile another son, Norman, had founded a trading company, operating through a store in the centre of town. In 1932 he was joined by his brother Carl, who helped him build up an import and retailing business.

Carl Johnston died 20 years ago and is survived in Noumea by his Australian wife, Elsie, and two children, Betty and Ken. Ken manages the family cattle and pig property on the west coast at Mueo. Norman survived in Noumea by his French wife and two sons who carry on the trading business—Tom and Louis. The third son is well-known Sydney organist and choirmaster Norman Johnston.

The third brother, Lee, died in Sydney, without leaving any children.

The only daughter of settler

Thomas Johnston was Dorothy (Mrs. Albie Hagen), whose sons Tom, Nicky and Pierre Hagen, continue in Noumea, with Roy in Sydney.

Finally, the fourth son Willy is now survived by his Australian wife Bonnie (Sydney), three daughters Annabel (Mrs. H. David Anderson, whose husband is official Australian observer at the Paris talks on Vietnam), Mary Ann (Mrs. Nev Marshall, UK), Simone (Mrs. E. Poznanski, Darwin) and two sons Robert and Trevor, both in Noumea.

Pioneer Johnston is thus survived by nine grandchildren in New Caledonia. Their own children now provide a fourth generation of Johnstons in that French territory.

The passing of Willy Johnston has brought the end of two generations of British consuls in Noumea. Since his retirement in 1968, in fact, this office has been assumed by the Australian consul.

Many grateful Caledonians and Britishers, however, remember the 34 years' service of this quiet, unassuming man. To the French, he always represented the perfect English gentleman and diplomat. Of the crucial part he played in the dark days of 1940, when the Paris government surrendered to Germany and New Caledonia was almost delivered to Japan, the details may never be known. Willy Johnston became a vital link between Americans and British when the Caledonians defied their French Governor and rallied to keep fighting the war, but Johnston burnt all the cables and secret files once the war was over.

But those who were there have remembered his courageous and unassuming devotion in a time of peril.

Willy Johnston was cremated at a private ceremony in Sydney, and his ashes will probably be sent back to Noumea, to be placed in the family vault at the 4th kilometre cemetery. —Gerald Rousseau.

Mrs. Augusta Kuper Kafagamurironga

The death has occurred at Santa Ana Island, in the eastern district of the Solomon Islands, of Mrs. Augusta Kuper Kafagamurironga, known locally as "mother". She was descended from the former paramount chief and her father, Page Page, was the first Santa Ana chief to accept British rule.

Page Page flew a Union Jack presented by the British Naval Commander at a ceremony at Gupuna

village in about 1897. Mrs. Kuper, who was over 80 at her death, preserved traditions as the local chief, and also encouraged the people to maintain their culture and traditional dances when the Anglican Mission moved into the area.

Mrs. Kuper, survived by a daughter and three sons, was the wife of the late Mr. Henry Kuper, an officer in the German Navy in World War I. Although he kept his German nationality he helped many Allied airmen shot down in World War II.

One of Mrs. Kuper's sons, Geoff, was one of the first Fiji-trained Solomon Islands medical officers. He's now retired.

Dr. J. W. Burton

Dr. John Wear Burton, who as a Methodist missionary in Fiji before World War I was a strong opponent of the indentured Indian labour system, died in Sydney in May, aged 95.

As the first ordained minister to work among Indians in Fiji—at Nausori—Dr. Burton widely influenced public opinion in India, Australia and Fiji concerning the 10-year contracts Indians had to sign. He pressed for better conditions for the labourers and championed the Indians in their attempts to get a better deal.

The indenture system ceased six years after he left Fiji.

Patriarch of Methodist Mission activities in Fiji, Western Samoa, Tonga, New Guinea and Northern Australia for over 30 years, he was also a vital force in mission thinking on Islands affairs. He attracted a charisma of new ideas in the Methodist Church during his 20 years as general secretary of the Methodist Overseas Missions, from 1925 to 1945, and during his two years as president general of the church, from 1945 to 1947.

In 1948, aged 73, he was chosen one of Australia's two commissioners on the South Pacific Commission, and he served for the SPC's first term, until 1951.

Yorkshire-born, Dr. Burton grew up in New Zealand. His articles and pamphlets on the Islands were innumerable, and he wrote several books on Islands affairs' most of which are now collectors' items (*Fiji Today*, *Call of the Pacific*, *100 Years in Fiji*, *Brown and White in the South Pacific*, and later, *Modern Missions in the South Pacific*).

