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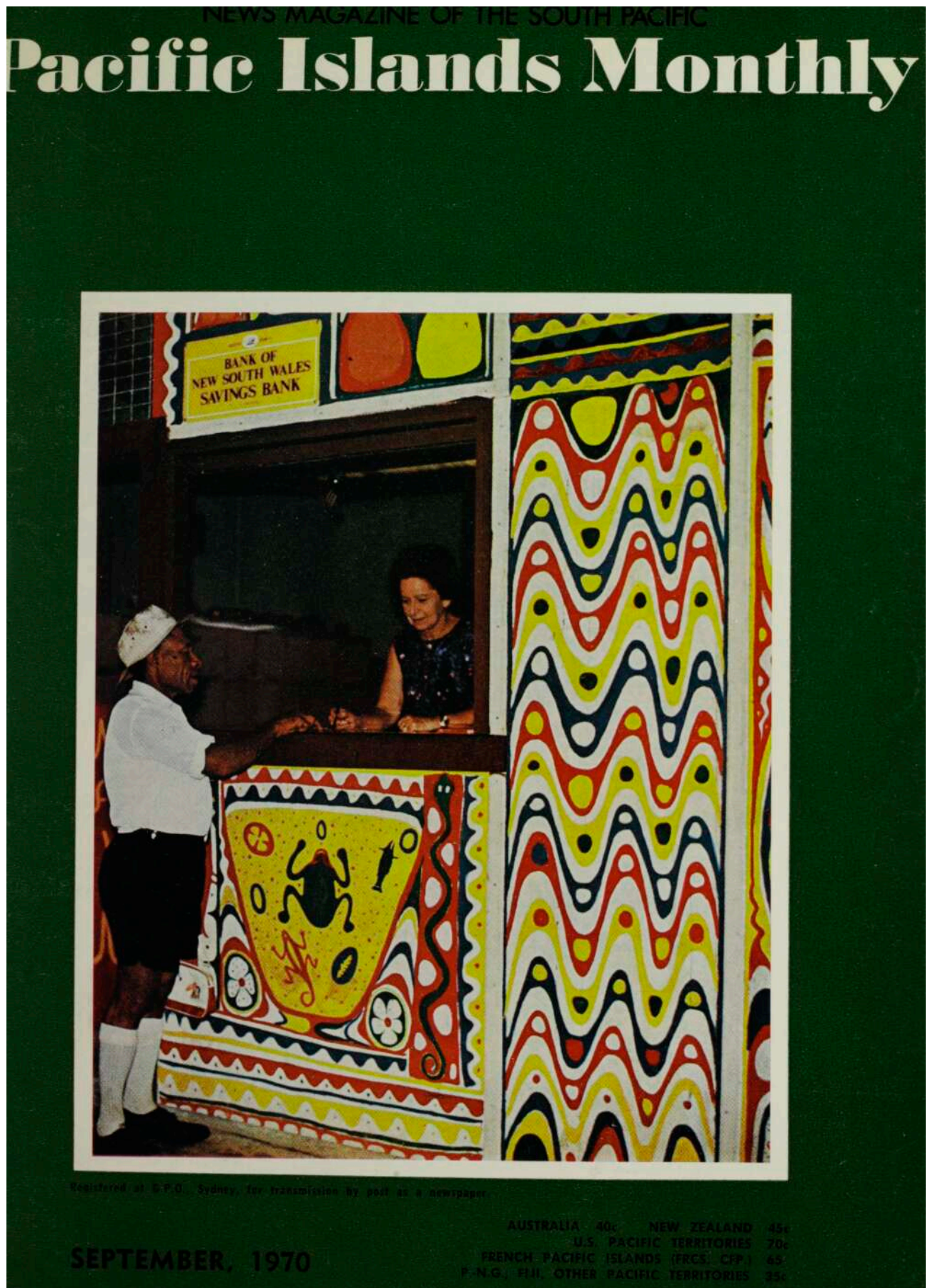
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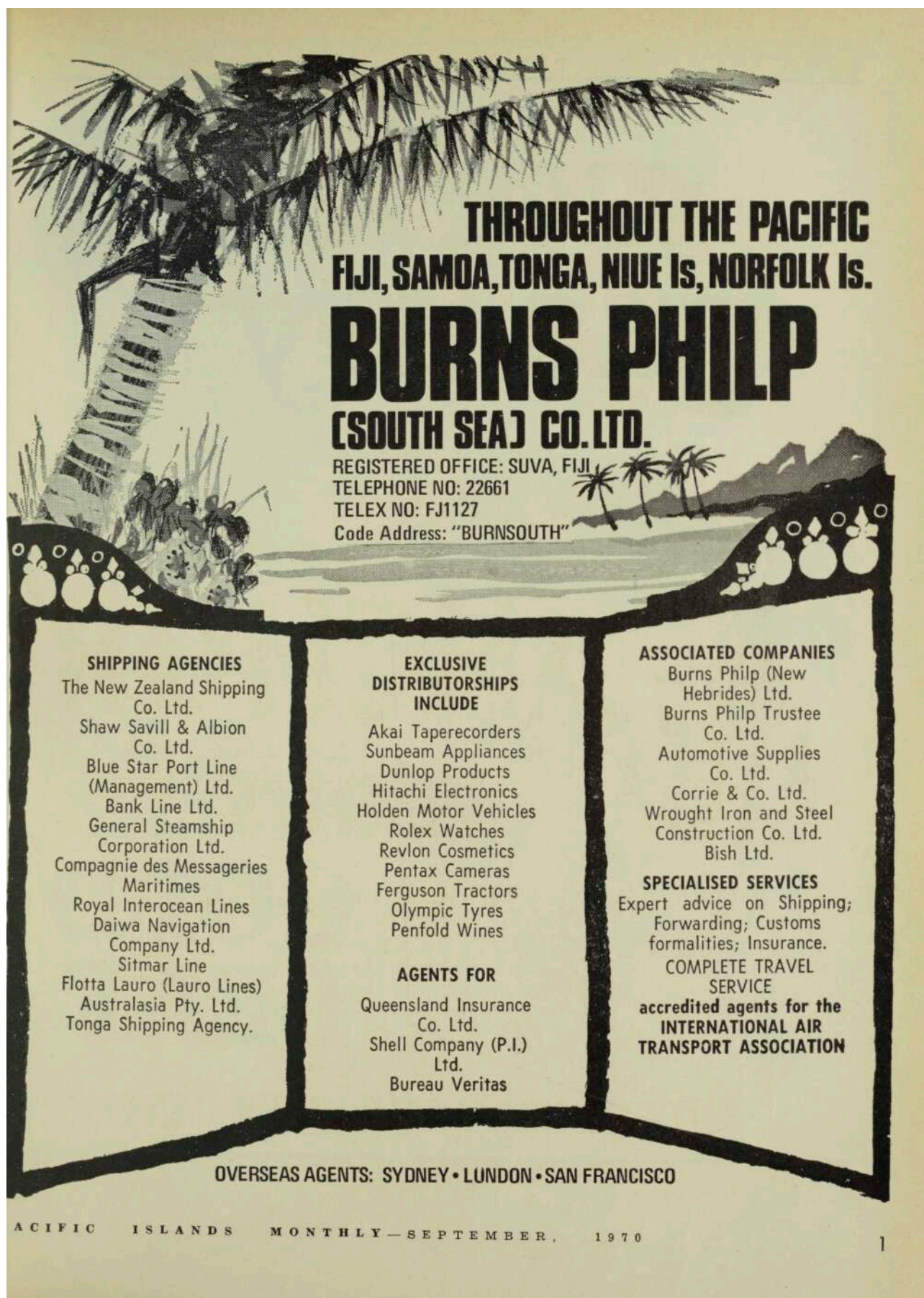
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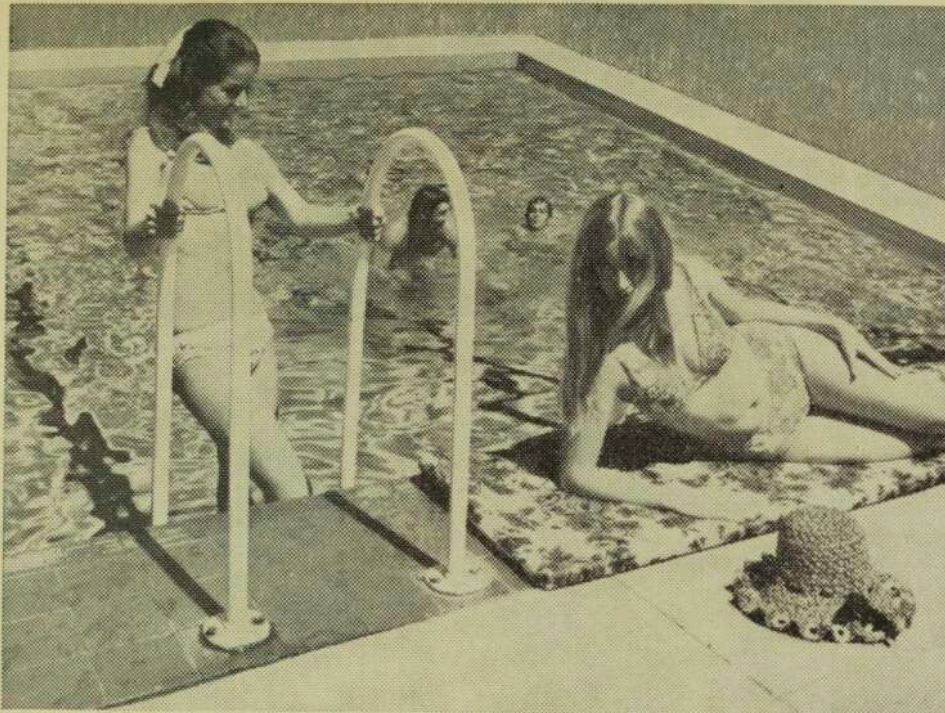
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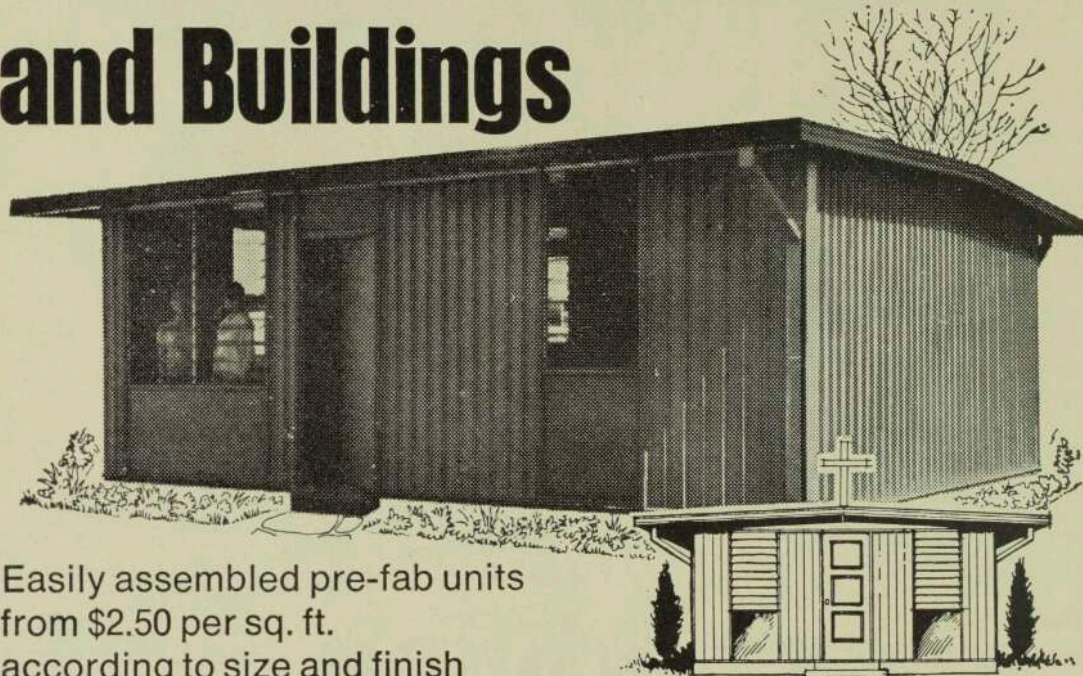
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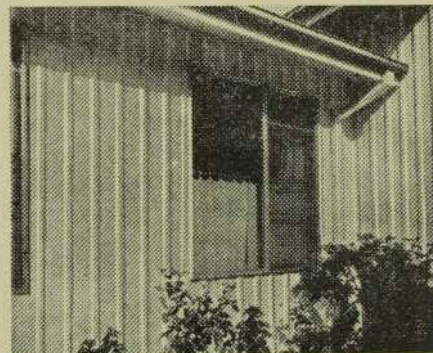
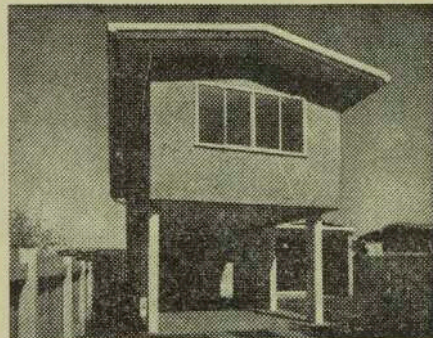
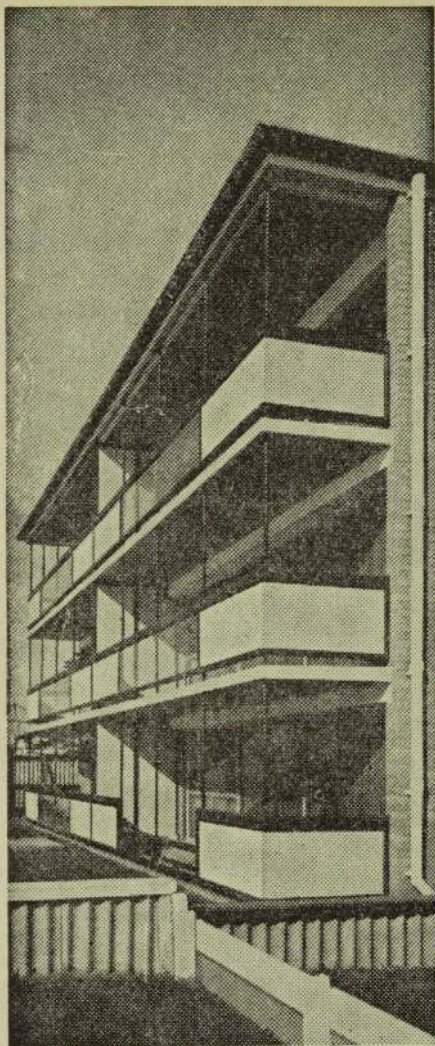
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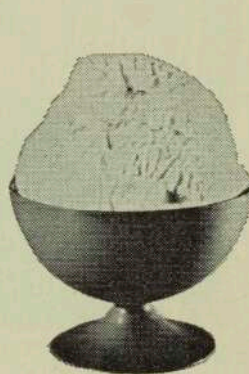


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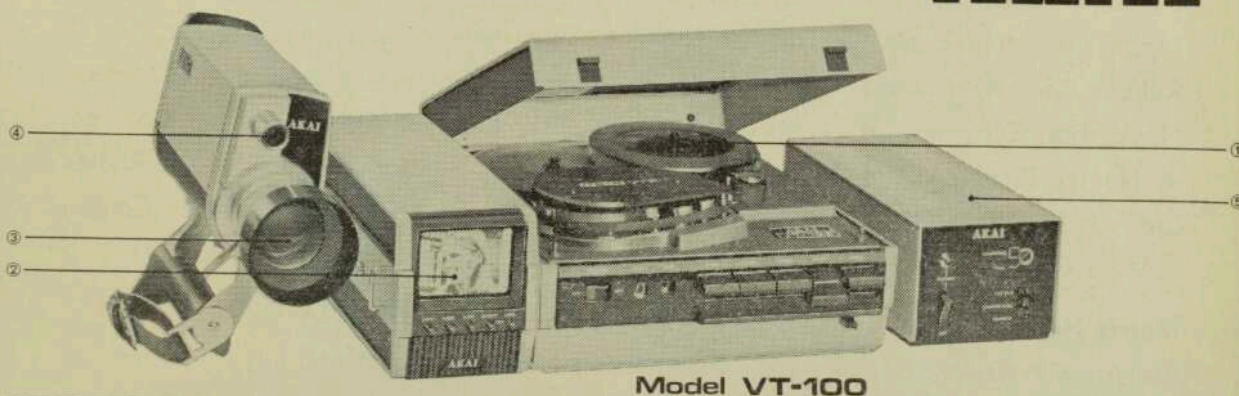
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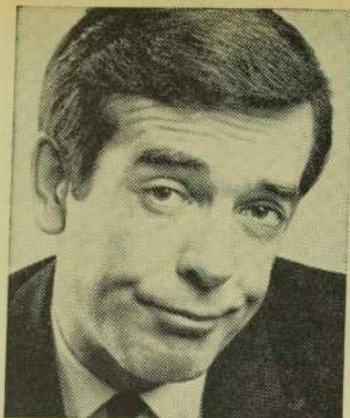
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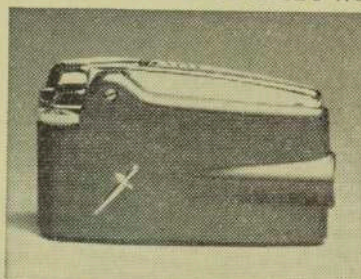
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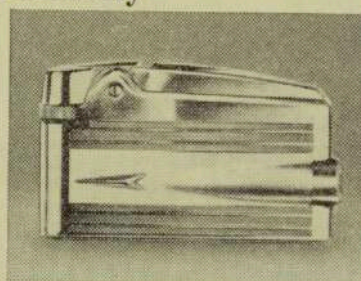
I've got one lighter made out of two
Victorian pennies.
It's never worked.
I've got another that I bought as a
holiday souvenir. That went for a week.
I've got three other jobs that only
need a new little ratchet thingummy.
I've got a lighter with a wick like a
pyjama cord that lights in a gale and
nowhere else.
Lighters?
I've got a drawer full of them.
And a sore thumb.

Somebody please give me a Ronson

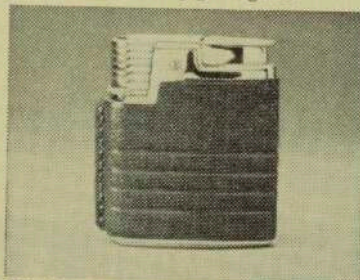
One of these will do nicely



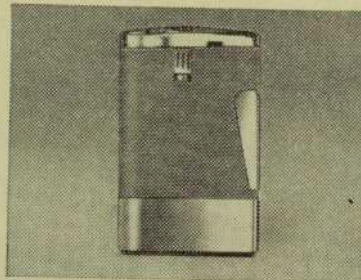
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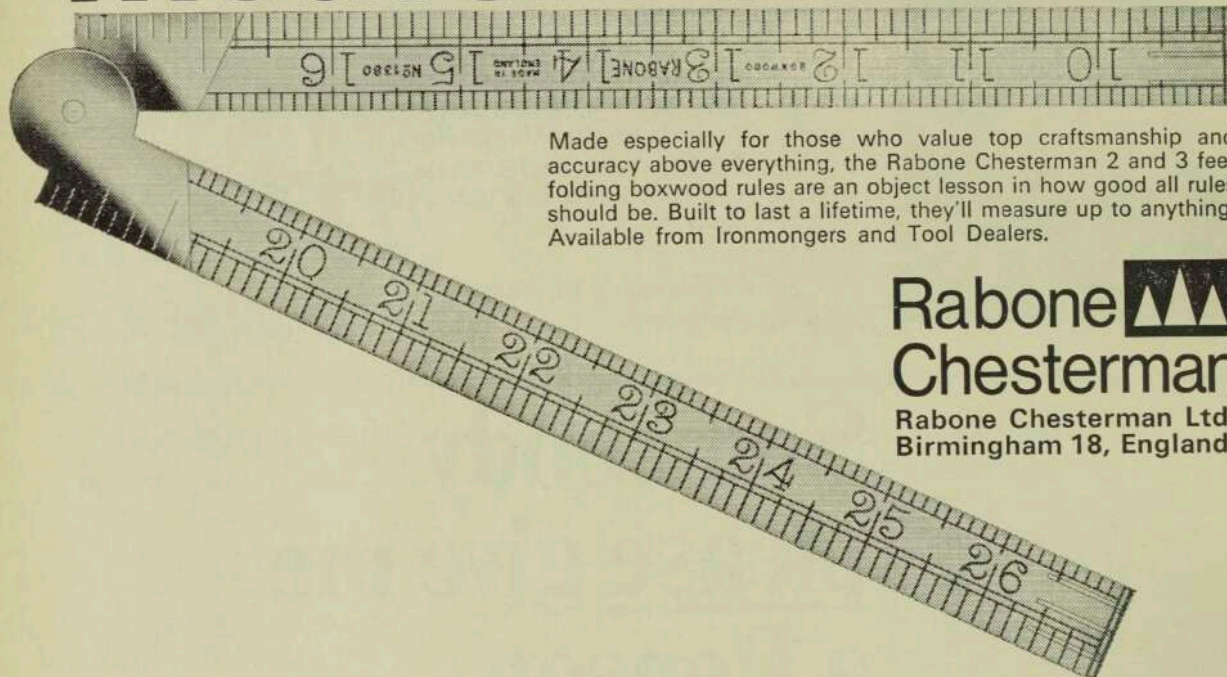


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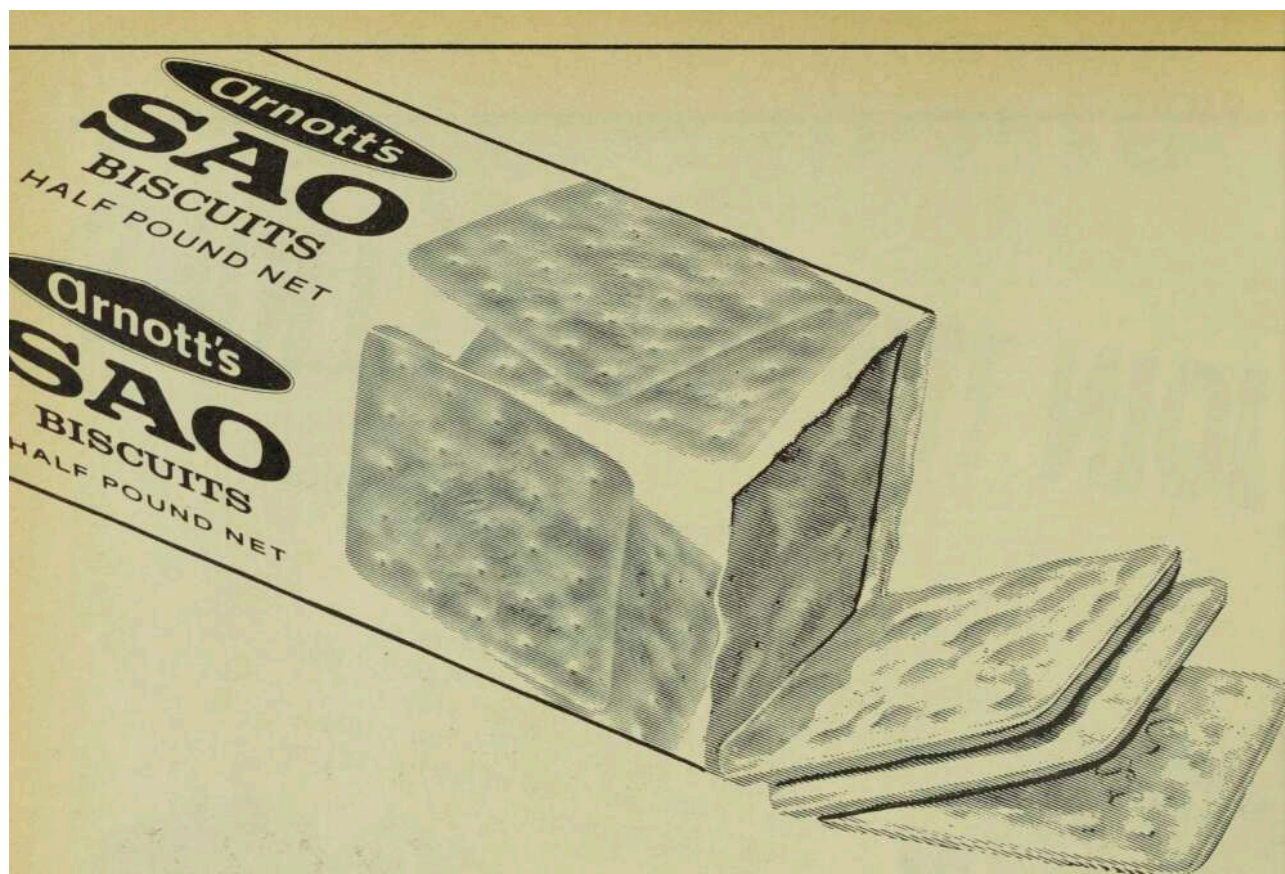
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Up Front with the Editor

Just before Mr. David Hay took up the post of Administrator of Papua-New Guinea in January, 1967, the late Eric Feldt, of Coastwatchers fame, wrote what you might like to describe as an ode about the sort of things the new man was likely to encounter.

After it was published in *PIM* (Dec., 1966) I set up a special copy of it on card and sent it up to the Administrator as a keepsake. He was delighted with it, and when occasionally I saw him at his office in Port Moresby he would comment that Eric Feldt was making more sense every day.

David Hay has now completed his term in the hot seat, and much of what Eric Feldt had to say in 1966 still applies in 1970 to Mr. Les Johnson. I won't repeat the "ode" here, but I'll give you my favourite passages:

"WE CAN WISH him only years of onerous toil in a climate which makes hard work harder, facing problems which cannot be solved to the satisfaction of everybody.

"AS HE LEADS the native people towards prosperity in the modern world, may he be able to overcome some of the inertia of the great majority, at the same time mollifying the vehemence of the educated few, and when what he has said has been twisted to mean the exact opposite, may he hear of it early and so be able to correct it.

"AS HE MOVES from one imperfect solution to the next insoluble problem, with the results always falling short of his hopes, may his strength hold and his nerves remain calm.

"AND WHEN HE STEERS a commonsense course between those who clamour to sacrifice the present to some ideal, unworkable future and those who would neglect all for present gain, we would like to wish him their gratitude, but we cannot, for those who are too thick in the head to see what they have been saved from will give him no thanks."

I've said that many things that Eric wrote about the New Guinea Administrator's job in 1966 still apply today. But not all of them do, and even the far-sighted Eric might have been surprised to see the pace at which New Guinea developments are moving in Mr. Johnson's day. More importantly, he might have been surprised to see how little control of events an Administrator now has in New Guinea.

The visits to New Guinea of Australia's Labour Opposition Leader, Mr. Whitlam, and Prime Minister, Mr. Gorton, have both underlined this, in my view.

No revolt

New Guinea is not on the point of revolt—nor are its two million people *bitter* at the ineptitude and lack of sympathetic treatment of the Australian Administration, as the publicity surrounding Mr. Whitlam's tour might have had us believe. But nor will a policy of controlled uniform development, and appeals for unity and commonsense, solve the problems that New Guinea now faces, as Mr. Gorton's words might have led us to think.

Neither Labour nor Liberal will influence the game now being played in New Guinea by shouting at each other from the sidelines, because of the vital fact that it is the New Guineans who are carrying the ball.

New Guinea politics have finally achieved their own momentum and I personally believe that the Australian Administration can from now on only follow events, shaping and appealing where and when it can, seeing fair play wherever possible.

It's my personal opinion certainly,

Particular about taste and quality?



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but it's a strong personal view which has forced itself upon me in the last 12 months.

The Mataungan organisation of the Tolais is not an isolated movement. John Kaputin is not an isolated spokesman. There are men and organisations like them right throughout the territory, with varying degrees of influence and various methods of approach.

And why not?

It's embarrassing to those of us who like to see orderly development, yet it's a situation we can only expect in an emerging country of two million people with minds of their own.

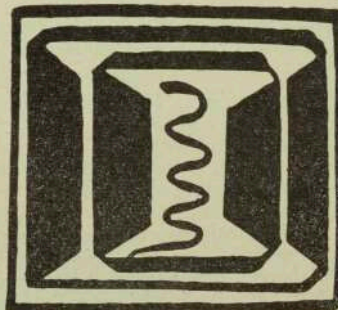
To get the whole picture into focus, one has only to take a look at the remarkable, recent political developments in other areas of the Pacific Islands.

Only three years ago the exponents of orderly development were sorely strained by the tactics of Head Chief DeRoburt, who wanted far too much for the tiny island of Nauru; but today DeRoburt is President of the republic, which has everything they told him he couldn't get.

Not long before, a Maori called Albert Henry was in great disfavour with the New Zealand Government because of his radical views on the future of the Cook Islands—today Henry is Premier of the self-governing Cook Group.

In Fiji, Ratu Mara—a radical product of the London School of Economics—was being treated with suspicion by some of the forces of orderly development, but in October he leads Fiji's half-million people into Dominion status, and now has a British knighthood from the Establishment.

I could go on, but the point they help me make is that political events are moving swiftly in the Pacific, and today you just can't guarantee that the timetable you're following will connect with the bus.



HA126

OUR COVER

Banking seems as though it could be fun at this Savings Bank at Ambunti, Sepik District, New Guinea. The decor is local "Haus Tambaran" style and the customer is Nauwi Saunambi, MHA for Ambunti-Yangoru. — Photo is from Dept. of External Territories.

ONE learns some surprising things. I was talking the other day to Victor Carrell and Beth Dean about the Cook Islands National Arts Theatre, which they brought to Australia at Easter for a most successful tour in support of the Commonwealth bi-centenary celebrations for Cook.

My wife and I saw the performance in Sydney at Her Majesty's Theatre (since, unfortunately, razed to the ground by a disastrous fire) and never had we seen Islands dancing like it. This was the real thing, yet carefully selected and sharpened up for the theatre in such a way that the Islands flavour was enhanced, not cheapened.

No chance

The Carrells (they have been married 25 years) gave the same skilled and sympathetic staging to the display of Australian Aboriginal dancing which shared the same programme.

What I didn't know is that the Carrells were never in a position where they could have made any money from the tour. Victor Carrell gave himself a contract under which profits were to be shared 50-50 by the Cook Islands Theatre and the Aboriginal dancers of Australia. Any losses were his.

The pair put 12 months of their own time into arrangements—speaking to at least 200 groups to drum up publicity—and took no expenses. Their tour with the group was at their own expense.

Notwithstanding, their losses on the staging amounted to \$11,500.

You'd think the Australian bi-centenary people or the Commonwealth-supported Australian Council for the Arts would make up the difference in view of the purpose for which the Cook Islanders were brought to Australia.

—Stuart Index



PIM

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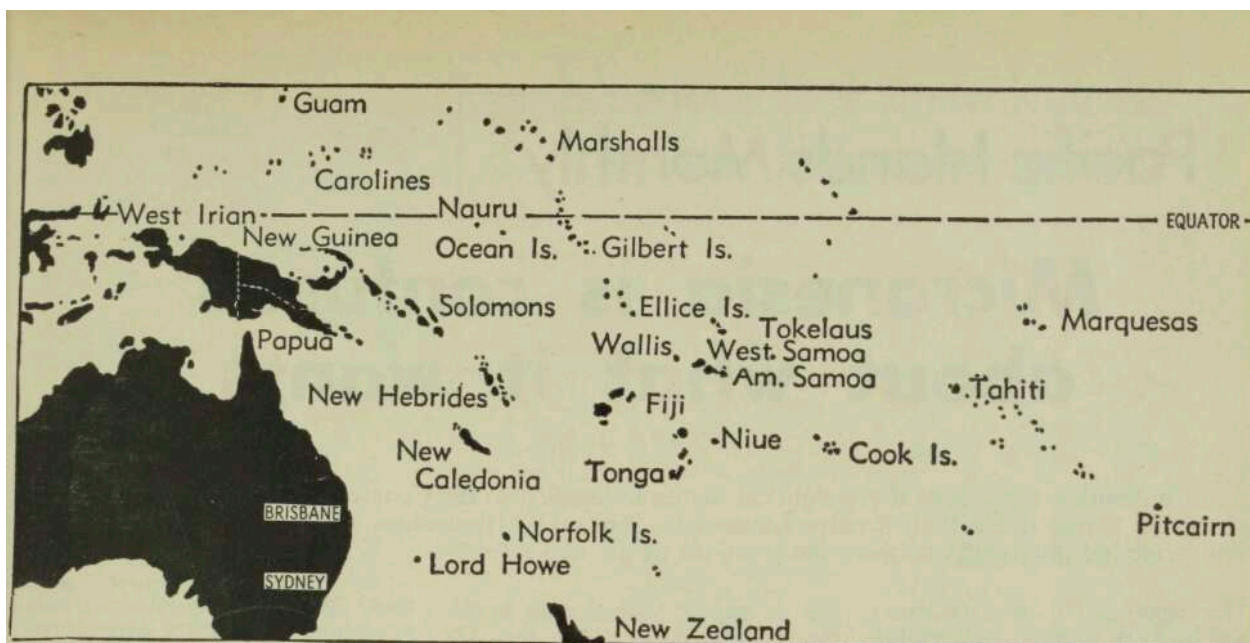
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Vol. 41. No. 9, September, 1970

In This Issue

Pacific Islands Monthly

GENERAL

Airlines war	58
Peruvian slave traders	82
Australian budget	105

AMERICAN SAMOA

New education director	93
Health funds	133

COOK ISLANDS

Relations with NZ	27
Influenza	29
Arts theatre	32
Missing skeleton	57
Freight fuss	98

FIJI

Independence eve	20
Foreign Service appointments	20
Australian aid	21
Ministers' pay rises	21
South Pacific Conference	26
Nadi-Suva Road	55
Castaway Island	61
History of sugar	79
National song	89
Altair" lost	97
Bitibank opens	109
Immodest" tourists	123

FRENCH POLYNESIA

Air Tahiti	23
Tahiti's nature man	73

GILBERT AND ELLICE ISLANDS

Birth rate	29
Tabiteuea Island	63
Early traders	64
Broadcasting officer returns	93
First bank	109

NEW CALEDONIA

Nickel profits	22
Troubled farmers	22
SPC dispute	27
Student freedom	31
Work for Tongans	99

NEW HEBRIDES

Games preparations	49
Boutique owner	92
Scout visit	93
Tuna venture	97
Money and Big Nambas	113
Gospel translations	131

NIUE

"Should retain character"	29
---------------------------------	----

NORFOLK ISLAND

Aunt Jemima	31
Tourism controversy	59

PAPUA-NEW GUINEA

Inside New Guinea	24
University graduates	25
Crown of thorns starfish	41
Games preparations	49
Origin of names	53
In colour	88
Freight costs	99
Australian aid	105
Sugar industry?	106

PITCAIRN ISLAND

Coat-of-arms	19
--------------------	----

SOLOMON ISLANDS

Governing Council session	19
Administrative changes	19
Population census	44
Games preparations	49
War experiences	87

TONGA

Book review	87
Work on ships	99
Smelly stamps	133

U.S. TRUST TERRITORY

Political status debate	18
Papal visit?	133

WESTERN SAMOA

Crown of thorns starfish	41
Peter Creevey	93
Interpretation system	131

TOKELAU ISLANDS

No gaol	133
---------------	-----

DEPARTMENTS: Up Front with the Editor, 15; Editor's Mailbag, 28; Tropicalities, 30; Footnotes, with Percy Chatterton, 37; From the Islands Press, 57; Magazine Section, 73; Yesterday, 81; Book Reviews, 87; People, 93; Shipping, 95; Cruising Yachts, 100; Business and Development, 105; Produce Prices, 111; Shipping and Airways Schedules, 113; Deaths, 120; Nutshell, 131.

Pacific Islands Monthly

Micronesia is confused about what it wants

By CARL HEINE

In presenting the report of the Political Status Delegation to the Congress of Micronesia, the chairman of the Status Delegation, Senator Lazarus E. Salii said, "Discussions so far with the United States reveal profound differences between the positions of the two sides."

The report itself must be commended. It is a very well written document on the present position of the Micronesian people as seen and presented by the political status delegation. The report also presents the position of the United States. Both positions are clearly analysed.

However, the report is far from complete. There is nothing in it that will satisfy any average Micronesian voter. It offers nothing conclusive nor recommends anything concrete in terms of a political choice. The report simply summarises the results of the recent talks between Washington and the Congress of Micronesia's Status Delegation, and reiterates the latter's insistence on free association and/or independence.

The two sides came to a deadlock on several crucial issues, but most important was the use of land—who shall control it and how future acquisition of land in terms of United States military interest in Micronesia would affect the Micronesian people.

At present there is "an impasse". There is much distance to be travelled before any meaningful goal is reached in the Micronesian quest for a viable political future.

The status delegation was directed to negotiate with the United States on the basis of "free association" as the first choice of the Micronesian people. In the first round of talks held in Washington in October, 1969, the Micronesian Status Delegation presented 11 points which were considered to be of paramount importance to the Micronesian people.

The US delegation at that time seemed willing to go along on all 11 points. However, during the second round of talks held on Saipan in May of this year, the US delegation put forward its own proposal for a Commonwealth status for Micronesia. This caught the Micronesian delega-

tion by surprise. It had come to the May talks hoping that the US delegation would pursue the same issues and principles that were on the agenda earlier in Washington.

The Micronesian delegation saw no reasons why the Micronesian constitution should have to be modified by the US Congress and why it should have to be inconsistent with the US constitution.

The report goes on in great detail on the procedures of terminating the present Trusteeship agreement; and further discusses the advantages and disadvantages of independence. While these may be reasonable, they are unnecessary as far as the present issues are concerned.

In view of the present impasse, what is needed is to open further negotiation rather than resort to the issue of independence. Independence should be the final act of the Micronesian people only if and when the chips are down.

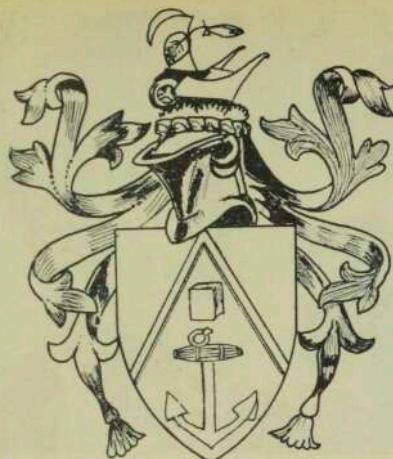
The issue that is central to both sides in the negotiations is land.

How will it be controlled? It is a well-known fact that the only interest on the part of the United States in Micronesia is Micronesia's land, and Micronesia's strategic location in the Central Pacific-ocean area. The Americans are losing money by being in Micronesia. By the same token, land is considered by Micronesians the foremost asset and their only form of social security. If the control of land is taken away from the Micronesians, then their whole culture, customs, and a way of life are also taken away. Taking away the control of the thing that the Micronesians have been trying to preserve, has brought delay in the negotiations. To Micronesians, land represents not only social security, but also identity and self-respect. To them land is more than just a piece of real estate. It represents a way of life. To Americans, land is where a tall building can be erected; its value is based on how much wealth can be accumulated from it.

The Micronesian choice of free association placed complete and un-

Congress continues discussion

The Congress of Micronesia, meeting in Saipan, in late August was still discussing implications of the report on Micronesia's future, earlier presented to Congress by its Political Status Delegation ("PIM", Aug., p. 27). The report was critical of US attitudes on Micronesia, and said a stalemate had arisen because the US had rejected the delegation's proposals for either a free association with the US, or independence, and the delegation had itself rejected a US proposal for Commonwealth status. By month's end it looked as if the Micronesian Congress would set up another delegation, mainly with the same members, to continue discussions. Congressmen seemed agreed Micronesia had to have some sort of self-government and that Commonwealth, or colonial status, was not acceptable in the form offered. In this commentary for "PIM", a leading Micronesian, Carl Heine, who is Deputy District Administrator, Yap District, discusses the implications of the report.



Pitcairn Island, population 80, now has its own coat-of-arms. The Queen has issued a royal warrant approving the design, which incorporates the "Bounty" Bible, the "Bounty" anchor, a Pitcairn wheelbarrow and a sprig of miro—the wood used by the islanders for carving.

conditional control of land in the hands of the Micronesians themselves; the US offer of Commonwealth status gives the US Federal Government certain rights and strong control over the use of land in Micronesia. The terms stipulated under the offer of Commonwealth status were not acceptable to the political status delegation. In the expression of the chairman, Senator Lazarus E. Salii, they were "well below the minimum standard of self-government acceptable to the Congress of Micronesia", and "the United States offer was a disguised offer of outright territorial status".

Micronesians are very sceptical of the US offer, and perhaps they have some justification. They have learned much from American history, and of its dealing with minority groups. The recent uprising of the American Negroes, the plight of the American Indians, and the status of the native Hawaiians are all bad indications of unfortunate historical happenings that speak very negatively against the United States. In this regard the Micronesians are determined to see that history does not repeat itself in these islands, small and insignificant though they may be.

Contributing to the present impasse is the fact that both Washington and Micronesia want to have their cake and eat it too. Washington wants to maintain its strategic military position in Micronesia, yet is not willing to grant a full measure of true internal self-government to the Micronesian people. On the other hand, Micro-

Continued on p. 118

Islanders feel their way in the new Solomons council

From DAVID KEATING, in Honiara.

The first session of the new Governing Council in July was for just over a fortnight—sufficiently long enough to get the new constitutional procedure under way in the Solomons. The real effect of the Governing Council will not be felt until after the next session when the various committees will have been at work hammering out matters that come before them.