His daughter, Mrs. Ivor Newman, lives at Wairoonga, Sydney, and his son, Dr. J. W. Burton, Jr., lectures at London University.

(More obituaries, p. 132)

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DEATHS (continued from p.131)

Mr. Harold Jones

Norfolk Island farmer, Harold Jones, died in the Norfolk Island Hospital on April 17, aged 81. Mr. Jones had lived on Norfolk for the past 22 years, after having come from New Zealand. He had been connected with Ball Bay Whaling Company and R. Hopkins Ltd. and farmed until ill health forced his retirement. He leaves a brother, Ferdie.

Mr. J. A. Dekker

Mr. John Andrew Dekker, chief of the division of Services, in the P-NG Department of Information and Services, died on May 4 in New Zealand, while on leave with his wife.

Mr. Dekker, 51, joined the Administration in 1966. His two sons, Allan and David, are both undergraduates at the University of Papua and New Guinea.

Death of R. H. Wahlen

(from p. 32)

His new company was financed from Hamburg again and became known as the HSAG company.

He now became the most important and influential merchant, trader, plantation and ship owner in New Guinea and ranked next to the

German Administrator or Governor.

Again he lived in style at Gununtambu—a fine bungalow facing the Blanche Bay and standing on the cliff top. Wahlen went to Germany on an extended trip during 1914 and while overseas World War I began and he entered the Germany Army.

He did not see New Guinea again. All his property was taken over by the Australian Government and the estimated value went against war reparations in due course. This, of course, happened to all German property at that period.

Wahlen was a tall athletic man who always kept himself in good form. He avoided beer as it caused fatness and so he drank whisky and soda often as well as good German wines—and, of course, a modicum of champagne when occasion called for it.

He kept his energy until quite recent years and began his day with a plunge into his swimming pool at his Hamburg home. Old natives in the Western Islands have told me how he enjoyed such sport as diving onto a basking hawks bill turtle and holding him fast until secured and hauled aboard. And a hawks bill turtle is lively and strong gentleman in his own watery element.

He was Swedish Consul while in Rabaul and earned a title of Herr Consul Wahlen which stuck to him for the rest of his life.

As President of the South Sea Club in Hamburg—where old "colonial" Germans from all their former colonies met regularly to dine and wine and to talk of former days—he was always "Consul Wahlen".

He was a natural leader and well respected in his New Guinea days and by his former island friends for as long as they lasted. He was one of the very last of the German pioneers who did such good work "in the earlies".

He was a big man in his day and cut a wide swath and did all he attempted to do well and truly, and became a legend in his own lifetime—more as king of the Western Islands than as the head of the big HSAG Company.

He recently wrote, "I had many wonderful years in my beloved South Seas, but the best of them all were the happy days I spent at the Wahlenburg in distant Maron—and now I feel I have had a very long day."

Well he has gone—and perhaps he fares the best—but his name, and the memory of what he did in German New Guinea days will be long remembered. Some time ago he wrote that: "Perhaps it is time that I joined my wife and my son in the beautiful grounds of Ohlsdorf Cemetery—they have been waiting for me many years."

Vale Rudi Wahlen—Man of the Islands!

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The Practical Planter

THE IMPORTANCE OF MINERAL MANURE IN COCONUT GROWING

by M. POMIER for a book on coconut growing in the Pacific to be published by the South Pacific Commission.

Nutrition plays a very important part in coconut growing and in most of the coconut palm regions is a limiting factor of growth or production. Agricultural experiments have shown that it is worthwhile to correct any deficiencies by the application of fertilisers. This, however, represents a financial burden for the planter, and should only be used as an adjunct to other cultivation operations; for instance, to apply fertilisers in a coconut grove overrun by the bush or in a badly drained plantation will not achieve any improvement in yield.

Since fertilisers are expensive, only the lacking elements should be applied; with this end in view there are several methods of discovering the deficiencies affecting a coconut plantation.

Soil examination

Information obtained as a result of soil analyses carried out by specialised laboratories should be interpreted with caution for, in a given soil, a particular plant may reveal a deficiency in a given element whereas another would show little sign of it.

Agricultural experiments carried out by research stations show that every category of soil is prone to a certain number of deficiencies:

- Coral atoll soils show serious deficiencies in iron and average deficiencies in manganese.

Depending on how far decomposed organic matter has been depleted, the nitrogen deficiency will be average or strong. The potash deficiency is average.

- The coral fringes of high lands, mixed with alluvial mountain posits, show slight nitrogen deficiencies, becoming average to strong as the soil grows poorer in decomposed organic matter. The potash deficiency is slight.

- Raised coral soils, covered with black, brown or reddish-brown clay, show slight deficiencies in manganese and nitrogen, and average deficiencies in potash.

- Raised coral soils covered with yellowish to red clay show serious

deficiencies in potash, and slight deficiencies in nitrogen and phosphorus.

- Sandy volcanic soil show serious deficiencies in nitrogen and sulphur.

- Deep red latosolic soils show average deficiencies in nitrogen, phosphorous and potash.

- Alluvial soils show deficiencies in nitrogen, potash and sulphur.

The planter should remember that the above criteria are merely indicative, and he should take into account how far the soil reserves have been exhausted. If, in new soil, the deficiencies are slight, they will be much more serious in the case of an old coconut plantation, and more serious still where a young coconut plantation has been established to rehabilitate an old one.

Visual examination

An examination of coconut palm fronds will reveal the deficiencies in certain elements.

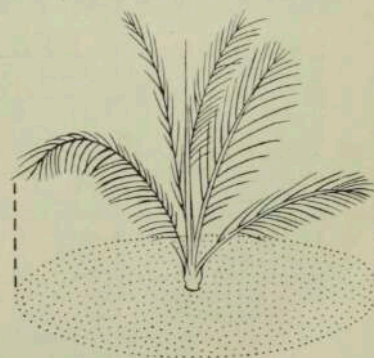
NITROGEN: In the case of nitrogen deficiency, the fronds are yellow in varying degrees. The old fronds are yellowish orange in colour, while the young ones remain green, but a paler green than those of a tree in good condition. A close examination of the leaflets will show a very slight yellowing in the vicinity of the middle rib in the case of the young fronds, whereas the mature ones are an even yellow all over.

Young coconut palms are stunted, they produce few fronds and even these die rapidly.

POTASH: As in the case of nitro-

gen deficiency, discolouration is visible on the adult fronds which are yellow, whereas the central cluster remains green. The difference, however, will be revealed in a close examination of old coconut palms: yellowing is more pronounced on the circumference of the frond than along the rachis, the leaflets being greener at the base than at the tip, and ending in a cankered point; within a leaflet, yellowing is more pronounced on the circumference than along the central rib.

SULPHUR: The fronds are yellow to yellowish orange in colour, few in number, and are all affected; but above all, the surest indication of sulphur deficiency is the examination of the copra produced by these trees; this is generally thin and rub-



Applied to young palms, the fertilisers should be spread over an area roughly corresponding to the leaf-span as projected on the ground.

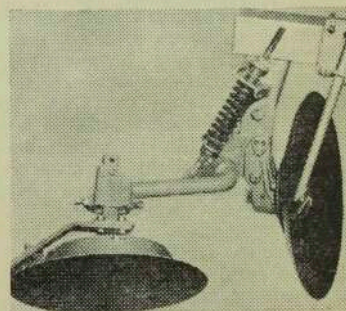
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on deficiency in coral

y, whereas the kernel is normal appearance (it is to be noted that characteristic does not apply to dwarf coconut palms which always had a certain proportion of rubbery area).

IRON: This deficiency occurs in coral soils. The colour of the fronds ranges from a pale green to a yellow, and this discolouration affects all the fronds equally. The central cluster is, however, somewhat greener.

Plant analysis

This is the most reliable method for discovering deficiencies in elements. It rests on the analysis of the elements provided to the plant by the soil: N, nitrogen; P, phosphorus; K, potassium; Ca, calcium; Mg, magnesium; Na, sodium; S, sulphur; Fe, iron; Mn, manganese.

Roughly, the principle involved is as follows; the analysis of certain parts of the plant (fronds, water, male flowers, etc.) shows that some of these contain more than the minimum percentage of each element, known as the critical level, the deficiency of the palm may be regarded as satisfactory.

This is demonstrated by the fact that an application of the corresponding fertiliser has no effect on growth or production. The same analysis applied to a coconut grove whose nutrition needs to be improved, shows which are the elements whose content is below the critical level, and consequently which fertilisers are to be applied.