The real test is therefore yet to come and it remains to be seen how the committees cope.

In the first session the committees had not, of course, got into operation, so the proceedings on some issues were more drawn out. But once the elected members settled in and realised that they were in control if they voted together, things began to happen. A motion was passed calling upon the High Commissioner to revoke charges for medical services to Solomon Islanders which had just come into force before the new Governing Council had commenced to operate.

With one exception all the elected members voted in favour of the motion, thereby outnumbering the Public Service members. The exception was William Betu, chairman of the Education and Social Welfare Committee. His committee had not been able to deal with this item as this was the first session of Governing Council. Consequently he was not obliged to take any particular stand on the motion, so one must assume that he was simply in favour of the charge scheme. In any event he certainly was not popular with the other elected members.

In view of objections to mining operations by various Solomon Islands landowners, a bill was put through by Archdeacon Peter Thompson to pay a 5 per cent. royalty to landowners affected, instead of a 5 per cent. royalty to the respective local council. This was done in the hope that it would satisfy the objectors. Whether it will or whether they will now want a larger royalty remains to be seen.

On the Public Service side, a much needed Public Health Bill was put through. Until this bill was passed there was no local legislation covering this important social aspect. Up to now English public health law applied wherever possible; it did not of course, cover many particular problems of the Solomons.

Motions proposed by Peter Salaka were passed to make workmen's compensation insurance compulsory in some cases and for a minimum wage rate to be fixed for some classifications of workers.

In a lighter vein, Alfred Maeke, member for West Guadalcanal, proposed the motion that members should not need to wear suits in the council. This was rejected by elected members as well as Public Service members—perhaps because as they had already bought them they did not want to be denied the opportunity of wearing them.

On August 10, Joseph Bryan's election petition was heard in the High Court. It was unopposed by Leone Laku, the member declared to have been elected, and the returning officer, Stuart Harbinson, for the East Guadalcanal District.

The petition stated that the votes at two polling stations had been rejected because they had been marked with the names of the voters and at one station with the voters' registration numbers as well by the polling assistants. The petition was granted and Leone Laku's election was declared void. A new election is now to be held, and it's anybody's guess at the result, even though Joseph Bryan would have won in the last election if these votes had not been rejected.

NEW CHIEF SECRETARY NAMED

Mr. Tom Russell, Financial Secretary of the Western Pacific High Commission (he's been in the Solomons since 1948), has been appointed Chief Secretary to succeed Mr. L. M. Davies, who has been named Deputy Governor of the Bahamas (*PIM*, Aug., p. 26). Succeeding Mr. Russell is Mr. J. H. Smith, Permanent Secretary, Ministry of Finance, Benue State, Nigeria, who arrives in Honiara in early September.



Fiji on eve of independence: Headaches among hurrahs

By R. W. ROBSON

When Prince Charles, acting for the Queen, breaks out Fiji's new flag on October 10, the fledgling dominion will receive warm greetings and good wishes from all the nations of the four continents washed by the Pacific Ocean—and especially from its immediate neighbours, Australia and New Zealand.

Fiji was ceded by its high chiefs to the British Crown on October 10, 1874. Until about 1950, it was a remote, sugar-growing colony of three big islands, and hundreds of small ones which, like most of the islands of the Pacific, rarely made world headlines.

The winds of political change, which swept away the British Colonial Empire soon after World War II, and turned colonies and dependencies into innumerable unprepared and fumbling "independent democracies", were slow in reaching the South Pacific.

Then in the 1960's the new nations of West Samoa, Nauru and Cook Islands made their bow to an indifferent world, and in June, 1970, the hitherto British-protected kingdom of Tonga moved to a higher status of independence.

Now Fiji joins the happy con-course. Papua-New Guinea and the Solomon Islands are close behind.

These are not formidable new nations. Leaving New Guinea's two millions out, the populations of all the South Pacific Islands would not add up to half the population of Sydney.

But they have strategic, political and economic importance and they expect to enjoy steady growth and national freedom under the protection

of Britain, United States, Australia and New Zealand.

Rain or shine, the prevailing spirit at the elaborate ceremonies planned for Fiji next month will be one of friendliness and optimism.

Fiji will need a full measure of both. The new nation faces some problems of peculiar complexity.

There is the racial problem, arising out of the fact that the Indians (over 250,000) out-number the Fijians (some 220,000), and Indian political policy is shaped by a small, influential group which is anti-European, and land-hungry.

There is the social problem, created mostly because the population growth has out-stripped the development of natural resources. There are not enough jobs for the oncoming generation.

There is a finance problem because Fiji needs more and more capital from abroad to encourage or create new industries, so as to provide employment and food for a steadily growing population.

There is a politico-economic problem, insofar that unless political harmony is maintained between Fijians and Indians, overseas investors will not be encouraged to enter Fiji—and an inflow of overseas capital is vital to the new nation's future.

There is an extra-special economic

The names of the first—and most senior—members of Fiji's new Foreign Service were announced in August. They are, from left, Semesa Sikivou, who will head Fiji's mission to the UN; Raman Nair, High Commissioner to Canberra; Josua Rabuka-waqa, High Commissioner to London; and Ken Bain, who will probably be No. 2 man in London. Other diplomatic staff include Suva barrister Satya Nandan. Further names are to be announced. Wives of some mission members with suitable qualifications will also be given positions. Mrs. Nandan, for instance, is a barrister and solicitor, and Mrs. Bain is a highly-qualified confidential secretary.

problem in the fact that the Colonial Sugar Company, which has conducted the country's chief industry for 50 years, is withdrawing from Fiji in 1972; and there is no indication yet of how the industry will be carried on in the future.

There is a property problem. A very large proportion of Fiji's land belongs "irrevocably" to the indigenous race. The immigrant race naturally seeks much greater land rights.

A very large proportion of Fiji's industries is owned by Australian corporations. A small but vociferous group of Indian politicians insists that the operations of overseas corporations be curtailed by government action, in favour of local traders. They hope to achieve this by introducing the common roll, for the election of the parliament. A real problem lies in the fact that the common roll idea is resisted by Fijians and Europeans, for obvious reasons.

But, while the outlook is beset by headaches, it is not all gloom.

New Prime Minister will be Ratu Sir Kamisese Mara. In the last three years, as Chief Minister, Mara has disclosed an impressive degree of leadership. He has brought compromise and unity to a Fijian-Indian

situation that seemed impossible of reconciliation, and the way in which he has attacked his young nation's peculiar problems suggests that he has vision, and no delusions about the difficulties immediately ahead of his government. His team of ministers (European, Fijian and Indian) have been very loyal to him — sometimes in awkward situations — and have developed considerable talent in administration.

So long as they do not lose their heads in the rosy clouds of dominion status, they should give Fiji what it needs, in this critical time of change-over.

The other factor, plainly there to comfort us, is the truly remarkable speed and volume of tourism development.

We get only vague estimates of the amount of real money that tourism is taking into Fiji, but there is no doubt that it has already accomplished a great deal. Millions of dollars have gone into Fiji in the last two or three years for the capital development (especially the construction of tourist resorts) of the tourist industry. Superficially, at any rate, Fiji is enjoying a large measure of prosperity.

If the members of Fiji's new Administration can keep their heads, and avoid racial tensions, and adjust their outlook so that the startlingly different conditions surrounding dominion status can take care of their country's peculiar problems, then Fiji's future can be a happy one.

But it will need, for some little time, all the goodwill and practical help it can get from the English-speaking nations with interests in the South Pacific.

MARA: THANKFUL OVER AID

From SUE WENDT, in Suva

Fiji's Chief Minister, Ratu Sir Kamisese Mara, exercised admirable restraint when questioned in August about Australian aid to the South Pacific and Australian economic involvement in Fiji.

Asked whether he thought Australia's 1970-71 South Pacific Aid Programme allocation of \$A700,000 was "realistic", he replied that those "on the receiving end" had little choice but to be thankful for such aid. "I am not the one to judge

whether it is realistic from their end," he commented.

From the new Australian allocation, Fiji is expected to receive about \$200,000 in equipment, \$27,000 in expert services and part of \$147,000 set aside for the provision of technical training for Pacific Islanders. Last year, Fiji received Australian aid worth \$31,000 in equipment, \$21,000 for expert services and \$35,000 for training.

Part of the \$200,000 equipment allocation this year includes equipment overflowing from last year's programme. The increase was announced in the Australian budget, announced in mid-August by the Federal Treasurer, Mr. Leslie Bury (see p. 105).

Ratu Mara is noticeably reticent about committing himself publicly on the question of Australian involvement in Fiji. He declares himself "somewhat diffident about saying what Fiji should expect" from Australia.

At an August news conference, he said Australian financial control in Fiji was rapidly decreasing. What he would like to see was the establishment in Fiji of subsidiaries of companies which now supply goods directly from Australia. "It's a question of mutual agreement with Australia," he said.

The Chief Minister outlined government plans to strengthen the police force by between 200 and 300 men and the Fiji Military Forces by about 150 men, mainly in the officer cadre.

Defence discussions in London, he said, had included the question of getting some up-to-date rifles instead of the 303s now in use and acquiring uniforms, tents, Land Rovers and other vehicles.

Asked whether Fiji would be getting ships or aircraft, he replied that his present concern was in "finding out what I get for nothing". He was asking for a grant from Britain for the "military hardware" and other equipment.

The Chief Minister said an announcement would be made soon about the possibility of the Governor of Fiji, Sir Robert Foster, continuing to serve in Fiji as the first Governor-General.

On the question of an independent chairman of the sugar industry, he said that he very much hoped that the present Administrator of the British Virgin Islands, Mr. J. S. Thomson, would return to Fiji to take up the post. A former Acting Colonial Secretary and Acting Governor in Fiji, Mr. Thomson left Fiji in 1967 after 25 years in the Fiji civil service.

Promises and pay rises

In August, Fiji's Chief Minister, Ratu Sir Kamisese Mara, and the Leader of the Opposition, Mr. S. M. Koya, secured in London further promises of British aid after independence on October 10. At the same time, Fiji politicians received encouraging news about their own security—in the form of big pay rises.

Reports from London said that, during four days of talks with members of the new Conservative Government, Fiji's leaders received pledges of continued technical aid and other assistance given by the previous Labour administration.

The position of the Fiji sugar industry should Britain enter the European Common Market was also "satisfactorily" discussed.

At home, most government ministers, assistant ministers and Legislative Council members must have been experiencing a fair degree of satisfaction too, regarding their own financial lot, when an eight man committee appointed in January, to examine parliamentary salaries, recommended substantial rises.

The Legislative Council, on August 24, unanimously approved the rises for members and ministers, to apply from January 1.

The new salaries and expenses, with the old figures in brackets, are:

Chief Minister,	\$10,500,
\$2,000	(\$7,002, \$1,002);
ministers,	\$7,000, \$750 (\$6,000,
\$240);	assistant ministers,
\$4,750, \$250 (\$4,002, —);	members, \$3,500, — (\$960,
—);	Speaker, \$6,000, — (\$960,
—);	Leader of Opposition,
\$6,250, \$750 (\$2,004, \$100);	Government and Opposition
whips,	\$3,700, \$200.

In making its recommendations the committee took as its guideline salary levels and standards applying generally in Fiji.

Who should get the nickel profits, France or New Caledonia?

From GERALD ROUSSEAU, in Noumea

The New Caledonian nickel export issue—whether to sacrifice “local” Caledonian ore export expansion now for the benefit of “national” French companies, which will not be fully operative before 1975—is seriously disturbing the Noumea Gaullist party.

Following the failure of leading Caledonian independent miner, Edouard Pentecost, to back down on the issue, the Gaullist paper *Le Drapeau* has severely chastised (without naming) him for his anti-administration stand.

Mr. Pentecost is also reported as being tossed out of the Union Democratique Party for having failed to pay his dues—a mere \$300 per month as far as Mr. Pentecost was concerned, plus the use of his private planes for propaganda purposes.

At the same time the New Caledonian mining union — Syndicat Independant des Mines — has also continued its struggle to have quotas abolished on the export of nickel ore to Japan.

Since its formation in June and the despatch of its protest telegram to President Georges Pompidou, the SIM union has been growing in numbers.

The union leaders have held discussions with the Secretary-General (in charge of the French Administration), Director of the Noumea Mines Department and with heads of the Governor's Confidential Information Service.

In a bid to assess future opportunities for Caledonian mine operators and contractors, the union has also been in contact with all four large Paris-based mining companies which operate or plan to operate in the territory.

For their part, representatives of Japanese smelters, anxious to fulfil the original contracts signed with Caledonian mine operators, were expected to visit Paris in September, at the end of the French parliamentary summer recess.

Meanwhile, Mr. T. Muto, in charge of the European desk at the Ministry of Foreign Affairs in Tokyo, visited Noumea in early August. It was believed to be the first visit of a Japanese foreign affairs ministry official in three years.

The Japanese have been trying

since at least 1967 to establish a consular agent in Noumea. Paris, however, seems reluctant to grant its approval, evidently eyeing with suspicion any foreign power that tries too much to deal directly with the Caledonians in business matters.

On the other hand, Caledonian independent miners have expressed concern at reports of the French Administration having refused either replacement or extension of stay for two Japanese mining engineers working in the territory.

The fate of six more such engineers has now become open to question. The men are engaged in helping independent Caledonian miners who sell nickel ore to Japan. Members of the Territorial Assembly have queried the Administration on this matter.

Finally, Mr. Bourrelie, head of the Paris Mines Department (Ministry of Industrial and Scientific Development) visited Noumea in August for talks with the local authorities as well as the independent miners.

The SIM sought a meeting with Mr. Bourrelie. It was hoped the Paris official's visit would open a way to the lifting of the nickel ore export quotas and allow the Caledonians to work their mines as planned.

The French Government attitudes on the exploitation of Caledonian nickel was outlined in Noumea on August 14, during an expose on the forthcoming five-year plan.

At a meeting in the chamber of commerce, the Administration outlined the principal objectives of this sixth plan as far as New Caledonia is concerned.

Main target will be the production of 160,000 tons of nickel metal by 1975. This is four times last year's production from the sole current metal producer, the Societe Les Nickel. The 1975 output target is to be achieved by the combined efforts of four Paris-based mining companies, the SLN having a controlling interest in three of them.

It's in order to give priority to the needs of these four Paris-based companies, the Administration explained, that quotas have been imposed on the Caledonian miners' exportation of unprocessed nickel ore to Japan.

It's estimated that the export of 160,000 tons of nickel metal (120,000 tons going to foreign markets) will earn about \$US350 million for France in 1975.

At the time of the French financial crisis resulting in the devaluation of the franc in August, 1969, the Administration explained, France's foreign reserves had dropped to \$1,000 million.

New Caledonia's annual earnings of from \$US350 million, it was pointed out, will provide France with one-third the value of its foreign currency holdings of August, 1969—a considerable contribution to France from this Pacific territory.

FARMERS IN TROUBLE

Agricultural equipment going to rust out in the sun . . . Caledonian oranges rotting under the trees while imported citrus fruit is sold in Noumea shops . . . graziers paid 35 cents a pound for beef carcasses, while prepared beef sells for over a dollar a pound in Noumea . . . local cauliflower crops left to be fed to the pigs.

These were some of the grievances voiced by nearly 200 Caledonian farmers and graziers at a meeting of the newly-formed Union for the Defense of Caledonia Agricultural and Pastoral Interests, on August 8, at Pouembout, on the west coast.

Among the audience were Caledonian Deputy to the French

Assembly, Mr. Rock Pidjot, President of the Territorial Assembly, Mr. Yann Celene Uregei, eight other Territorial Councillors and several inland mayors.

The meeting urged that a five-page list of grievances moulded into the union's programme of action should be presented to Governor Louis

Verger and to the Territorial Assembly.

President of the union, Mr. Thierry Schmidt of La Foa (west coast) received repeated urging from his audience, as he raised the problems of imported fruit, vegetables and other primary products being sold so easily in Noumea, while Caledonian produce was often unable to find a market.

The union's document urged the men of the inland to defend their properties, otherwise, it warned, "tomorrow, maybe within 10 years, the nickel will belong to the Rothschilds and the Caledonian land to a few big miners or companies".

Concerning the problem of guaranteeing wages to rural workers and insurance against natural calamities, the document urged the allocation of funds for this purpose. This finance would be derived partly by a 1 per cent. tax on nickel exports "our Caledonian heritage".

At the same time, farmers expressed apprehension at the increasing damage being done to their land through mine pollution—mineral oil washed down to the plains from mountains being bulldozed away for their nickel.

Graziers were particularly concerned about the low price paid for beef carcasses, while the 10 butchers in Noumea retailed at such a price that "they own villas and apartments everywhere," while meat has become "luxury inaccessible to large families".

Fruit and vegetable growers expressed their opposition to the massive imports of foreign produce, while Noumea shops refuse to handle local foodstuffs. One farmer urged that "only those who buy local fruits and vegetables should have a licence to import foreign produce".

The countrymen listed numerous projects as a means of overcoming some of these problems.

They proposed the holding of a local show and also suggested that 10 or 15 farmers and graziers be sent each year to the Royal Easter show in Sydney.

The union envisages the formation of a co-operative among Caledonian farmers to assure the sale of their produce. It also urged that the importation of foreign potatoes, maize and citrus fruit should cease, as, with the building of adequate facilities, these products could be conserved to meet local needs.

All in all it appears that as the Caledonian economy races ahead the Caledonian man on the land is determined not to be left out of his share in the bonanza.



Air Tahiti "swindled"

One of the most remarkable success stories in the field of Pacific Islands aviation in recent times has been the air taxi service between Tahiti and its sister island, Moorea, run by two local airlines, Air Tahiti and Air Moorea.

Since early last year, when Air Tahiti began the service, the two companies have carried approximately 100,000 passengers. In so doing, they have considerably boosted tourism on Moorea and have reduced the travelling time between the two islands from 1½ hours in the fastest inter-island ferry to a mere seven minutes.

Yet on August 11, the president of Air Tahiti, Mr. Bertrand Jaunez, called a Press conference at Fa'a'a Airport to announce that the two airlines had ceased operations that morning and were going into immediate liquidation.

The reason for this extraordinary action, Mr. Jaunez said, was that the French Government had blocked the importation of two Britten-Norman aircraft which were essential for the companies' continued operations.

Without mincing words, Mr. Jaunez then proceeded to tell the story of his company's unsuccessful two-year battle against what he described as "administrative trickery", "swindling", and a number of similar things.

The story began, he said, in March, 1968, when Air Tahiti proposed the Tahiti-Moorea air taxi service, using a Britten-Norman aircraft from Libreville, which was adjudged the ideal plane for a flight of seven minutes.

The airline's investment programme which Mr. Jaunez said had so far cost 82 million Pacific francs (about \$A750,000) was approved by officialdom; the airline took an option on four Britten-Norman planes; and it began recruiting personnel, printing tickets, buying ground equipment, etc. Finally, with several light aircraft hired locally, the air taxi service was inaugurated.

However, difficulties were encountered as soon as Air Tahiti showed that it meant business and would be a serious competitor for RAI, the inter-island airline owned by the French company, UTA.

Whereas Air Tahiti's application for a licence to import the Britten-Norman aircraft was refused, delayed and pigeonholed, RAI was allowed to import a Twin Otter which it put on to the Tahiti-Moorea run.

Subsequently, RAI reduced the fare on that service by 30 per cent., although its fare to Bora Bora was put up by 28.6 per cent.

"And now," Mr. Jaunez added, "RAI is about to im-

Above, Air Tahiti's Britten-Norman in flight.

Continued over

Air Tahiti

(from previous page)

port Britten-Norman aircraft for its own use in order to asphyxiate Air Tahiti, while our own Britten-Normans are still waiting in vain to leave the Isle of Wight. We have thus been forced to cease operations from this morning, August 11, 1970."

In a circular to clients issued at the same time as the Press conference, Air Tahiti and Air Moorea stated that they had made numerous appeals to the highest authorities, that the local parliamentarians had intervened on their behalf in the public interest, and that the Territorial Assembly had made a unanimous protest to the French Government. However, nothing had breached the veto of Paris against the two airlines.

The cessation of the air taxi service came at a time when RAI's Twin Otter was out of service with an engine breakdown. So there was an immediate increase in the number of passengers travelling on the Tahiti-Moorea ferries.

However, Mr. Pierre Sachet, the owner of one of the ferries, the *Keke II*, was not especially pleased about the increased business.

He told the Press that the problem of Air Tahiti was his also in that the French Government had refused to grant him foreign exchange to acquire a bigger, faster, more comfortable boat—a British hydrofoil. They wanted him to buy a French model which was a little faster than the British one, but much more expensive and noisy.

He added that tourism in French Polynesia was "the affair of UTA" and that that company, with RAI, wanted to establish a monopoly in the territory.

When *PIM* went to press, the latest news on what one Tahiti newspaper called "a scandalous affair" was that the territory's Governor, Mr. Pierre Angeli, had cabled Paris in a last-ditch attempt to allow Air Tahiti to import its Britten-Normans from the Isle of Wight.



INSIDE NEW GUINEA

WITH JOHN RYAN

John Guise is going up the hill again for small-talk at Government House. The Administrator is sitting down, physically, to talk to the villagers. And 10 government departments and seven ministerial members of parliament are being given more administrative-political power.

That's the August story from New Guinea—an August that got off badly with the 1,000-man police action near Rabaul against Mataungan . . . a legal sortie that almost turned into a political debacle when somebody pressed the panic-button and yelled for military help.

Transcribed into military Pacific Islands Regiment parlance, the state of readiness reached *Red Plus* before the army started back-checking, to find that somebody in New Guinea's civil administration had panicked too early.

It all began in July with the Gorton tour, and the departure of David Hay and the arrival of his successor as Administrator, L. W. Johnson. At his airport departure, Hay was given a shoddy, showery farewell. Red Cross Society native girls were there because they'd been told to go, but the weather kept everybody else away: except departmental and service chiefs there for protocol.

I couldn't help feeling a little sorry for Mr. and Mrs. Hay. They knew they were unpopular in New Guinea, but they weren't quite sure of the real reasons. Their critics were probably in the same boat.

There's no doubt the New Guinea atmosphere took a boost with Les Johnson's return. Within three hours of arriving, he was telling the Press more than Hay had told in the past year.

Then Johnson was off to Rabaul for a look-see, despite Mataungan's published determination to refuse him an audience. Eventually, Johnson reached enough of the Mataungan middle-rank men, to make his personal impact. He physically sat down with Mataungan, and at month's end (after some very direct talking by Johnson) Mataungan was talking about having (at last) a private conference with 12 of the 34 native members of the hated Gazelle Multi-racial Council.

Only three weeks earlier, 1,000 policemen were in the Rabaul area, and 560 of them were near Keravat, to confront and kick Mataungan squatters off government land there. The Mataungans went home one weekend to go to church and play football—and when they came back to squat again on the Monday morning, they found the police were there first.

Acting Police Commissioner Brian Holloway has simply out-generalled John Kaputin and Oscar Tammur, MHA. The basic issue between Mataungan and the Gazelle Council is still land—land that once belonged to the Bainings tribes now hiding out in the Bainings Mountains.

This point was raised in a letter to the *Post-Courier*—and promptly answered by a Tolai who conceded the original Bainings ownership, but pointed to the legality of "conquest" and the unshakeable "truth" that the land now belongs to the Tolai conquerors.

I suppose the 1914 Australian troops who captured the Gazelle from the Germans should get into the act now, by claiming the entire Gazelle as a "conquest".

Seriously though, the Tolais are going to have to start doing some straight, unemotional thinking over the land question. They're going to have to compromise, whether they like it or not. And the foreigners now controlling 40 per cent. of the Gazelle are going to have to compromise, too; not perhaps by giving the land back, as the Australian Labour Party leaders would have it, but by selling to the government all acres not essential or not being fully used.

Legislation allowing the government to take this land is already on the books, but the government will use it only in the last resort.

During the confrontation, Mataungan had set ambush positions for the police. They couldn't use them, because the police found them too soon. But during the excitement, somebody at Rabaul convinced somebody at Port

Moresby that 1,000 policemen were not enough. Gorton had given Hay the green light to use native troops of the PIR to help out, and somebody asked for them quicktime. When the panic subsided, the army started asking for the name of the man who pressed the button. No names, no pack-drill.

But to have actually sent the army against the Mataungans—to have established a precedent in using troops—would have been political disaster; it would have set another precedent of the very type this country, politically, should never countenance.

The police came out of the confrontation with the battle honours—and demanding more power to nip trouble in the bud, long before it reaches Mataungan-level. So Secretary for Law Lindsay Curtis obliged with a draft bill giving police power to grab those inciting others, those inciting intimidation (it's been going on at Rabaul for a year) and various other measures, all aimed at Mataungan and potentially dangerous situations in public places. Parliament was to debate it from August 31.

And to close an exciting month, Governor-General Sir Paul Hasluck gave Administrator Johnson written authority to turn over to departments and ministerial members some of the power Prime Minister Gorton promised on July 6: control over departments by the seven ministerial members of Parliament; and control over a large slice of the new budget by the Administrator's Executive Council.

The two positions of Assistant Administrator were abolished, and former Treasurer, A. P. J. Newman, was sent upstairs as Deputy Administrator. Under the old system with Assistant Administrators, each Assistant had five departments responsible to him. They took the "hard" departmental stuff to the Administrator. As well, the Administrator held the reins individually in six other departments.

Now, the 10 major "service" departments will start looking after much more of their own affairs, going to Tony Newman only when in real trouble.

The channels of communication to the Administrator and Canberra have been re-directed: away from the Public Service and into the political sphere, because the major departments will now have direct access to the Administrator's Executive Council through ministerial members ostensibly controlling the departments. It's going to throw a lot more work on the native and one European ministerial members.

One member of the Executive Council, Tom Leahy, MHA, went into the council in July, 1968, as the Administrator's nominee, and he's now been voted (he beat MHA Tore Lokoloko) Executive Council spokesman in the House of Assembly. This allows the Government Leader in the House (A. P. J. Newman) to take something of a political back-seat, and thrusts Leahy to the front-line in justifying or explaining all measures in future, by the Executive Council.

It's all part of the Canberra-Port Moresby decision months ago to start "withdrawing" government influence during parliamentary debate. The time has come for elected members to start governing. It's a critical, demanding time ahead for all concerned.

The old style planters and do-gooders of the Pacific Islands were completely out of place in the new environment, Dr. B. S. Saini of Melbourne University, told the 42nd congress of the Australian and New Zealand Association for the Advancement of Science in Port Moresby in August. Dr. Saini said the changing attitudes of the people of the Pacific Islands required a new type of expatriate.

"What is wanted are the mercenary types who are able to temper their professional approach sufficiently to include some positive aspects of missionary work. He must be a professional, who is honest about his intentions of making money, puts a price on it and does it without any emotional attachment to either the place or the people who live in it. He is a new phenomenon in the islands brought about by the specialised nature of programmes and the need for skilled people to execute them," Dr. Saini said.

He added that the do-gooder had the attitude that his own culture was superior to that of the people he was working for, and was too anxious to change things, or, to his mind, set things right. Planters were no longer effective in the island environment, and he doubted whether anyone would miss their departure from the island scene. They were out of tune with what was happening or was likely to happen in the coming decades, he said.

Some 1,200 scientists attended the congress, the biggest ever held in Papua-New Guinea, dispelling fears that the rapidly growing town couldn't handle such a huge number of visitors at once, and bringing joy to the mercenary hearts of those engaged in the tourist industry.

New Guinea produces its first graduates

From JOHN RYAN, in Port Moresby

When he was handing out degrees in August at the University of Papua-New Guinea, Governor-General Sir Paul Hasluck must have wondered what Lord Caradon would be thinking when he heard about it in New York.

Sir Paul and Lord Caradon "discussed" Papua-New Guinea's tertiary local education in May, 1962, when Sir Paul was plain P.M.C. Hasluck, Minister for Territories, and Lord Caradon was Sir Hugh Foot, leader of the United Nations Visiting Mission.

Lord Caradon had what some describe as a "stand-up brawl" with Sir Paul over the apparent Australian sluggishness about establishing a university in New Guinea, and turning out fast a cadre of graduates for top jobs in a localised Public Service.

So, in 1966, Vice-Chancellor Dr. John Gunther got the university started in bush-huts on the Port Moresby showground.

In August when Sir Paul came as Governor-General for the first graduation ceremony, the controversial university had turned into a gigantic concrete structure; had mushroomed into an impressive kind of thing that only John Gunther (with swearing, politicking and hard work) could have built.

Starting in 1964 with Papuan John Natera, Papua-New Guinea got five graduates (including a girl) from universities in Australia, and from the University of Hawaii. In August, Sir Paul, Vice-Chancellor Gunther and hundreds of the delegates in Port Moresby for the 42nd ANZAAS Congress, watched six more native people graduate:— the very first from Papua-New Guinea's own university. They were Vincent Serei Eri (BA) who's tipped for big things in the Department of Education, and is in Australia now recruiting Australians; Kohn Kadiba (BA), Renagi Renagi Lohia (BA), Rabbie Langanai Namaliu (BA), Kas Magari (BSc) and John Kondra Pulu (BSc). The first five from universities overseas: John Natera, Bachelor in Agricultural Science; Henry To Robert (Economics), Joseph Aoae (Law), Kipling

(over)

Nothing will be sacred at South Pacific Conference

From GERALD ROUSSEAU in Noumea

Delegates to this month's South Pacific Conference in Suva are likely to provoke some fairly lively proceedings, even before they try the local kava or palm toddy.

SPC headquarters in Noumea reports that some 130 participants are expected at this 10th conference, with a record number of observers from international aid organisations. Chairman of the conference is likely to be Mr. S. M. Koya, leader of the Opposition Party in Fiji.

The Islanders' attitude towards the recommendations of the Review Committee on possible changes to the Canberra Agreement, (commission's constitution) will be an indication of how far their plans have

gone towards setting up an independent political forum outside the SPC.

If the French Commissioner maintains his resistance to change, as in the past years, this may well add impetus to the formation of a second Pacific body.

The creation of such an organisation, from which France would be absent, is regarded favourably in certain Caledonian political circles, as it would allow them to establish direct contact with their islands neighbours.

This year's move to Suva, after the last three South Pacific Conferences having been held in Noumea, has once more raised queries as to whether the SPC headquarters too may not be better located in Suva.

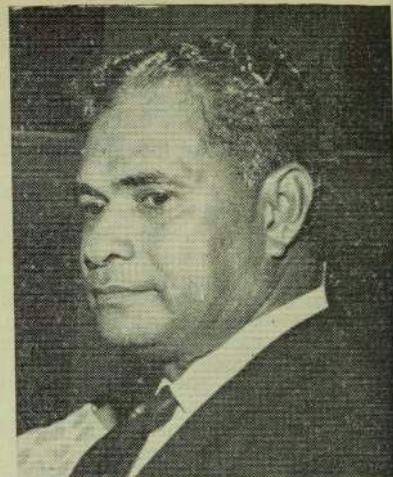
While everyone keeps talking, it may ultimately be found that the termites have the last word however: the day they stop holding hands, the whole pentagon headquarters may well collapse. Building costs are soaring in Noumea, so even modest new staff quarters would cost around \$30,000 per unit.

This housing crisis cannot last forever, and even so, as other islands boom, their position may not be much different. At the same time it can be noted that for educational and other reasons, certain specialists and/or families working for the SPC have already begun moving out into English-speaking islands nearby.

Another result of the conference's move to Suva is the prompting of the question: Who will host the next conference? Following the July visit of SPC Secretary-General, Afoafouvale Misi-moa, to Guam, it is believed that this island is particularly keen to welcome its neighbours.

At the same time French Polynesia has apparently been sending out feelers in the same direction, remembering that it will already be hosting the South Pacific Games, next September.

Finally, commissioners in Suva, if not before, will probably decide the



Mr. S. M. Koya, Leader of Fiji's Opposition Party, who is expected to be chairman of this year's SP Conference.

successor to the SPC post of Programme Director (Social), to replace Dr. John de Young of the US who is retiring from Noumea. Coffee-break whispers have named as candidates two Pacific personalities well-known at conferences—one from diplomatic, the other from ecclesiastical, circles.

P-NG GRADUATES

Continued from p. 25

Uari (BA), and Mrs. Dowla Lynch.

In its fifth year of struggle against building and staffing problems and government hold-downs on intakes, the university is turning out the vitally-needed final product. But, as Vice-Chancellor Gunther told the annual conference of the Local Government Association only a few days beforehand, Papua-New Guinea won't get all the native graduates it needs until well after the end of this century.

Europeans are going to be needed for a long time yet, and that's why the Department of External Territories is battling against severe criticism in trying to win favour for Prime Minister Gorton's ASOC: the "new deal" called Australian Service for Overseas Co-operation.

Between 800 and 1,500 of the territory's existing 6,800 European public servants will be selected for ASOC and offered job-guarantees here or elsewhere, to stay in New Guinea during the testing period between self-government and independence. But the public servants don't like Gorton's ASOC: they prefer the "golden handshake" scheme—legislation on the books but not yet activated, which offers a comparable alternative job in Australia or lump-sum cash for Europeans "localised" as more native officers go into the Public Service. The battle continues.

COMMISSION MAY HAVE LESS TO SPEND

The South Pacific Commission will have some \$23,000 less to spend in the coming year if the September South Pacific Conference accepts a proposed budget of just under \$A1 million in Suva.

Last year's approved budget was \$1,022,730 and this year's is expected to contain the same amount contributed from participating governments—\$890,000 plus approximately \$100,000 from other sources.

The total divides into Administration expenses (last year \$179,815) and Work Programme, (last year \$842, 915); the work programme for the coming year has been pruned slightly.

SPC officials are believed to be unhappy over the budget, as at least another 10 per cent. increase is needed to keep pace with rising costs, especially in salaries.

ROW IN CALEDONIA OVER WHO NOMINATES WHO

From a Noumea correspondent

Members of New Caledonia's Territorial Assembly have threatened that they will not vote funds from their next budget to finance projects at the South Pacific Commission. This follows the failure of the French Administration to allow the Territorial Assembly to nominate New Caledonia's delegate to the 10th South Pacific Conference.

At the request of the Assembly to have a choice in this matter, the Administration first declared that this was a matter involving foreign affairs and thus had to be handled by Paris. The Administration however later promised to study the matter and Governor Louis Verger subsequently wrote to the Assembly proposing that nominate two of its members to be observers at Suva.

The Assembly however turned down this offer, as such observers have no voting power. The territory's official delegate, it pointed out, is nominated by Paris and has this power, even though he is not elected by the population.

The Assembly claimed that it has frequently requested the right to choose who should represent the territory at the South Pacific Commission, without insisting that such representatives would be Territorial councillors.

The Assembly thus requested the Administration to take its desires into consideration in the future.

Meanwhile, New Caledonia will be presented at Suva in September, as at the last conference, by a jovial Melanesian priest, Father Jacob Apea.

It will be remembered that New Caledonia's delegate last year promised a \$1,500 contribution to the SPC budget, earmarked for a seminar on educational broadcasts in schools.

This seminar was recently held in Suva, but no Caledonian delegate attended. In fact there was only one French-speaking participant — from the New Hebrides.

With top-level interpreters being paid up to \$100 per day, it was estimated that the transport of equipment and translation of proceedings to French cost the SPC budget well over \$2,000.



Premier of the Cook Islands, Mr. A. R. Henry, likened his nation's relationship with New Zealand to a marriage partnership while speaking on the fifth anniversary of internal self-government on August 4.

However, although he was complimentary on that occasion, later developments in Rarotonga and New Zealand showed that it was a marriage with more than the usual amount of tension.

He said the constitution was "the most unusual, the most unique form of agreement or contact established in the world between two countries..."

"The Cook Islands has exercised her constitutional right as wife—the right to pester and demand, to worry and continually nag New Zealand," the Premier said. "... this day I solemnly express the Cook Islands' gratitude to New Zealand for this form of contract... which has been strained at times. But the fact that we are still together and happy says much for our partnership."

Reviewing progress made during five years of internal self-government, the Premier noted that "there are visible signs that people have more money to spend".

The number of Cook Islands taxpayers rose from 213 in 1966 to 1,200 in 1969. There were 34 businesses in 1965 and over 40 today, and of these, nine were European-owned.

"Internal revenue increased from a few hundred thousand dollars to over \$2 million per annum," said Mr. Henry. "Import and export values have increased tremendously, in fact to such an extent that urgent priority consideration must be given to immediate changes in the shipping services to remedy the defects revealed. My government is convinced that increased freight rate is not the correct remedy and that such action only tends to prolong the

ABOVE: The Cook Islands' four stamps commemorating the fifth anniversary of internal self-government are previously-issued stamps marking the tour of the Pacific of the Royal Family overprinted with a message.

It's a happy
marriage (albeit
a tense one)

painful uneconomic and unrealistic situation."

One of the major problems facing the new Cook Islands Party Government in 1965 was that of uniting Cook Islanders, and Mr. Henry said he was "happy and very touched, not only as a politician, but also as a Cook Islander," at the progress made in that direction.

But within a few days of the 5th birthday speech, Premier Henry was hinting at constitutional change for the Cooks—a local Head of State instead of the New Zealand representative Mr. L. Davis, who at present combines the functions of Queen's representative with those of being High Commissioner for New Zealand.

According to some Cook Islands opinion, Mr. Davis "uses his power to push NZ interests".

Cook Islands government feelings were exacerbated in July when the NZ government raised shipping freights on the *Moana Roa*, without prior notice (see shipping section). Because of this and other matters there is a move to have a Cook Islander appointed permanent representative in New Zealand.

It was thought in Rarotonga in August that because of New Zealand's "high handed" actions, that Premier Henry might not attend the triennial negotiations in Wellington at the end of the month in which the CI subsidy from NZ is fixed.

However, as the Cooks hope to be getting \$4 million a year from New Zealand by 1973—about twice as much as at present—boycotting negotiations seems a peculiar way to go about it. The increase is essential, it's said, to develop tourist ancillary services, when the famous airport is a going concern.

Tourism, which was once a dirty word in the Cooks, is now regarded as the industry that is going to solve most of the Group's economic problems.

The Editor's Mailbag

"From their pulpits Catholic priests have turgidly denounced any interference with 'God's plan'". . . The Bishop of Tonga, the Most Rev. J. H. M. Rodgers, assures us that this is not true in Tonga. And replying to Sio Magisi's July article on Tonga's birth control programme in which the allegation of "turgidity" was made, Bishop Rodgers has given us a revealing report on the Catholic Church's view on the subject of birth control. He says:

Even granting for the sake of argument that the manner of rhetoric employed by the Catholic priests has smacked of turgidity, surely no believing Christian would hold it against a minister of religion who denounces any interference by man, the creature, with the plan of God, his creator?

Is this not what we know as sin? Of course, by the use of inverted commas on the words God's plan it is clear that Magisi and Tatola intend to ridicule what they consider to be the Catholic priests' conviction about God's plan. I would have thought that elementary Christian courtesy demands of us that we respect the religious views held in all sincerity by others, even though they should differ from our own.

It would seem, nevertheless, that these two gentlemen are sadly deficient in their understanding of the Catholic doctrine under discussion.

The church is not opposed to the prudent regulation of births, usually termed "responsible parenthood." Granted that there be reasons of sufficient weight, such as emanate from the state of health of either the wife or husband, or from economic circumstances, such as poverty, lack of sufficient resources to cope with yet another child and so on, then the Catholic Church approves the wise decision of parents to space or even limit their family.

The church merely states what she believes to be the moral law governing the general principles in this matter. The actual decision as to what constitutes the prudent regulation of births here and now for this particular couple is their own personal decision, made according to the dictates of their rightly formed conscience.

But while the church approves family planning for solid reasons and even insists that in certain cases a married couple may well be obliged to regulate their family, when it comes to the question of what means should

Islanders discuss birth control

be used to achieve this prudent regulation of births, the church certainly parts company with the exponents of most family planning programmes.

In the legitimate exercise of her teaching office on behalf of her children, she declares that all artificial, mechanical and unnatural means of contraception—including therefore any mutilation of healthy organs precisely to prevent conception—are opposed to the law of God and hence immoral. Note that such practices are considered to be immoral and hence forbidden, not because the church says so but rather because the law of God says so and this the church merely announces.

Any pulpit denunciation would be concerned only with means of contraception deemed to be immoral by Catholic teaching.

It may possibly interest your readers to know that with the warm approval of the medical department (and, incidentally, with the enthusiastic blessing also of the "Man behind Tonga's Family Planning"—Dr. Mumui Tatola himself), we have now set up in this diocese a Catholic family planning centre in order to assist those couples, whether Catholic or not, who wish to regulate their families by the use of natural methods regarded by us as licit, such as the ovulation method of Dr. J. Billings which is proving so successful in Melbourne.

A final comment may not be entirely without relevance lest any reader impute an undue authority to certain statements purported to have been made by Dr. Tatola. The title of "Doctor" is extended by courtesy here to Tongan assistant medical

officers who have successfully completed the course at the central medical school in Suva and so qualified to practise medicine in Tonga. It does not indicate the possession of a full medical degree from any approved university. This is not to cast any reflection on the devoted work of our AMO's who serve their people with efficiency and dedication in often very difficult circumstances.

BOOK ON BIRTH CONTROL

Sir,—After reading Sio Magisi's article "Man Behind Tonga's Family Planning" in *PIM* (July, p. 69) I felt impelled to send him a copy of my booklet "Family Planning and Christian Marriage", published by Collins in the Fontana Religious Paperback series. It might be an encouragement and a help in his programme.

A second thought was to send you a copy. As it sold extremely well in Rarotonga, you might find it worthwhile to give it a review in your magazine.

A. M. J. KLOOSTERMAN.
Rarotonga.

In his book "Family Planning and Christian Marriage", Dr. Kloosterman tries to explain the Roman Catholic viewpoint on contraception and the reason for its stand against some forms of contraception. He also suggests that couples can satisfy both the church and their own demands by following their own consciences in this matter; if couples believe they are doing right, then there is no sin.

FIJI'S BIRTH RATE

Sir,—*PIM* (June, p. 29) reported that Professor W. D. Borrie had said at the Cook Bi-centenary Symposium in Sydney 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 marriages among Indian women, following cessation of the immigration of Indian males".

In 10 years Fiji has cut its birth rate from 41.78 per 1,000 people to 28.97. Is that explosive?

Professor Borrie, Professor of Demography at the the Australian National University, has either got his facts wrong or he has been mis-reported, and I would suspect the latter.

On p. 49 of the same *PIM* the American journalist, John Griffin, who knows Fiji at first-hand, wrote of Fiji, "Along with economic growth, one bright spot in this situation has

Letters

been one of the most dramatic birth control programmes in the Pacific".

Statistics show no "fewer marriages" among Indian women. On the contrary, there has been a rising trend, and the consistent number of marriages and relatively more marriages at a younger age than in the recent past, should have maintained a rising birth-rate.

The Fijian birth rate has in the last two years come down at a rate greater than the Indian one—and immigration of Fijian males is not a factor in this phenomenon!

Fiji has its population growth rate under control and its notable success has been mainly due to the desire of all races for fewer children; the steadily increasing proportion of women in the child-bearing age group who are protected by one method or another; the vastly increased consumption of contraceptive devices; the enormous increase in attendances at family planning clinics; and the increasing willingness of the whole community to accept family planning advice.

The statements attributed to Professor Borrie are grossly incorrect.

R. L. MUNRO,
President, The Family Planning
Association of Fiji.
Member Governing Body of
the International Planned
Parenthood Federation.

uva.

A copy of Mr. Munro's letter was sent to Professor Borrie who has replied as follows:

"Your [PIM] report was substantially correct. My reference to the effect of the cessation of the immigration of Indian males was out of context in my paper as delivered, as the demographic consequences of this applied to the previous generation, not the present. In revising my paper for publication I have eliminated this reference."

Professor Borrie went on to say that Mr. Munro had sent him the latest birth-rates and that these delighted him. However, he did not feel that there was yet room for complacency because of the educational and employment problems which were a legacy of the demographic events in Fiji prior to the mid-60's. Latest reports, he said, indicated that Fiji's present population would double by the year 2010 and that was "still pretty explosive in human growth terms".

GILBERTS' BIRTH RATE

Sir,—I would like you to know how much I always enjoy *PIM*. Returning to the South Pacific for a SPC conference in Tahiti, after an absence of almost five years, and meeting there many old friends from the Islands, I was astonished to find how much the reading of *PIM* had kept me in the Pacific picture during all these years, so that I could discuss problems and situations as if I had just been there.

In connection with my present assignment in Indonesia for the International Planned Parenthood Federation, you will understand that your article on the Gilberts in June (p. 54), was of particular interest to me. However, allow me to correct a slight error. You write:

"It has a birth rate of 2.9 per cent. (one of the highest in the world)" but what you clearly mean to say is "rate of increase" rather than "birthrate". In fact the birth rate in the Gilberts must be considerably higher than 2.9 per cent. To be among the "highest in the world" it would have to be at least between 4.5 and 5 per cent., which it might well be.

However, according to the opinion of most "family planners" the term "highest birth rate in the world" is used too often to have very much effect any more. It is sufficient to state that birth rates are, in general, and with too few exceptions, "too high", and to act accordingly.

I want to thank *PIM* for giving us monthly such a wealth of information about such a fascinating part of the world. More power to you!

H.M.C. POORTMAN.

Djakarta.

UNIQUE NUIE

Sir,—I hope that both J. Edward Brown and the people of Niue will discount entirely the comments made by Able Seaman Anaki in July's *PIM* (p. 35).

As one who lived for four years on Niue Island and who will never cease to regard it as one of the most fascinating islands in the Pacific, I have always enjoyed reading Mr. Brown's articles, which capture the exact spirit of the place and people. Far from "Spoiling Niue's Name", his articles in *PIM* and elsewhere have surely made the outside world realise what a unique and charming little community Niue is.

As for the impact of the article itself or the circumstances it describes on prospective tourists, let me beg the people of Niue not to try to make their cinemas or any other aspect of their way of life into a slick replica of conditions in

Serious 'flu hits the Cooks

Rarotonga was in the grips of a serious influenza outbreak in mid-August. Seven people, two of them babies, had died and about 70 per cent. of the population sick, when a RNZAF aircraft made an emergency parachute drop of 250 lbs of penicillin and other antibiotics on August 14.

Because the Cook Islands are so rarely in contact with 'flu the population had built up little resistance to it, according to one of the island doctors. The present epidemic had probably been brought from New Zealand by the liner *Northern Star* three weeks earlier.

a small American, Australian or New Zealand community.

After all, if tourism has any justification at all, it is precisely that the tourists can see in what diverse ways the human race can find its happiness and its daily bread. I am quite sure that if the people of Niue have changed nothing at all of their way of life such as I knew it 12 years ago, tourists to Niue will enjoy every moment of their stay, and will go away determined, as I am, to come back again if at all possible.

ANGUS McBEAN.
Matakana Island,
New Zealand.

AMERICAN RULE

Sir,—I consider it most alarming that America should propose taking over her trust territories in the Pacific as a part of her Commonwealth.

At a time when colonial powers are giving independence to their colonies, it is amazing that America should exert herself to enlarge her colonial possessions and expand her external territories and colonial power in this way.

America, always jealous of the might of the British Commonwealth and empire, thoroughly approved of the break-up and subsequent independence of the British colonies, yet now herself seeks to impose on free nations of the Pacific an American Commonwealth ruled by Washington.

It has always shocked me that America should as boldly refer to Eastern Samoa as American Samoa, as if it was indeed her own territory and not that of the people of East Samoa.

G. KIRWAN.
Sydney.



Tropicalities

Gilberts on their best behaviour

When the Duke and Duchess of Kent sauntered through the New Hebrides and Solomons last year following their attendance at the opening days of the South Pacific Games in Port Moresby, New Guinea, the GEIC missed out on seeing the Royals.

The couple sent a telegram of regrets to the Gilbert and Ellice Islands—sorry we couldn't fit you in our itinerary, it said.

Now, the GEIC will make up and even do better with the heir to the British throne, Prince Charles, paying a four-day, flying visit to the GEIC immediately following his attendance at the Fiji independence celebrations, October 10 to 14.

On Tarawa in mid-August even the highest government officials didn't know much more than just that about the prince's proposed stay.

Prince Charles is supposed to be going to the GEIC "for a break", but he can forget any thoughts of lying carefree on the sands of a Pacific atoll, taking in the sun.

It will be the second royal visit ever to the GEIC. The Duke of Edinburgh, Prince Charles' dad, spent two weeks in the GEIC in 1959. Tarawa, the GEIC atoll capital, is being turned upside down already for the prince.

A three-man committee, headed by none less than the GEIC's top executive, Sir John Field, has been formed to plan the prince's "break", and several subsidiary committees are also in gear to cover such weighty subjects as entertainment, security and catering.

The dusty 20-mile Bonriki-Bairiki road will be upgraded; resthouses will be built at Bonriki Airport and at least two outer atolls. The huge *maneabas* (meeting houses) of Bairiki and Betio will be re-thatched; landing pontoons will be refurbished and supplies and mini-mokes hastily delivered to outer islands where the prince *might* visit for an hour or two.

At the Government Residency, Bairiki, Sir John and Lady Field will relinquish their living quarters for

the prince and a friend. They will move into the Residency guestrooms nearby. The Residency will be re-decorated. Lady Field was in Melbourne in August selecting new curtains, lamps and two new beds.

Two new cars are being imported for the prince's travels around Tarawa and sentries will be appointed, presumably to guard him during his stay at reefside Residency.

And then there's the rumours currently flying about: Expatriate wives are said to be ordering dresses from France, for cocktail parties they haven't yet been invited to, and talk is of young attractive female relatives of higher-up officials flying out from London for the occasion.

It's impossible to get any idea of the total cost of the preparations—\$50,000 is a conservative guess. However, it's fair to add that many of the improvements for the prince were needed in Tarawa anyway.

Fiji has a JP in Australia

The first Fiji Indian to be sworn in as an Australian Justice of the Peace is Mr. Satyendra Pretap Sharma, 28, who is studying arbitration, trade unionism and labour relations part-time at Sydney University Law School.



Mr. Sharma being sworn in as a JP.

Mr. Sharma, formerly president of Fiji Transport Workers' Union, has been in Australia a year. In 1968 he was awarded a scholarship to study at Moscow State University, another first for a Fiji resident.

A graduate in economics, political science, trade unionism and international law, he told *PIM*, "While this honour has delighted me it has also added a new page in the political history of Australia and Fiji."

A statue for a president

American chaplain, the Rev. David Bush, is back in the Solomons after carrying out a mission in the US for Solomon Islanders.

He had been travelling aboard the British malaria control boat *Tevai* last year when some islanders recognised him as an American. They gave him a stone statue of the late President John F. Kennedy whom they remembered as the man they saved from capture by the Japanese during the Pacific War.

Kennedy, on board the PT-109, had been rammed by a Japanese destroyer and had taken refuge on Plum Pudding Island. A young native carried a message from Kennedy to Rendova to get help. Kennedy and

his men were duly rescued but his memory, it appears, lived on.

Late last year Chaplain Bush had an audience with Senator Edward Kennedy and presented him with the statue in memory of his brother John. It depicts a headhunter (Kennedy) holding the head of a defeated enemy. Since then the islanders have received letters of thanks from Senator Kennedy, and Chaplain Bush has taken his family to live among the people of Munda in the Solomons.

Appeal for 'Midnight Mover'

Lost somewhere between Auckland and Tahiti—the Chinese junk, *Midnight Mover*, disappeared on May 16 and hasn't been heard from since. The wife of the captain/owner of the 65 ft vessel, Mrs. Marguerite Riviere, has written to *PIM* to appeal for information on the boat and its five occupants.

She writes: "Can you help us please? Will everybody look for a Chinese junk or a dinghy. It is possible that they were forced to escape the boat in a hurry. They were navigating by sail only. Perhaps the gales pushed them far off their route and threw them on an isolated little place where they may still be."

The *Midnight Mover* had remained in radio contact with Auckland for 10 days on its route to Tahiti and then on May 16, stopped. Last contact said they were becalmed and had rudder trouble. Mrs. Riviere's address (she was to have met her husband in Tahiti): 2433, C.Cleghorn Street, Honolulu, Hawaii 96815.

Brett Hilder will be back soon

Brett Hilder, one of the South Pacific's best known sea captains, has completely severed his connection with Burns Philp, the company he served for 42 years.

Captain Hilder left the firm after the *Braeside* was sold to a Liberian-based group for an undisclosed sum and, dissatisfied with his severance award, he took the firm to the arbitration court. He told *PIM* in early August that his final award by the court was \$22,000.

Burns Philp, he said, had offered severance pay for only 17 years of the 42 he had served with the company. The court had awarded him a good deal more than that. A Burns Philp spokesman, asked to comment, said the company was happy about the award.

Captain Hilder, 58, has not been

idle during the arbitration period. He has been skippering the *Ore Regent*, carrying bauxite between Weipa and Gladstone, Qld., for Clutha Co. Ltd.

Now he can't wait to get back to the South Pacific.

Captain Hilder joined BP's as a cadet in 1928; he became master in 1937, extra master in 1938 and took his first command for BP, the *Maiwara*, in 1939. His commands have included the *Muliama*, *Mangola*, *Morinda*, *Malaita* and *Bulolo*, all in the South Pacific.

He has made charts and plans of coastlines, harbours and anchorages all over the New Guinea area and a small group of islands near Bougainville have been named after him.

During the war Captain Hilder took to the air and after teaching navigation in the RAAF, became a Wing Commander and piloted Catalinas, laying magnetic mines in enemy harbours.

Other talents include the designing of several postage stamps for Islands territories and a reputation as a watercolour artist and sketcher. His sketches have been appearing in *PIM*'s pages for many years. His two books are *Navigator In The South Pacific*, and *The Heritage Of J. J. Hilder*.

It now looks as though Captain Hilder's talents will not be lost to the South Pacific. His dispute with BP's is now patched up and it looks as though he will be taking a command with one of the other Pacific shipping lines in the near future.

Caledonian students have freedom

A group of 15 student teachers from Auckland Teachers' College spent three weeks in New Caledonia through July, studying language teaching methods at the Noumea High School.

The student teachers stated they were impressed by the modern techniques of language teaching at the high school and much appreciated their experience there.

Some of the New Zealanders however expressed their surprise at the freedom enjoyed at the high school, where they observed that students were free to smoke, the boys permitted to grow beards, while dress seemed far from regimented: girl students' attire ranges from brief mini-skirts and high heels to smart pantsuits.

The behaviour of these young people also showed a surprising degree of independence and self-assurance, away beyond that of their southern neighbours of the same age, the New Zealanders noted.



Aunt Jemima

Aunt Jemima is 100

Norfolk Island was to take a public holiday on September 13 to celebrate the 100th birthday of Aunt Jemima Robinson, grand-daughter of Matthew Quintal, one of the original *Bounty* mutineers.

Aunt Jemima lives with her daughter, Mrs. Celia Nobbs, in Rocky Point Road near the sea. She can still read without glasses, plays the piano and likes most of all to sing.

Although Aunt Jemima didn't know it, the island has been planning her celebration for some time and Government House is being used to give her a memorable centenary.

Pacific people at food congress

Several South Pacific representatives were among the 1,600 delegates attending the 2nd World Food Congress in Holland in July.

Australian and New Zealand members of the Freedom From Hunger Campaign committees were there, as well as Tofa Laufo Meti of Western Samoa and Mr. Kilipati from the GEIC (he had just completed a course on co-operatives management).

Australian Mrs. Elizabeth Silverstein, promotor of the Foundation for the Peoples of the South Pacific, flew up for a few days from Nice. Father Hosie of the same foundation was also there from New York, together with fellow Australian Mr. Alan Harris, economic programme director of the South Pacific Commission.

According to Mr. Harris, the

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

Sister Raphael, 34 years in the GEIC

A veteran of the GEIC is Sister Mary Raphael, teacher with the Sacred Heart Mission, in her 34th year in the colony. She arrived in the GEIC in 1936, and has spent 12 years at Abaiang, eight years at Butaritari and five years at North Tabiteuea with shorter stints at Marakei, Nonouti, Abemama and Maiana in the central and northern Gilberts.

Twenty-one Australian sisters are now working with the mission in the Gilberts. With several other sisters and Catholic priests, Sister Raphael was assumed dead for about eight months in 1942-43 during the Japanese occupation of the Gilberts. All were thought to have died in the Japanese execution of 25 Europeans on Betio, but in fact only one missionary, a London Missionary Society pastor, the Rev. Saad, died.

Pacific representatives made a special plea for aid organisations to consider the particular problems of small developing countries.

During talks outside the conference hall, Mr. Harris reports that at least one major aid-giving foundation expressed an interest in coming into the Pacific.

Nerve gas again

It was meant for Oregon, US; then it was due to go to Alaska. Finally they decided on Guam. Now the nerve gas causing the Americans much embarrassment on Okinawa is to be shipped "probably" to Johnston Island, 2,000 miles north of American Samoa.

The nerve gas is highly unpopular wherever it is planned to be taken. Having no natives, Johnston was once involved in American nuclear testing programmes. US authorities obviously hope that they can store the gas on Johnston and perhaps forget about it. But Johnston is only 800 miles from Hawaii!

Big money from Nauru

Few countries can have contributed so well to the Peruvian earthquake disaster relief fund as the inhabitants of little Nauru. By the end of August the people themselves had raised \$A11,100 for the fund and the government was expected to add a further grant to it.

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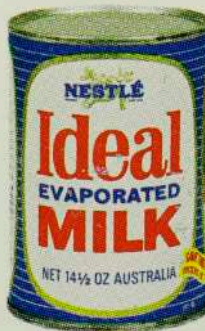


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* Footnotes

"We're all cargo culters at heart," said the new Administrator, Mr. L. W. Johnson, according to New Guinea News Service. He was looking back at his work as Director of Education and Assistant Administrator for Services at the time when he thought, and we all thought, that he was leaving Niugini for good.

He was defending the Administration's "all English" education policy. He continued, "We're all looking for the key that unlocks the cargo door, and there is no doubt that English is one of the keys that unlocks one of the cargo doors".

So it is. But the increasing numbers of Niuginian youngsters who graduate from our primary schools but fail to gain entrance to high school soon discover that their all-English primary education is a key that doesn't fit any of the cargo doors. There was a time when it did unlock the doors of one or two of the lesser treasure rooms. But not now. And alas, it doesn't even fit the door that leads back to village contentment, which was, in its time, quite a good substitute for cargo.

AFTER I had written July's "Footnotes" and before they appeared in print, Mr. Johnson, by now back in Niugini and ensconced in the Administrator's chair, indicated the Government's acceptance of a three tier, or as he called it a three layer, system. His proposed Local Government Area Authorities are very similar to what I had suggested might be called "provincial councils". What's in a name.

But I would be sorry to see "areas" created at lower than district level. And I would hope that, though he doesn't seem to have mentioned it, he intends to associate the MHAs for the area with local government council representatives in forming an "area authority". This is very important if the Authority is to be an effective link between local and central government.

I would hope, too, that the establishment of "area authorities" will halt, and perhaps even reverse, the tendency to amalgamate small councils into bigger ones. The natural organisational unit in Niugini is the village. Ideally, local government should be in the hands of village councils and, indeed, the first councils to be formed in post-war Papua-New Guinea were village

councils, set up under an ordinance called the "Native Village Councils Ordinance". If this approach is no longer possible, then there should be village committees in every village, operating as "ward committees" under the present Local Government Ordinance.



WITH PERCY CHATTERTON
in Port Moresby

THERE has been much blowing of Gortonian trumpets over the transfer of control of the Papua-New Guinea Budget from Canberra to Niugini. But this "control" is pretty meaningless unless control of the Public Service is also transferred to Niugini.

At present Canberra decides how many and what departments there shall be. Canberra decides how many and what positions there shall be in each department, and how they shall be classified. Canberra decides what the salary rates and ranges shall be. Even when Canberra's powers are delegated Niuginiwards, they are delegated, not to the Administrator and his Executive Council, but to a Canberra-appointed and Canberra controlled Public Service Board.

To raise the bogey of political control does not make sense to me. Is the Minister for Territories, who at present controls P-NG's Public Service, not a politician?

In the meantime, we are now to have the privilege of budgeting for the cost of Canberra's decisions. And Public Service salaries make up a

very substantial part of the total budget which we are allegedly going to control.

No one here grudges the local officers their recent salary increases. Indeed, if the Public Service had been controlled locally, these increases would probably have been granted much sooner. But the fact remains that, until there is local control of the Public Service, local control of the Budget is largely illusory.

THE Reverend Jack Sharp, Moderator of the United Church of Papua, New Guinea and the Solomon Islands, recently wrote: "The Administration cannot seem to hear, let alone understand, what the people are saying and what they want."

"It is still only really concerned with getting its point of view to the people".

Not only the Administration, but all of us—including, if as a retired minister I may say so, the Church—need to grasp more firmly the difference between explanation and consultation. When things go wrong in Niugini, we are liable to assume that it is because we have not explained our point of view clearly enough. If Niuginians only understood our explanations, surely they would bow to our superior wisdom, we think.

Too often it does not occur to us that perhaps they have understood our explanations but reject our point of view.

I once tried to reconcile a group of Papuans to a magisterial decision which they felt to be unfair. I explained very carefully to them the law on which the magistrate had based his decision. They understood my explanation alright; and their response was, "Well, if that's the law it's a bad law".

Niuginians no longer believe that we Europeans are all-wise. I doubt if, in their hearts, they ever did. It's just that, after nearly a century, they've got tired of being polite to us.

Continued on p. 39



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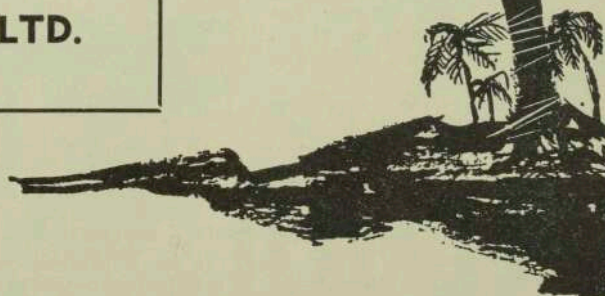
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Continued from p. 37

I UNDERSTAND that in Paris mini-skirts are "out". I hope that this news will take a long time to filter through to Niugini's young womanhood, or that it will be ignored by them.

I like mini-skirts. Not, of course, when the legs which protrude from them look like hunks of raw beef. But many young Niuginian women have just the right figures for mini-skirts.

As a matter of fact, mini-skirts are a Papuan invention. Long, long before Europe thought of them, the sturdily built damsels of the Mekeo plain were getting around in mini-grass-skirts.

How relative all this business of propriety in dress is! Mekeo was an exception. Along most of the southern Papuan coast, women and girls wore their grass-skirts down to, or below, the knee, but thought nothing of going bare-topped. Their grand-daughters think nothing of letting us see their shapely legs, but would be acutely embarrassed by the exposure of their breasts.

"FORMIDABLE" JUDY TUDOR

I was astounded to learn from Dr. John Gunther's tribute on *PIM*'s 40th birthday (August, p. 87) that either he or Colonel J. K. Murray found me "formidable" in 1946. I'm sure I was then young, innocent and willing to be impressed—virtues I've since shed along the way.

I can't remember what the Administrator and I talked about but I'm sure I didn't tell him that I'd been at Maprik in 1928. Fair go—I was then still at school in NZ. I saw Maprik first in 1936, when it was still in—or, anyway, on the fringe of—uncontrolled territory. The people were primitive, naked and distinctly unfriendly.

What I remember most from my 1946 call at Port Moresby was that the Administrator sent a junior officer, with his compliments and a car, to meet me at the airport. Such things still happen occasionally in out-of-the-way British territories but it certainly has never happened to me again in Port Moresby. I see now that it was probably part of Colonel Murray's campaign to flatten me with psychology. And all these years I've cherished the incident as a "kind thought!"
—JUDY TUDOR.

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STARFISH PROBLEM EVEN WORSE IN AUSTRALIA

The crown-of-thorns starfish, killer of reef coral, made the news in Australia, Papua-New Guinea and Western Samoa in August.

In Australia, Dr. Bruce W. Halstead, director of the World Life Research Institute, spent some time diving in Queensland's Great Barrier Reef and confirmed the worst fears of the small band of academic/divers who have tried to win public awareness about the dangers of the starfish (*Acanthaster planci*) menacing the reefs of the Pacific.

He said, after diving at three reefs: "I saw more starfish in one dive than I have seen in 20 years all through the Pacific. There is a population explosion of starfish and they are damaging and finishing off the reefs. It is very clear cut."

He announced that the WLRI would establish a marine laboratory at Magnetic Island on the Barrier Reef to carry out research on the crown-of-thorns. He also confirmed deeper fears that the incidence of starfish is only an early symptom of a greater problem—the growing incidence of cancerous fish. In some fishing grounds of America, 50 per cent. of fish caught were unconsumable because they were ulcerated, contaminated with cancer-producing agents or had other defects. Aus-

Continued on p. 44



That spiny starfish.

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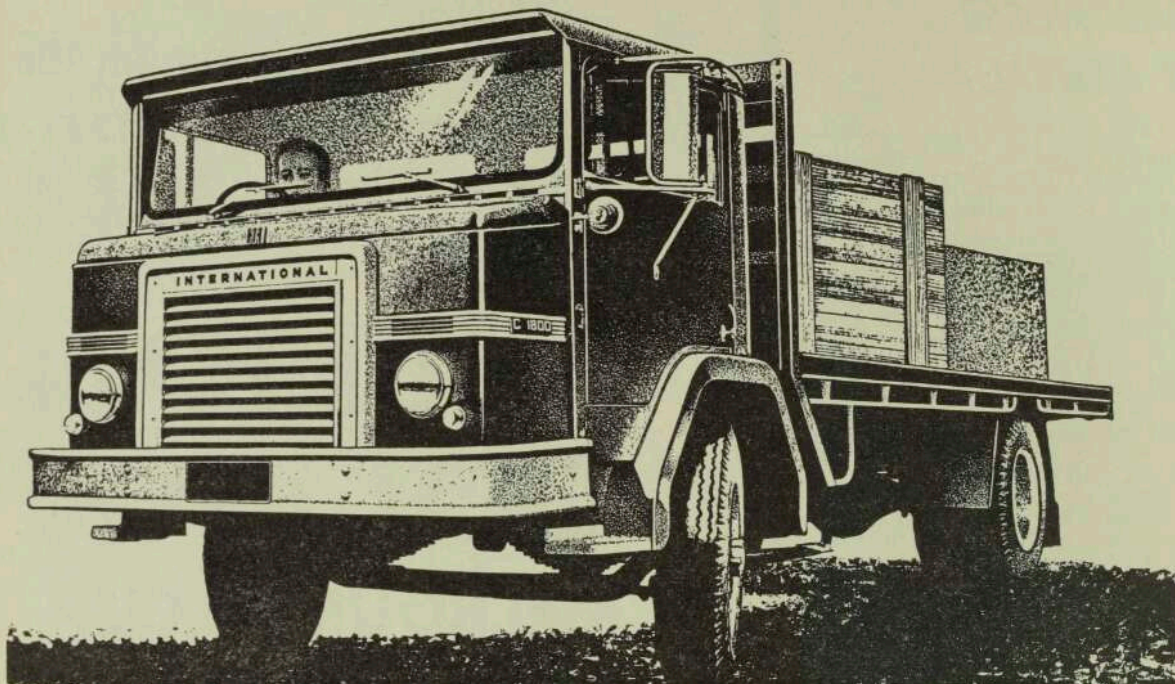
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Continued from p. 41

tralia, with continuing pollution, could expect the same results.

He added that if the Australian Government permitted oil drilling off the coast, they would be signing the death warrant of the Barrier Reef.

To combat the starfish he intends labelling them to follow their movements and introducing a giant shrimp with a reputation as a starfish devourer.

In Papua-New Guinea there is growing belief that it could be next in line for a starfish population explosion. According to the Assistant Director for Research and Surveys, Mr. G. K. Graham, starfish are already found well above normal population level near Port Moresby, Samarai, in the Siassi and Manus groups and near Wewak. At Umbukul village on New Hanover starfish had completely destroyed the reef.

Mr. Graham said it was feared that by destroying the reefs, starfish were placing the livelihood of hundreds of fishing villages in jeopardy. He appealed for people to notify the Department of Research and Surveys if starfish were seen in their area so that the extent of the starfish danger could be felt.

In Western Samoa the results of a survey into the starfish plague early this year are now known. The starfish, it was found, had been well known to the villagers for some time under the name of *Alamea*. Villagers cured the poisonous wound of the starfish spine by placing the suckers on the underside of the starfish over the wound and allowing them to suck the poison back.

Infestations were found at several points on the south coast of Upolu and a bounty of 5 sene per starfish was offered on four separate hunts carried out by five villages over two weeks on a stretch of five miles.

A total of 13,847 starfish were collected and it was found later that this means of collecting was very effective, only a few starfish being sighted in this area again for some time. Most effective collecting, it was found, was during one tidal period followed by four or five days rest.

The infestations seemed to be localised at points directly opposite villages, indicating that normally clean areas of coral growth discouraged starfish and that DDT, detergents and sewage had a weakening effect on the reef.

Although there were not adequate funds available for the project, carried out by the fisheries department and the college of tropical agriculture, it was demonstrated that a small South Pacific community can deal effectively with starfish with their own resources.

People of all races make the Solomons

From a Honiara correspondent

The first full census of the BSIP is nearing completion. Provisional figures reveal a substantial increase in population and show that there are nearly 10,000 more men than women in the Solomons. Results are now being processed by computer in Sydney and the full report is expected to be available towards the middle of 1971.

The census reveals a total population of 161,525, of whom 85,631 are males and 75,894 are females. Central District has the greatest population with 55,000.

The Solomons, stretching nearly 1,000 miles south-east from Bougainville and some 500 miles north and south from the atoll of Ontong Java (the largest in the world) to the coral atolls of Rennell and Bellona far to the south of Guadalcanal, had never had a full census before 1970.

In 1931 a census was carried out by the district officers but was taken over a period of months and some areas were uncouned. At that time the population was estimated to be 94,066 made up as follows:

Europeans, 478; Melanesians, 89,568; Polynesians, 3,847; Japanese, 8; Malays, 1; Chinese, 164.

In 1949 a census was planned and enumeration was carried out in the Western and parts of the Eastern and Central Districts. However, on Malaita and elsewhere opposition by leaders and supporters of the Marching Rule movement caused the census to be abandoned.

In 1959 a census of selected areas of the Solomons was carried out by Dr. Norma McArthur, who was then Senior Fellow in Demography at the Australian National University, and Mr. J. L. O. Tedder, an administrative officer of the BSIP Government seconded for that purpose.

A full census could not be carried

out owing to the lack of persons sufficiently qualified to see it through. Instead, a sample of the Melanesian population was taken, although all other components of the population were enumerated completely.

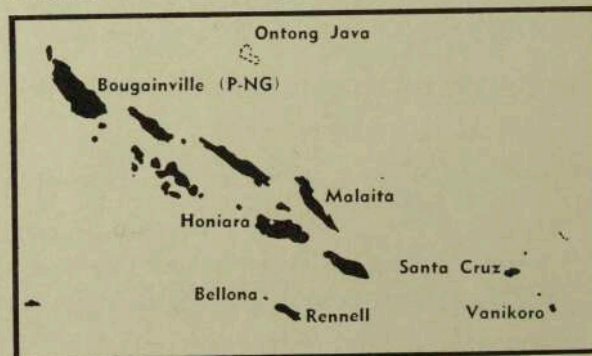
The figures released were: Population, 124,076; Melanesians, 117,620; Polynesians, 4,625; Europeans, 781; Chinese, 366; Micronesians, 459; Part Europeans, 139; others, 86.

Then in 1967 the government decided to carry out a full census for 1969/70. The South Pacific Commission offered the services of a demographer, Dr. F. H. A. Zwart, who was later succeeded by Dr. K. Groenewegen.

Mr. D. C. Horton, a former district officer of the BSIP and wartime Coastwatcher, was selected for the post of Census Commissioner and took up his duties on August 15, 1968, in Honiara.

That year was spent in assessing the situation and organising supplies. The whole of 1969 was spent in training the 711 enumerators and supervisors, made up of private individuals, missionaries, commercial employees and government servants.

Owing to the vast area of land to be covered—11,500 square miles—and the time taken in travelling it, it was only possible to visit each district three times and to give each enumerator and supervisor 12 days training.





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Each enumerator who was an inhabitant of the area for which he was responsible, was expected to count between 300 and 500 people, but this depended on the nature of the terrain.

The questions asked on the census schedule were: name, relationship to head of household, sex, age. Then for married women, number of children born, number still living, age at birth of first child, number of years since last child was born, marital status, council area of birth, ethnic origin, religion (voluntary) educational status.

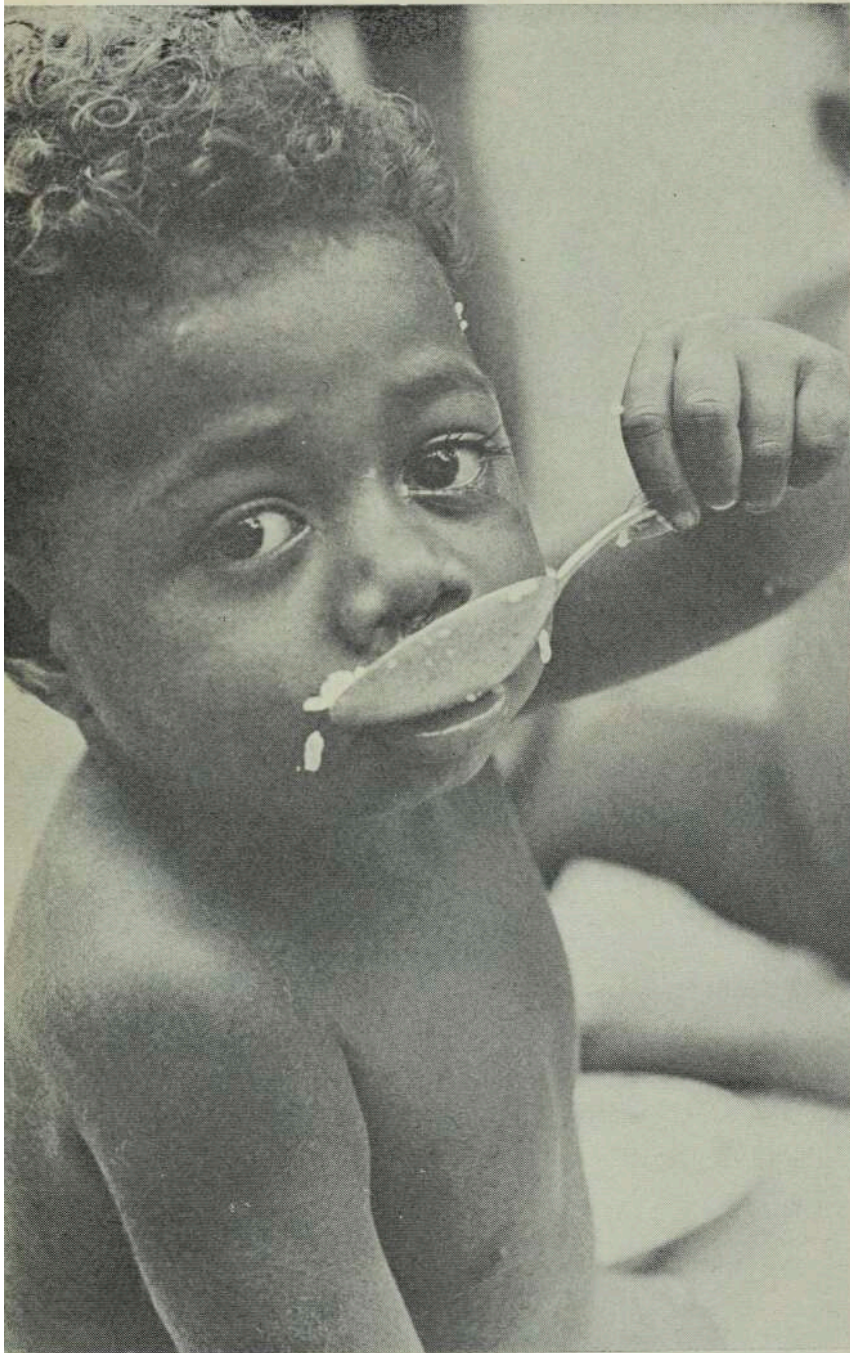
Publicity on all aspects of the census began in August, 1968, and went on unabated until January, 1970. Broadcasts, talks, newsletters in 16 dialects, Pidgin and English, a census song in Pidgin played over the broadcasting network and continual discussion by census officials with their people, all helped to explain what was intended.

The census was divided up into a preliminary round between January 17 and 31 this year, during which the enumerators and supervisors visited their areas and recorded the details of everyone in them. The

moment of census was midnight on February 1 and the second of checking round began on the morning of February 2, and finished on February 7.

During this period the enumerators and supervisors recorded precisely who had been in each household at midnight on February 1—and the results were then checked and forwarded by the superintendents of census (the District Commissioners) to the census office in Honiara, where 15 checkers and coders, recruited locally, took three months to pre-

(Continued over)



pare the schedules for tabulation by IBM Sydney.

This tabulation was to be finished by the end of August and the demographer was then to prepare the interpretive analysis of the results. They, together with the other sections of the report, will be printed as a whole in England and should be ready towards the middle of 1971.

Numerically the census is thought to have a reasonable degree of accuracy, but the main difficulty was to find the ages of the people, especially the middle aged and elderly. To help in this a historical calendar was devised which related, in each district, notable events to various years. People uncertain of their ages were asked if they remembered a particular event and if so that was used to calculate their ages as nearly as possible.

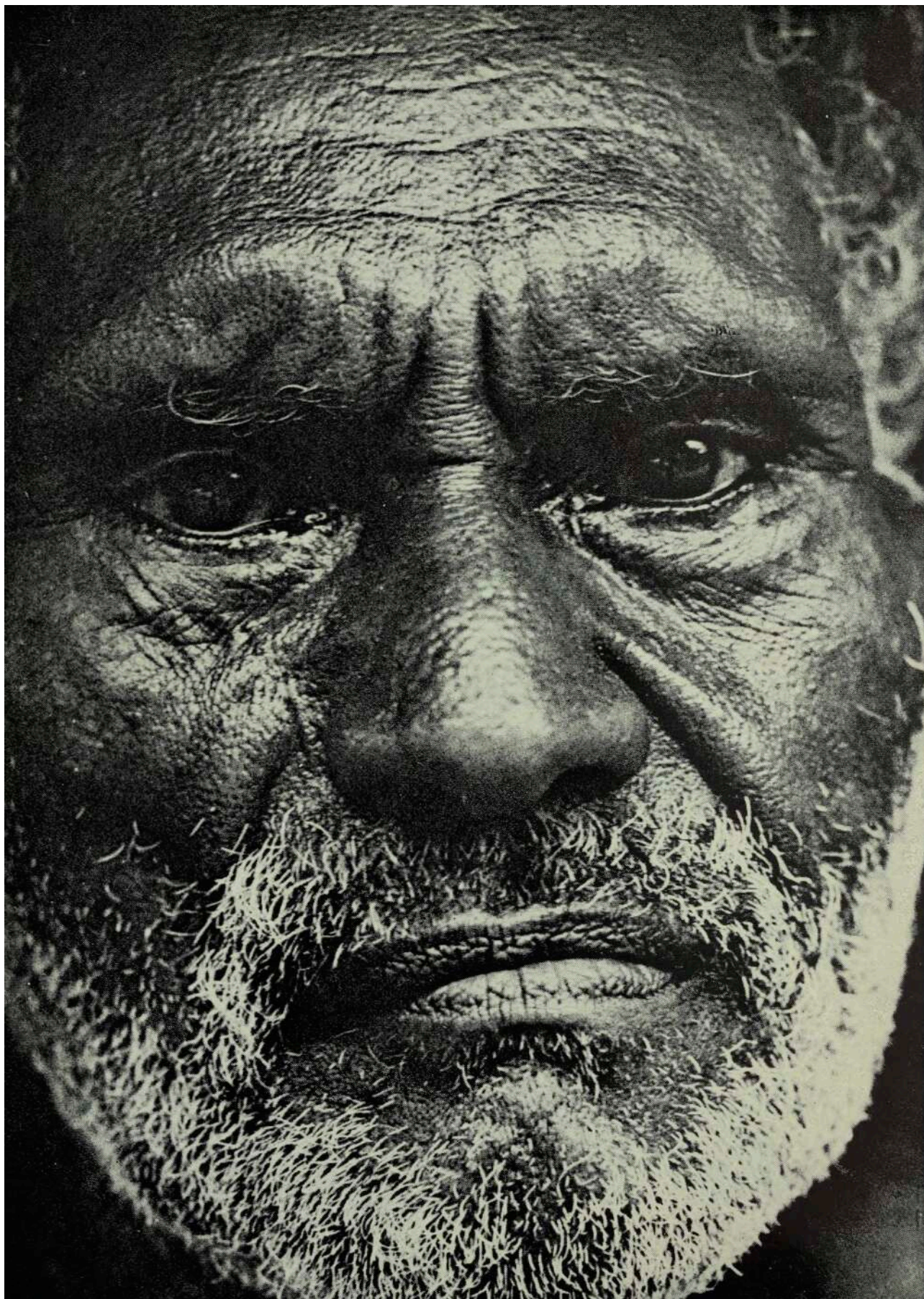
For instance, people remembered World War II and such bizarre incidents as the sighting of a strange sea monster off Santa Cruz in 1933.

The census was only made possible by the whole hearted co-operation of the people and its finding should form a sound basis for future censuses and for the preparation of development plans for the Solomons.



People are what count in any territory. And in the Solomons they come in all colours. First page, two European children investigating the art of canoeing in an island lagoon. Opposite page, this little fellow is one of a population of 161,525, but it's not bothering him. Left, a Gilbertese "new Solomon Islander" dances in the cool night air. Below, market day at Malu'u, Malaita, the protectorate's most populous island. Next page, a Birao elder from central Guadalcanal. Photos by Jorgen Lundberg, Sweden, and Ted Marriott.





It will be tight on pockets—but games fever is mounting

From DON BARRETT, in Rabaul

With the Fourth South Pacific Games just over a year off, competing countries are starting to re-view budgets and team sizes. And already it appears that in the enthusiasm that followed the Port Moresby Games some countries were a little over-optimistic when submitting provisional entries.

New national sports bodies sprouted in Papua-New Guinea and the Solomons all anxious to field teams for the 17 sports in Papeete. Now the cold hard facts of finance are catching up fast with some of the super-optimists.

New Guinea's South Pacific Games Association has set a figure of \$A425 for each competitor and team official, to be raised by the individual sporting bodies.

The newly formed P-NG Amateur Cycling Association has had second thoughts about sending a team to Tahiti; other sports have cut team size, while the exclusion of netball from the Games will reduce the overall size of the P-NG team.

Archery is another new sport in the territory. The archers are still hoping to send a men's team, but a lot may depend on form shown over the next six months.

The swimmers are all smiles since their successful "swimathon" when \$5,000 was raised in one night. With a planned team of 12 they are literally home and dry.