Any planter wishing to use this technique should contact the agricultural services in his area.

Fertilising content

The main characteristic of a fertiliser is its fertilising element content—i.e. the active part which is used by the coconut palm.

In industrial countries where factories are close at hand, it is sometimes more economical to use fertilisers which are not very highly concentrated. In the South Pacific where the transport costs represent a very large proportion of the price of the fertiliser, it is almost always an advantage to use the most highly concentrated forms.

NITROGEN: Nitrogen deficiency is often the consequence either of the presence of graminaceae which are large nitrogen consumers, or of a lack of decomposed organic matter in the soil caused by the rate or, more often than not, by poor cultivation methods.

Since nitrogen fertilisers are very expensive, the planter should know that a good legume cover is the most economical way of correcting a nitrogen deficiency.

However, as regards young coconut palms planted in poor soil (particularly coral soil) where their growth is considerably stunted because of the nitrogen deficiency, it is essential that fertilisers be applied during the first five years, their action being subsequently taken over by the legume cover. The dosage to be applied is 50 g of nitrogen in the first year, increased to 200 g in the fourth and fifth years.

Nitrogen fertiliser

These are: Ammonium sulphate at 20 per cent ammoniacal N. Urea at 45 per cent ammoniacal N. Sodium nitrate at 15 per cent. nitric N. Ammonium nitrate, the most current dosage being 11 per cent. nitric N and 11 per cent. ammoniacal N.

Ammoniacal nitrogen has the property of being retained in the soil by the clay associated with the decomposed organic matter, whereas nitric nitrogen is not retained; but only the nitric form is capable of absorption by the coconut palm roots, while the ammoniacal form must first of all be converted into nitrate under the action of soil bacteria.

These characteristics will guide the planter in the choice of fertiliser to be employed.

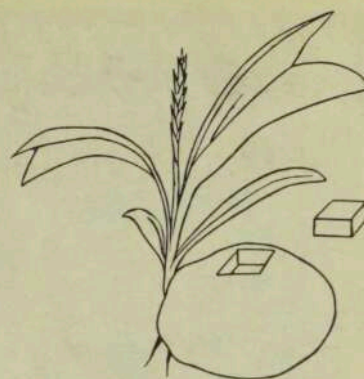
Under the action of soil bacteria, ureal nitrogen is converted into ammoniacal nitrogen fixed by the soil.

Thus these two fertilisers are to be used in soil containing clay; they are to be avoided in coral soil lacking in clay, for ammoniacal nitrogen is not retained therein and a part would be lost through leaching before it could be converted into absorbable nitrate.

It should be noted, however, that in certain types of clayey soils urea is not very effective and should be replaced by ammonium sulphate or nitrates. Only the agricultural services of the area will be able to advise the planter on this point.

Sodium nitrate and ammonium nitrate are two nitric fertilisers capable of immediate absorption by the coconut palm. They should be used mainly in coral soils. In

This article is from "Coconut Production In The South Pacific", edited by Mr. M. Lambert and published by the SPC.



Manganese and iron fertilisers should be placed in a cavity cut in the husk at the time of planting the young palm. The opening is then carefully sealed up to stop coral getting in.

ammonium nitrate at 22 per cent. N half the nitrogen is in ammoniacal form; in coral soil only a part of the ammonia is converted into nitrate, the remainder being washed into the ground by rain.

In practice it may be considered that these two fertilisers, sodium nitrate and ammonium nitrate, have the same 15 per cent. N content, and the planter's choice will be determined solely by cost and supply facilities.

In heavy rainfall regions where the dry season is not very pronounced, ammonium sulphate, urea and nitrates should be applied at the end of the heavy rainy season. If the dry season is marked, they should be applied at the beginning of the rainy season, the most favourable period being between one and two months after the onset of the heavy rains.

In coral soil it will be advisable to divide the application into two separate processes, at an interval of one month, in order to reduce losses through leaching.