The athletes face the biggest task of financing a team of 30 plus manager and coach; a big crowd-pleaser at Games time, athletics is perennially poor at other times.

All sports bodies in New Guinea are worried about coaching and competition for their Games aspirants. These things cost money and the added cost of providing them—as well as the Tahiti travel budget—is the main topic of conversation among sportsmen.

The Administration is likely to grant a subsidy to assist the team as it has in the past three Games—and the P-NG Games Association is counting on this aid to balance its Tahiti budget.

In the Solomons, talk is of what assistance may be forthcoming not only from the High Commission for the West Pacific, but also the British Government.

The experiment of moving a team by sea to Port Moresby was a suc-

cess in that it made possible the inclusion of youngsters to gain experience. But it's not an experiment likely to be repeated. Bad weather and distance daunted the best sailors among the BSIP team on their return trip.

Its air or nothing for Tahiti.

Swimming is emerging as a new sport in the Solomons while judo, volleyball, boxing and underwater spear fishing all now have national associations. Sport is booming and this poses problems for officials of the BSIP Amateur Sports Association.

New facilities are urgently needed. Fund raising over the last 12 months has been beamed towards provision of new sports facilities—mainly at the proposed Honiara Community Centre.

This is good thinking as the centre will meet many needs. But an over severe restriction in team size for Tahiti will mean disappointment and could affect sports development in the Solomons.

The New Hebrides South Pacific Games Council is perhaps the happiest—if not the smuggest—national sports body in the Pacific right now. The French Government has guaranteed the cost of moving 35 of the New Hebrides team from Vila to Tahiti and additionally will

contribute 25 per cent. of the cost of a further 35.

With its own fund raising activities already successful and with hopes that the British Government will make some gesture, the biggest yet team of 70 plus from New Hebrides is sure to make the trip to the Games.

Main topic of talk among Hebridean sportsmen is what will the British Government do. There's a rather hopeful air since the British general election.

Since the British part of New Hebrides administration comes under the High Commission for the West Pacific it could be that both Hebrides and Solomons will get help.

Neither the Solomons nor the Hebrides will send a Rugby Union team and Papua-New Guinea is doing some soul searching on this score. With Tonga and Fiji both non-starters for Rugby it now seems doubtful if this sport will be staged at the Games.

There is some support for a regional Rugby competition at a venue other than Tahiti but the politics of this are a little obscure. New Guinea's successful tour of north Queensland has whetted the local Rugby Unions' appetite for tours. Fiji, of course, is off to England, and Tonga would like a tour similar to their 1970 visit to New Zealand.

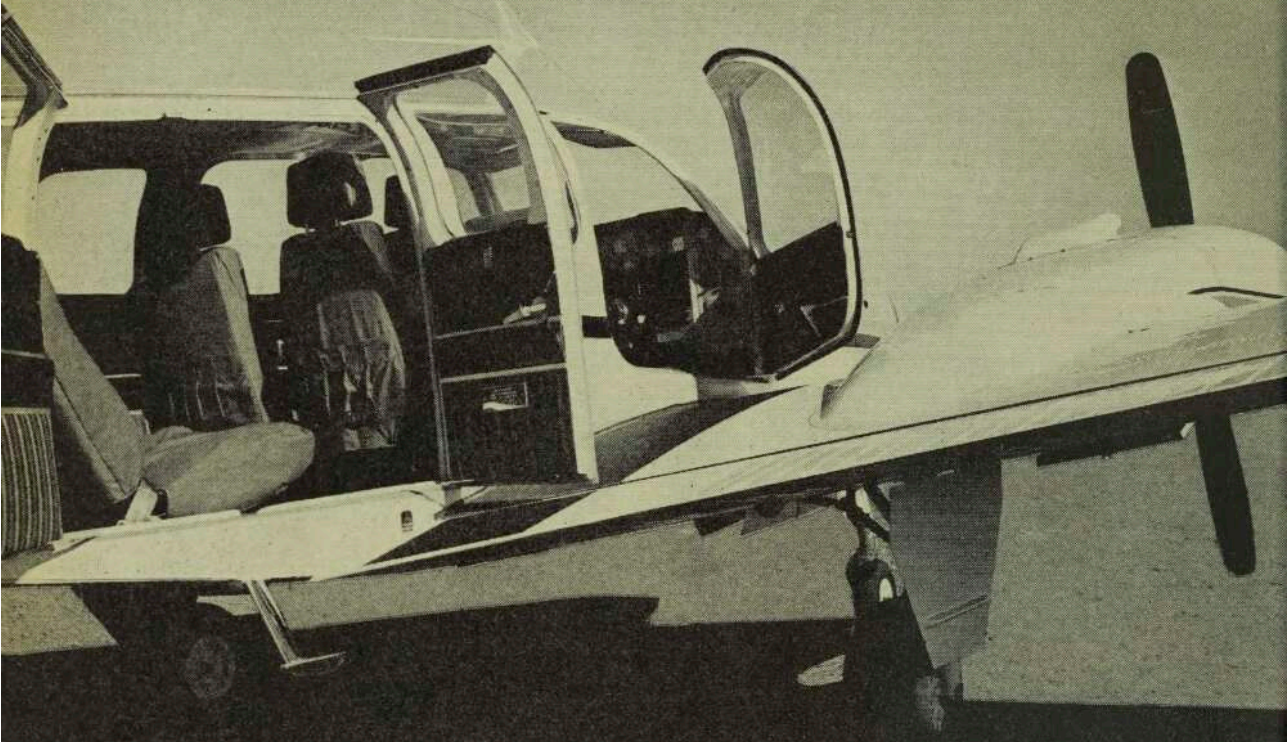
It would not surprise if the Council meeting at the time of the Tahiti Games produces a move to limit the number of sports to be staged at any Games. Some smaller countries cannot hope to enter in more than six or eight sports while the burden of staging a 20-event programme would be beyond the scope of those same countries.

The planned build-up of sports facilities in Honiara, including an Olympic swimming pool, could mean a bid from the Solomons to stage the Games towards the end of the decade—but not if there is to be a continual escalation of the number of sports.

The Port Moresby Games had a real South Pacific flavour and the



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Tahiti Games will follow suit. This is what the people of the Games' countries want.

Standards will rise. They should and must. Those individual athletes, swimmers, boxers and weightlifters who are good enough will go on to compete in British Commonwealth or Olympic Games—as is their right.

This need not break up the spirit of the South Pacific Games. For the big majority of sportsmen and women, these Games will be the goal to which they aspire.

The fever is rising—in Port Moresby, Rabaul, Honiara, Vila and Santo. And doubtless in all those other towns in the Pacific where "Tahiti September 1971" are the magic words that hard-pressed sports administrators hope will separate from the public much needed dollars.



The sweet smell of victory. There will be many successes at Tahiti; let's hope every territory at least has a few of them. This particular happy lady is M. Kadavu who took the gold long jump medal for Fiji at Port Moresby last year.

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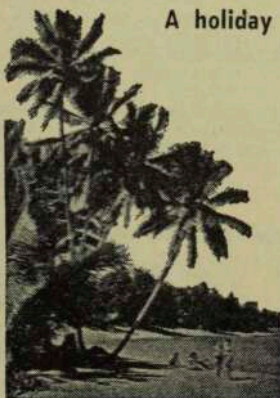
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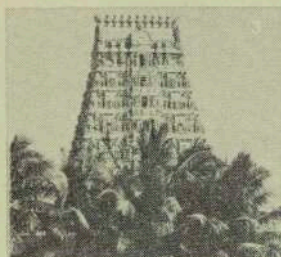
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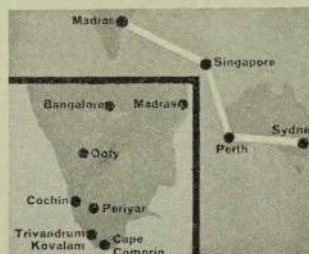


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WHERE DO YOU LIVE AND WHAT DOES IT MEAN?

What's in a name. One man in Papua-New Guinea who thinks there's more than meets the eye is Mr. Malcolm McLauchlan of the Post and Telegraph College in Port Moresby. He's been delving into place names of surrounding areas and has arrived at the following conclusions:

For an easy start, many readers will know that Hanuabada means "Big Village" (*bada* = big, *hanua* = village). But what about Iduabada and Porebada? *Idu* is probably from *iduka*, a cape or point; so we have "big cape" which describes the prominent point at Iduabada.

Porebada, a large coastal village to the west of Port Moresby, derives its name from the Motu word for a sandbank, probably of considerable importance to fishermen in the old days.

Although most people think of Konedobu today as the "place of public servants", the Motu speaker once recognised it by a geographical feature; a beach (*kone*) where there was deep water (*dobu*) for boats.

Taikone is a small village under the palms, built on a sandy beach, and may be reached by a road which branches off near the golf course at Kaugere. As we have learned, *kone* is a beach, and *tai* is from *taina*, meaning "little".

It is likely that Tuaguba (more correctly Touaguba in the Motu language) has its name connected with the *guba* or strong north-westerly squall which strikes along the coast during the wet season.

Toua means "to strike", among other things, so with a little imagination we can see the connection: the sudden strike of a squall over the exposed hill behind the House of Assembly—the hill we now call Tuaguba.

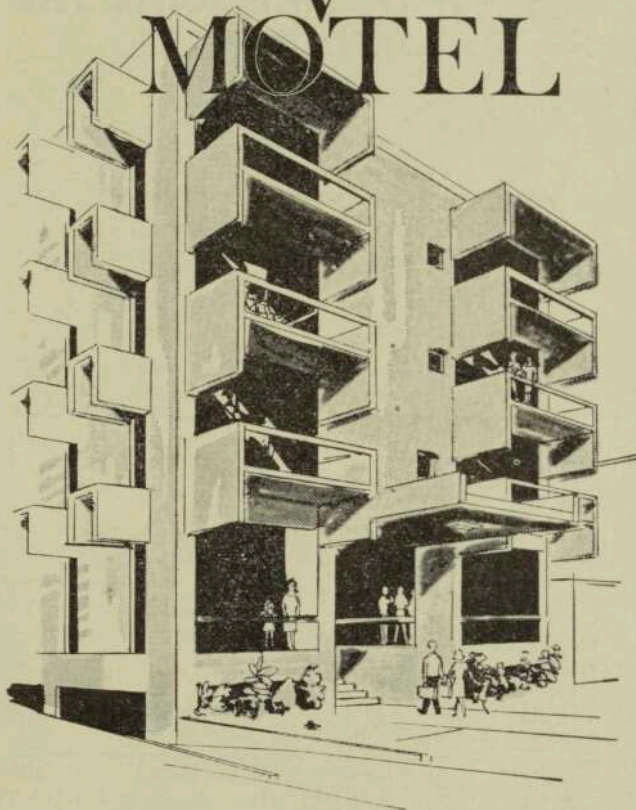
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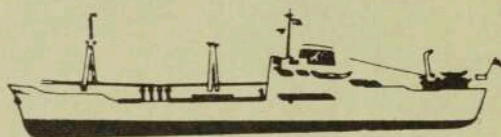
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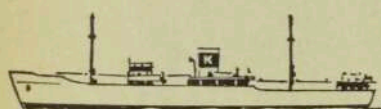
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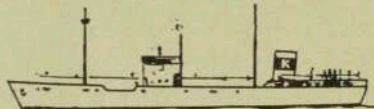
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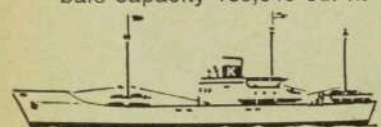
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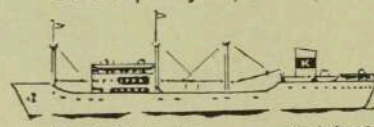
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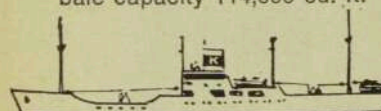
M.V. Slide 258 feet
bale capacity 97,900 cu. ft.



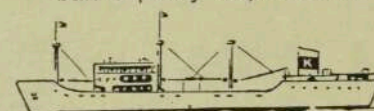
M.V. Saidor 264 feet
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M.V. Sletholm 264 feet
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M.V. Slide Timur 240 feet
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Corruption

the name of a species of eucalyptus tree, common in the area.

Many readers will have been to Paga Hill and Paga Point. The name *Paga* apparently originated as a mistake by early Europeans. The Motu name for the area is *Era* kurukuruna (turtle snout) so it is understandable that this name was not adopted (although *Era* has been corrupted to *Ela* for use in the title of well known *Ela Beach*). The story has it that an early European asked a Papuan the name of the hill, at the same time touching him on the shoulder. The Papuan thought he was being asked the word for shoulder and answered *Paga*.

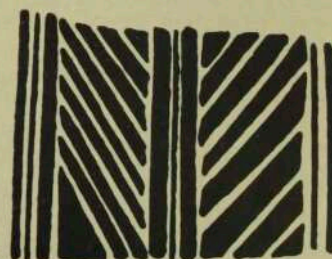
Boera, a water-village west of Porebada derives its name from the Motu "tired". Briefly, it may have received its name when its founders, who were tribes people from the direction of the Gulf, decided to settle there, being so "tired" of travelling. If you want a great deal more information on this, read Mr. Percy Chatterton's excellent article in *Journal of the Papua and New Guinea Society* (Vol. 2, No. 2, 1969).

Koki (more correctly Koke) was probably derived from a Koitapu word *kogi*, which is the tree the leaves of which were used for rolling cigarettes. These grew at Koke and were visited by those wishing to collect their supply of cigarette "papers".

Here are some literal translations of Motu place-names, and your guess is as good as anyone's as to how these came to be used as place-names:—

Tatana: from *tata* meaning "to run" or "to sail"; Lea Lea: more correctly Rea Rea—to forget, lose, miss, or fail; Vabukori: *vabu* = widow or widower; *kori* = true; Pari: wet; Tubuseria: *Tubu* = grandparent, or verb "to grow".

That's how far one man has got with his digging into derivations. It's an interesting exercise and one we would be glad to hear more about. Come to think of it, how did the Pacific get such an unlikely name?



INDEPENDENCE SPELLS ROAD DELAY

From SUE WENDT in Suva

Tenders won't be called for the reconstruction of the Nadi-Suva road in September as had been expected. This set-back to Fiji's biggest road project is one indirect but important result of the country's new Constitution which also gives it Dominion status.

Under the old set-up, the Fiji Government had the right to acquire land for public purposes although landowners had the right to dispute the amount of compensation paid. Under the new constitution the government needs to come to agreement with landowners before acquisition and, in the event of disagreement, the matter must be taken to the Supreme Court.

The new measure is clearly designed to protect the landowners—and, one suspects, the Fiji landowner particularly—from the worst

excesses of bureaucracy, but in the case of the important redevelopment of the Nadi-Suva highway where many landowners are concerned it could cause costly delays.

The existing Nadi-Suva road carries more traffic than any other in the Colony, but it was built in the pick-and-shovel days of the 1920's and 1930's; it follows the contours of a winding coast, it is surfaced in gravel that turns to slush in the wet and asphyxiating clouds of dust in the dry, and it beats cars to death in about 40,000 miles of use.

The sealing and rehabilitating of this road has long been a Fiji dream and only in recent months a dream that seemed as though it might at last come true. The route surveys have been completed, specifications prepared and the World Bank has indicated that it is prepared to lend the money required to complete the work.

Now, it seems, as an unexpected



It's not necessary to drive along Queens Road to Nadi to experience bad roads. Mud and pot-holes pave the way in this street in Suva, capital of the soon-to-be dominion of Fiji.

backlash from independence and a new Constitution, there could be long delays in starting the vital job—

Continued p. 57

KLINKII

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Cost goes up

with the risk that the World Bank may not keep its offer open indefinitely and the certainty that with every month that passes the cost of the project will go up. The estimate in August, 1970, was \$15 million.

Meantime, although Fiji motorists don't need experts to enlighten them about the wear and tear involved in travelling frequently along the Queens Road, between Suva and Nadi, a team of London consultants has completed a survey to show how many dollars will be saved when the new road is built.

Every mangled mudguard, tattered tyre and shattered windscreen experienced along the road's 130 miles of gravel and potholes costs the motorist real money so that the statistics relating to how much money motorists might save if the road were paved made frustrating—if interesting—reading in August.

According to the consultants, Rendell, Palmer and Tritton, the cost of driving a medium-sized car, at 30 mph on a paved Queens Road would be cut from the present 9.99 cents a mile to 9.06 cents.

The cost of driving a medium-sized truck at the same speed would be cut from 16.45 to 11.74 cents a mile.

At 30 mph on a sealed road, say the consultants, the driver of a medium-sized car would get 23.25 miles of travel from a gallon of fuel, compared with 19.35 miles a gallon when driving on gravel as at present.

The tyres would last for 16,000 miles, instead of 8,000.

At 40 mph, running costs per mile would be cut from 8.83 to 7.73 cents; at 50 mph from 8.5 to 7.18 cents; and at 60 mph, from 8.77 to 7.07 cents.

For medium trucks, running costs at 40 mph would be cut from 17.88 to 11.69 cents a mile, and at 50 mph from 20.61 to 12.49 cents a mile.

The report said that resort investment and promotion would rise sharply if the road were paved and that the number of beds available to tourists on the Coral Coast would be doubled. There would also be fewer accidents—4.25 per million vehicle miles, instead of 6.75 as at present.

The consultants concluded that, regardless of the effect increased resort development might have on the character of Fijian life, the country's level of income would undoubtedly rise because of it.

CIN has a difficult path to tread.

It is the official mouthpiece of government but it also publishes readers' opinions which must sometimes represent a different point of view. The government says that it agrees to this but that it objects to unsigned letters and pseudonyms because their publication makes it seem that CIN itself supports them and because such letters tend to be wilder and less reasonable than those that have names on them. So there it is.—*Editorial comment in "Colony Information Notes", Tarawa, GEIC.*

QUESTION: Why didn't all the villages take part in working voluntarily at the airport project? **Editor's answer:** The sun is too hot (the heat killed me).—*Honest answer in "Tohi Tala Niue".*

FRESH MEAT! — FRESH MEAT!

We have just found at the bottom of our freezer several cartons of frozen meat and fish. Hurry in tonight as this will sell very quickly with the island short of meat.—*Advertisement in the "Cook Islands News".*

AUSTRALIANS must be mad!

We could be home in our own beautiful country—yet we stay up here where we are forced to listen to political ravings, as Oscar Tammur's talk of "reprisals" so clearly indicates.

Independence for people who can talk of reprisal killing! Someone's surely joking. Let's go home and leave them to it, I say.—*A Letter from "Fed-up Wife" in "Papua New Guinea Post Courier".*

From the Islands Press

THE Aitutaki Tere Party went on a tour round the island of Rarotonga on Saturday and collected \$394.84, three tins of cabin bread, two tins of pawa and one carton of Pacific meat.—*Item from "Cook Islands News".*

MY affection for your wonderful island is, I think, obvious in these programmes and certainly in colour it looks absolutely glorious. It's curious that, with all these new settlers you're getting, I, as your principal publicist, should not have a piece of Norfolk . . . but I am sure I shall one of these days.—*Letter from Alan Whicker, after making a film on the island, in "The Norfolk Islander".*

ON MONDAY, Maka Campbell's badly injured dog had an eye operation at Dr. Thomson's residence. The operation was undertaken by Dr. Thomson, Dr. Nemaia and Mrs. A. Blanch. It was reported that the operation was successful and the dog is recovering fast even though it has lost one eye for good. This might have been the first successful operation on a dog on the island.—*"Tohi Tala Niue" story.*

FIVE men were fined \$5 each in a Solomon Islands' court recently for assaulting a man when they found his name written on a girl's ukulele.—*Report in "The Fiji Times".*

I PERSONALLY feel that people in the mini dresses look very horrid and uncivilised. With all our modern education and good culture, we should appear more cultured and civilised.

On the surface of things we are receding into the stone age and tree civilisation when people had a minimum or no clothes at all. It is high time now we should teach our children to dress decently so that they may look more respectable.—*Letter from Jai Narayan, in "The Fiji Times".*

ONCE upon a time Mr. Peel had human skeletons in the science department (plastic of course). Now there are none. It is suspected that someone small might have crawled through the ventilators which for two years have not been fixed with covers. We need those bones. Have you a skeleton in your cupboard?—*Plea for help in the "Cook Islands News".*

War in the air

"A real slogging match, all out war, a head-on collision. . . " These are some of the expressions being used to describe Qantas' decision to increase its passenger flight frequency across the South Pacific from 10 to 13 a week to match the US challenge.

With the arrival of American Airlines—president, George Spate, was in Sydney for the first flight

across the Pacific in early August—US carriers total 13 flights across the Pacific a week. American has three of them, PanAm the rest.

Qantas has now followed suit by utilising its full rights under the latest Australia-US air agreement and taking 13 flights, all but two of them passenger.

George Spate in Sydney gave fair warning that American was not prepared to continue accepting only And so the battle continues with three flights a week across the Pacific.

US airlines perhaps trying to top Qantas' 13.

Qantas appears to be more concerned about control and development of the South Pacific route rather than making immediate profits. General manager, Captain Ritchie, admitted this when announcing the new schedules: "We expect unprofitable operations on the Pacific for at least a year until the passenger loading builds up . . . this is a decision by us to match the competitive effort of the other side." Later Qantas chairman, Sir Roland Wilson, said: "I foresee a real slogging match with our efforts to maintain Australia's share of this very valuable foreign exchange market."

The increased services would "provide many more seats than any of us can profitably use. This will mean a loss in operation on the Pacific for most operators for some time. But we are confident our plans for expanded Qantas will provide the most competitive pattern for the trans-Pacific service".

Qantas also expects to make up for these losses with profits on its other routes. All these increased services will at least benefit the Pacific generally; every flight stops at least once somewhere in the Pacific whether it be Honolulu, Hawaii or Nadi.

Qantas is also relying predominantly on a tourist market rather than a business one for its loading. And with the arrival of its Jumbo jets next year it will be able to reduce its frequencies, at the same time retaining seating capacity.

BOAC appears unperturbed by the whole fracas. A spokesman told us the company had confidence that "Hushpower" would retain sufficient passenger appeal to sustain profitability.

BOAC however will be affected by the increased services. PanAm, UTA and Air New Zealand operate to Los Angeles, where BOAC fly from Sydney, and the company is expecting lower pay loads "for the time being".

Later in August Air New Zealand announced that it will add another flight a week across the Pacific to bring its allocation to four. It has been estimated that with all these increased frequencies, the eight airlines operating across the Pacific will carry about 2,000 empty seats a week.

Increased frequency is also inevitably going to intensify the demands of some aviation companies for lower fares across the Pacific (good news, of course, for the passenger) and Qantas is suggesting a "circle Pacific" inclusive tour fare giving 20 to 30 per cent. discounts, at a September international air fares conference in Honolulu.

I need rest — baby's exhausted, too —

What would you do?

I've tried to be an attentive mother but so many times I've felt at a loss to know just how to comfort my little one.

Baby, having arrived so much later than Tim and Jen, I'd really forgotten the distressing symptoms that come with teething troubles.

Then, in desperation I remembered Fisher's Teething Powder.

You'd be amazed what an effective and soothing aid they are to baby's sore gums, digestive disturbances and intestinal upsets which are natural teething disorders.

Another great virtue of Fisher's Teething Powders is their safety. They do not contain Calomel, Opiates, Bromides or any harmful substances. Even if the babe by mischance should eat several, they could do no harm.

By giving your baby a Fisher's Teething Powder as needed, you not only keep the little one happy and well, but save yourself all those upsets and nervous tensions that beset a mother when her baby suffers distress. Be sure to get a supply of Fisher's Teething Powders from your chemist or store. Only 30 cents for 20 powders. If you have any difficulty buying Fisher's Teething Powders, write direct to **Fisher & Co., Manufacturing Chemists, 17 May St., St. Peters, N.S.W. Postcode 2044.**

Boring Norfolk

By JOHN ECCLES

Norfolk Islanders were told the facts of life as far as tourism is concerned in no uncertain manner by a Sydney firm of public relations consultants in August. The islanders had commissioned the tourist board to have a pamphlet prepared and printed extolling the virtues of their "paradise" home. But the finished job sported the following message on the front page:

"The most boring place in the whole wide world."

When they opened the pages they were confronted with a view of Norfolk which in their opinion portrayed them as a hard drinking, lazy crowd. It also gave unwelcome publicity to fish which produce a drugged effect similar to LSD.

No wonder they were upset.

Some extracts from the pamphlet on which complaints are based:

"If you ask a Norfolk islander what he does he will almost always answer: 'As little as possible. . . .'"

"An island drinking party is fun, but a prolonged affair with songs, reminiscences about the olden days, straight out exaggerations, an unbelievable fellowship and about a thousand drinks. . . ."

"... It might be wise to avoid the one known as the dream fish. It is said to give LSD-type hallucinations during sleep. But then again, at least it's legal."

"At night you can dance or sing or dine out. Or sit around swapping drinks and lies with the islanders."

Following the mixed reception the pamphlet received on Norfolk, the tourist board sent a letter to the *Norfolk Islander* from their public relations firm, Etcetera, which had commissioned the brochure. Trying to be as nice as possible, this is what it said in extract:

"... I think you must accept the fact that you are competing for trade in a highly competitive and sophisticated market. The people you are trying to attract as tourists don't think the way you do—they are different—and they have different pressures put on them."

"Millions of dollars of advertising are spent on all media throughout Australia annually to try and attract

people to different resorts. Little Norfolk hasn't much money so it has to use what it has in the most dramatic and effective way. Hence the headline—"the most boring place in the whole wide world". It attracts attention. That's what it is supposed to do as well as carrying a message.

"It is saying a tired message in a fresh way and in a way which you can't deny attracts EVERYBODY'S

attention. Who is to say it is right or wrong? In advertising terms it is lesson number one—shock first."

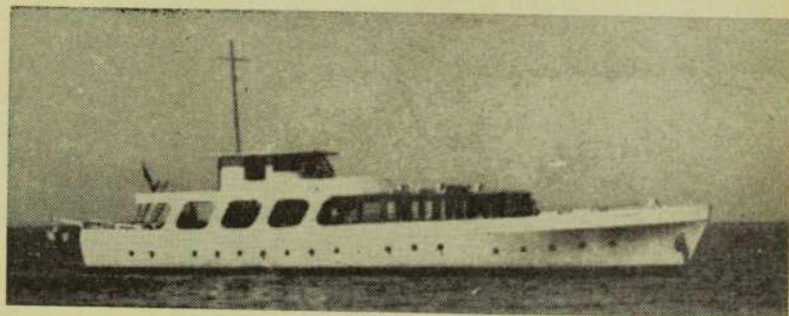
One can sympathise with the islanders who feel they have been made to look like something they are not. What this incident reveals is that if any territory wants to attract tourists in a big way it must be prepared to accept modern channels of communication with the general public. If the islanders don't like it, then it's up to them to drop high-powered tourist promotion.

And that wouldn't please Travelodge who are believed to be spending big money in refurbishing their latest acquisition, the Paradise Hotel.

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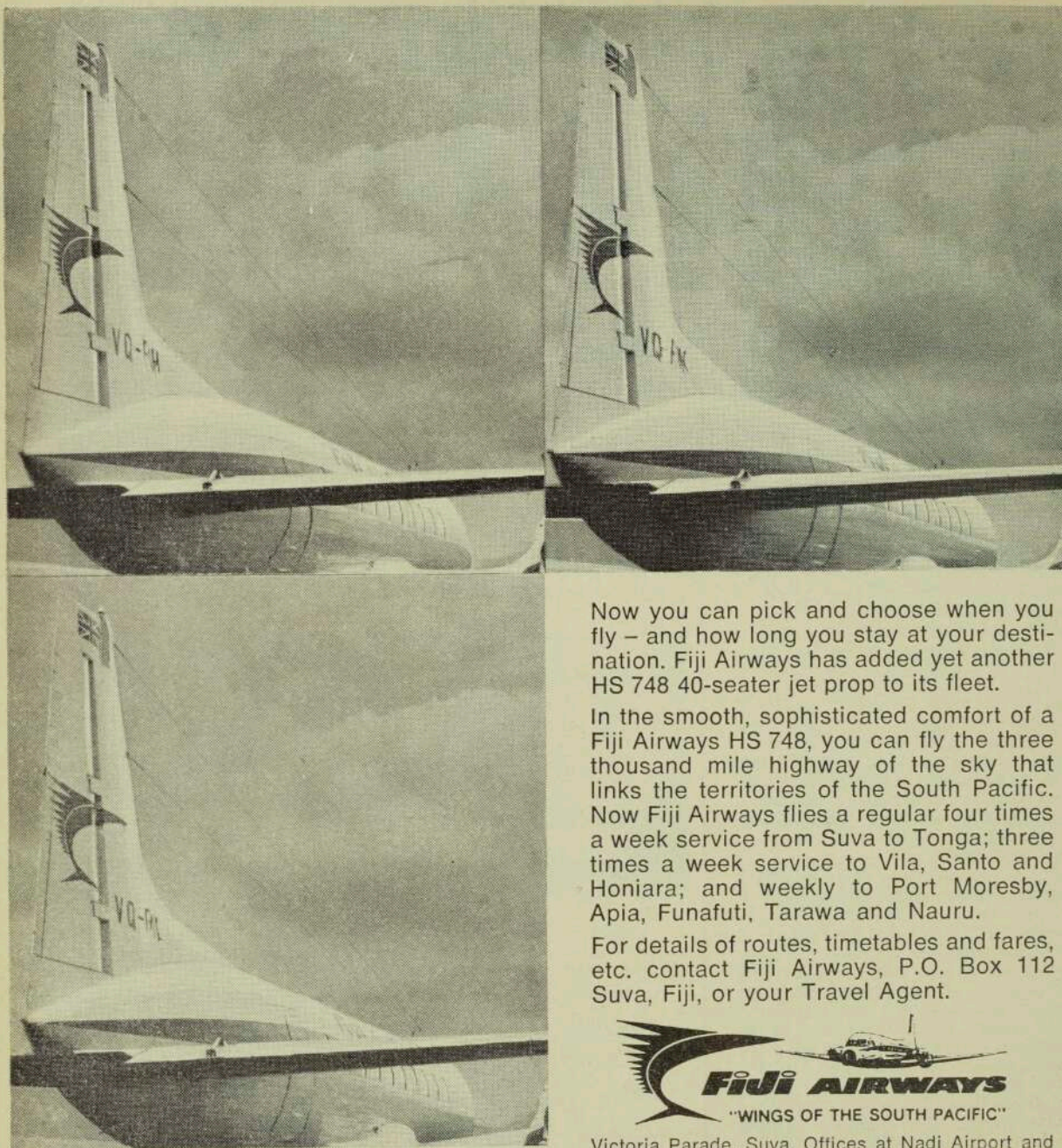
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The Castaway Hotel.

Castaway for sale

Fiji's famous Castaway Island resort for sale? The rumours had been rife for months—and in August, owner Dick Smith, announced that he'd received an offer of \$600,000 from an Australian firm.

He'd given the firm a verbal option for three weeks, he said. He would know in a couple of weeks whether the deal would be completed.

Castaway, which occupies a 16-acre site on Qalito Island, is Fiji's most successful island resort. Mr. Smith reports that since it opened in 1966, business has been increasing at about the rate of 100 per cent. a year.

The occupancy rate was averaging out at a highly satisfying 85 per cent. per year.

Some 12,000 visitors had stayed at the resort and about 25,000 people had been there during day trips in the cruising schooner *Seaspray*, which operates out of Lautoka.

Mr. Smith said six or seven buyers had shown interest in Castaway, which currently has accommodation for 66 people. There is a plan to develop it to a total of 120 beds.

The land, with its fine sand beach and scores of coconut palms, was leased from the Solevu *mataqali* on a 25-year basis, of which about 20 years remain. The owners have given an option, said Mr. Smith, for a further 25 years.

As well as relinquishing Castaway, Sydney-born Mr. Smith—who, at 39, is believed to be one of the few with millionaire-status in Fiji—plans to sell his *Stardust* cruise business. He's asking \$100,000 for the operation, which he began eight years ago.

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Colonial outpost, Tabiteuea: Grand for tourists, if not for residents

By KEN MCGREGOR, Travelling in the GEIC.

Tabiteuea, a mere 200 miles south of Tarawa, could well be 2,000 miles away (or seven hours by jet instead of the current two hours flight by Heron aircraft) for all the similarity there is between development on these two islands of the Gilbert and Ellice Islands Colony.

In July I spent nine days on North Tabiteuea, at the Catholic Sacred Heart Mission, Tanaeang Village. The last time I visited the atoll was for a few hours briefly in December, 1968, off the inter-island 70-tonner *Temaui*.

To get a good idea of how much really *hasn't* happened in the GEIC, visitors must put in a few days on an outer atoll. Any atoll—Abemama, Kuria, Beru, Nonouti, Onotoa—but not the capital, Tarawa.

For the tourist this untouched nature of things can be very pleasant. But for the villagers, lack of progress means insufficient schooling, medicine, social advice and the sort of advancement which, even if tourists and idealists decry, should at least be a matter of choice for the people of the atoll.

The changes that have accompanied nearly 80 years of the British rule are negligible. Lack of development there is "appalling", I was told by the British, Australian and New Zealand civil servants who have ventured outside Tarawa.

For the tourist there's the scenery, with everything *au naturel*, wide placid lagoons and beautiful sunsets. And the islanders, shy but friendly and courteous. Tremendous fishing, with snapper and turtles delicious and easy to catch. Peace and quiet there is, too, and the pace of work almost nil.

Sounds great for the jaded businessman who doesn't mind roughing it for the price of peace of mind. He doesn't even have to trouble speaking English.

On North Tabiteuea there are no Europeans except a Father and Sister in the mission. English is not spoken outside of six government and mission schools. Education for most children ends at 12 years of age. Exceptions go to high schools at Tarawa and Abaiang but everyone else goes back to their village.

The girls marry at 16 or 17 and the boys who don't marry become exponents of a Gilbertese national sport—drinking potent sour toddy. There's no electricity, no water

system, no wharf, no cinema, no operating car or truck, no street lamps and, of course, telephones and television are unheard of.

The island's one narrow, dusty road along the length of the atoll is pot-holed and untidy. The hospital is modest, and staffed by a Fiji-trained Ellice Islands doctor, whose supply of medicines at least, has been greatly enhanced by twice-weekly Tarawa air services since last year.

North Tabiteuea's four Wholesale Society and Co-op. stores are ugly, tiny and pretty bare (blame here must partly be put on the inter-island government shipping services). The Sister of the mission says shipping was better before 1939!

At the government station, there is a 20-prisoner gaol frequently full with drunks, pig stealers, toddy stabbers (the island is infamous for its stabbings resulting from drunken brawls), owners of ill-equipped bicycles and trespassers.

Under the direction of Mr. R. E. N.

Smith, District Commissioner, Gilberts, North Tabiteuea is, as other atolls, governed by an island executive officer (government-appointed) and an elected island council. In most spheres, the IEO has the say, but on big disputes between the council and the IEO, the problem is referred to Mr. Smith or his department.

Financing is more involved. If council wants to spend \$20 to build a new flagpole, for example, permission has to be granted from Tarawa.

The \$20 request is forwarded to the District Office, Betio, Tarawa, which in turn makes its comment and re-addresses it to the GEIC's Secretariat, Bairiki. Often it is many weeks before that final OK returns to Tabiteuea.

One councillor told me it took 11 months to receive permission to spend \$10 on three ledgers.

While council is supposed to run outer islands, I understand each of



Children of Tabiteuea.

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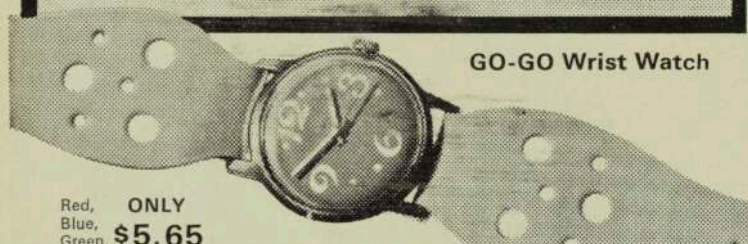


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Pac. Islands

Poor "John"

Scots trader "John" wasn't liked. His trade store-home at Tanaeang Village, North Tabiteuea, Gilberts, was surrounded by a high wooden fence and villagers were forbidden to enter.

John punished trespassers with a leather whip. So the villagers resolved to kill him. One night, early in 1896, they stormed the trade store and stabbed and punched the Scot to death.

So not to alert the atoll's numerous European and Chinese traders living to the south, and also the government ships calling from Tarawa and Butaritari to North Tabiteuea, the villagers chopped up the body and dropped it at sea. John's possessions were buried near his home.

The story of the Scot's disappearance, at the time, was that he must have fallen off a canoe in the lagoon and drowned.

True or not, Tabiteuea's current-day version of one of its more unfortunate traders is typical of the tit-bits still circulating about the first traders to settle on the atoll, the name of which means "no kings".

Outside North Tabiteuea, the atoll's best-known trader was Alfred Hicking (*PIM*, July, p. 87). But there were at least 10 other traders, six of them Chinese, and scores have descendants living now on Tabiteuea.

Tradition on Tabiteuea says Butaritari hosted the first European in the Gilberts. A Scot, Nam Baoba (Robert), he landed off a ship in 1934 and left seven years later on a sailing vessel, *Peacock*, they say.

the several villages on every atoll handles affairs much as they always did. North Tabiteuea would definitely be in the *maneoba*, or village club. The council, with little respect and its accounts years out of date, is a figurehead.

Britain then, to North Tabiteuea means a modest clinic or hospital, a doctor, maybe, an IEO, a toothless council, a police station and several pathetic stores. And—oh, yes—they have whacked up a lagoon-mud airstrip for tiny planes to land. Waiting for tourism?

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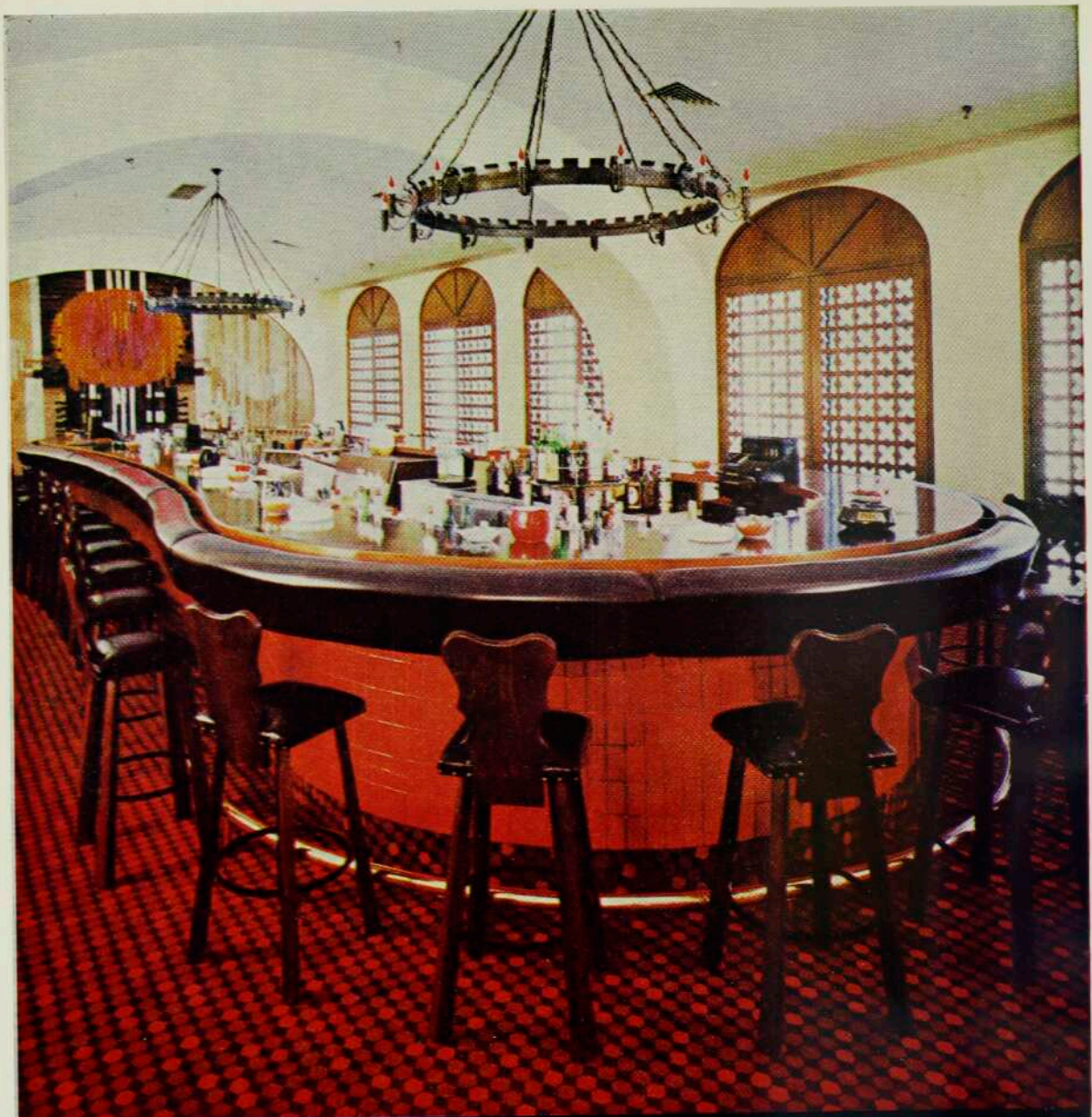
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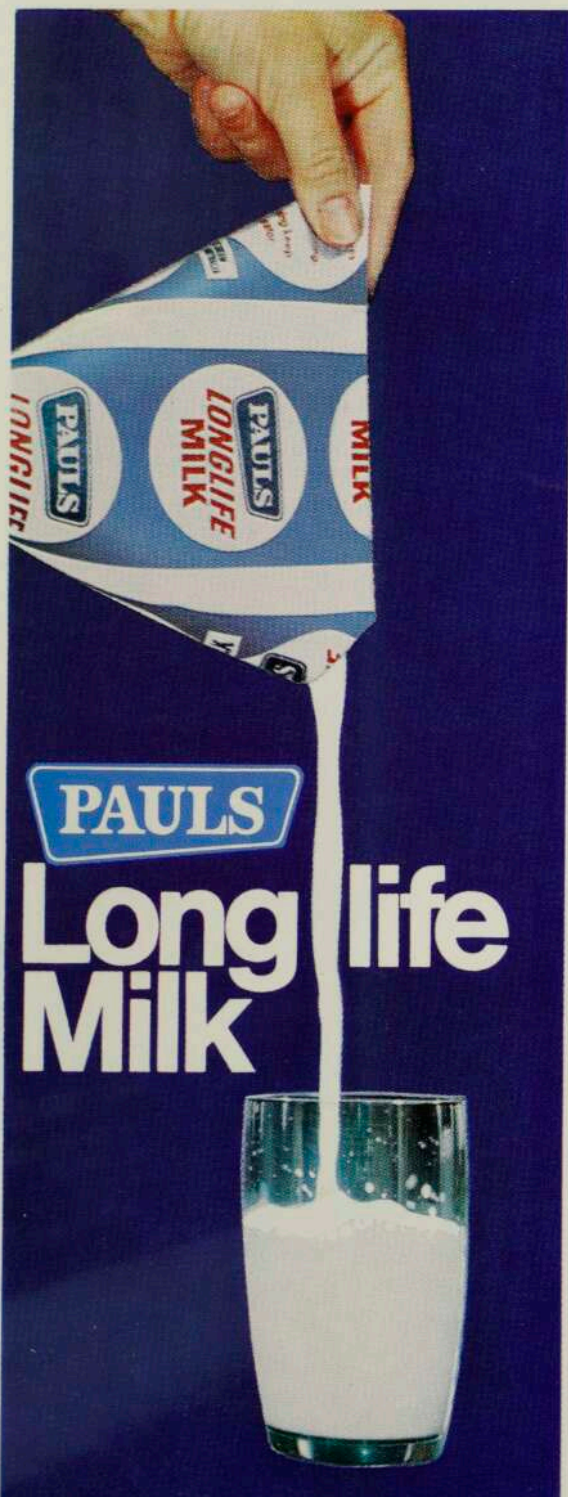
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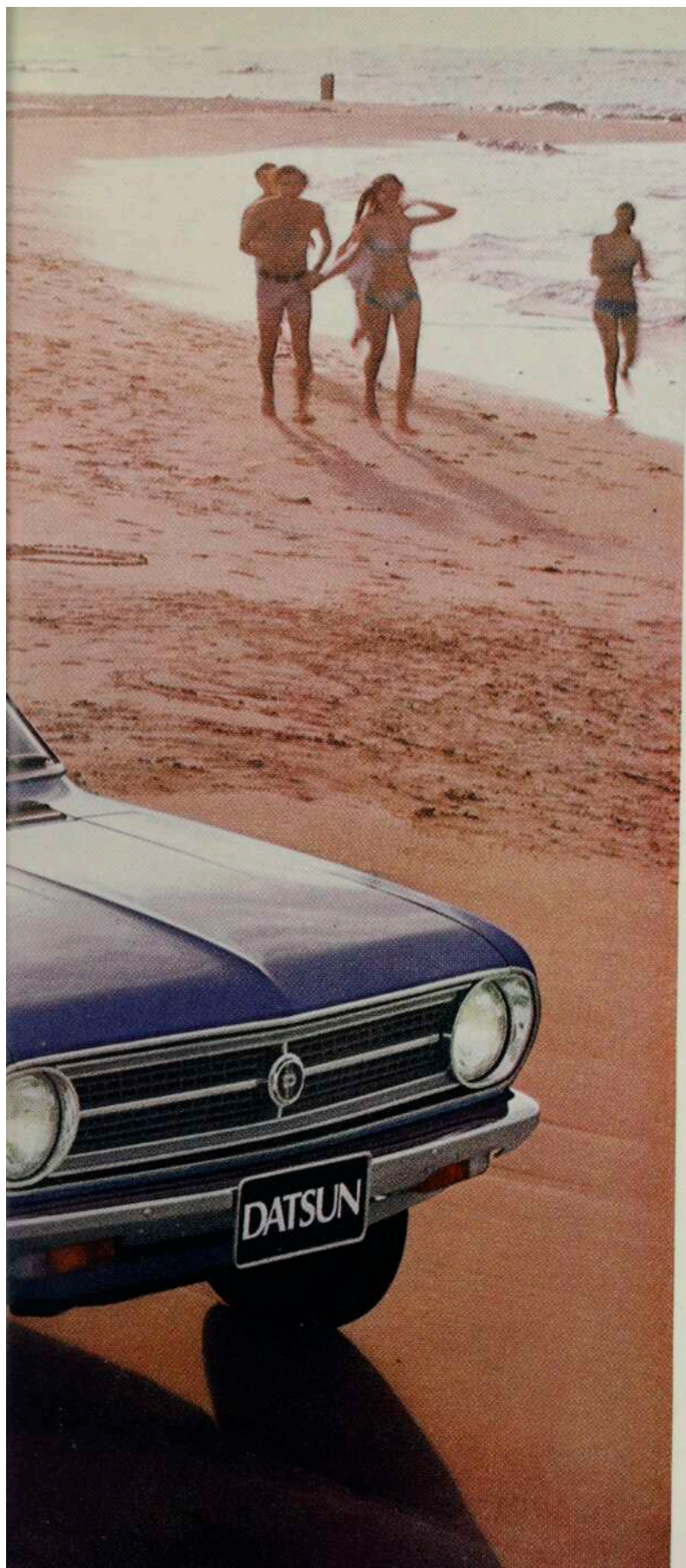
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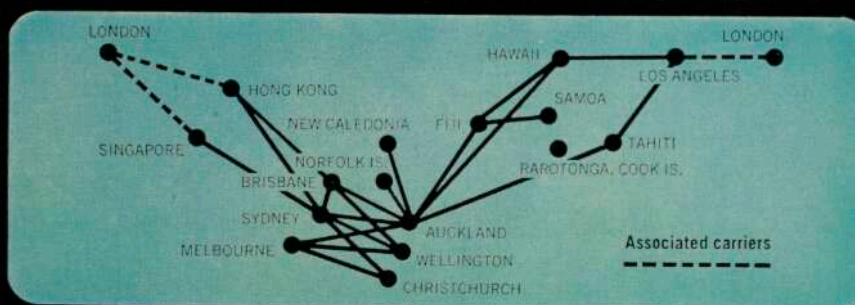
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1 tablespoon castor sugar

Crumb Crust: Combine biscuit crumbs and melted butter, press into a buttered 9 inch pie plate. Chill.

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Combine gelatine and sugar in the top of a double boiler or in a small basin. Beat egg yolks and milk together and add to gelatine. Cook over boiling water, stirring constantly until mixture thickens, about 10 to 15 minutes. Gradually beat thickened mixture into cream cheese mixture.

Beat egg whites until stiff but not dry, gradually add castor sugar and continue beating until stiff peaks form. Fold into cream cheese mixture. Pour into prepared crumb crust. Chill until firm. If liked decorate with whipped cream and grated chocolate or chocolate curls. **8 servings.**

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Magazine Section

TAHITI'S "NATURE MAN"—SYMBOL OF A REVOLUTION

By ROBERT LANGDON

When the American novelist Jack London and his wife Charmian arrived in Tahiti in 1907 in their yacht *Snark*, one of the first people they met was Edward Darling, the Nature Man.

The *Snark* had barely entered the pass into Papeete's lagoon when the Londons saw Darling's "startlingly Biblical figure" standing in a small outrigger canoe which a native was paddling towards them. He was waving a blood-red flag, which, he explained to Jack as his canoe came closer, was a symbol of socialism.

The Nature Man was a magnificent bronzed figure with long brown hair which fell over his shoulders in luxuriant curls and a shaggy, golden beard. When he came over the side of the *Snark* wearing only a scarlet loin cloth, and bearing gifts of mangoes, pineapples, bananas, limes and oranges, he seemed to Jack like a sun god.

Jack London and the Nature Man were old acquaintances. Jack had first noticed him in Market Street, San Francisco, several years previously. It was a wet and drizzly afternoon, yet he was striding along, with a score of excited urchins at his heels, clad solely in "a pair of abbreviated knee-trousers and an abbreviated shirt, his bare feet going slick-slack through the pavement slush."

Some time later, Jack saw the Nature Man again while staying with friends in the Piedmont hills overlooking San Francisco Bay. They had caught him up a tree which he was apparently using for a bed. Jack accompanied his friends to meet the Nature Man, and found that he was living up a steep hill, in a rickety shack in the midst of a eucalyptus grove.

The Nature Man delivered Jack and his friends a message, which, he said, would save the world. It was twofold. First, mankind should strip off its clothing and run wild in the mountains and valleys. Second, it should adopt phonetic spelling. . .

At that time in his early 30's, the Nature Man had originally picked

up his creed after surviving the cold winters of Oregon and contracting tuberculosis at San Francisco's Stanford University. Noticing that Red Indians go naked and appear in perfect health, he had decided to emulate them. It worked.

He regained his health and began marching towards California preaching nudity and simple foods. To avoid trouble he wore knickerbockers, sandals and a singlet made of fishing mesh. It didn't do him any good—he was arrested 11 times between Arizona and California.

Having found that the US was rather stony ground for his creed, the Prophet of Nudity stowed away on a ship bound for Hawaii where the tropical climate seemed to offer

better prospects. Here he was adjudged an undesirable citizen, and given the choice of a year in prison or deportation. He chose deportation.

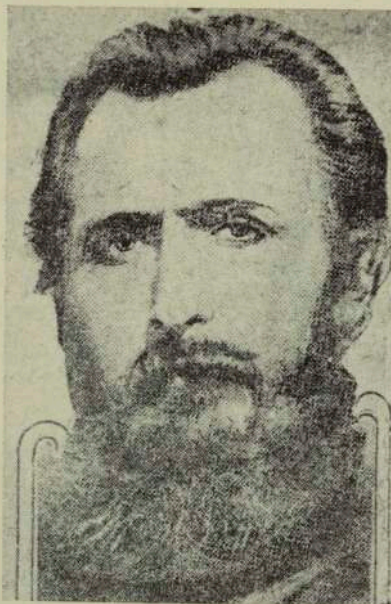
It was from Hawaii that Darling reached Tahiti, and it was from the purser of the ship that took him there that he picked up the notions of socialism which he incorporated into his philosophy. In Tahiti, Darling found that the authorities looked on him with a more tolerant eye than he had previously experienced; and he proceeded to seek out a piece of land where he could establish himself as a full-time nature man. Meanwhile, he earned some money as a boxing instructor.

After several weeks, he found a spot that suited him—about 80 acres of guava-covered scrub at a height of about 1,500 ft in the mountains behind Papeete. According to the authorities, it was ownerless.

Darling spent several weeks clearing the scrub for a plantation and building a road to make it accessible. He planted trees and vegetables; but soon found that the area was infested with rats and wild pigs, and that these tore up and ate his plants as soon as they began to sprout. He declared war on these pests, shooting the pigs and trapping the rats, and at one period he caught 1,500 rats in a single fortnight.

Gradually, he began to get ahead. He built a hut five yards long by five wide, and before long he had 500 coconut trees, 50 pawpaws, 300 mangoes, and many breadfruit and avocado trees, besides vines, bushes and vegetables.

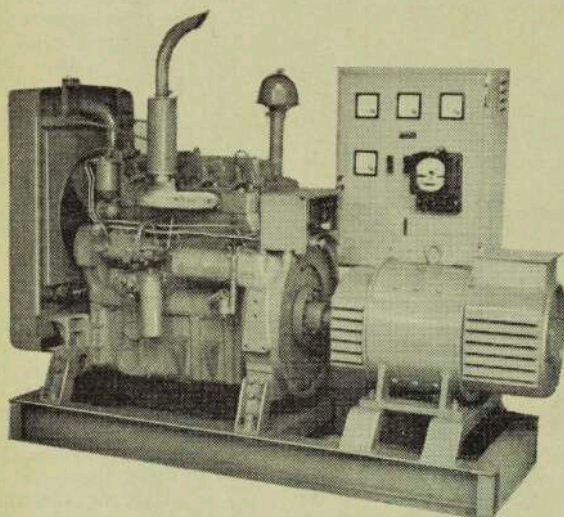
The arid shoulders of the hills, where formerly the blazing sun had parched the jungle and beaten it close to earth, blossomed into trees and shrubs and flowers. Not only had the Nature Man become self-supporting, but he was now a prosperous agri-



Darling: Picture is reproduced from a "San Francisco Examiner" photo in 1914.

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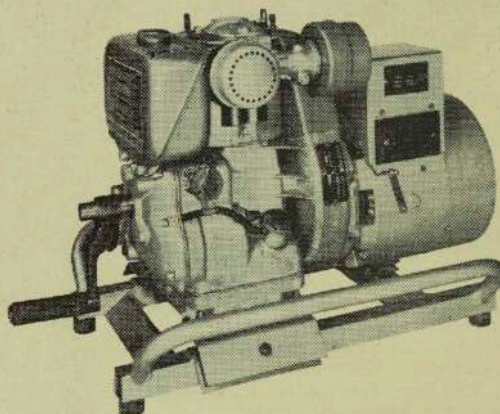
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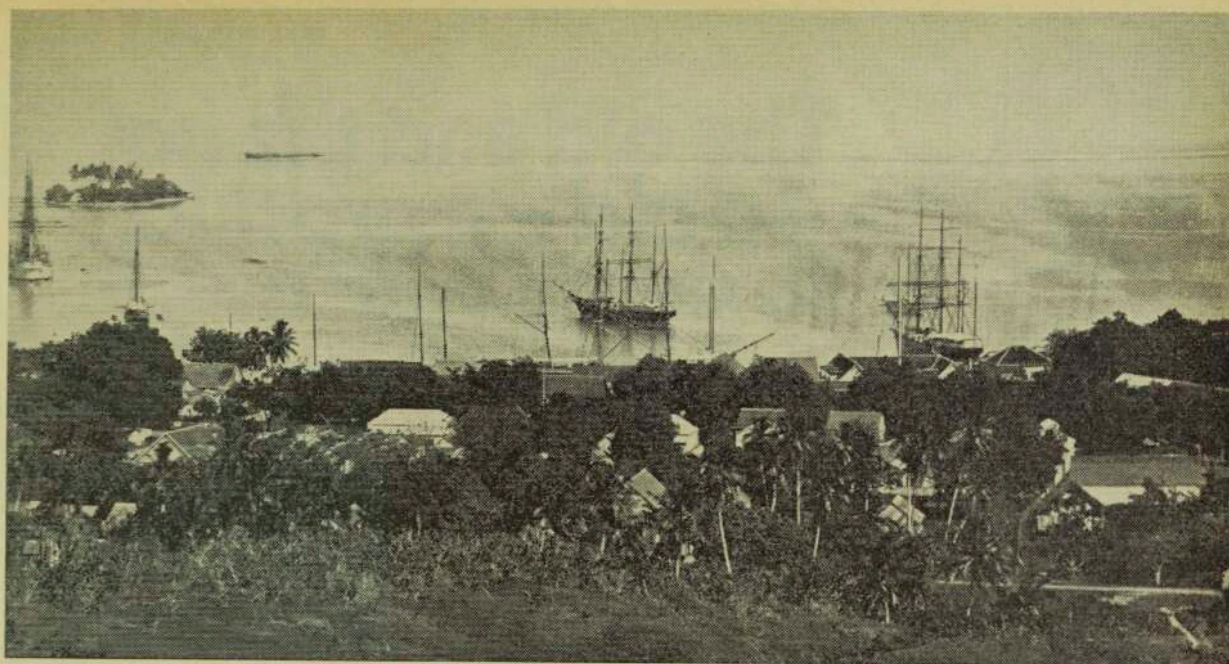
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culturist with produce to sell to the city-dwellers of Papeete.

Darling then discovered to his dismay that his land did, in fact, have an owner—no less a person than ex-Queen Marau, the divorced wife of Tahiti's last king, Pomare V. All of his work seemed in danger of being lost. In some consternation, he went down to Papeete to confront the ex-queen; but the good lady was remarkably accommodating, and agreed to sell him the land for an almost nominal sum, 200 francs.

The socialist Nature Man thus became one of Tahiti's landed proprietors. But his troubles were not over. Because he used to counsel the Tahitians to discard their Mother Hubbards and other white men's garments, Darling fell foul of the French Protestant missionaries through whose property the road to his plantation ran. The result was that the road he had built with so much labour was barricaded with triple barbed-wire fences, and his easy access to the Papeete market destroyed. From then on, the Nature Man's only means of reaching the town was by a wild pig trail. This was so steep that most people could only negotiate it by crawling on all fours.

But the Nature Man did not care. He had no time for bitterness. "He believes he is in the world for the purpose of being happy, and he has not a moment to waste in any other pursuit," Jack London said.

Papeete in the 1880's. Darling, arriving just a few years later, would have appreciated such an idyllic scene. The photographer is not known.

The English writer George Calderon, who visited Darling at his plantation shortly before the Londoners, found it was part of the Nature Man's philosophy to "emit wild cries of delight whenever he entered sunshine or water, or reached the top of a hill." If the take-off was suitable he would also fling a pirouette. It was the Nature Man's practice also to get about "as naked as Isaiah"; and one report has it that he erected a notice on his property saying: "U R free 2 D-nude rite now."

According to Calderon, Darling's hut was open back and front like a fruit-seller's booth, with walls of plaited coconut leaves, and a floor of bare earth. A big bunch of plantains was suspended in the gap of the back wall; a banjo lay across the tie-beams of the roof; while cuttings from American newspapers, "with fantastic portraits of the Nature Man and articles about him", were on the walls. Beside the newspaper articles was a copy of the Nature Man's "Ten Commandments", which he had had printed as a pamphlet. Two of the Ten Commandments were "Thou shalt not eet meet" and "Vizit troppikle kuntriz." Other commandments counselled nakedness, non-acid foods, socialism, no religion, no drugs, and simplified spelling.

Calderon spent several days with the Nature Man at his plantation. At night, Darling made a bed of sacking on the floor for his visitor, climbed into a hammock himself, and talked and talked until Calderon fell asleep. Among other things, he said: "What we want is faith, brother. If we have faith we can perform miracles. With a little more faith I could float out of this hammock into the air and sail right around this house."

In the morning, the Nature Man bounded out of his hut with "a wild cry of exaltation and threw another pirouette into the air." He and Calderon then worked for an hour or two in the early sunshine clearing the ground for new plantations. A simple breakfast of fruit and coconut milk followed. While the Nature Man "milked the cococow" (i.e., extracted the liquid from the coconut) he uttered simple rhyming couplets such as:

If you don't eet meet
You won't get sore feet.
or
The coconut cow
Can't pull a plow.

According to Calderon, Darling expected to "create a sort of religious and social revival among the Tahitians." However, most of the natives regarded him as something of a joke; and he himself said that those who joined him on his plantation robbed his hut. On the other hand, other would-be Nature Men



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'Live simply, work furiously'

were attracted to Tahiti from time to time by the publicity that Darling earned himself abroad. One such was an American called Betts, whose ideal, according to Calderon, was "to live simply and work furiously, when the mood is on him, in order to live at ease at other times." Others of similar ilk were a German called Gus Kromer and a Frenchman, Eugene Dufour. Dufour, in time, became something of a *bete noir* in Darling's eyes, for he got possession of the Nature Man's land, and eventually sold it, pocketing (if a nudist can do such a thing) the proceeds.

It seems that towards the end of 1912, the Nature Man decided to leave Tahiti and return to the United States. His reason for doing this is not clear, although the Press in San Francisco claimed that it was because he was lonely and wanted a wife to share his existence. At any rate, the newspaper reporters enjoyed themselves hugely at his expense, and did their best to help him find a Nature Woman.

One reporter wrote: "He has no preference in the matter of race or colour. She must be in good health. She must be willing to dispense with raiment except in such places as are burdened with a chief of police of conventional ideas. And she must be willing to subsist on uncooked food. In return for these sacrifices she gets Darling. . ."

Meanwhile, Darling had left his property in the hands of Dufour, and had had the title to it transferred to him on the understanding that the land would be used to found a colony of nudist Frenchmen. The idea of the nudist colony was apparently a pet scheme of Dufour's, but the scheme ran into difficulties (probably not difficult to imagine) and eventually it came to nothing. Meanwhile, Dufour let Darling's plantation go to ruin, and consistently neglected to answer the plaintive letters that Darling wrote him from California.

Indeed, with one exception, Darling's Tahiti friends all proved to be remarkably poor correspondents. The one exception was Alexandre Drollet, the government interpreter, who not only replied to Darling's letters and cards to him—whether they were in phonetic English, more or less plain English, or Esperanto—but he had the foresight to preserve them all for posterity. The Darling correspondence is now in the Papeete Museum. It was recently discovered

there with whoops of delight by the Pacific Manuscripts Bureau and copied on microfilm for the Bureau's member libraries.

The earliest item is a postcard posted in Berkeley, California, on June 5, 1913. It reads:

"My dear Drollets: After my picnic trip on Tahiti I landed in dead old Cal. & seemed to b welcomed by even the happy robins. Took my blankets up to foothills first nite & slept under eucalyptus. My short pants and sleeves pass police OK. Few will beleev that I gave my place



Darling counselled the Tahitian women to discard their Mother Hubbards and other white man's garments. A contemporary of his would have been this lovely Tahitian girl.

to Dufour. Vizited Jack [London], such a happy time. I rode up mts with him."

Other items among the Drollet correspondence show that, in addition to tree planting, Darling did some lecturing in California, and also took up the study of Esperanto. A card advertising one of his lectures in Patterson's Hall, 5432 East 14th Street, Melrose, Oaklands, says that, for an admission fee of 10 cents, the Nature Man would briefly describe the climate, natives and home-setting possibilities in Tahiti, that he would devote part of his lecture to answering questions from the audience, that

he would be dressed in native costume, and would "show how rich milk is made from the coconut."

Darling never did see Tahiti again. But he did get back to the South Seas. On June 21, 1918, he wrote to Drollet from Suva, Fiji:

"Helo my dear Alexandr and all that's left ov the family: I've had quite a trip round the Pacific, visiting Japan, China, Philippines, Java 4 mos., Singapore, India, Aust., NZ & Fiji, and never saw a better place than dear old Tahiti. O that I had kept that plase in my name. Please find out all you can about it & what it looks like. I might come to see it again after I visit Samoa & Tonga. What do you think.

"How r the social & politiki kondishunz. Likely 2 b eni chanjez?

"Climate here is lovely. Rather much rain, but fruit & nuts are hard to get, variety limited, quality inferior 2 that of dear old Tahiti. Peepl heer liv mostly on bred, meet, fish, taro, kandy & kow's milk. Bah! Maa Tahiti mea maitai ai, roa!

"I bot a gd set tool here, planted kokanuts, bans, utas, pines, &c., all over our lot. Meni nice peeple here, English, Fijian & Indian. Am with Indian lawyer, Dr. Manilal, fine man.

"Am trying to persuade the peeple 2 live more on nature fdz, stop sending 1,000,000 fr. a year out of this produktiv country for foodstuffs. Konserv that money. Bild swimming pools, jimnazious, publik skoolz for all the brown peepls, teeching hortikulchure, hijiene, sanitashun, ekonomix, demokrazy, vejetarianizm, thus bringing permanent, substanshal, unisarsaly satisfactory world peace."

As part of his campaign for living reform, Darling had a set of postcards printed at the *Fiji Times* office, which he distributed to anyone interested at threepence per pair. On one side of each card was a picture of himself with a very woolly beard, and the caption: Nature Man—Ernest Darling, student Stanford University, California. 7 yrs on hiz plantashun on Tahiti, Society Iles, working mostly nude and mostly on unkookt fd (froots & nts, best quality), now touring Pacific, riting a bk; teeching a gradual return to nature for helth, hapiness & true prosperity (2 krds 3d)." On the other side was a similar message in Fijian.

Darling was still dreaming of returning to Tahiti when he wrote his last letter to Drollet from Fiji at the end of August, 1918. "Am anxious 2 no if I mite do as wel by returning 2 Tahiti as I did before," he said. "Iz the plase all run down

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or iz there enuf left for me 2 start it agen if I were willing 2 buy it bak?" He went on:

"I may not return, but should like 2 no kondishunz. Many fine lokashunz here & fine nativz, gd government ofiserz, &c. . . I was thinking of taking an island here (leasing a small one), but first wish to look around. Next Friday hope to visit Samoa for four weeks, then Tonga. . . Feel fine and happy. . ."

Darling was 47 years old at that time, but he was still so fit that he could turn hand-spring somersaults with the agility of a youth. However, his robust good health was no proof against the virulent influenza epidemic that was then sweeping the world.

Towards the end of 1918, he was stricken by it. A doctor who attended him, prescribed drugs. But the Nature Man was true to his faith to the last and, refusing to take them, died on December 9, 1918.

He was buried in Suva Cemetery. Friends erected a tombstone over his grave bearing the inscription:

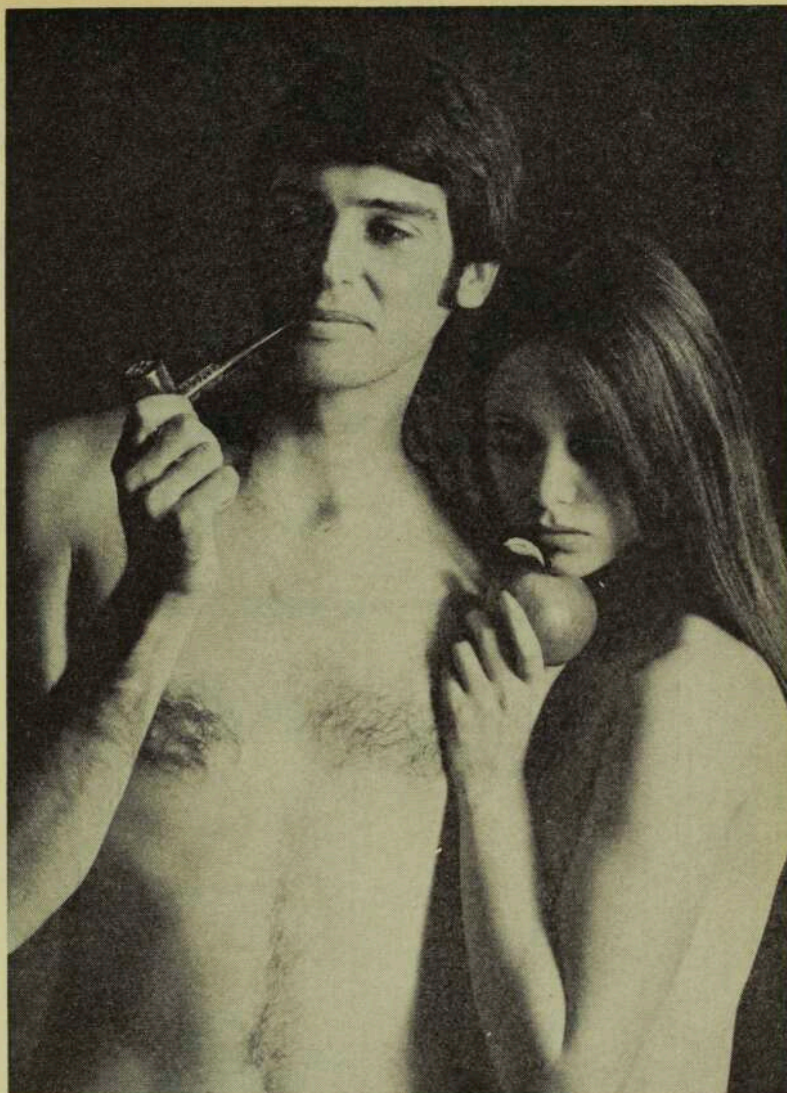
Beloved Natura
Sleepeth Here
Ernest W. Darling
Born Aug. 5, 1871
Died Dec. 9, 1918
American

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Mr. Potts made the extracts some years ago in preparing a paper on the early history of Fiji's sugar industry for the Fiji Society. The paper was published in the society's transactions for 1959.



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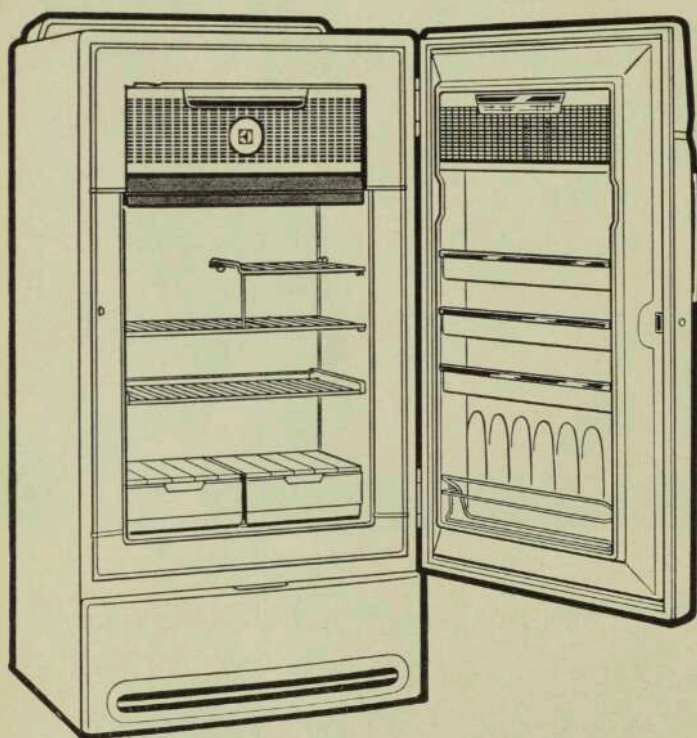




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The death, at 82, was reported of Mr. P. A. Morris, co-founder of the Pacific Islands trading firm of Morris Hedstrom Ltd. Although American-born, he was educated in Australia and when in his early 20's became associated with Maynard Hedstrom who was four years his junior. The two young men began trading at Levuka, Fiji, as Morris Hedstrom and Co. but subsequently moved their headquarters to Suva, on the way absorbing the firms of Miller Hedley and R. Bentley and Co. in Levuka, Arthur Joske in Suva and, some time later, Henry Marks & Co. Ltd. Mr. Morris retired from active management in 1921 to live in Sydney but remained a director of the Big Firm until his death.

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

A RNZAF Catalina was badly smashed when landing in Vila Harbour, New Hebrides. On board were the Resident Commissioner of the BSIP, Mr. H. G. Gregory Smith, Mr. L. G. Usher, Fiji Government Public Relations Officer, Mr. R. A. Derrick, chief of technical education in Fiji and seven other passengers, none of whom was seriously injured.

Who was making huge profits out of rice exported from Australia to Papua-New Guinea, asked *PIM*? Australian growers were getting £23 per ton for rice but the planter in New Guinea paid something like £70 per ton when it was landed on his plantation. Government controls, a hang-over from war-time restrictions, were blamed for the huge gap between what the producer got and what the consumer paid. It was suggested that it was all part of an Australian bureaucratic plot to make P-NG cost-of-living as expensive as possible.

Western Samoa was enjoying continued prosperity and even the government was doing very nicely in a financial sense. The budget that had just been presented estimated a £60,000 surplus, plus £500,000 in its general reserve and a substantial sum in its capital development reserve.

The death, on August 22, of Mrs. Jessie Fitch was reported from London. She was the wife of Captain A. S. Fitch, founder of Steamships Trading Co. Ltd., of Papua. They had been on a world tour.

There was an unofficial conference in Sydney between representatives of Papua-New Guinea "Big Firms" and the Australian Government as to whether copra marketing in the ter-

ritory could be taken out of the hands of the Production Control Board (set up during the war) and returned to private enterprise. It was eventually agreed that no change was currently feasible and that the board should continue to market copra while a system in operation in Fiji was examined.

The new Suva market building opened for business, with some regret for passing of the open-air market beside Nubukalou Creek which was said to be "one of the Colony's most picturesque institutions". The new markets were built on reclaimed land behind King's Wharf and there was

a local controversy as to whether the vacant land round the new buildings should be turned into a car park or a public park. (The car park won and was later joined by an extensive bus station).

About 90 overseas and interstate visitors, including some from the United States, South Africa, India, Mauritius, Hawaii, Java, Fiji and China, met at a sugar conference in Brisbane. Although there were no delegates from Papua-New Guinea, there was much comment on how New Guinea had helped world sugar production.

"I have great respect for the New Guinea natives as horticulturists," said a US delegate, Dr. E. W. Brandes. "They have simply hundreds of varieties of cane which they have developed by their catch-as-catch-can methods". He recalled how one cane taken from New Guinea to Hawaii in 1928 had had the highest yield of any commercial cane—130 tons to the acre. Queensland sugar technologists intended to make further field investigations of New Guinea sugar cane in early 1951.

Old Levuka, where the big Islands firm of Morris Hedstrom Ltd. originated in 1892. MH's outgrew Levuka, acquired other companies and, in 1956, was acquired in its turn. Although W. R. Carpenter and Co. Ltd. now has a controlling interest, Morris Hedstrom Ltd. still operates as a separate entity.



Peruvian slave-traders of the Pacific

By Dr. W. G. COPPELL

Among the many direct human influences which brought about the depopulation of many isolated Pacific Islands communities during the last century, none was more cruelly devastating than that of the Peruvian slave-raiders. From 1860 to 1863 several thousand people were removed from the small populations of scattered atilliers and atolls from Easter Island to the Marquesas, the Tuamotus, the Cooks, Niue, the Tokelaus, 'Ata in the Tonga Group and as far west as Gilbert and Ellice Islands.

Their fate was to become slave labourers on sugar, cotton and rice plantations in Peru or to work as guano diggers on the harsh Chincha Islands off the Peruvian Coast.

Leading figures in this trade were the Englishmen J. C. Byrne and Higginson of Callao. The Rev. William Wyatt Gill in 1863 reported that Higginson had undertaken to furnish 10,000 Pacific Islanders for work in the Peruvian mines and that 20 ships were engaged in this trade.

This slave trade was short-lived as the British and French Governments put pressure upon the Peruvian authorities, who in 1863 prohibited the further entry into Peru of Pacific Islanders. However, few of those unfortunate enough to have been transported, ever returned to their home islands.

The Rev. William Wyatt Gill in a report to the London Missionary Society in 1863 described the methods used by the slavers.

For instance when he visited Pukapuka in February of that year he was surprised at the non-appearance of the fleet of canoes which had surrounded the mission vessel on his previous visit. He soon found that this was caused by the absence of many of the adults and by the fear of the remaining people.

The year before, a brig from Callao had called at the island and the Spanish speaking captain had enlisted the support of "Paddy" who was living on the island and whom Gill describes as a notoriously bad fellow. As a result of his intervention 80 Pukapukans—77 men and 3 women—left on the brig. They had been told that they would work in Callao for two years on wages and would then be returned to Pukapuka.

Eight fathoms of cloth were paid in advance to each but left with their friends and the transactions were facilitated by the giving of liberal presents to the island's chiefs. Among those who went was Ngati-

moari, one of the mission teachers.

As Gill surmises: "He doubtless thought it to be his duty to go and take spiritual charge of them". The effect of these visitations can be gauged from the fact that of one group of 100 Pukapukans who went to Peru, only one, the *ariki* or paramount chief, is known to have returned.

Other islands in the Cook Group, Rakahanga, Manihiki, Mauke and Mangaia were visited by the raiders and only the Manihikians were able to completely repel the blandishments of these nefarious visitors.

Probably the most savagely decimated of the Cook Islands was Penrhyn. In 1865 the Rev. Henry Royle reported to the London Missionary Society that the population had been reduced from 700 to 60 persons. This may be an exaggerated estimate as some of the people were away in Tahiti, as labourers recruited by the French Government, but there can be no discounting the overall toll of the total loss of several hundred Penrhyn people.

Unfortunately for their charges the Maori mission teachers on these islands were often totally ignorant of the real purposes of the raiders and they often helped to persuade the people to embark and also went with the ships themselves, as Gill says of Tairi, one of the teachers:

"Tairi, like the other natives, had no idea whatever respecting the true character of these slavers. Herein, the Directors may perceive one serious drawback in these excellent men, our native teachers. Their simplicity of character, their kindness to visitors, their utter ignorance of the depths of depravity and deceit in the hearts of wicked white men, render them the easy dupes of designing characters."

The people of Manihiki were fortunate that they had wiser leaders. They were visited by three

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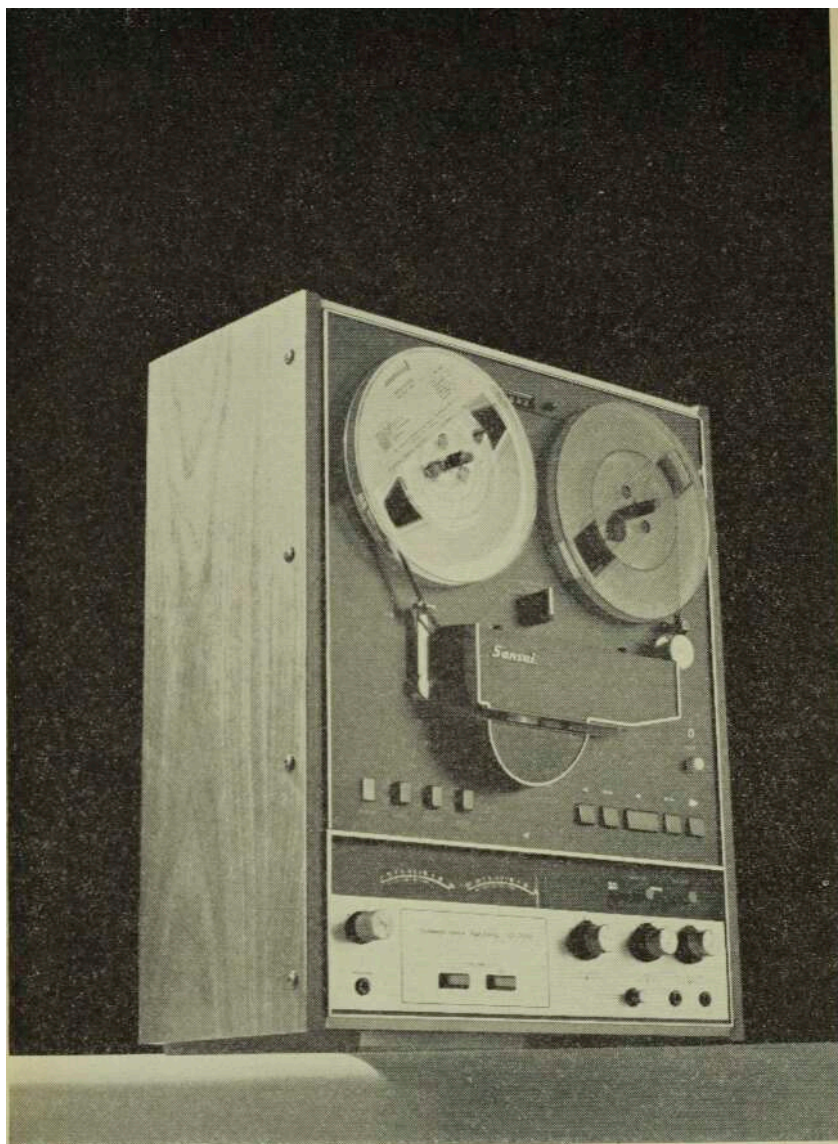
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vessels, one of which went on to Raka-hanga where some of the people were enticed on board. The remaining vessels were wrecked on Manihiki without loss of life.

When the third ship returned it rescued the two crews but no Manihikians could be coerced to board this vessel. Later two other vessels called with many Penrhyn people aboard, including two Maori mission teachers, one of whom was brought ashore to help persuade the Manihikians to join the party.

Money and presents were also offered to the chief but despite all the enticements he remained firm and kept his people on the island. However, it was good fortune which protected the people. As Gill said, "These islanders do not appear to have suspected the true character of these men-stealers. The distance and their ignorance of the place deterred them. . . ."

They were the lucky ones.

This historic ceremony took place in Rarotonga in October, 1900, when the Cook Islands were handed over to the administration of New Zealand. Formerly this group was under British protection—a role Britain assumed in many parts of the Pacific, not for power or material gain but literally to protect islanders from unscrupulous adventurers, slavers and blackbirders from Peru and elsewhere.