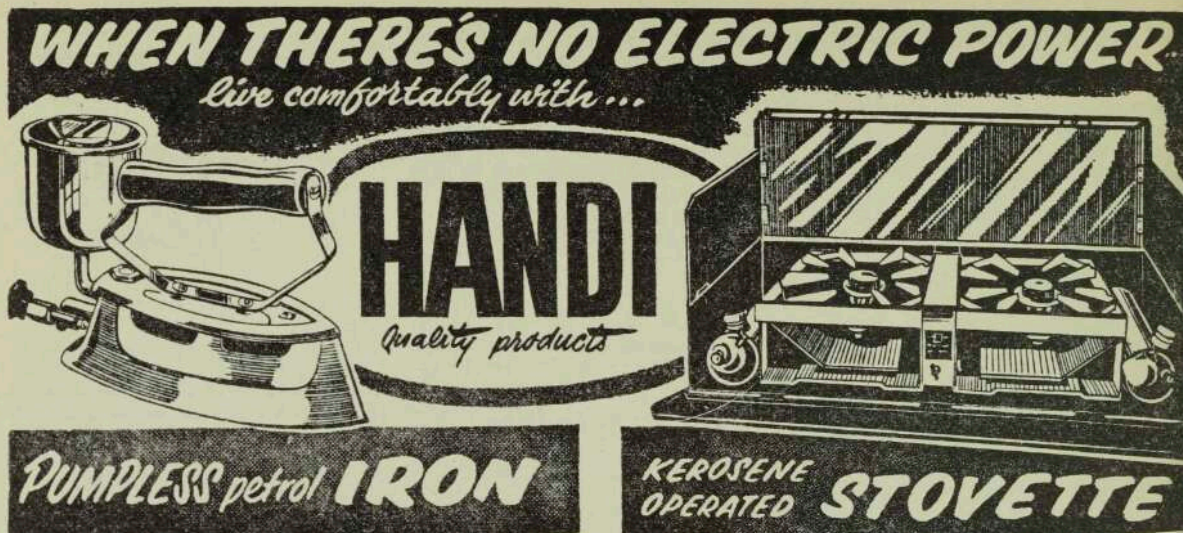
Since these fertilisers are applied to young coconut palms they should be spread manually over a circular area, the radius of which corresponds to the leaf-span as projected on the ground.

Their action will usefully be completed by mulching (husks, coconut fronds or vegetable debris) which maintains the moisture of the soil and reduces nitrogen losses.

Young coconut palms planted at the beginning of the rainy season in impoverished land should, at the end of the rainy season, receive an application of 50 g of nitrogen (urea of ammonium sulphate or nitrate) which will help them through the dry season.

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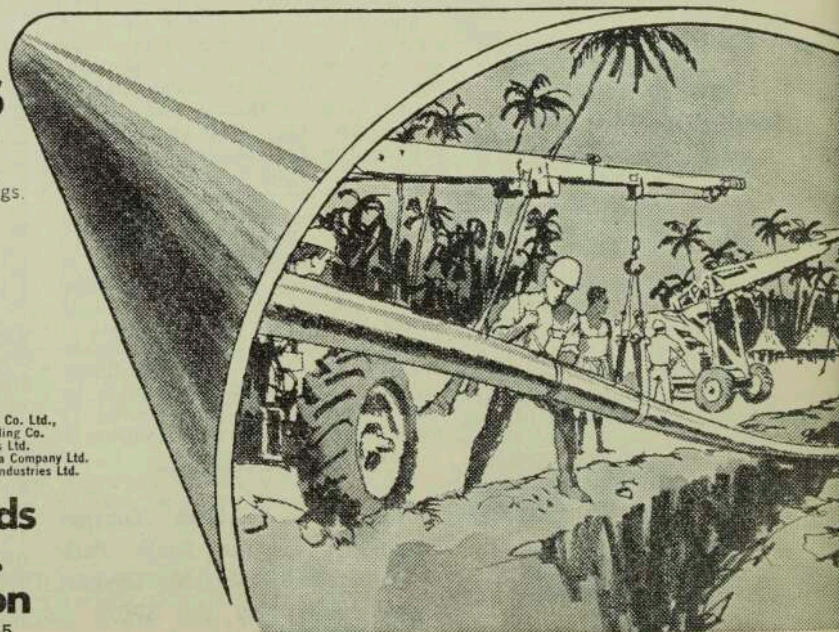
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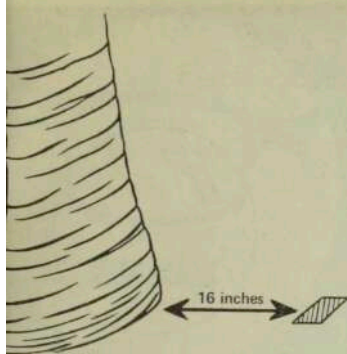
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As soon as the stem exceeds 12 cms. in diameter near the crown, a hole is dug 16 cms. from the palm and, to ensure supply of trace elements for the next 2 years, the fertilisers are placed in it and carefully covered up.

Superphosphate, for it has the highest concentration of soluble phosphoric acid: (45 to 50 per cent soluble P_2O_5).

In the South Pacific, phosphorus deficiencies are never very great. As the annual dosage of triple superphosphate should be: 100 g at 1 year of age and should increase to 500 g at five years of age and during maturity.

This fertiliser should be applied by hand over a circular area while the palm is very young in the same way as nitrogen fertiliser. When the palms are fully grown, the fertiliser should be applied evenly over the whole interrow area by mechanical means. It will then be partly absorbed by the same cover, resulting in an improved supply of nitrogen which will subsequently return to the coconut palms through plant residues.

If there is no cover, the application should have to be made around the foot of the coconut palm over a circular area 2 m in radius, for in concentrating the superphosphate over a small area in this way, there is less risk of leeching (i.e. of its becoming insoluble through reaction with the limestone in the soil).

"Makes the nuts"

POTASH: This is the fertiliser which "makes the nuts". It should be applied annually to fully grown coconut palms at rates varying from 1 to 2 kg per tree depending on the magnitude of the deficiency, in the form of potassium chloride at 40 per cent. K_2O . In fact, all coconut plantations in active production should receive at least the 0.5 kg K_2O , even if there is no potash deficiency, so as to avoid exhausting soil reserves. Potash will be applied as soon as

the first inflorescences begin to appear. In soil where there is a strong deficiency, however, it is advisable to apply it in the very first year and thereafter at yearly intervals at the rate of 150 g per annum until such time as the plantation begins to yield, when the normal dosage should be applied. As in the case of nitrogen fertilisers, potash will be applied at the end of the rainy season in heavy rainfall regions, but if the dry season is very marked, it should be applied at the beginning of the rainy season.

As in the case of nitrogen fertilisers, application will be manual over a circular area surrounding the coconut palm or mechanical over the whole interrow area.

In coral soil it is advisable to divide the application into two separate processes, at an interval of one month, in order to reduce losses through leaching.

SULPHUR: Sulphur enters into the composition of several fertilisers:—

- ammonium sulphate contains 2-3 per cent. sulphur
- potassium sulphate contains 18 per cent. sulphur
- ordinary superphosphate contains 10-12 per cent. sulphur.

In the regions where there is a sulphur deficiency it may be tempting to apply it in combination with fertilisers.

Increase in price

However, account must be taken of the increase in the price of the fertilising unit N, P or K when a fertiliser containing sulphur is being used.

For example: to substitute ammonium sulphate at 20 per cent. N for urea at 45 per cent. N or an ordinary superphosphate at 14 per cent. or 20 per cent. P_2O_5 for triple superphosphate at 48 per cent. P_2O_5 or a potassium sulphate for chloride of potash increases the unit price of N, P or K.

It is thus preferable to turn to the most highly concentrated fertilisers and to use pulverised sulphur which is an inexpensive product. In soil which has a strong sulphur deficiency, the latter will be applied every year at the rate of 100 to 500 g depending on the age of the coconut palm, over a circular area.

It is not necessary to mix it with the soil, but mulching improves absorption of the sulphur by maintaining the soil moist.

IRON and MANGANESE: There are iron and manganese deficiencies in coral soils, but they are not due to the fact that the soil is lacking in these elements; rather to the fact that they are rendered insoluble through reaction with the limestone. Manganese and iron cannot be broad-

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Placed in the husk

like other fertilisers, for they could also become insoluble.

In the case of young coconut palms they should be placed in small holes in the husk, which will isolate them from the coral; in the case of older coconut palms, they should be applied in larger doses to the soil, concentrated in a single point which will then be penetrated by the roots of the palms.

The most economical forms are iron sulphate with a 19 per cent. iron content and manganese sulphate with a 4 per cent. manganese content.