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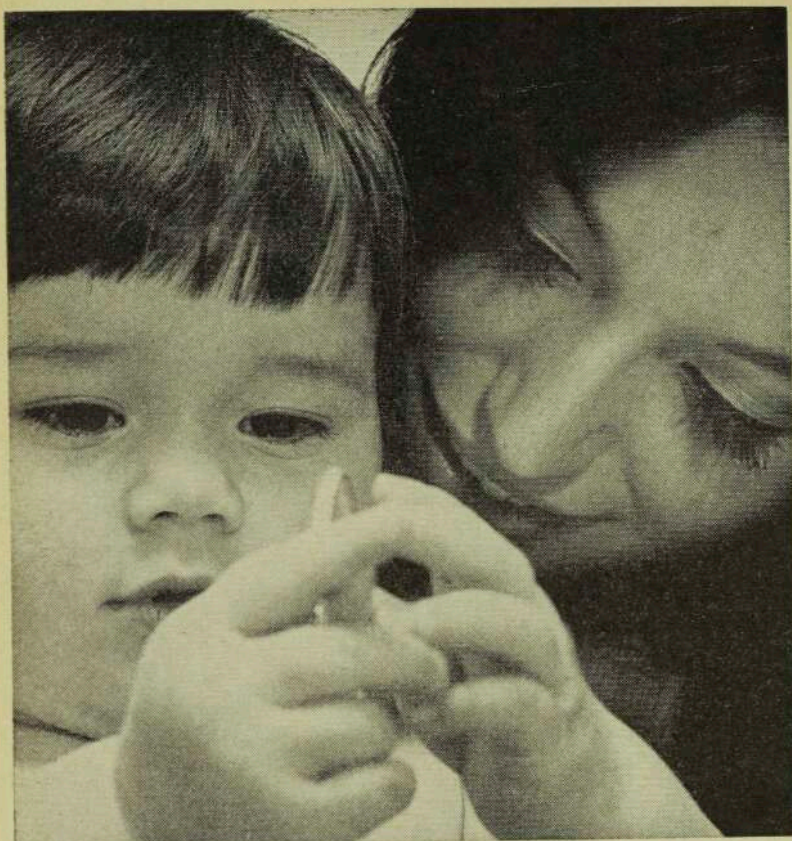
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Book Reviews

SHORT STORIES ABOUT THE SOUTH PACIFIC

Fact is stranger than fiction is a cliché thrown up by every book cover blurb that offers a story based on a real happening. That fact can be stranger than fiction is a known truth, but it's the manner of telling that makes it palatable.

Journalist and author, Keith Willey, in a collection of five short stories, has taken a number of events that happened, more or less happened or might have happened, and with author's license created a book which not only makes fruitful reading but adds the true grit of personal experience.

Don't be fooled by the title, *Naked Island*. It is the title of the major story in the book and offers no lurid reading. Keith Willey covered the story of the amazing exile of six shipwrecked Tongans on the deserted island of (they were later told) 'Ata, as a news story. He later realised its possibilities as a short story and by visiting the island and re-enacting the 13 month exile with the boys, found the material for this book.

Shipwrecks and castaways are as old as Robinson Crusoe but Willey has taken the subject in depth and written it as though he was one of those Tongans who used their wits and their traditions to overcome danger.

Willey also provides an insight into just why Tongans have become the best Islanders of the Pacific at stowing away. He writes: "The principal was tolerant and easy-going. But even so, his discipline proved onerous for the six boys—descendants of a people who once were the most daring warriors and voyagers in the South Pacific; and among whom the confines of a tiny island group have proved so restricting that it is said the favourite sport of Tongan youth is to stow away on boats bound for New Zealand or Australia".

The rest of the short stories have the added interest of being largely about the South Pacific. *Nym and the Crocodile* is based on a story told to Willey by Aborigines when

he was a professional crocodile shooter in the Northern Territory.

The Diary of Ginger Palmer recounts the life and loves of a "latter-day pirate". Ginger, whom Willey actually met, was one of those Australians you can't help admiring and liking, even though he was a thorn in the side of the authorities and probably did a great deal more harm than good in his occasional forays into the South Pacific. Ginger stole a boat and piloted it single handed to Dutch New Guinea. There he led a life of easy-going debauchery until his final capture.

Damper tells of a Northern Territory cattle dog that, having lost its master, survived for 10 months in the cruel out-back. Here Willey, much in the style of Jack London, has

The six Tongans after rescue from 'Ata. With them is the crew of the "Just David", which picked them up.



Solomons during the war

Ex-wartime Coastwatcher and Census Commissioner in the recently completed population count in the Solomon Islands, Mr. Dick Horton, is having his second book published soon by A. H. and A. W. Reed. Called *Fire Over the Islands*, it's about the fighting in the Solomons during the Pacific War.

Mr. Horton, who played a large part in Coastwatching activities during the war, emphasises particularly the part played by the Solomon Islanders in the battle. His first book, *The Happy Isles*, told of life in the Solomons between 1937 and 1942 and a last book in his Solomons trilogy, still in preparation, is about post-war life in the protectorate.

taken a yarn, filled in the gaps and created a minor epic about the complex business of living in the animal world.

The last story, *The Massacre on the "Young Dick"*, tells of a bloody battle between Queensland recruiting men and Malaita men of the Solomons who tried to take their ship and kill the crew.

In short, this book makes plain good reading. It also has the advantage, from the South Pacific point of view, of being one of the few books that is about life in the Islands, written by an extremely gifted author. — J.E.

(NAKED ISLAND, Hodder and Stoughton, \$3).

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Hawaiian myths

A long introduction by Katherine Luomala the noted Hawaiian anthropologist has been added to a new edition of Martha W. Beckwith's *Hawaiian Mythology* which has been out of print for many years and become a literary rarity.

Although Miss Beckwith was born in the eastern states of America she spent her girlhood in Maui where her parents were schoolteachers. Her book was originally published in 1940 for the Folklore Foundation of Vassar College to which she was then attached.

But although written for the foundation it was immediately acclaimed by a far wider audience as the first scholarly work on the myths, legends, and folktales of the Hawaiian people. It has remained the only work of its kind, reflecting her early association with the people of the Islands and her life-long interest and involvement with them.

It is a scholarly book, over 500 pages long, with the usual supply of footnotes. It is not, however, so academic that the general reader interested in this type of literature will not find something of interest. Nor is its interest confined to Hawaii. Readers brought up in New Zealand—or Tahiti or Rarotonga—will recognise the same stories and the same gods and near-gods and their legendary behaviour and accomplishments.

Although the author does not deal with the Polynesian migrations as such, she does give the various versions of myths and legends and thus has produced a book that has a Pacific-wide application.—J.T.

(HAWAIIAN MYTHOLOGY. This edition published by University of Hawaii Press; \$US12).

Potting

Pottering around the Islands is an accepted way of life. But potting around the Islands has yet to make an impression. However if readers get a hand to *The Australian Pottery Book*, by Harry Memmott, the hobby could spread like wildfire.

Not that there isn't any pottery in the Islands at the moment. What would be a fascinating exercise would be to take this excellent A-to-Z of pottery—Western-style—and relate it to the indigenous pottery styles of the Pacific.

Harry Memmott, an Australian potter of some fame, has produced

a pottery book for the amateur who wants to become something more than a clay-slinger. It has a clear text and plenty of pictures to show how various pottery styles are carried out. It also give the lowdown on glaze preparation and how to build your own kiln; in short, how to become a potter.—JSE.

(THE AUSTRALIAN POTTERY BOOK. Paul Hamlyn Pty. Ltd., \$4.50).

Historic news

A Sydney firm is microfilming for universities and research bodies, some of Australia's earliest newspapers. The *Sydney Gazette*, first begun as an official government newspaper in 1831, and which lasted until 1842, has been completely covered, as have all copies of the *Sydney Morning Herald*, first published in 1831 and still going.

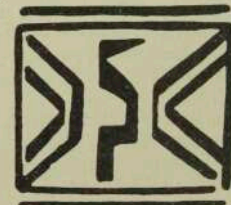
Other newspapers and similar documents are to be microfilmed in the near future by the firm, W. & F. Pascoe Pty. Ltd.

Colour

There are about as many photographic books about the South Pacific around at the moment as there are *PIM*'s. What makes *Papua and New Guinea in Colour* so different is its price. At \$1.95 it's a happy surprise.

In fact Colin Freeman and David Holdsworth's little book, published by Rigby, is as good as a great many massive coffee-table tomes we've received recently. This little book, with advantage of small size and price, is worth buying. Its pictures are good and the text is as it should be—short.

It's a pleasant little effort and the fact that it doesn't go out of its way to throw Highland warriors in plumage at you from every page (except the front one) is a nice change.



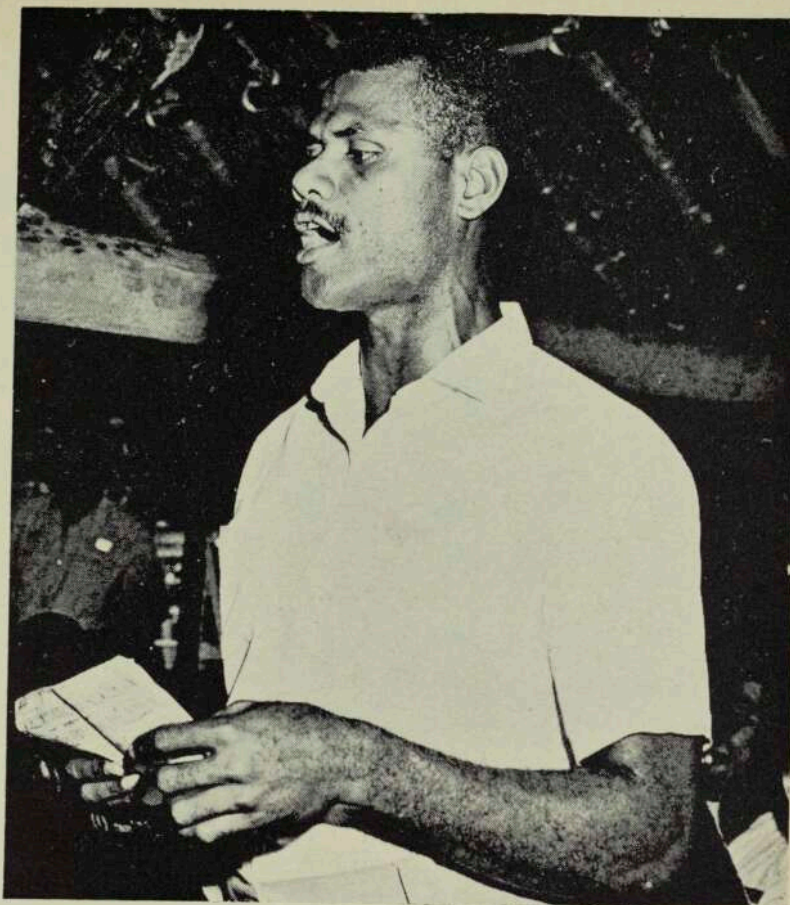
Land of love!

The gentleman on the right is singing the song seen in pianoforte form below. He's Fiji Police bandsman, Constable Emani Naivanawalu, singing "Hail to Fiji-Land of Love", the work of Russell Garcia, a Hollywood composer-arranger who spends a lot of time in Fiji.

It has been suggested that if Fiji replaces "God Save the Queen" (which seems unlikely at the moment), Mr. Garcia's anthem might be the first choice.

The Fiji Police Force's Director of Music, Superintendent J. H. Hempstead, says that it is the best by far of the many suggested anthems he has heard in recent months.

The lyrics are all about love, brotherhood and liberty. Sceptics (and there are still plenty in Fiji) will be prepared to forgive Mr. Garcia his sentimentality if what he says about his Land of Love turns out to be true, right into the dim, dim future.



HAIL TO FIJI — LAND OF LOVE !

HAIL TO FIJI LAND OF LOVE — HOME OF BROTHERHOOD — LONG MAY WE
LIBERTY —

FLAG OF FIJI FLY ABOVE IN OUR WONDERFUL LAND OF SWEET HARMONY — GOOD — NY —



Rabaul, New Britain, has always been a place of alarms and explosions—some of them, in the past, from the volcanoes that ring the town. The Mother Mountain, Matupi and South Daughter, shown (above) from Tunnel Hill, are, however, quiescent at present, while all the angry action seems to be coming from the Mataungan and anti-Mataungan groups. In spite of politics, a lot goes on unchanged in the town. The market or "bung" (opposite page bottom), still makes Saturday the big shopping day for brown and white townspeople alike, just as it has since German days. Mango Avenue (opposite top) Rabaul's main street was named after the huge German-planted mango trees that once lined its length but which were declared unsafe and cut down some years back. All Mango now has is a parking problem like any other town has of its size, anywhere. Stuck in the sand just outside Rabaul this ship (right) sails no more but is used by Tolais as a residence. Note connection to the electricity supply and what seems like a young forest sprouting amidships.



Rabaul: Quiet life amid alarm

Photos by Bruce Adams.



PACIFIC ISLANDS MONTHLY—SEPTEMBER, 1970

91



People

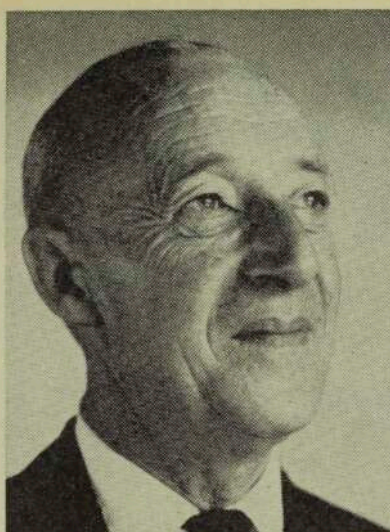
● Milton de Mello has been named American Samoa's new director of education following the controversial "release" of Richard Balch in June. Former deputy district superintendent for the Windward District of the Hawaii State Department of Education, Mr. de Mello has been under a 19 month contract with the University of Hawaii which calls for extensive university participation in improving the education system of American Samoa. He is 42 and married with four children.

● Bwebwetake Areieta, 26, assistant broadcasting officer for Radio Tarawa, Gilbert and Ellice Islands, has returned to Tarawa after successfully completing a BBC overseas producers' course in the UK. Originally from Maiana, Bwebwetake and his wife, Matereti, of Onotoa and the Redfern-Kwong family, live on Bairiki but he commutes to Betio Islet by ferry each day as the station is based on Betio. He spent a period in Suva, Fiji, in 1966, working for the Fiji Government's Public Relations Office.

● Bert Bolt, secretary of the Gilbert and Ellice Islands Copra Board and assistant registrar of the GEIC Co-operatives Societies since February, 1966, left Tarawa in August with his wife, Susan, for retirement at Albany, Western Australia. Bert is originally from London and when in the GEIC he was based at Betio, Tarawa; in Tarawa, Mrs. Bolt put in a lot of her time fund raising for the local Red Cross.

● New Zealander Keith Singleton, during his two-year stint as electrical supervisor on Tarawa to the GEIC's Public Works Department, was, in his own words, "driven to poetry", so he became the popular "Zob the Slob" correspondent to the colony's newsheet, *CIN*. He returns to NZ,

Blonde Monica Penfeunteun (opposite) is a beautiful arrival from France to Vila. She's just opened up a small boutique in the Hebridean capital—and it looks as though she's her own best model: Photo by Sheree Lipton.



Dr. G. Lindsay Lockley.

via Australia, in October, but the tip is it isn't the last the Islands will see of the wiry, grey-haired Kiwi (a return, in some capacity to Funafuti or Aitutaki, Cooks?).

From 1963 to 1966 Keith was based in Nadi as electrical overseer for the then NZ Civil Aviation, and he travelled widely, including Rarotonga, Funafuti, Aitutaki, Pago Pago and Apia.

● Mr. Ted Shaw arrived in Vila on July 26 to take a job as chief pilot with New Hebrides Airways, replacing Mr. Gary Ogg who has joined Qantas. Mr. Shaw served in the RAAF during World War II and for the past 20 years has worked as a test pilot, most recently for Hawker de Havilland of Australia.

● Three Fijian couples have been picked to work among the aborigines of Australia's Northern Territory as missionary agriculturists for the Methodist Church. Due to leave Suva at the end of July for four years in the Territory were Samuela Saurara Vateitei, Taione Peraki Leweniqila and Joviisi N. Ragata. They were to take their wives.

● Mr. Peter Creevey, managing editor of the *Samoa Times* resigned at the end of July, following major divisions on policy and management, particularly in regard to the American Samoa branch of the company. Mr. Creevey went to Samoa in 1963 as managing editor of the old *Samoa Bulletin*. In 1966 he shifted to the young *Samoa Times* and guided the newspaper through a merger with the *Bulletin* to become a Samoa-wide publication.

● Dr. G. Lindsay Lockley took over on July 1 as secretary in Australia and New Zealand of the Congregational Council for World Mission, successor body to the old London Missionary Society. He takes the place of the Rev. Norman Cocks who has retired after 25 years in the position, and during whose term many of the Island congregations under his care have emerged as independent churches or become engaged in wider church unions.

Dr. Lockley was ordained in 1932, and for the past 20 years has been principal of Cromwell College in the University of Queensland. For much of that time he was principal of the Congregational Theological College. An active member of LMS boards and committees, Dr. Lockley brings to the office of mission secretary a wide knowledge of and love for Pacific peoples.

● Commonwealth Scout Travelling Commissioner, Mr. George F. Witche, arrived in Vila on August 7 to visit scout groups in the New Hebrides; he was also to assist scout leaders in advanced training courses. Later in the month he was due to visit Fiji, Tonga, the BSIP, Papua-New Guinea and New Zealand.

● Mr. Walter O. Cernohorsky, expert on marine shells and author of *Marine Shells of the Pacific*, was to visit the New Hebrides at the end of August looking for unusual specimens for scientific study.

● Mr. Fred J. Muhleman Jr. of the International Labour Organisation arrived in Apia recently to begin a 12 month assignment as Vocational Training Adviser for the South Pacific. Mr. Muhleman, Deputy Director of Education for the US Trust Territory for the last six years, will be based in Western Samoa, and will travel to the other territories of the region as and when requested. The main purpose of the mission is to advise and assist the various governments in developing their vocational training programmes.

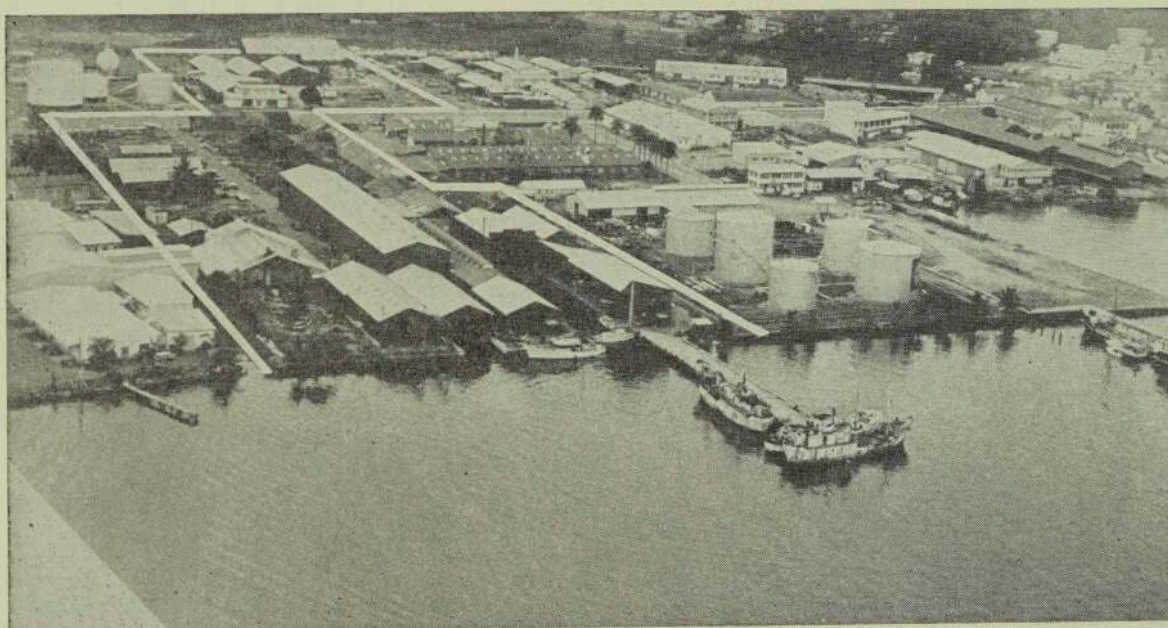
● The South Pacific Commission health section's Dr. Archie Guinea and his wife, Kura, left Noumea recently to return to work in the New Zealand Health Department at Hutt City. Far from his native Scotland, Archie had spent four years in the Cooks and New Caledonia. Noumea cocktail-goers used to be amused at his attending social functions in his tartan kilt. "This old Caledonian dress" Archie would tell the locals, "is not so different from your New Caledonian (native style) *manou*".

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Pacific Shipping

Matson departs South Pacific but its ships sail on

The announcement in San Francisco on August 13 (August 14 in the western Pacific), that Pacific Far East Line Inc. had purchased Matson Lines' Pacific passenger and freight service came as a surprise, even to those connected with Matson in the South Pacific.

The deal awaits the necessary US governmental approval although it was expected in Sydney that this would be pretty much of a formality. Matson services from San Francisco to Sydney via Islands ports are subsidised; and the two container ships at present under construction for Matson-Oceanic were also being subsidised.

The container ships are part of the PFEL deal and should go into service in 1972. The US Government was to pay 46.5 per cent of their cost to keep the work in US shipyards—in the yards of Bethlehem Steel Corp. at Sparrows Point, Maryland, in this case.

Because of these subsidies as well as the matter of routes, approval of a number of US maritime instrumentalities is necessary but it is expected that the change of ownership will be effective from October 1.

The purchase, the terms of which were not disclosed, includes the two luxury liners *Mariposa* and *Monterey* as well as the freighters *Sonoma* and *Ventura*, all of them well known in Pacific and Australasian ports.

The acquisition by PFEL will not affect Matson services—for example, the schedules of *Mariposa* and *Monterey* will be as already advertised for at least the next 18 months. The new owners will also retain Matson freight and passenger agents for the time being.

Not much was known in Sydney in mid-August about PFEL except that it operates container ships and passenger/freighters from the US West Coast to the Far East.

It is understood that Matson will in future concentrate on its container

services from the US West Coast to Hawaii. With the sale of *Mariposa* and *Monterey* it is now right out of passenger services.

CHINA NAVIGATION'S NEW SHIPS FOR TOURISTS

The China Navigation Company has purchased another liner to compete for a share of the growing Pacific tourist trade.

The 10,700 ton *Princess Leopoldina* has been bought from a Brazilian national line and is a sister ship of the Dominion Far East Line's *Marco Polo*, which arrived in Sydney in July on its maiden voyage.

The China Navigation Company took delivery of the *Princess Leopoldina* on June 30. In July she was in Hong Kong for conversion at Taikoo Dockyard. She will be a one-class liner with a capacity of about 500 passengers.

IN THE NEWS THIS MONTH

Altair	Mystic
Arita	Nexus
Cutty Sark	Plumbelly of Bequia
Emma Gadabu	Princess Leopoldina
Espirito Santo	Queequeg
Fairwind	Raireva
Finnisterra	Snoris
Galleon TT	Sonoma Spirit
Hummingbird II	Svanen
La Mouette	Taiyuan
Marco Polo	Te Mariner
Mariposa	Tulagi
Mistral	Ventura
Moana Roa	Westwind
Monterey	

The company intends to operate the ship on service and charter work with Japan as her base.

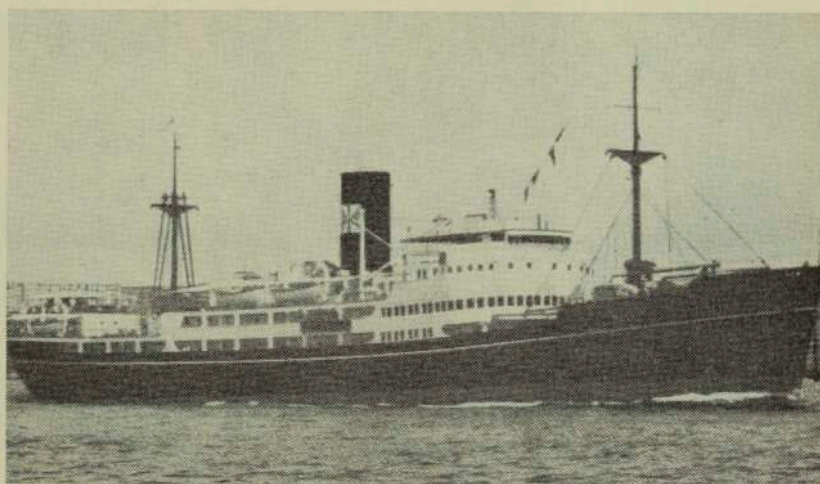
Passenger manager, Mr. G. C. H. Shakerley of Hong Kong said the purchase of the ship was made in line with the company's policy to "diversify more into the tourist trade".

Another new South Pacific venture by The China Navigation Company is the introduction of a passenger cargo service by the *Taiyuan* to Noumea, Lautoka and Suva, which commenced on August 29.

The round trip by the *Taiyuan* will take 18 days with sailings from Sydney every third Saturday with five days being spent in ports-of-call.

Captain Peter Fleming of Swire & Gilchrist Pty. Ltd., managing agents for The China Navigation Company said that since the announcement of the new service there had been considerable interest by passengers and shippers and he believed the venture would be very successful.

China Navigation Co's "*Taiyuan*" which is already well known in parts of the Pacific but which will take on a new route—and tourists.



Adding up a 350 million dollar industry.

Bougainville Copper.

Bougainville Copper will begin production operations in 1972, but the Bougainville undertaking is already adding substantially to the economy of Papua-New Guinea.

When the project is finished, the Territory will have gained a new deep water port and a 135 MW power station at Anewa Bay; a brand new town for over 8000 inhabitants at Arawa, another town at the Panguna mine site, and a multi-million dollar all-weather access highway to Panguna.

These installations are in addition to a much improved airport ancillary road system, communications network and other services and facilities.

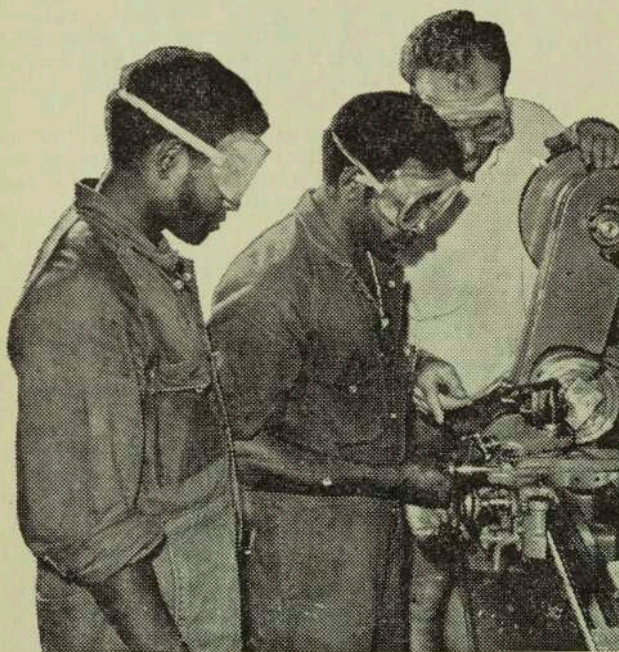
In the spirit of co-operation and mutual

benefit, Bougainville Copper is providing additional careers in employment, education and training. Considerable provision has also been made to contribute to community and social development. Annual production will average 150 thousand tons of contained copper in concentrate and 500 thousand ounces of gold.

This will more than double the Territory's exports, and should provide revenue to the Administration to the order of \$300 million in the first ten years of operation, depending on the world price of copper.

It all adds up to over 350 million dollars worth of basic industry for the people of the Territory of Papua-New Guinea.

Bougainville Copper Pty. Limited.
Panguna, Bougainville, T.P.N.G.



New skills must be learned in preparation for tasks ahead.



An aerial view of the mine and facilities of Panguna.



A section of highway under construction in the Crown Prince Ranges.

BC101

RUSDEN'S "ALTAIR" LOST OFF MALEKULA

Captain A. R. Rusden has been unlucky again. On August 1, the 260 tons *Altair* sank off the coast of Malekula, New Hebrides, apparently after springing a leak in a storm when about 14 miles off the island.

All on board, one Australian and 12 New Hebridean crew members, spent 12 hours in a small launch before they reached safety on the south coast of the island. Before *Altair* foundered she was battered by 25 ft waves. The crew cut loose the ship's boats and then jumped into the sea to swim to them. They all ended up in what the first reports described as "one small launch".

Altair, of 260 tons, was built in Melbourne in 1944 and was owned and operated for many years in Fiji waters by Morris Hedstrom Ltd. She was sold in 1955 to Captain Rusden.

When she sank she was carrying a cargo that included objects of primitive art—said to be worth thousands of dollars but uninsured.

EXPORT PROSPECTS BUT NO SHIPPING

Various attempts by shipping companies to start a trade link between Townsville, Qld and Port Moresby have never eventuated despite the efforts of the Townsville District Development Association.

A regular shipping service was to have been started in 1969 by a Danish company. The vessel did arrive in Australia but the company behind the venture experienced internal problems that forced them to withdraw from the charter.

The Assn. says that while a number of shipping companies have indicated positive interest, all insist on guaranteed base loads before commencing the service.

Manager of the Assn., Mr. K. M. Fitzpatrick, said that the tonnage that is available ex-North Queensland is fragmented and no single item offers sufficient tonnage, although products are available that could provide this base load. However, to have these products exported from North Queensland would require a major change in the marketing pattern of the companies concerned.

Mr. Fitzpatrick said that it has been proved that products can be landed in P-NG from Townsville at competitive prices. With only 2½ days sailing from Townsville, a shipping company needs to give the trade six months to build up.

Among the products that can be exported are fabricated steel, industrial gases, metals, salt, roof decking, timber, freezer cargoes, fruit and vegetables, bitumen and so forth.

NEW TUNA VENTURE IN MELANESIA

An American 730-ton tuna seiner, *Espirito Santo* of United Continental Tuna Corporation Pty. Ltd. (Brisbane) will purse-seine for tuna starting during September in the waters of the South Pacific, including Solomon Sea, around the New Hebrides and Fiji.

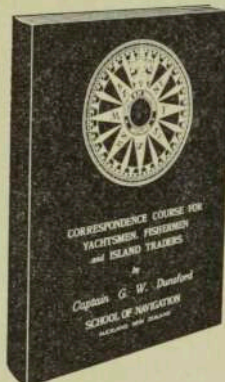
Townsville is the vessel's first Australian base and tuna will be transhipped to Japan and America. A crew of New Guineans has been taken on to learn the art of tuna fishing. (Note: It is not named after the island *Espirito Santo*, which is spelt differently).

RAW SHIPPING DEAL FOR NZ EXPORTERS

Exporters in New Zealand who have explored and built up a large volume of trade to the Pacific Islands since devaluation in 1967 have been expressing, in no uncertain terms, their discontent with NZ shipping services.

Shipping services out of NZ ports have never recovered from the shipping strike at the end of last year and, it was reported in early August, there was a three months backlog of cargo consigned to Fiji, Samoa and Tonga.

In late July representatives of the NZ Importers and Exporters Bureau



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were critical of the Union Steam Ship Company which they said was slower to develop new trade routes for NZ exports than had been the Holm Line and the New Zealand Export Line.

Other exporters said that since the ship that called at Lyttleton had been cut out early this year, South Island exporters had to tranship at Auckland, with subsequent delays from that port. Cargo booked for Fiji, Samoa or Tonga had to wait three months for space.

Exporters were of the opinion that a great deal more could be done in building up trade with the South-West Pacific, if there were shipping services to carry the goods. It had been calculated that New Guinea alone buys goods to the value of \$1 million that NZ was capable of supplying; and that the giant Panguna copper project on Bougainville offered a tremendous opportunity for traders.

Exporters were urged to support the German-owned New Zealand Export Line which had been servicing the British Solomons and New Guinea for two years but which had sustained big losses and had to withdraw one of its two ships on the run.

Following the barbed comment about NZ shipping services, or lack of them, exporters and executives of the Union Steam Ship Co. met in late July and during discussions the USS Co. announced that it had chartered a 5,000 ton freighter to go into the Pacific trade to shift the backlog of cargo that had built up. But matters were not helped when the *Taveuni* was damaged by fire and had to be replaced by the smaller *Karamu*.

A spokesman for the company said that it has experienced great difficulties in getting officers and crews for its ships—in late July three company ships were laid up in Auckland because of the manpower shortage. Backloading was another problem.

RUMPUS OVER CI FREIGHT INCREASE

A 15 per cent. increase on freight carried by *Moana Roa*, the New Zealand Government vessel that services the Cook Islands, was causing a fuss in Rarotonga in July.

Telegrams passed back and forth between the Cook Islands Premier, Mr. Albert Henry (who said that freight rates should not rise without a consultation between him and the NZ Governments), and NZ's Minister of Maori and Islands Affairs (who said that the NZ cabinet had already made up its mind and the 15 per cent. increase stayed).

Mr. Henry then said that it was unfair to expect the ordinary Cook Islander to pay for the increase and

that the business community should absorb it.

If the business community refused and the vessel arrived at Rarotonga carrying freight at the new rate, she would be sent back to NZ and another vessel sought for the Cook Islands run.

Mr. Henry was later reassured by a personal telegram from the NZ Prime Minister and said that he "now saw no reason why the *Moana Roa* should not call at Rarotonga in July".

She was due to leave Auckland on July 22 and presumably departed.

"But freight rates will still be increased," said Premier Henry.

He said that his cabinet would soon meet to take steps to ensure that increased costs of imported goods and export fruit were not passed on to the people and growers. He was also going to ask the NZ Government to review all shipping services to the Cooks.

"TULAGI" IS UNECONOMIC

Burns Philp's cargo-passenger ship, *Tulagi*, is expected to be taken off the Sydney-Norfolk-New Hebrides-Solomons run within the next three or four months because it is no longer a money-making proposition, according to a Burns Philp spokesman.

Tulagi will not be replaced until a more streamlined type of ship is found for the run. When *Tulagi's* replacement is found, she will call only at Vila and Santo in the Hebrides.

NAURU SHIP TAKES TONGAN STEWARDS

In August, 21 Tongans were in training at the Dateline Hotel, Nukualofa, in the hope of being selected as stewards on the Nauruan passenger-cargo vessel *Emma Gadabu*.

The President of Nauru made the offer to employ Tongans on the Nauruan ship when he was in Tonga for independence celebrations in June. Applications were called and 81 would-be stewards replied. The number of applicants was finally reduced to 21 and of these 15 will be chosen at the end of August to work on *Emma Gadabu*.

It is hoped in Tonga that this is only the beginning of a scheme that could give employment to many more young Tongans.

The response in Tonga is only one indication of the pool of under-employed young people in the Islands who are crying out for work opportunities. The Gilbert and Ellice Islands Colony started a training scheme for seamen some years ago but so far it has scarcely made a dent on the number of Gilbertese

who are available for this sort of employment.

Hundreds of Islanders are willing and, with some training, would be able to man ships. Yet, in another item in this section this month, it is reported that three Union Steam Ship Co. vessels are tied up in Auckland for want of crew.

FREIGHT RATES FOR WEWAK UNDER FIRE

Like the Cook Islands, some of the outports of New Guinea have also been hit recently with rises in shipping freight rates.

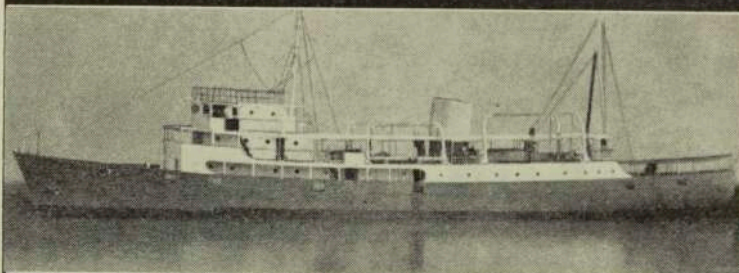
The Karlander Line raised rates for cargo between Australian ports and Wewak, Manus and Kavieng in New

Guinea. Freight is now \$36 per ton from Australia to Wewak—\$11 more than cargo shipped to Lae.

One reason that shipping companies would no doubt give for this differential is that at Wewak there is no wharf although this reason doesn't hold good for the other two ports. A new wharf is expected to open at Wewak in 1971 when, it is hoped, there will be a reduction in freight rates.

If there is not, it won't be for lack of local effort. A committee, under the chairmanship of Mr. F. Martin, has been set up to look into ways of improving shipping services from Australia, in general, and freight rates in particular.

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Cruising Yachts

● *WESTWIND*, of Sydney, was to return to home port in August. She has been moored in Tulagi, BSIP, for several months.

● *TE MARINER* was sold in the Solomons in late July. The new owner is from New Guinea.

● *MYSTIC*, 56 ft ketch, arrived in Honiara, BSIP, on August 5 from the New Hebrides. On board were skipper Richard Pratt, his wife and daughter Wendy and Mr. and Mrs. M. Carton and son John. She has sailed trans-Pacific from Panama and is bound for New Guinea and Sydney

● *FINNISTERRA*, 75 ft New Zealand ketch, left Honiara in August for Fiji. Previously on charter work in Papuan waters she arrived in Honiara on July 20. Before mooring there she rescued a Chinese-owned cutter which had been blown onto Point Cruz reef.

● *GALLEON TT*, once owned by actor Errol Flynn and now owned and skippered by Mr. J. Liddiard of Rhodesia, arrived at Pago Pago in late July. Also aboard was South African Jean Gohl. The cruise started from Durban in 1965 and on their way round the world, the two men previously called at Galapagos, Tahiti and Rarotonga. They plan to fly back to South Africa where Ken will skipper a yacht in the Cape Town-Rio race due to begin in January, 1971.

● *HUMMINGBIRD II*, 40 ft Trinidad ketch, left Suva in July on next leg of round-world trip. Owner-skipper Harold LaBorde, his wife Kwaian and sons Andre and Pierre have been popular additions to the local scene for about nine months. Mike Hart, who sailed to Fiji in *Bluebird of Thorne*, signed on as crew.

● *SNORIS*, with Swiss owner-skipper R. Haymoz and his wife Claire, was scheduled to sail for Reunion and the Seychelles in August after spending a few months in Mauritius.

● *CUTTY SARK*, 60 ft cutter, with owner-skipper Basil Fleming and a crew of nine, left Vate, New

Hebrides, on June 18 for New Caledonia and Brisbane.

● *MISTRAL*, with owner-skipper Julio Villar of Spain, left Vate, New Hebrides, on July 22 for a cruise around the archipelago. From Santo she will sail for Port Moresby and Torres Strait.

● *ARITA*, 47-ft ketch with her owner-skipper Jean-Pierre Jourdan and his wife Janine, arrived at Vila on August 17 from New Zealand. Jean-Pierre is the former owner of the 30-ft ketch *SCHNOUF*, which he sold recently in Noumea. Children, Catherine and Philippe, were to join their parents from school in Noumea at the end of August and the whole family sail to Noumea in September.

● *SPIRIT*, 33 ft racing sloop, arrived at Rarotonga on July 25 from Bora Bora with American G. C. Kiskaddon, his wife and family. They had taken part in the Los Angeles-Tahiti yacht race, and left Rarotonga on July 27 for Pago Pago via Aitutaki and Palmerston Islands. Plans were to visit New Zealand and be in Australia in time to take part in the Sydney-Hobart yacht race on Boxing Day.

● *SVANEN*, left Thursday Island in late July for Durban. On board were owner-skipper Alan Batty-Scott, his wife Louise and five crew.

● News is required of *PLUMBELLY of BEQUIA*, 25 ft gaff cutter, skippered by Klaus Alvermann. She was last reported in Papeete in May.

● *LA MOUETTE*, 36 ft gaff ketch, skippered by Len Foxcraft has been at Thursday Island for some considerable time. Len was last reported fitting a square topsail. Last January, Len delivered *Aloha* to Fiji via Port Moresby, Solomons and New Hebrides.

● *QUEEQUEG*, 35 ft tri, arrived in Townsville in August from Maskelyne Island, New Hebrides. With Quen Cultra, Jack Downs and Dor Travers aboard, she is bound for New Guinea and Java.

● *FAIRWIND*, 33 ft motor sailer was, in August, touring the Queensland coast with Tom and Laura Head, formerly of Tongoa, New Hebrides, and now living in Queensland.

● *RAIREVA*, with John and Len Muller, arrived at Thursday Island in July for a stopover en route to the Far East.

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PACIFIC ISLANDS MONTHLY — SEPTEMBER, 1970

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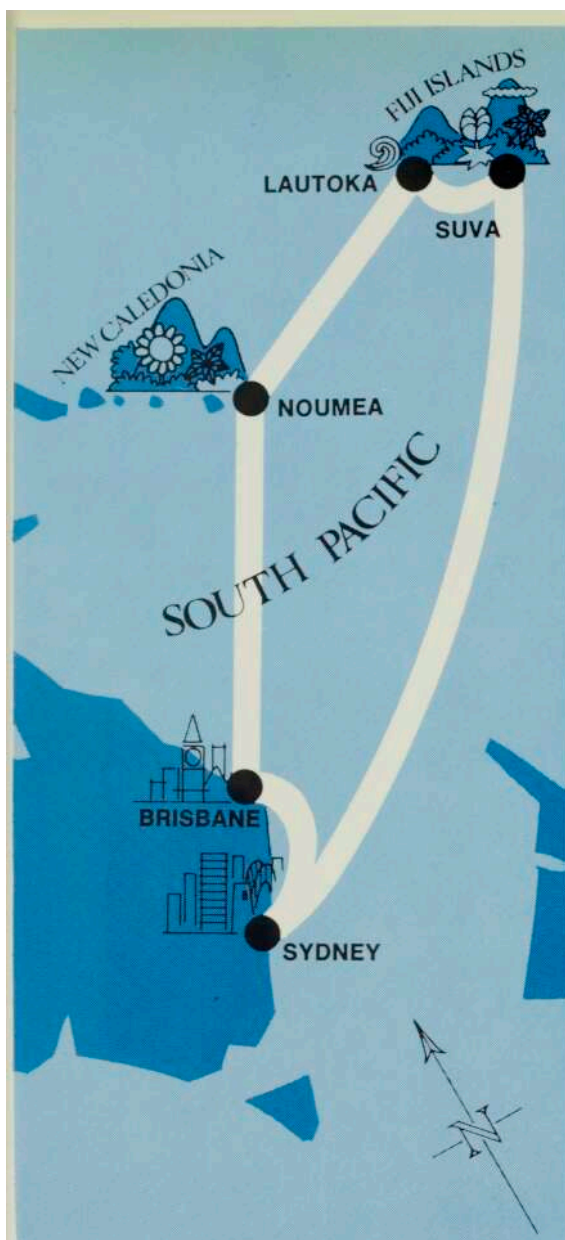
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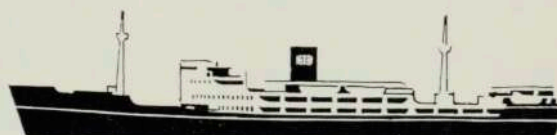
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DX7

Business and Development

AUSTRALIA GIVES A BIT MORE TO THE PACIFIC (A LOT TO P-NG)

The Australian budget, presented by the Federal Treasurer, Mr. Bury, on August 18 had implications for the South Pacific, and especially New Guinea, as well as for Australian taxpayers.