In the case of young coconut palms the fertiliser is applied at the time of planting; for this purpose a hole is cut out of the husk and into the cavity are placed 10 g of iron sulphate and 5 g of manganese sulphate; the opening is then carefully sealed up again with the piece of husk in order to prevent the fertiliser from getting in, and the young palm is planted in the normal way. This operation is carried out again when the tree is one and two years old, the same cavity in the husk being used for the purpose.

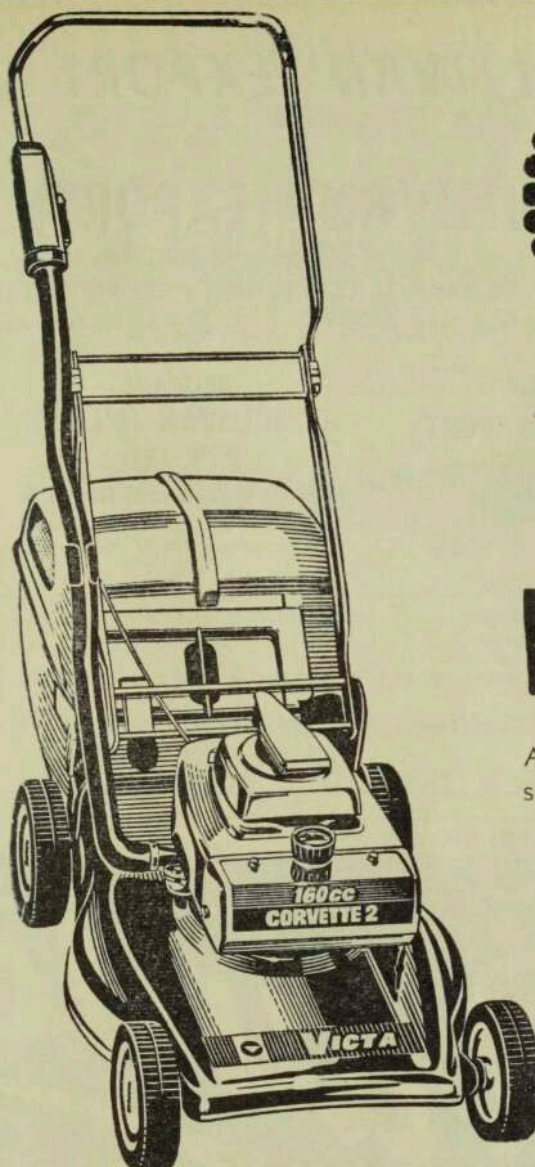
Carefully covered up

As soon as the stem exceeds 12 cm in diameter near the crown (at an age of about two or three years) a hole is dug with a pickaxe 40 cm away from the coconut palm, and into it are placed 200 g of iron sulphate and 50 g of manganese sulphate, the whole being carefully covered up again with earth packed down by foot. This operation will ensure the supply of trace elements for three to five years.

In the case of adult coconut palms, 40 cm away from the base of the stem a 10 cm deep hole is dug with a pickaxe. Into this hole are placed together 400 g of iron sulphate and 100 g of manganese sulphate. The hole is then carefully covered up again with earth packed down by foot.

This operation is to be repeated every five years. It is very important that the hole in which the iron and manganese are placed be sealed up again carefully, for otherwise the elements will not penetrate the site; if there is an air pocket, they will blow away and die.

The first application of iron and manganese is made at the time of planting in the rainy season. The later applications should be made during the dry season, for in the rainy season the iron would be



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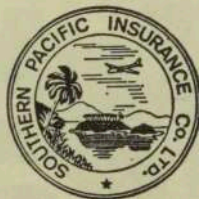
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ply every year

orbed too rapidly and would cause
ing.

Action of fertilisers

When the planter has diagnosed, by visual examination or by analysis, the deficiencies from which his coconut palms are suffering and determined the doses of responding fertilisers to be applied, should undertake to apply them every year; for these deficiencies are due to the fact that the soil is lacking certain elements. The fertiliser doses indicated in this article correspond to the coconut palms' requirements for one year (except as regards iron and manganese in the case of old coconut palms); thus, for a coconut plantation to be in good condition, it is absolutely essential that fertiliser be applied every year.

When the plantation has been set again and has begun to produce a good crop of nuts, fertilisers should continue to be applied—otherwise, deficiencies will reappear, the palms will drop and it will take several years again before production can be restored to its former high level.

In fact, after four or five years, a good planter should have a soil foliar analysis made with a view to modifying, if need be, the fertiliser doses to be applied. For example, correcting a nitrogen deficiency raises production; but, by increasing the potash consumption, it gives rise to a slight deficiency of that element which will be diagnosed by the foliar analysis; production can be further increased by a potash application.

Time required

The time required for a particular fertiliser to act depends on what is required of it: to improve growth, or to improve production. In order clearly to demonstrate this process here is an example:

On application of iron and manganese in the case of young coconut palms suffering from chlorosis and planted on good land, the result, two months after the application, is the appearance of a green spear and a first green leaf, the rest of the foliage remaining green to yellow. Six months after all the fronds will be green and the size of the coconut palm have increased appreciably. A year later the coconut palms will be in perfect health.

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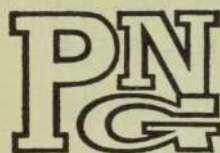
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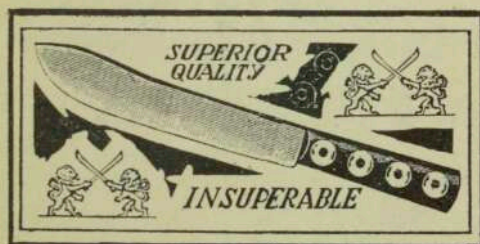
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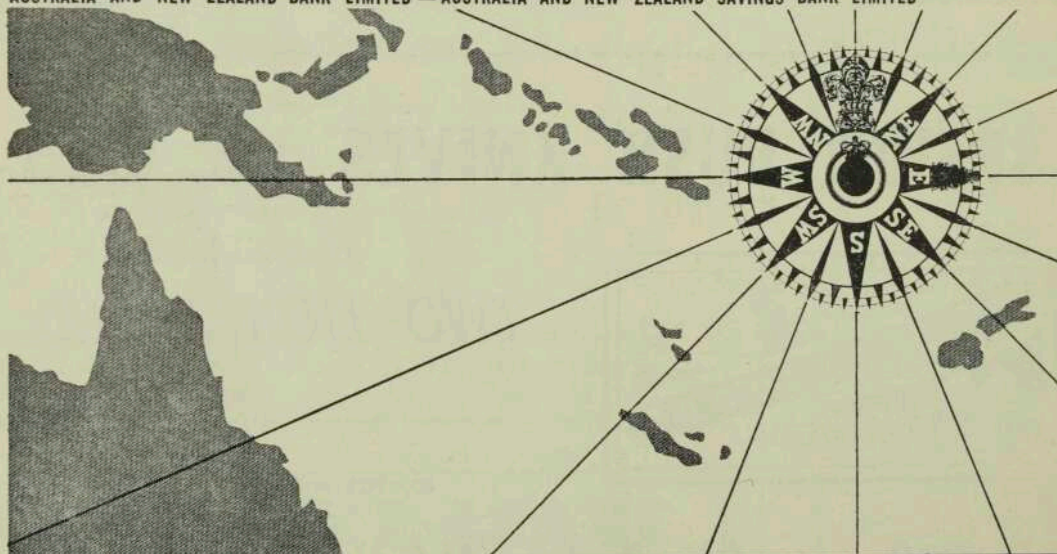
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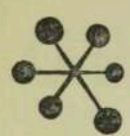


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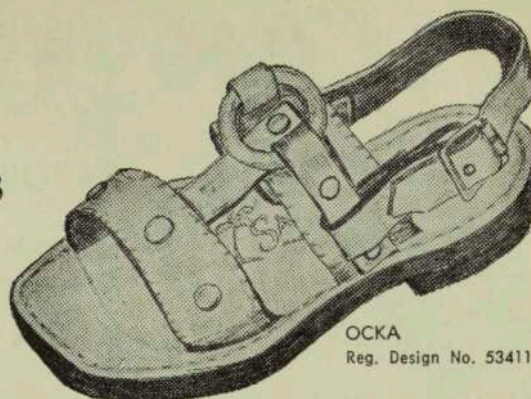


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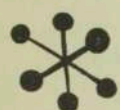
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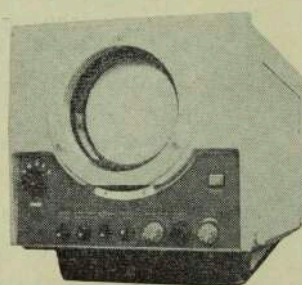
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