Australia will spend \$200 million on foreign aid in 1970-71 and the lion's share of this will go, once more, to Papua-New Guinea, which will get \$126,100,000 in direct aid, plus \$148,000 for "practical training for Papuans and New Guineans."

Payments to the South Pacific Commission are estimated to be \$276,000—and no doubt the commissioners hope that *estimated* is the operative word in this case.

Australia's actual contribution to the SPC in 1969-70 was \$283,200. The commission prepares its budget for presentation in September—and this will be one of the main items on the agenda at the conference in Suva. It is a pretty safe bet that the commission, like every other organisation in these times of galloping inflation, is expecting in 1970-71 to get more out of those who support it, not less.

Australia's South Pacific Aid Programme is expected to take \$700,000 this year. This is a substantial rise from the \$205,000 of 1969-70 but still not anything to cause excitement when grants to projects very remote from the South Pacific area also come in for substantial handouts. Something called the "Special Commonwealth African Assistance Scheme" is to get \$500,000 of Australian taxpayers' money.

On a different plane, grants under the Colombo Plan are \$26,397,000, including \$8.5 million in special aid to Indonesia.

Papua-New Guinea will be directly affected by the Australian budget. It has been customary in the territory, where the P-NG budget is usually presented within weeks of the Australian Treasurer's effort, to increase internal revenue when the Australian grant is increased. This usually means that the P-NG Treasurer slaps on extra taxes, either in customs and

excise or through the Post Office, etc.

He has plenty of precedents this year in the Australian budget.

Australian postage rates, already among the highest in the world, have risen again. An extra cent has been put on most items including letters and postcards which are now to be a basic 6c for surface carriage. Telegram rates have gone up from 36c to 48c for the first 12 words; telephone rentals have gone up by \$7 per year.

P-NG Post Office charges have never lagged behind those in Australia and sometimes have been in advance of them.

In Australia, company tax has been increased but there has been some relief in personal taxation. At the same time, through sales tax and excise duties, motor cars, radio and

TV sets, tape recorders photographic goods, watches and fancy goods, cosmetics, cigarettes, petrol and tobacco will all cost more.

For the first time excise duty has been levied on Australian wine. P-NG doesn't produce wine but it does produce beer and cigarettes, two items regarded as milch-cows by all Treasurers with budgets to balance.

This year, for the first time, there will be changes in the method of making Australia's grant to P-NG. Instead of a single, all-purpose grant, it will make a basic grant of \$33 million to supplement local revenues and the responsibility for spending this (plus locally raised revenue) will be assumed by P-NG's Government, through the Administrator's Executive Council.

Another \$37½ million is earmarked for development, which the Australian Government will oversee; and \$29 million provides extra salaries and allowances for expatriate public servants.

These three items make up what



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is regarded as the usual Australian annual grant to the territory—it is the amount that appears in the P-NG budget, to be presented this year on August 31, after this section of *PIM* is printed. In total the three items represent \$100 million, which is just \$4 million more than last year.

However, there always have been other Australian expenditures in Papua-New Guinea and these in 1970-71 are estimated to cost Australian taxpayers a further \$26 million.

One of these items is \$8 million which will go towards financing the new town of Arawa and other capital

costs involved in the Bougainville copper project. Another \$3,600,000, now taken into budget accounting, has already been made available by the Commonwealth to the P-NG Administration as a first installment on the latter's 20 per cent. equity in the copper project (P-NG's share will cost \$12,500,000 in all). Expenditures by Commonwealth Depts. in P-NG in 1970-71 are estimated to be another \$14.5 million.

The whole expenditure adds up to \$126 million and this, according to Mr. Bury, is over \$11 million more than the Commonwealth expended on the territory last year.

Sugar from P-NG in 1975?

Reports in some sections of the Australian Press that Australia was "preventing" P-NG from starting a sugar-growing industry brought a swift retort from Minister for External Territories, Mr. C. E. Barnes.

Mr. Barnes said that studies had been going on for some time and then went on to instruct the would-be economists on the facts of life surrounding a sugar industry.

It is, in fact, extremely unlikely that P-NG will ever become a sugar exporting country—the world is over-supplied with sugar already and those countries that depend on it have many headaches. These headaches will grow worse for British Commonwealth producers when, or if, Britain enters the Common Market.

However, it has been thought for years that sugar will eventually be produced in places like the Markham Valley for territory home consumption. This must wait until local consumption is 30,000 tons per annum at which point a sugar industry would become a viable proposition. This rate might be reached about 1975 although in 1969 it was still only 17,000 tons.

Cheap fresh water from the ocean

Fresh water at less than a dollar per 1,000 gallon should be of interest to many areas in the Pacific which were plagued by periodic droughts.

Although the situation has been coped with by local inhabitants in the past, even to the extent of falling back on the liquid in coconuts, the coming of tourism which frequently establishes itself in dry areas, has brought problems the ubiquitous coconut can't solve.

Distilled sea-water is one way out but until recently this was a costly business. Now a South Australian company is manufacturing an outfit for under \$4,000 that will produce 800 to 1,000 gallons of pure water a day.

No outside heat, no chemicals are required as the principal of operation is "flash distillation".

The machine is the brain-child of Mr. Norman Foley, born in Scotland, who was a ship's engineer. He once saw the top of a main seawater valve explode. Water turned to steam and condensed as pure water on the bulkhead. Foley mulled over the incident for a long time and when he

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migrated to Australia four years ago, decided to test his theories.

A tower was built behind a small South Australia factory and in it was housed a lengthy "U" tube filled with salt water and designed to create enough vacuum at its top for the ordinary heat of the sun to do the rest. The thing worked.

Mr. Foley has been joined by others and the desalinator that has resulted consists basically of a blower like those used in an air compressor, a small drive motor and two small pumps.

The machine is now being manufactured by Water Desalination Pty. Ltd. of Adelaide.

Exporters out to woo Islands trade

Government and semi-governmental instrumentalities in both Australia and New Zealand are making a concerted effort to increase their export trade with Pacific Islands but both are limited to more or less traditional markets by available shipping services.

NZ exporters would like to have a piece of the New Guinea trade (see p. 97) but inadequate shipping makes this difficult. Australia, at the same time, is trying to preserve and extend its traditional markets in Papua-New Guinea and Fiji but finds it more difficult to build up in other Pacific territories, again because of shipping.

The NZ Trade Commissioner for the Pacific, Mr. Gordon McLaren, visited Tonga for discussions with Tongan officials and merchants in July. In Nukualofa he said that "vigorous marketing, competitive prices and a regular shipping service" were factors in NZ's increasing two-way trade with the kingdom. NZ now supplies nearly 35 per cent. of Tonga's total imports and takes all of Tonga's export bananas as well as other fruit and vegetables.

Mr. McLaren said that when a NZ diplomatic mission is established in Fiji at independence, it will include a trade office with the view of building up NZ exports.

An Australian trade survey mission, sponsored by the Export Development Council, was in Papua-New Guinea in early August. The council is concerned that Australia must maintain its position in the growing P-NG market. Supremacy it still has, of course, but this is steadily being whittled down. In 1955 Australia supplied 65 per cent. of territory imports. In 1969 this had fallen to less than 55 per cent.

Fiji sugar quota increased for 1970

On the sugar scene, there was news that Fiji's sugar export quotas for this year had been boosted by a further 10,000 metric tons.

The Minister for Natural Resources, Mr. D. W. Brown, announced this after receiving advice from London that the increase had been recommended by the Hardship Relief Committee of the International Sugar Organisation.

As a result, Fiji is expected to market a total of 336,000 long tons of sugar this year, compared with

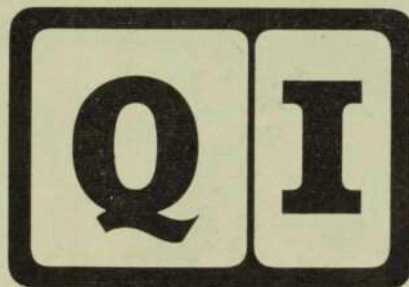
313,000 long tons in the 1969 calendar year.

South Pacific Sugar Mills Ltd. showed a profit of \$F1,471,690 during the year ended March 31—a drop of more than \$750,000 compared with the previous year's profit.

A directors' report released in August said that despite the smaller profit, the annual dividend would not be affected. "The lower profit was mainly due to the very low production and once again there was insufficient cane to fully utilise our plant capacity," the report said.

"Fortunately, the financial effects of the low production were offset to some extent by a higher income per

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PAPUA & NEW GUINEA—Branch Office, Port Moresby: Manager for Papua & New Guinea: D. J. Granter.

SAMARAI, LAE, MADANG, RABAU, KAVIENG, MT. HAGEN—Burns Philp (New Guinea) Limited. District Manager at Rabaul: J. S. Bell. District Manager at Lae: J. D. MacLean. District Manager at Mt. Hagen: G. F. Donnelly.

HONIARA (B.S.I.P.)—Breckwoldt & Company (S.I.) Pty. Limited.

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OTHER SOUTH SEA ISLANDS—Burns Philp (South Sea) Co. Limited.

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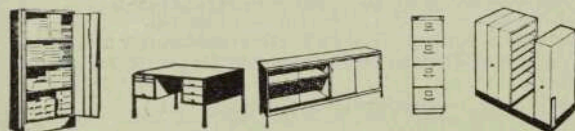
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ton of sugar than in the preceding year."

The directors have again recommended a dividend of 7½ per cent., amounting to a payment of \$1,387,500 to shareholders. The same dividend has been paid since SPSM, Fiji's only sugar miller, was formed in 1961.

The directors anticipate a "serious reduction" in the company's share of the return from the current year's earnings. This is due to the fact that the Denning contract will come into operation for the first time.

Copra down but still lucrative

The Papua-New Guinea Copra Marketing Board adjusted copra prices downward from August 1. Including the bounty of \$3 per ton, the prices payable now are \$136 per ton for hotair; \$133 for FMS grade; and \$131 for smoke-dried.

Reason for the adjustment was the gradual fall of prices fixed by the London Copra Assn. and Netherland interests over the month of July.

Reports from London at the end of July indicated a dull market for copra, with a downward trend. This follows easier prices for all alternative edible oils.

The P-NG Copra Marketing Board has made a final price adjustment for copra delivered to its stores during 1969 and this was distributed to producers on August 14. The adjustment was at the rate of \$28.08 per ton—with the result that P-NG copra producers became richer by a total of \$3,296,503 on pay-out day.

Tarawa's first bank opens in November

The Gilbert and Ellice Islands will get its first commercial banking service when the Bank of New South Wales Ltd. opens its doors in a modest, leased building on Bairiki, Tarawa, in November.

The Wales, which has been doing some shrewd Islands expansion in recent years in Nauru, Fiji, Norfolk Island and New Guinea, will start with excellent prospects in the GEIC.

To start, the Wales takes over the government savings bank, which has deposits of about \$400,000. It also takes over many of the functions of the GEIC Government Treasury but does not immediately cut into the functions of the British Government-owned Crown Agents, which receives commission for investment of GEIC reserves.

Then there's the accounts of an

estimated 100 expatriate families, mainly on Tarawa, and the business of the Wholesale Society, government-owned main trader, shipper and diversified importer.

The Wales's biggest potential cash inflow, however, is the money sent back by trained GEIC seaman working aboard Hong Kong or German ships. The estimate is that each sends back an average of \$40 per month to relatives, etc., in the GEIC, giving the colony a boost of about \$110,000 this year.

Long-term GEIC business prospects are, of course, at best, hazy, after the Ocean Island phosphate deposits are worked out, about 1975.

Suva's Citibank opens for business

With a certain amount of fanfare and after many weeks of intensive preparation, the First National City Bank of New York opened its lavish new Suva office—the first in the South Pacific—on August 15.

It was welcomed by Fiji's Minister for Labour, Ratu Edward Cakobau, as an enterprise which would provide new avenues of employment. Of the initial staff of 26, all but the three executives are locals.

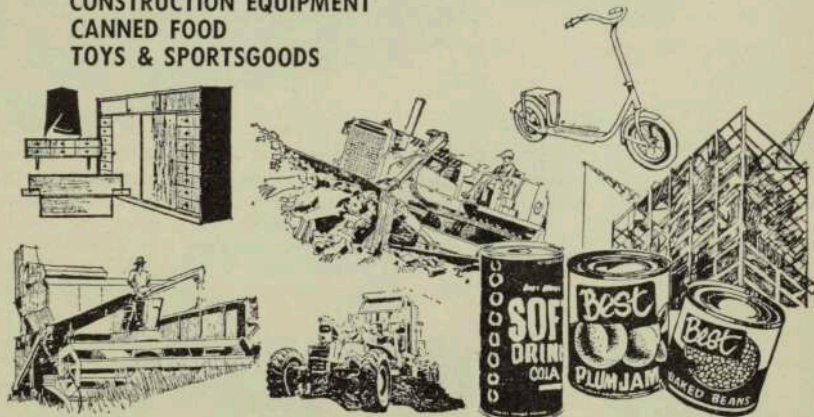
In Fiji, it is offering a full service operation, including a range of trading and savings bank functions.



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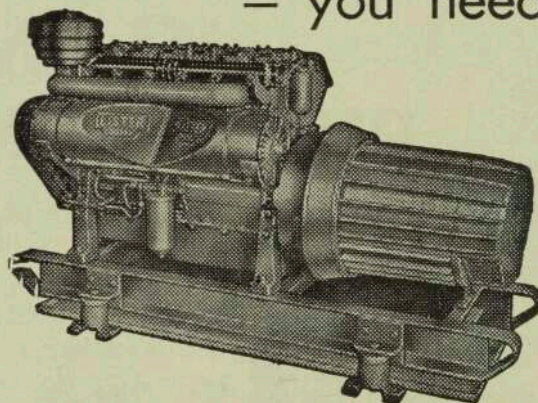
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Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Australian dollar equals \$1.00 New Zealand; 98-99 cents Fiji; 110 French Pacific francs; \$1.24 Western Samoa; \$1.00 Tonga; 9/3 sterling and \$1.11 USA).

COPRA

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

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

NEW GUINEA:—The board, with planters' reps, directs distribution and sales and pays planters. Buyers include: Unilever, of the UK, Australia and Japan, and coconut oil and desiccated coconut mills (controlled by Carpenters) on New Britain.

August prices, delivered main ports, were: hot-air dried, \$136 per ton; FMS, \$133 per ton; smoke-dried, \$131 per ton.

FIJI:—The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. Prices recently were: 1st grade, \$F149.25; 2nd grade, \$F139.25; CAS, \$F119.75.

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. August prices to growers were \$T108 1st grade and \$T96 2nd grade, per ton. Per coconut, 1.7 sen.

SOLOMON IS.—All production through board at prices based on Philippines rates. Output goes to the UK, Japan, Australia and the rest to the open market. Recent prices were: 1st grade, \$130; 2nd grade, \$126; 3rd grade, \$116 per ton, BSIP ports (Honiara, Yandina and Gizo).

EXCHANGE RATES

FIJI:—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda. Sterling dollar on Fiji dollar, buying £1 = \$F2.11; selling \$2.085. 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 1.2470.

NORFOLK IS., PAPUA-NEW GUINEA.—Australian currency used; no exchange payable in transactions with Australia.

FRENCH PACIFIC COLONIES.—Pacific francs (CFP) are used in New Caledonia, New Hebrides (jointly with Australian dollars), Wallis and Futuna Islands and Fr. Polynesia. **French Bank,** Sydney, on August 25, quoted: Selling, Noumea and Papeete, 110.86 Pac. francs to \$ Aust.; approx. 100 Pac. francs to US \$; Noumea 18.18 Pac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc). Paris-London: Buying 13.18 francs to £. Also, £ equals 239.67 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 on Aug. 23 was \$72 (7,200 Pac. francs). Marseilles, 1,060 francs, Aug. 23.

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 prices are based on Ghana prices. Ghana price on Aug. 4 was £291/3/- per ton, c.i.f., UK Spot.

On Aug. 25, Quote No. 1: In store Rabaul, export quality \$605 per ton, delivered ex-wharf Sydney \$550. Quote No. 2: Best quality ex-wharf Sydney \$660, in store NG ports \$605 (for UK, Continent and USA shipments).

W. Samoa.—Latest price quoted in Sydney in July was 1st grade, £230; 2nd grade, £215, f.o.b. per ton, and unchanged.

New Hebrides.—beach, Vila, Santo, \$300 per ton.

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

COFFEE.—P-NG: On Aug. 25, Quote No. 1, good quality A grade 51c per lb; B grade 48c; C grade 45c; X grade 47½c and native X grade 46c (ex-store Sydney).

CROCODILE SKINS.—Recent 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.—At present there is no market for green snail shell.

PAPUAN GUM: Graded gum \$195 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 recently f.o.b., Lae; Kernels—white Spanish 17.25c lb.

PEARL SHELL.—Torres Strait Pearlshellers' Assn. recently quoted these prices for MOP: AA grade, \$A1,260 per ton; A, \$1,460; B, \$2,060; C, \$2,100; D, \$1,260; E, \$910; EE, \$635 and EEE, \$375, f.o.b., Thurs. Is. **Solomons.**—Honiara, mother of pearl blacklip 15c lb, goldlip 20c lb. **Cook Islands.**—Manihiki, 40c-46s 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

	July 27	Aug. 25
ANG Hold. 1.00	1.03	1.04
Bali Plantations .50	.56	.60
Burns Philp 1.00	3.28	3.30
Burns Philp (SS) 2.05	3.05	3.10
Carpenter .50	2.25	2.22
Choiseul Plntn. 1.00	2.95	2.95
C.S.R. 1.00	7.18	7.10
Dylup Plntn. .50	.53	.65
Fiji Industries 1.02	2.30	2.35
Kerema Rubber .50	.21	.20
Koitaki Rubber .50	.65	.65
Lolorua Rubber .50	.32	.32
Makurapu Plntn. .50	.60	.63
Mariboi Rubber .50	.21	.21
P-NG Motors .50	.63	.63
Plantation Hldgs. .50	.71	.72
Queensland Ins. 1.00	3.80	3.50
Rubberlands .50	.21	.21
Soger Rubber .50	.50	.50
Sth. Pac. Ins. .50	1.40	1.40
Steamships Tdg. .50	.64	.65
Territory Brewery .50	.40	.39

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Buka Min. .10	.07	.06½
C.R.A. .50	16.50	19.30
Cultus Pacific .25	.70	.40
Emperor .10	.85	.70
Highland Gold .20	.30	.30
NG Gold Ltd. .35	.52	.55
Oil Search .50	.32	.28
Pacific I. Mines .25	.32	.39
Papuan Apin. .50	.30	.30
Placer Dev* .	34.00	34.00
Southland .25	2.20	2.20

* No par value

Sydney stock exchange share price index for ordinaries on June 27 was 563.58. On Aug. 25 it was 579.07.

RUBBER.—P-NG price is based on Singapore rates which on Aug. 25 were: Prompt nominal shipment 52½ Malayan cents per lb; Aug., M53 cents per lb and Sept., M53½ 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.—Aug. 27—Papua—\$180-\$190 per ton—Honiara—\$170-\$180 per ton, f.o.b. Islands port—direct shipment overseas—NG—\$150-\$160 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 recently were: White and yellow label processed standard packs, \$7.60; green label \$7.50, c.i.f., Sydney. **Tonga.**—\$T4.20, f.o.b., Nukualofa; \$T4.50, Melbourne.

UK, US QUOTES

COPRA: LONDON, Aug. 21, Philippines, in bulk, \$US198.50 per long ton, c.i.f., UK/Nth. European ports; US Pacific coast \$US167, buyer, \$US168½, seller.

COCONUT OIL: LONDON, Aug. 21, Ceylon, 1% in bulk, £150 per ton, c.i.f., UK/Nth. European ports.

RUBBER: LONDON, Aug. 21, Spot 19½d Stg. lb; July 18½d Stg. lb; Oct. 20½d Stg.

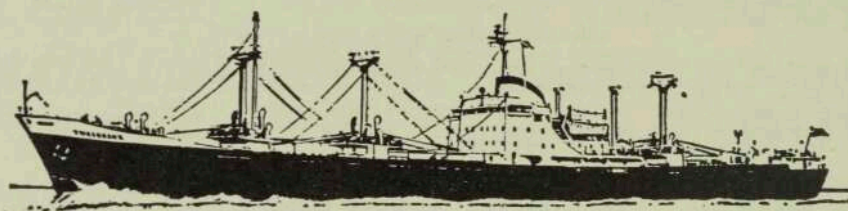
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SOLOMON ISLANDS, FIJI, TONGA, SAMOA AND TARAWA to U.K.,
CONTINENT



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

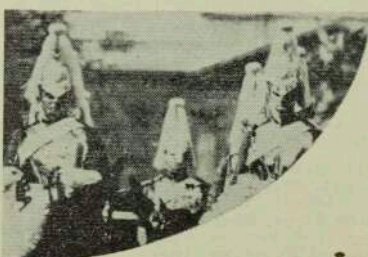
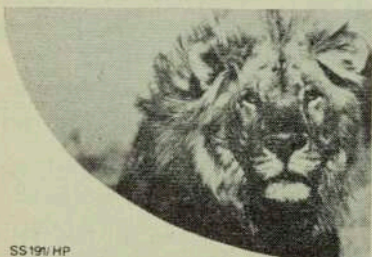
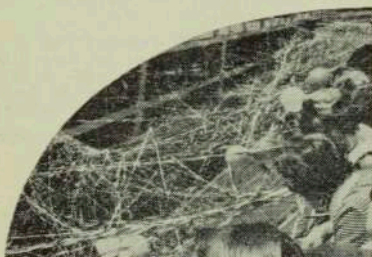


FOR PARTICULARS APPLY:

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

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Shipping & Airways Information

SHIPPING

AUSTRALIA - FIJI - NORTH AMERICA

Pacific-Australia Direct Line operates once every three weeks, leaving east coast Australian ports for Nth. America, via Lautoka and Suva and Honolulu.

Details from Trans-Austral Shipping Pty. Ltd., 19 Pitt Street, Sydney (27-2441).

SYDNEY - WEST IRIAN - INDONESIA

P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service from Indonesia to Sydney, Melbourne and Fremantle; there are inducement calls at Djayapura and Brisbane.

Details from John Manners and Co. (Aust.) Pty. Ltd., 4 Bridge Street, Sydney (27-9164).

SYDNEY - FIJI

CSR operates a passenger/cargo run with the MV Rona, departing Sydney every three to four weeks for Suva and Lautoka and return.

Details from Colonial Sugar Refining Co. Ltd., 1 O'Connell Street, Sydney (2-0515).

SYDNEY - NZ - FIJI/TAHITI - UK

Chandris, Australis and Ellinis maintain a two-monthly passenger service from Sydney via NZ, Suva (Australis), Papeete (Ellinis) to Britain.

Details from Chandris Line, 135 King Street, Sydney (28-2451).

Sitmar Line, with three liners, operates a monthly passenger service from Sydney, Melbourne or Brisbane to Southampton, UK via Balboa, Panama, via NZ or Papeete.

Details from Sitmar Line, 22 Bridge Street, Sydney (27-4521).

SYDNEY - LORD HOWE

A Karlander vessel now calling every month at Lord Howe from Brisbane after first calling at P-NG ports.

Details from Karlander Aust. Ltd., 37-49 Pitt Street, Sydney (27-6301).

SYDNEY - NORFOLK ISLAND - NEW CALEDONIA

Jacques del Mar II (owned by Societe Maritime Caledonienne, Noumea) operates a three weekly passenger-cargo voyage from Sydney to Norfolk and Noumea.

Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

Chargeurs Caledoniens, with the Ville de Noumea, operates three-weekly Sydney-Noumea.

Details: Hetherington Kingsbury Pty. Ltd., 4 Bridge Street, Sydney (27-1671).

SYDNEY - GEIC - HONOLULU

Columbus Lines operate monthly passenger-cargo sailings from West Coast, US to Australasia, returning via Tarawa, GEIC and Honolulu to Nth. America.

Details from Shiptraco Sea Transport Services Pty. Ltd., 19 Bridge Street, Sydney (27-4149).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FRENCH POLYNESIA

Messageries Maritimes Line passenger-cargo vessels, Tahitian and Caledonien from Marseilles, via West Indies and Panama, call regularly at Papeete, Taiohae (Marquesas Group), Vila, Noumea and Sydney, and return to France via S. Africa or Panama.

Polynesie maintains three-weekly passenger sailings—Sydney, Noumea, Vila and Santo.

Details from France Australia, 2 Young Street, Sydney (27-2654).

SYDNEY - NZ - FIJI - HAWAII CANADA - UK

P. and O. liners call regularly at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and the US; occasional calls at Pago Pago and Tonga.

Details from P. and O. Lines of Aust. Pty. Ltd., 55 Hunter Street, Sydney (2-0317).

SYDNEY/NZ - FIJI/COOKS - TAHITI - UK

Shaw Savill's six passenger vessels each make four round-the-world voyages per year, from Southampton, UK, alternatively via South Africa and Panama, calling at Sydney, Wellington, Auckland, Rarotonga, Suva, and Papeete.

Details from Shaw Savill Line, 8a Castlereagh Street, Sydney (28-1828).

SYDNEY - NORFOLK - HEBRIDES - BSI

MV Tulagi (passenger-cargo) leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

MELBOURNE - FIJI - NAURU

Nauru Pacific Shipping Line operates regularly from Melbourne to Suva, Lautoka and Nauru.

AUSTRALIA - P-NG

The Compac Service formed by Burns Philp and Co. Ltd. and the Australia-West Pacific Line operates a three weekly cargo passenger service from Sydney and Brisbane to Port Moresby, Lae and Madang with MV Delos and MV Nimos. MV Marsina sails every three weeks from Sydney to Rabaul and Kavieng and return. On alternate trips she calls at Honiara instead of Kavieng.

MV Montoro is at present undergoing a refit in Sydney and is due to depart Melbourne for Lae, Madang, Rabaul and Port Moresby in September.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

NG Aust.'s Coral Chief operates every 17/18 days from Sydney to Brisbane, Port Moresby and Samarai; Island Chief operates every 21 days from Sydney to Brisbane, Lae, Madang and Rabaul.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (27-4701).

Karlander New Guinea Line's six cargo vessels call at Brisbane, Lord Howe, Port Moresby, Samarai, Rabaul, Lae, Madang, Wewak, Kieta, Honiara, Manus. Three carry passengers.

Details from Karlander Aust. Ltd., 37-49 Pitt Street, Sydney (27-6301).

Amplex NG, with Jette Bue, operates monthly Sydney-Rabaul-Lae, Fulleborn, Wilefo and Bakada.

Details: Hetherington Kingsbury, 4 Bridge Street, Sydney (27-1671).

Nauru Pacific Shipping Line operates regularly from Melbourne to 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).

FAR EAST - FIJI - NEW ZEALAND

China Navigation operates a monthly cargo service from Hong Kong to Lautoka, Suva, NZ ports, Manila, Kaohsiung, Keelung, Hong Kong.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (27-4701).

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA - NZ

Nedlloyd Lines operates from Europe three-weekly via Panama to Tahiti, Apia, Fiji and New Caledonia; every alternate month from the Continent to Tahiti, New Caledonia and NZ.

Details from Royal Inter-ocean Lines, 261 George Street, Sydney (2-0573).

GERMANY - LONDON - PANAMA - NEW CALEDONIA

Columbus Line operates monthly from Europe through Panama to Noumea.

Details from Breckwoldt & Co. Pty. Ltd., 276 Pitt Street, Sydney (26-6893).

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 Inter-ocean Lines operates three weekly with four ships from Manila, Pt. Swettenham, Singapore, Bangkok, Hong Kong to Suva, Lautoka and NZ.

Details from Royal Inter-ocean 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, with occasional southward calls at Santo or Vila. The Moanaraoi will not be operating on this run for the next three months but will resume in November.

Details from Kerr Bros., 65 York Street, Sydney (29-5703).

JAPAN - SAMOA - FIJI - N. CALEDONIA - N. HEBRIDES - WEST IRIAN

Daiwa Line runs a monthly passenger/cargo service from Japan via Guam to Apia, Pago Pago, Suva, Lautoka, Noumea, Vila, Santo, Djayapura, Biak and Sarong.

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, Waimate 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. Waimate leaves Tauranga for Auckland, Lautoka, Suva, Apia, Nukualofa.

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, Lautoka, Wallis, and return.

Details from Trans Pacific Marine Ltd., 29 Fort Street, Auckland (31-873).

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 five-week cargo service from Nukualofa, Apia, Suva 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, Kiefa, Djayapura and Yandina.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George Street, Sydney (27-2041).

US/JAPAN - MICRONESIA

MLI, 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, and Ventura to Sydney, Brisbane, Melbourne, Pago Pago and Los Angeles.

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 liner Mariposa operates monthly 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 Brisbane and Sydney, departing on Fri., and from San Francisco to Sydney on Tues.

SYDNEY - FIJI - TAHITI - MEXICO

Qantas, with 707's, operates weekly services out of Sydney on Thurs. and return out of Mexico City on Sat. Stops at Acapulco.

SYDNEY - FIJI - HAWAII - CANADA

CP Air, with DCB's, operates weekly services out of Sydney on Sat. and Vancouver on Thurs.

SYDNEY - NZ - HAWAII or TAHITI - USA

Air-NZ, with DCB's, operates out of Sydney and Los Angeles on Wed., Fri. and Sun.

SYDNEY - FIJI - HAWAII - USA

Qantas, with 707's, operates daily services, from Sydney to San Francisco, and from San Francisco daily.

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.

NOTE: Services ex-Melbourne started July.

American Airlines, with 707's, operates services from Sydney to Honolulu non-stop on Mon. and Sat., and to Fiji and Honolulu on Sun., and from Honolulu to Sydney non-stop on Thurs. and Fri., and Honolulu to Fiji and Sydney on Sat.

SYDNEY or NOUMEA - USA (via FIJI, NZ or TAHITI)

UTA, with DCB's, operates out of Sydney on Fri. and Sun. and Noumea on Mon. and Thurs.

SYDNEY - USA (VIA N. CAL., NZ, FIJI, AM. SAMOA OR HAWAII)

PanAm, with 707's, operates daily return trans-Pacific service 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 Sun., Mon., Wed. and Fri.

NOTE: Services ex-Melbourne started July.

NZ - AM. SAMOA - TAHITI OR HAWAII - USA

PanAm, with 707's, operates out of Auckland on Tues., Thurs., Sat.; out of San Francisco on Wed. and Sat. Mon flights depart Honolulu for Auckland, via Pago Pago.

American Airlines, with 707's, operates out of Auckland to Honolulu via Pago Pago on Tues., and out of Honolulu for Pago Pago and Auckland on Sun.

NZ - FIJI - HAWAII - USA

American Airlines, with 707's, operates out of Auckland to Fiji and Honolulu on Thurs., and out of Honolulu for Fiji and Auckland on Tues.

FIJI - USA

American Airlines, with 707's, operates out of Honolulu to Fiji on Mon., Tues. and Wed., and out of Fiji to Honolulu on Wed. and Fri.

INDONESIA or MALAYA - USA (via DARWIN, NOUMEA, NZ or TAHITI)

UTA, with DCB's, operates a weekly service out of Jakarta to Los Angeles on Mon. 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 Mon., and Wed. to Port Moresby and Hong Kong, and return from Hong Kong on Tues. 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 weekly 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, DC8's and Caravelles, operates return services on Mon., Thurs., Fri. and Sun., returning Sydney Mon., Thurs., Fri. and Sat. Qantas operates Mon. and Thurs., UTA on Fri., Sat. 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 three times weekly. More in holiday periods.

AUSTRALIA - P-NG

TAA and Ansett, with 727's, operate 11 times a week from Sydney or Melbourne to Pt. Moresby. Ansett doesn't operate on Tues. or Thurs.

QUEENSLAND - PAPUA

TAA and Ansett, with Fokkers, operate weekly services. TAA leaves Townsville, via Cairns, for Pt. Moresby on Tues. and Mon. and returns on Mon. and Thurs. Ansett leaves Cairns on Wed. for Moresby and returns on Fri.

NEW ZEALAND-PACIFIC IS.

(For other schedules touching these islands see also trans-Pacific services.)

NZ - AM. SAMOA

PanAm, with 707's, operates from Auckland to Pago Pago on Wed. and Thurs., and returns on Mon. and Wed.

NZ - COOKS

No commercial services but RNZAF planes make regular calls, Auckland-Rarotonga return. Passengers are carried.

NZ - FIJI

Air-NZ, with DC8's, operates daily return services from Auckland to Nadi with BOAC, using 707's.

NZ - FIJI - AM. SAMOA

Air-NZ, with DC8's, operates services out of Auckland on Tues. and Sat. and from Pago Pago on Tues. and Fri.

NZ - TAHITI

UTA, with DC8's, operates from Auckland on Thurs. and from Papeete on Thurs. 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 Wed. 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.

NZ - FIJI - HAWAII

Air-NZ, with DC8's, operates out of Auckland to Fiji and Honolulu on Thurs., and out of Honolulu to Fiji and Auckland on Thurs.

INTER - TERRITORY SERVICES

CHILE - EASTER IS. - TAHITI

Lan-Chile, with 707's, operates weekly, leaving Santiago on Thurs., leaving Papeete



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)

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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



DIRECT MONTHLY SERVICE JAPAN/GUAM & SOUTH PACIFIC

M.V. "TAHITI MARU" V-28

Guam Aug. 18-19 Lautoka Sept. 2-4
Suva Aug. 29-30

M.V. "FIJI MARU" V-28

Guam Aug. 28-29 Apia Sept. 17-18
Suva Sept. 10-11 Noumea Sept. 23-24
Lautoka Sept. 12-13 Vila Oct. 2-2
Pago Pago Sept. 16-17 Santo Oct. 3-4

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. "ELLICE MARU" Voy. No. 19, Middle September.

FOR W. IRIAN & DARWIN SERVICE

M.V. "SHUNKO MARU" V-9

Singapore Sept. 10-11 Sorong Sept. 27-28
Djajapura Sept. 21-22 Darwin Sept. 30-31
Biak Sept. 24-25 Dili Oct. 2-3

AGENTS: H.K.: Dietrich Air Freight Service (H.K.) Ltd.
S'Pore: The Borneo Company (Singapore) SDN BHD
Djajapura: P.N. Pelajaran Nasional Indonesia
Biak: P.N. Pelajaran Nasional Indonesia
Sorong: P.N. Pelajaran Nasional Indonesia
Dili: Sang Tai Hoo
Darwin: Burns Philp & Co., Ltd.

Subject to alternation with or without notice.

Next sailing—M.V. "SHUNKO MARU" Voy. No. 10, Middle November.

THE DAIWA NAVIGATION CO., LTD.

OSAKA: "DAILINE" TOKYO: "FUNEDAILINE"

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 Sat. and making stops en route at Funafuti and Tarawa. Planes return from Nauru on Sun.

FIJI - WESTERN SAMOA

Fiji Airways, with 748's, operates from Fiji on Thurs., returning on Sun. from Apia.

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., Wed., Thurs., Fri. and Sat.

HAWAII - AM. SAMOA - TAHITI

PanAm, with 707's, operates from Honolulu on Sun. and Sat. and from Papeete on Tues. and Sat. 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 Wed. 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 Thurs. of the month.

NEW GUINEA - WEST IRIAN

TAA, with DC3's, leaves Madang on alternate Wed. for Djajapura and returns the same day.

P-NG - SOLOMONS

TAA, with Fokkers and DC3's, operates twice weekly. Fri. planes leave Moresby via Munda to Honiara, returning Sat. Tues. leave Rabaul via Buka, Kieta, Munda, Yandina to Honiara, returning Wed.

TAHITI - USA

UTA, with DC8's, operates on Mon., Thurs., Fri., Sun. non-stop from Papeete to Los Angeles, and return, the same day. The same flight on Sat. out of Papeete makes an extra call, at Honolulu.

PanAm, with 707's, operates to Los Angeles from Papeete on Mon., Tues., Fri. and Sat. The Thurs. flight takes in Pago Pago and Honolulu; the Sun. flight is via Honolulu. Planes return from San Francisco on Wed., Thurs., Sat. and Sun.

Air-NZ, with DC8's, flies to Los Angeles from Papeete on Sun., leaves Los Angeles Fri.

W. SAMOA - AM. SAMOA

Polynesian Airlines, with DC3's, operates between Apia and Pago Pago at least twice a day (all flights, 45 min.).

W. SAMOA - TONGA

Polynesian Airlines, with 748's, operates twice weekly Apia-Nukualofa.

W. SAMOA - FIJI

Polynesian Airlines, with 748's, operates from Apia on Mon., returning to Nadi on Fri.

INTERNAL SERVICES

AM. SAMOA - WEST SAMOA

Three charterers operate: Air Samoa Ltd. of Apia and South Seas Airways and Air Samoa Inc. of Pago Pago.

Apia's firm, with Islanders, flies Fagali, Faleolo and Asau; South Seas, with a Cherokee seaplane, to Pago, Manua, Rose and Swains and Air Samoa Inc., with Cessnas, to Pago and Faleolo.

FIJI

Fiji Airways, with Herons, DC3's and HS748's operates regular services to Labasa, Matei, Nadi, Nausori and Savusavu.

Details: Qantas, BOAC or Air-NZ.

Air Pacific, with Beech Barons, operates to Ovalau Island, Korolevu, Natadola, Ba and Vatukoula and with Grumman Mallard Amphibian to Vanua M'Balavu, Kadavu and Lakeba.

Details from Air Pacific Ltd., P.O. Box 1259, Suva (Telephone: 22666).

FRENCH POLYNESIA

Air Polynesia, with DC4's, Twin Otters and a Bermuda flying-boat, operates to Bora Bora, Huahine, Moorea, Papeete, Raiatea and Rangiroa.

Details from RAL, Quai Bir Hakeim, Papeete, or any UTA office.

Air Tahiti and Air Moorea, with light aircraft, operate charter services from Papeete to Moorea, Raiatea and Bora Bora.

GILBERT AND ELLICE ISLANDS

Fiji Airways, with Herons, operates regular services among Tarawa, Butaritari, North Tabiteuea and Abemama.

GUAM - US TRUST TERRITORY

Air Micronesia, with 727's and DC6's, operates regular services to Guam, Koror, Kwajalein, Majuro, Ponape, Rota, Saipan and Yap.

Details from Continental Airlines, International Airport, Los Angeles, California.

PAPUA - NEW GUINEA

TAA, operates to Baimuru, Balimo, Banz, Buin, Bulolo, Buka, Cape Gloucester, Cape Hoskins, Chimbu, Daru, Jacquinot Bay, Kainantu, Kandrian, Kavieng, Kerema, Kiet, Kikori, Lae, Madang, Malalau, Manus, Minj, Misima, Mt. Hagen, Munda, Nanatanai, Nissan Is., Popondetta, Pt. Moresby, Rabaul, Talasea, Valimo, Wabag, Wakunai, Wau, Wapenamanda and Wewak, Gasmata, Tol, Bali, Ihu, Kikori.

Ansett, operates to Aitape, Ambunti, Angoram, Banz, Buin, Buka, Bulolo, Erave, Goroka, Hayfield, Ialibu, Kainantu, Kagua, Kavieng, Kiet, Kundiawa, Lae, Lumi, Madang, Mendi, Minj, Mt. Hagen, Momote, Nuku, Pt. Moresby, Rabaul, Tari, Telefomin, Vanimo, Wabag, Wapenamanda, Wau, Wewak and Yangoru.

Papuan Airlines operates to Aroa, Balimo,

Bereina, Cape Rodney, Daru, Gurney, Kairuku, Kokoda, Losuia, Mendi, Mt. Hagen, Paili, Popondetta, Pt. Moresby, Rorona, Tapini, Vivigani, Wanigela and Woiatpe, Girua, Rorona, Tufi, Safia.

Also, Aerial Tours operate in the Sepik area, and Territory Airlines in the Highlands.

NEW CALEDONIA

Air Caledonie, with Twin Otters, Herons and Islanders operates regular services to Hienghene, Houailou, Isle of Pines, Isle Ouen, Kone, Kouaoua, Koumac, Lifou, Mare, Noumea, Ouvea, Poindimie, Touho, Voh.

Details from Air Caledonie, Noumea.

NEW HEBRIDES

Air Melanesia, with Piper Aztec and Navajo aircraft, operates to Erromanga, Lamap, Longana, Lonorore, Norsup, Santo, Tanna, Tongoa, Vila and Walaha.

SOLOMON ISLANDS

Solair, with Beech Barons and Doves, operates to Auki, Avu Avu, Barakoma, Gizo, Honiara, Kira Kira, Marau, Munda, Parosi, Sege and Yandina.

Details from Solomon Islands Airways Ltd., Box C25, Honiara, BSIP.

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LAE/RABAU—Burns Philp (New Guinea) Ltd.

PORT VILA — Comptoirs Francais de Nouvelles Hebrides.

MICRONESIA'S FUTURE

(Continued from p. 19)

nesia wants to have full control of its destiny, with a large amount of US economic aid and other assistance, yet is not willing to bargain when the question of land is an issue.

Some degree of compromise and perhaps sacrifice will have to be made by both sides. It is on this issue that the report of the political status delegation is lacking.

Any discussion towards obtaining full independence for Micronesia at this stage in time and development should be considered premature and

untimely. The US government has the upperhand in this negotiation, whether it is toward a permanent political settlement, a semi-political settlement, or for maintaining the present form. Whether Micronesia likes it or not, the present trusteeship agreement is very much in force and still binding on both parties.

The United States negotiating team will attempt to use it to its full extent possible. If free association is unacceptable to the United States in view of its military and other international commitments in the Western Pacific, an independent Micronesia would be less acceptable.

United Nations pressure and feel-

ings might be a force to reckon with, but the UN is also in a dilemma of its own. It is doubtful whether the UN would want to put too much pressure on the United States—"a very present help in time of trouble".

On the other hand, if the primary goal for Micronesia is for full internal self-government, with United States funding and external protection, then further negotiation is called for to reconsider the offer of a Commonwealth, or to further study the concept of free association. Any attempt toward making Micronesia completely independent at this time would be irrational and irresponsible.

The dilemma of poverty, hunger, ignorance and lack of proper medical care faced by these islands is the gap between expectation and reality. Under an independent Micronesia, these long standing problems are likely to increase, not decrease.

Yet there are those in Micronesia, both Micronesian and non-Micronesian, who are willing to surrender anything to regain that mythological absurdity called "Micronesian dignity". Is life so cheap, and "Micronesian dignity" so important that human hunger, ignorance, poverty and poor medical care can be deleted from the agenda of the status delegation? Can true dignity be conferred if the soul is hopeless and the body destitute?

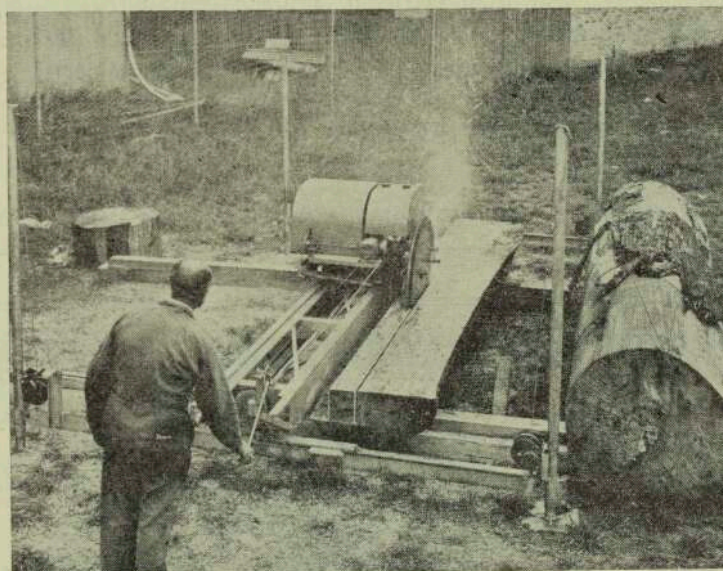
Certainly, there is nobility in the Micronesian quest to manage its own internal affairs and thus regain its lost sense of dignity. But Micronesia should be awakened to the reality of change. Life in Micronesia has ever changed too. Is it necessary for Micronesia to live in the simplicity of yesterday? If the present system is unrealistic and undesirable, can an independent Micronesia remedy the situation? These questions will have to be satisfactorily answered before any plebiscite is held.

Micronesia should prepare itself for the coming challenge of tomorrow and try to attain a new freedom and an improved sense of dignity. It would be a mistake for Micronesia to return to the nobility of its obsolete past where only a few share honor and dignity and the multitude lived in bondage.

The quest for a new status by the Congress of Micronesia's Political Status Delegation reflects the general sentiment of the Micronesian people and their regard for freedom. However, such an important issue as this should not be settled without public referendum.

The status delegation will have to assure the majority of the Micronesian people that there will be a new status for Micronesia without their participation and consent.

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DEATHS OF ISLANDS PEOPLE

Mr. John Snell

The death occurred in the Norfolk Island Hospital on July 30 of Mr. John Snell, aged 88, a link with the island's old whaling days.

Mr. Snell, born on the island in 1881, married Mrs. Blanche Quintall in 1905 and had three daughters. A farmer for most of his life, he was in his early days a whaling man.

Mr. R. B. Worden

Mr. R. B. Worden, formerly of Burns Philp, died on August 13. Mr. Worden joined Burns Philp in Sydney in 1925, was transferred to New Guinea in the late 1920's, then in 1938 went to Vila as depot manager.

In August, 1940 he was transferred as manager of the Wallis Island branch and before leaving Burns Philp to join the army, was depot manager at Misima, Papua. He leaves a wife Beverly and daughters Sabita and Susan.

Mr. Sid Moore

Mr. Sid Moore, the first executive director of the Papua-New Guinea Tourist Board, died recently in Queensland aged 44.

Mr. Moore was in tourist circles in New South Wales and Queensland before taking over the post of executive director in the territory in 1967. For health reasons he left the posting and went into private business back in Queensland in 1969.

Commander Andrew Veitch Bunyan

Commander Andrew Veitch Bunyan, former ship's master both with the British Phosphate Commissioners and the French Phosphate Company, died in Manly, NSW, on July 11 aged 68.

Commander Bunyan during the war was in command of HMAS *Swan* and *Kanimbla* in Pacific amphibious landings. He was awarded the DSC for bravery, skill and devotion to duty in numerous amphibious assaults in the South West Pacific and the Philippines.

William Millar Reid

Mr. William Millar Reid, well-known South Pacific businessman, died in New South Wales at the age of 91 on August 7.

As a youth he entered the service of Robert Reid and Co. Ltd., a family concern, and eventually became a leading director, a position he held until recently. It was his proud boast that he was the holder of one of the

earliest motor car driver's licences to be issued in New South Wales.

In the mid-30's he realised the potential of trade with the Pacific Islands, Tahiti in particular. He obtained agencies for many well-known brands of Australian, New Zealand and overseas goods and went to Tahiti, where he and his wife lived for three years.

Having established a prosperous connection with Australia he returned to Sydney and formed a com-

pany, Exporters Pty. Limited, which was taken over in 1939 by Robert Gillespie, who carried on under the trading name of Robert Gillespie Pty. Ltd.

His homestead, Heather Brae, at North Springwood, NSW, soon became a rendezvous for business associates from the Islands who enjoyed his hospitality while on business trips to Australia. In addition, he undertook the duties of guardian to numerous Chinese children sent to Australia for their education.

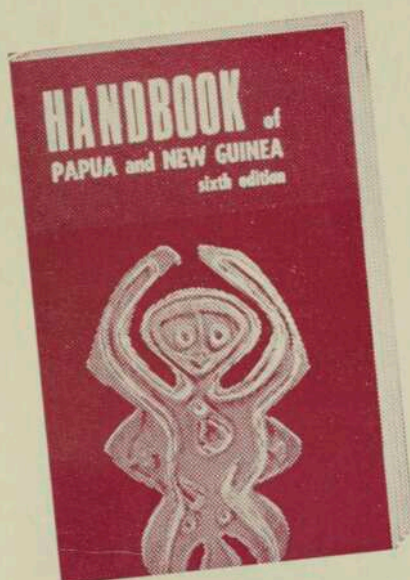
He is survived by his widow, two daughters, four grandchildren and 14 great-grandchildren.



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D SEPTEMBER, 1970—PACIFIC ISLANDS MONTHLY

Cash (even for Nambas) talks

Both the Big Nambas, remotest of primitive peoples living in windowless and chimneyless huts on the ridges of jungle-clad mountains in the New Hebrides, and fat self-satisfied government employees in Vila, who have just reached the level of pay (until very recently reserved for expatriates) which enables them to drive a car, are alike in that they are on the threshold of a cash economy. They are just finding out about money matters, and some of their reactions are not what the money-conscious outsider would expect.

The first problem that they had to solve on entering the money economy was how to price what they had for sale.

An early solution, their sales of land, is generally admitted to have been pretty disastrous. However that experience, although they have learnt from it never to sell land, has not been sufficient to put them really in touch with their markets.

In the 1950's when the Big Nambas made some of their first contacts with Europeans, they learnt two words in English "one pound" and "ten pounds" and the unwary visitor had to pay one or the other to take photographs, to drink kava, to talk about native customs or to buy carvings.

Unfortunately some one then earned instant success by teaching them the words "one hundred pounds" and quite soon that was the price of most of the activities possible in Big Nambas country.

The market women of Vila have found a simple solution to the problem of pricing: Prices are fixed according to size. Pawpaws which are about as scarce as water in these rain-drenched islands, are big and expensive; grapefruit and passion-fruit are fairly cheap although very hard to come by.

Of course this pricing policy is hardly likely to be the high road to success but at least Vila's market women have avoided competition and have not driven the price down to the point where only the people who make an effort can make a living.

Vila market is a jolly experience for buyers and sellers, the market women sit under the trees beside the sea, smiling, plump, placid and motionless and so lazy that Vila market, held out of doors in the most primitive conditions, is extremely modern in being completely self-service.

Oddly enough prices are also invariable. Price is an essential

characteristic: in the New Hebrides, oranges are always three for a shilling just as they are always round.

Money is so new a custom that New Hebrideans have not learnt to

From TESSA FOWLER, in Vila

distinguish price and value. It's simply meaningless to say that any commodity is overpriced and this notion cannot be expressed in pidgin.

The idea that one might want something at one price and refuse it at another price is simply incomprehensible. Either you want it or you don't. And if you want it you pay the price, and price, like colour and shape, is fixed quite independently of supply and demand.

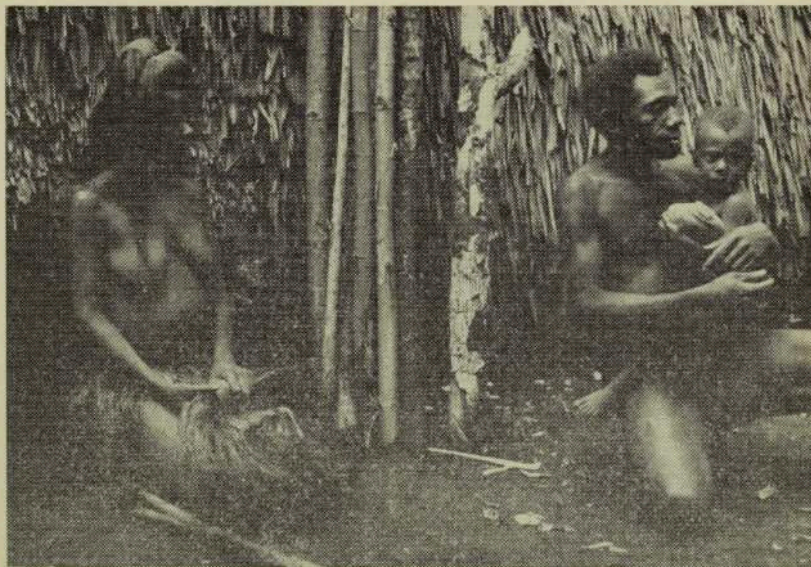
In these circumstances, bargaining is impossible. It's like talking in order to make oranges square.

What a picture of bewildered frustration is a Fiji-Indian newly arrived in Vila! For him, bargaining is an innocent pastime and a way of life. He would find it unthinkable to pay the first price asked, yet none of the market women will play his game.

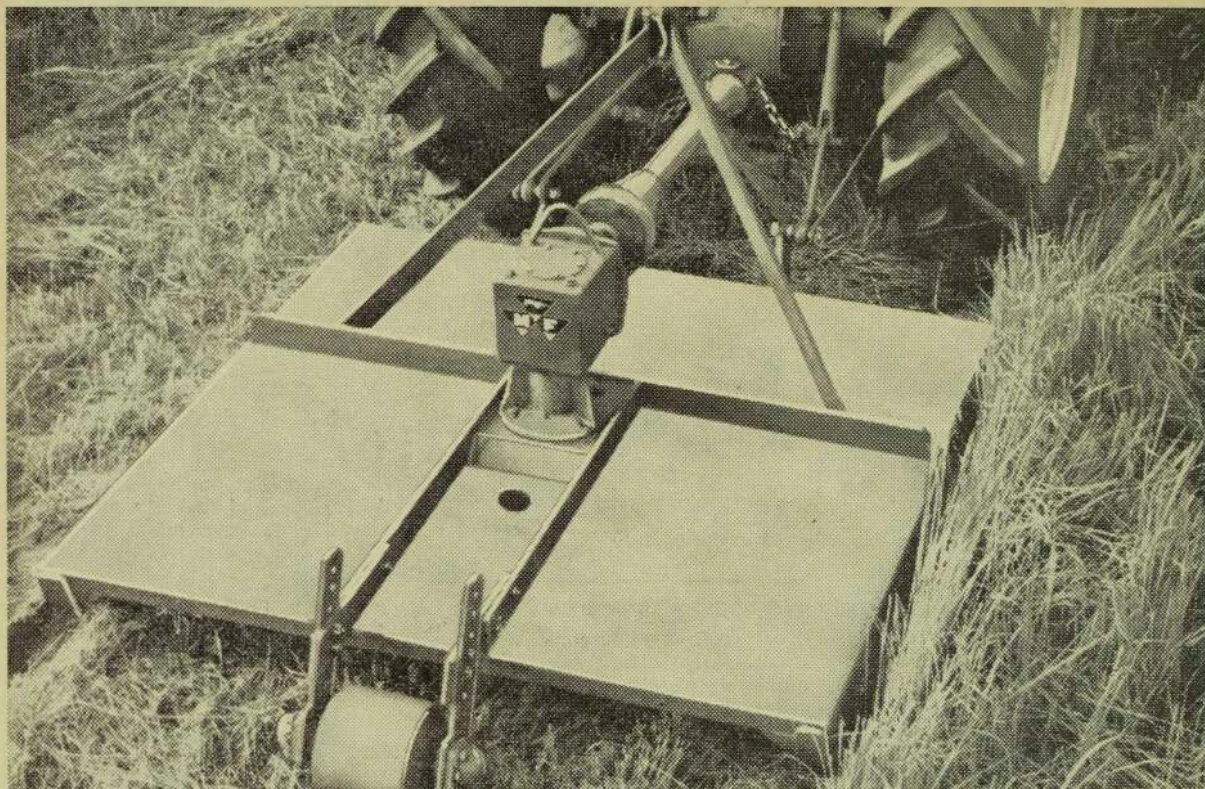
General agreement that prices cannot change does not make it easier for New Hebrideans to accept the alienation of land.

The first Europeans to arrive in the New Hebrides were able to buy hundreds of acres for a few yards of cloth, some axes and some tobacco.

It was probably a fairly just bargain if one remembers that it took three months to make a stone axe, a day to make half a yard of matting, many days to make a grass skirt and that virgin jungle is not very expensive. Even today there are places



Even Big Nambas, in the most primitive conditions, are being drawn into the cash economy. Photo by Sheree Lipton.



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They are reversible so you can even-up wear.

4. Steel gauge roller or pneumatic castor wheel for rear cutting height adjustment. Extra equipment.
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The MF 145 is a medium duty slasher with a 4 ft. width of cut: For a 5 ft. cut the MF 150 is ideal in most plantations, or wherever clearing operations are needed. There's a trailed as well as a mounted model.

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Papeete, Tahiti



MF 1177

The idea is to sell a little for a lot

where one can buy a square mile of virgin jungle for about \$100.

Today, land in Vila is worth about \$10 a square foot in a good commercial location. The difference between the price and the few yards of calico paid to the original owner, makes a strong contrast if the descendant of the original owner also believes that prices cannot change.

Then, in his view, buyers knew in 1870 the land was worth \$10 a sq. ft. as in 1970, which makes him feel that the original sellers were outrageously cheated.

The only reason for not buying something you want is that you have no money. Price is not a factor in the decision. The only gambit that a New Hebridean will put forward if he does attempt to bargain is that he has no money. If the buyer does not buy something he apparently wants, it must be because he has not enough money. Then what triumph for the trader. He has something so rare and wonderful that even the white man has not money enough to buy it.

In the Western world, where money is the standard of success, a trader can only triumph if he succeeds in making a sale. In the New Hebrides he only boasts if he has something so marvellous that no one will buy—at the price he has set. The real object of a commercial deal in fact is NOT to make a sale.

The traveller who visits the islands of the New Hebrides to buy objects of primitive art will find this point amply illustrated. For instance, the people of Ambrym had some trouble sitting on the right price to ask for the very beautiful slit gongs and tree fern figures which are their traditional symbols of rank.

One of the local chiefs, finally priced a slit gong at \$1,000, which even the owner of a gallery of primitive art in New York refused to pay. His triumph was not yet complete, he reached the peak of prestige by giving the gong to the Queen.

In fact, to most New Hebrideans money simply means power. In the old days pigs, which are usually described by Europeans as wealth, were really latent power, which became real power when the pigs were killed.

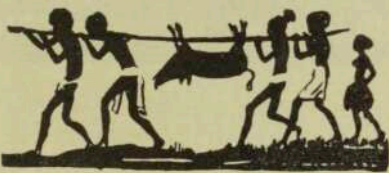
Economic textbooks tell us that an economic man tries to maximise his

profits or his income. It's another way of saying high turnover and low profits will make you rich. Purchasers and government officers go blue in the face trying to persuade New Hebrideans that they would make more money if they reduced their prices.

Most New Hebrideans would much rather sell one carving for £20 than three for £55. The carver is perfectly consistent in his preference because, of course, he does not want to get rich, he wants to obtain the very small money income he needs with the minimum effort—a choice showing great good sense.

Most New Hebrideans only visit the money economy for brief periods, which usually gives them a rather different point of view on how to spend their money. They come to the money economy to buy clothes, get drunk and go to the cinema and find some one of the other sex who doesn't have a father to breathe down a young couple's neck.

If all your life you had the amount you want of the food you like best and a nice cool leaf village on a beautiful site without spending money, you would grudge money spent on mere food and lodging. Most people spend a quarter of the family income on clothes, another quarter at



least on high living (such as it is in Vila), leaving only about \$10 a month for the family's food, and the only way to avoid hunger is to live on nothing but rice.

If all New Hebrideans returned home at the end of a few weeks for a decent meal there would be nothing wrong with this pattern. Unfortunately the white community—both business and government—is making serious efforts to ensure permanent residents in the towns. The results are obvious in the slums of Vila and in the first cases, reported recently, of malnutrition amongst the children of Vila.

New Hebrideans have understood the Western world well enough to believe that money is the beginning and the end of Western culture. It's generally agreed that the chief difference between life today and life in traditional times is that now one needs money—and this is definitely a deterioration.

AND IN FIJI MODERN LIFE BRINGS PROBLEMS

Should women visitors to Fiji's outer islands and villages be advised to dress modestly, lest they offend their Fijian hosts?

The question came up at a recent Fiji Visitors Bureau board meeting.

Members felt it deserved serious consideration. After all, tourism is spreading now to once-remote islands, where the villagers are not so accustomed to the brevity of some Western dress.

Mr. T. O'Neill, representing the Department of Tourism on the board, said villagers had sometimes complained about what they felt was immodest dress, particularly among women.

In the Yasawas, for instance, visitors sometimes went ashore from cruise ships wearing only very brief swimsuits. He considered the bureau had a responsibility in law to ensure that the sensibilities of local people were not offended.

Mr. Sharda Nand suggested that cruise operators provide scantily dressed tourists with grass skirts and sulus when they go ashore in the Yasawas. "Tourists feel that because we have bright sunshine, they should be able to wear what we might consider unconventional dress," he said. "But in the outer islands, this might require a degree of delicacy—why not give them grass-skirts?"

Mr. Sakiasi Waqanivalagi said there should be no thought of dictating standards of dress to visitors. "The Fijian people themselves must change their attitudes as time passes—the foreigners are not to blame," he said.

He suggested that the FVB employ an officer to go into the islands, meet villagers and explain to them that they should not be offended by the customs of visitors.

The managing director, Mr. Rory Scott, pointed out that the bureau could guide, but it could not control dress. "There is no specific suggestion from the FBC on what to wear—we feel we've got to be tactful," he remarked.

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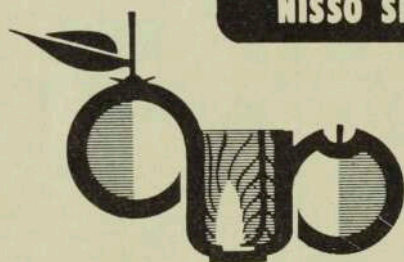
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Letters

WORRY ABOUT NA-GRIAMEL

Dear Sir,—Gooday to you. I like to say something, I am old man worry about our islands.

Many native people from my family busy with Na Griamel they have plant six tons Peanuts.

Maybe three years ago Englishman from agriculture show Na Griamel how to plant these Peanuts but he not fix up Market and Peanuts in the waist.

One leader prophet Moses, he half from Tonga, half English and a little bit native, he start Na Griamel like the company but the true name is Jimmy Stevens.

I worry for young people of my family waste money to help this man, he spend plenty money airplanes many times Noumea and Suva. He say he want find Peanuts Market. He afraid he bring back many trouble for New Hebrides because he mix with Indian people, and trouble with Indian men in Fiji. We not want the trouble hear.

Many people hear very happy we have good news in Vila papers about Mr. Dupertuis. He make one copra double before war start. I help him trees and find bad coconut fly and they die when Mr. Dupertuis spreading small insects, he call parasites over many plantations and save our copra. He work hard for us.

We sorry Mr. Dupertuis he die he was good friend. We thanks to him, and now we worry about this man. We think his name prophet Moses. He come big man and want to make loss on us. He's write in Fiji paper and make flash talk.

Thank you. Goodbye.

SAM MASSIN.

into,
New Hebrides.

Editor's note: On June 10 Jimmy Stevens returned from Suva where he had been since March looking for a market for agricultural produce on behalf of the people of Vanuatu on Santo.

EARLY NG PILOTS

Sir,—I would like to contact or hear from anyone who has information about any of the early New Guinea pilots, such as E. A. Mustar, J. P. Parer, A. S. Cross, L. Shaw,



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126 SEPTEMBER, 1970 — PACIFIC ISLANDS MONTHLY

S. Shoppee, and others, and who as any photographs of these early lots and machines and particulars of the flights and the mails and covers carried on these flights.

Living as I do so far from the scene of operations I find it exceedingly difficult to get any of this information, and am hopeful that some of your readers may be able to assist me.

I have just been offered two albums of photographs of the pilot Ken Garden, and of the various flights up the Sepik and Fly Rivers 1936-37 by J. Ward Williams, Stuart Campbell, Ken Garden prospecting for gold and other payable minerals. Have you any information on J. Ward-Williams or Stuart Campbell, especially the latter; I have several covers carried and autographed by him, but neither a photograph or any information about him; do you know if he is still alive?

Any help which you can give me to procure any of this information on flights and pilots and photographs of them will be greatly appreciated.

WILLIAM C. HUSTON,
Chairman, Papua Philatelic
Society (GB).

Southern Lane,
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ZERO-HUNTER

Sir,—For the past several years you have periodically carried stories about Japanese Mitsubishi Zero aircraft which have been found in various former Pacific war zone areas.

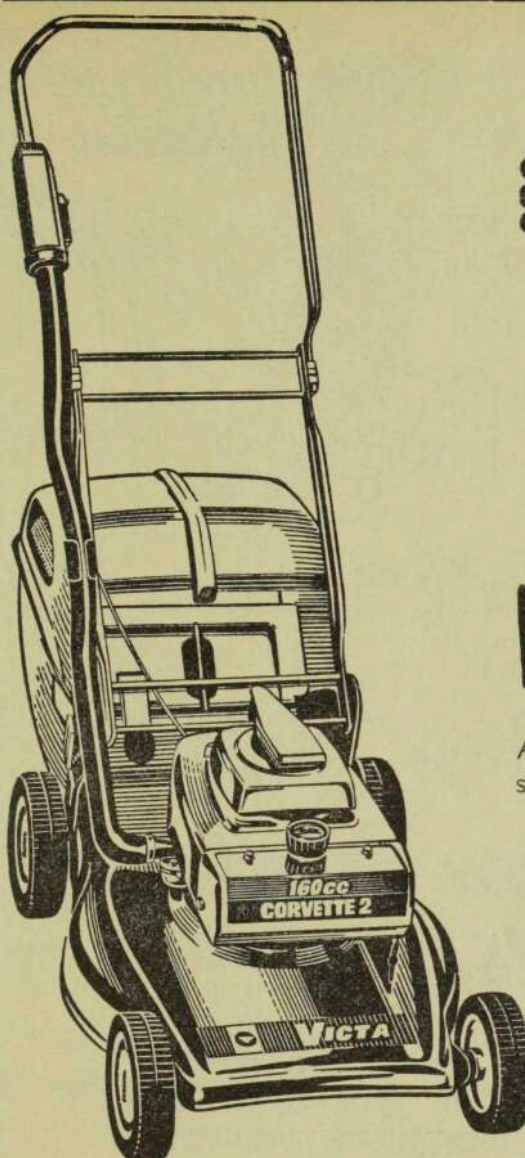
A copy of this letter is going to Charles H. Gebhardt, Chief of Aircraft Restoration, Air Force Museum, Wright-Patterson Air Force Base, Dayton, Ohio—45433, USA, because he obviously does not read your excellent magazine.

Zero-hunter Gebhardt was last reported at Saipan in the Marianas mentioning some hot tips. He has been quoted as saying that a restored Zero fighter is worth \$50,000. Perhaps some of your readers would like to contact him?

BERTRAM F. RUDOLPH, JR.
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Farmel, California, 93921.

THEY ARE "TORMENTED"

Sir,—In answer to M. Van Tonder's reply (PIM, June, p. 37) Mr. Kinza Clodumar's letter from Duru (PIM, March, p. 44), M. Van Tonder seems to picture only one side of the story in South Africa. I certainly agree with him that the South African Government is helping a black man, materially. This is a great thing, but what about the



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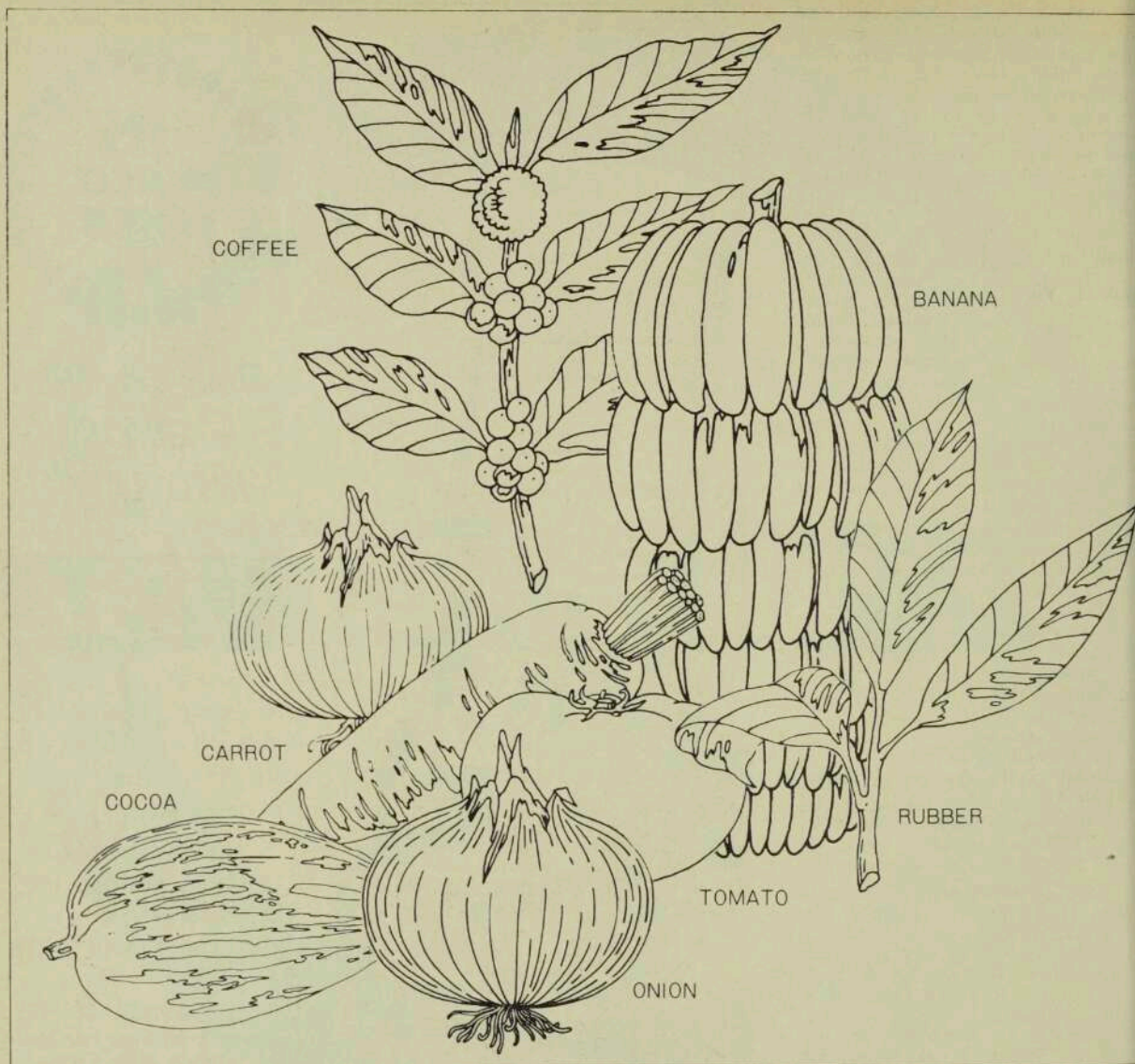
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her side of the problem? That is, the South African Government trying to improve the moral situation? The Bantu and other coloured peoples are denied political rights and basic human freedoms: they are enslaved, exploited, stripped of every vestige of human dignity. As a rational thinking individual, I really can't see how you could reply that the Africans are not living in "a universe of torment and terror" in "a universe of nightmare and horror".

BRENDAN DIEMA
Melton, Vic.

WHEN I GO TO S.A.

Sir,—In replying to my letter, Mr. Van Tonder (*PIM*, June, p. 37) completely missed the point. He unfortunately quoted me out of context and has kindly invited me to visit South Africa.

As I have absolutely no intention of visiting South Africa, nor have I entertained the slightest wish to do so while an oppressive and immoral Government is in office, I must admit that I find his reply quite irrelevant, highly presumptuous and in an insecure way flattering. That Mr. Van Tonder puts forth irrelevant counter-arguments makes him a propagandist for the policies of the present regime and indicates the extent to which damaging material against the Government is deemed a realistic threat to the stability of the apparently powerful South African Government.

Of course the time will come when I shall visit South Africa: a time when the Government's decrees are quite useless. Perhaps Mr. Van Tonder would like to know the South Africa I shall see:

I shall talk freely with whom I choose, ride upon the bus of my own choice and make use of public conveniences that happen to be nearest to me. I shall eat where I like and dwell where I like. Christianity, where practised, will be free from blatant hypocrisy and I recognise Christ for the dark knight he would have been.

KINZA CLODUMAR

uru.

AN ENDURANCE RECORD?

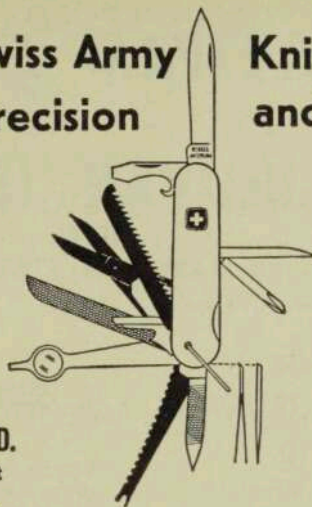
See an item in *PIM* (July, p. 99) where informant is quite correct when he says that the 19-year-old Brian Williams is a member of the All Blacks rugby team touring South Africa, as Frank Solomon played in New Zealand in 1931 and 1932 and Frank Solomon in 1935, they would be a little old now for consideration for the present team.

W. L. McCONNELL.

uckland.

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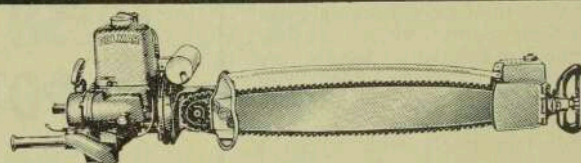
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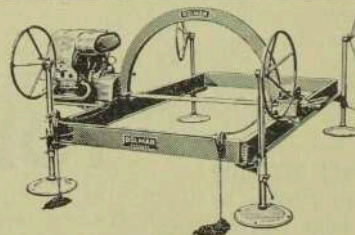
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● The translation of four New Testament Gospels into New Hebridean Pidgin is expected to be ready for publication by the British and Foreign Bible Society before the end of the year. Translators are at present checking the work with colleagues in the Hebridean Anglican and Roman Catholic churches and the Church of Christ.

● Nine students were to graduate at the first graduation ceremony held at the University of Papua-New Guinea on August 18. They are: — Messrs: V. Eri, F. Hiob, J. Adiba, R. Hohia, R. Namiliu and Miss C. C. Parnaby. BSc: Mrs. G. F. Pinner, Mr. J. Pulu and Mr. S. J. K. Gley. Master of Laws: Mrs. R. S. Regan. Master of Science: Mr. G. Chaplin and R. M. Leigh.

● Father John Nilles won the Limbu by-election for the Papua-New Guinea House of Assembly on July 14 with a total of 18,496 votes, against 6,084 for his nearest rival, Paakey Okuk.

● A simultaneous interpretation system has been ordered by the Government of Western Samoa from a New Zealand firm for the new *Toto Fono* (House of Parliament Building) at Apia.

The three-channel system will provide for the two basic languages, English and Samoan, and also for a bench translation on occasions when the South Pacific Commission is sitting there.

The installation, with facilities for simultaneous interpretation, broadcasting, recording and sound reinforcement, will comprise 75 multi-channel listening positions, 52 microphone positions, control desk and equipment, a rack of professional orders and four interpreters' positions.

It has been ordered from Philips Electrical Industries and is custom designed to give a very flexible system which will be easy for members to operate and will require the minimum number of interpreters. The installation is expected to be completed about the end of the year.

● Fiji's civil servants, most of whom have been on the same salaries since 1964, are to get increases ranging from 23 per cent. at the bottom of the scale to 10 per cent. at the higher ones. Maximum increase for any salary is \$F365 a

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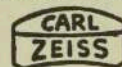
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year. The increases are to be back-dated to January 1 this year and the estimated cost \$3 million a year. Chief Secretary, Mr. G. P. Lloyd, said this was a large amount of money but the government was satisfied they were justified and could be absorbed.

- The Pope has been invited to visit Saipan in the US Trust Territory and Guam during his visit to the Pacific in October. He is definitely visiting Australia and is believed to be considering invitations also to visit American and Western Samoa.

- Tonga, never noted for the conservativeness of its postage stamp issues, is now playing with the idea of producing stamps that smell. The plan is to fix a tiny capsule of banana oil to the back of a non-lick stamp; when the sender places the stamp against an envelope he then gets a whiff of banana.

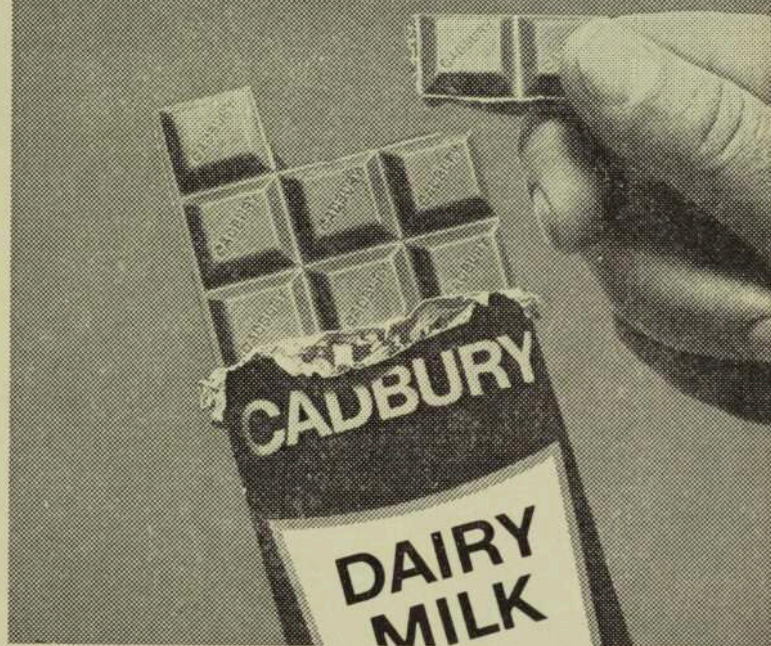
The recipient of the letter might just be able to join the stamp-sniffing act, according to Tongan sources, by unpeeling the stamp and having a sniff in the hope that some of the mell had been retained. The stamp itself, of course, would be in Tonga's now famous banana shape.

Stamps were big business in Tonga several years ago before other islands got in the act. It's been estimated that 5 per cent. of the export income was derived from stamps; now it's dropped to about two-thirds that amount. Profit isn't the only card in Tonga's stamp pack. When people receive the stamps (it's thought) they might wish to visit the land of such talented people.

- Thanks to American Samoa's Director of Medical Services, Dr. Lowell Wiese, the territory may have US\$150,000 to spend on planning now to spend a further \$215,000 on health improvements. Dr. Wiese returned from San Francisco with the money to aid Samoa's ailing medical and health services. He had \$71,000 for immediate planning to improve the health programme, with the hopeful promise of another \$82,000 later. Also probably coming in the future was another \$215,000 to actually improve the service. That meant, if all the money came through, he would have found almost as much to spend on planning as on action.

- During a discussion in the New Zealand Parliament in the middle of July about the Tokelau Islands, it was brought to light that there is no gaol in the group. Minister for Islands Affairs, Mr. MacIntyre, said there was, however, provision in the islands' constitution for a gaol to be built should it prove necessary.

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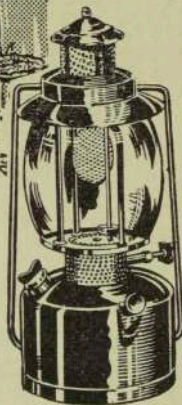


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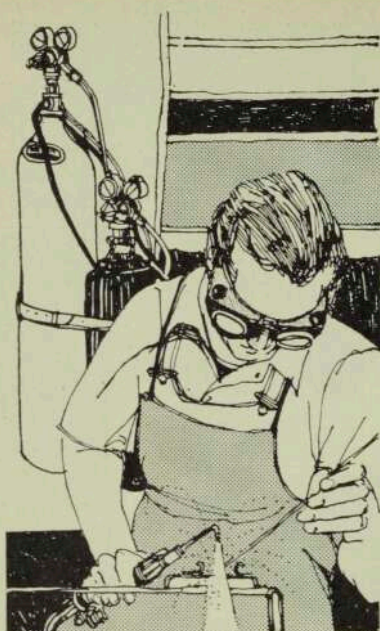
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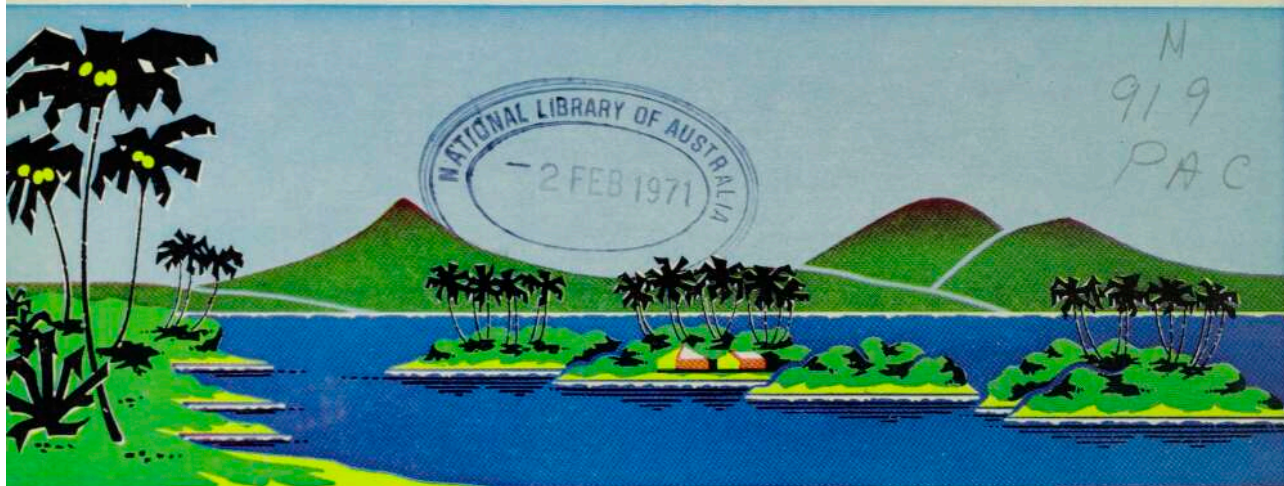


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