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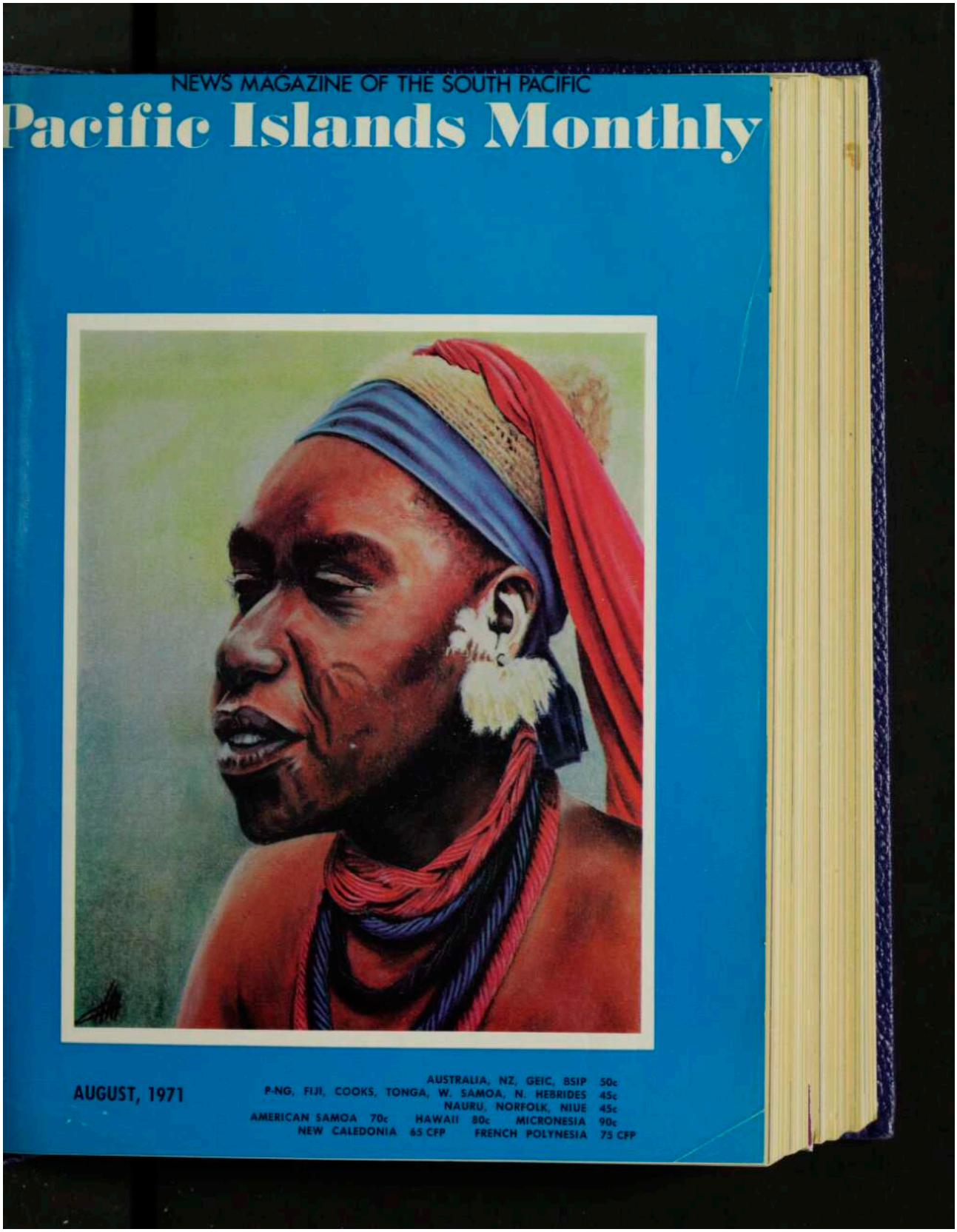



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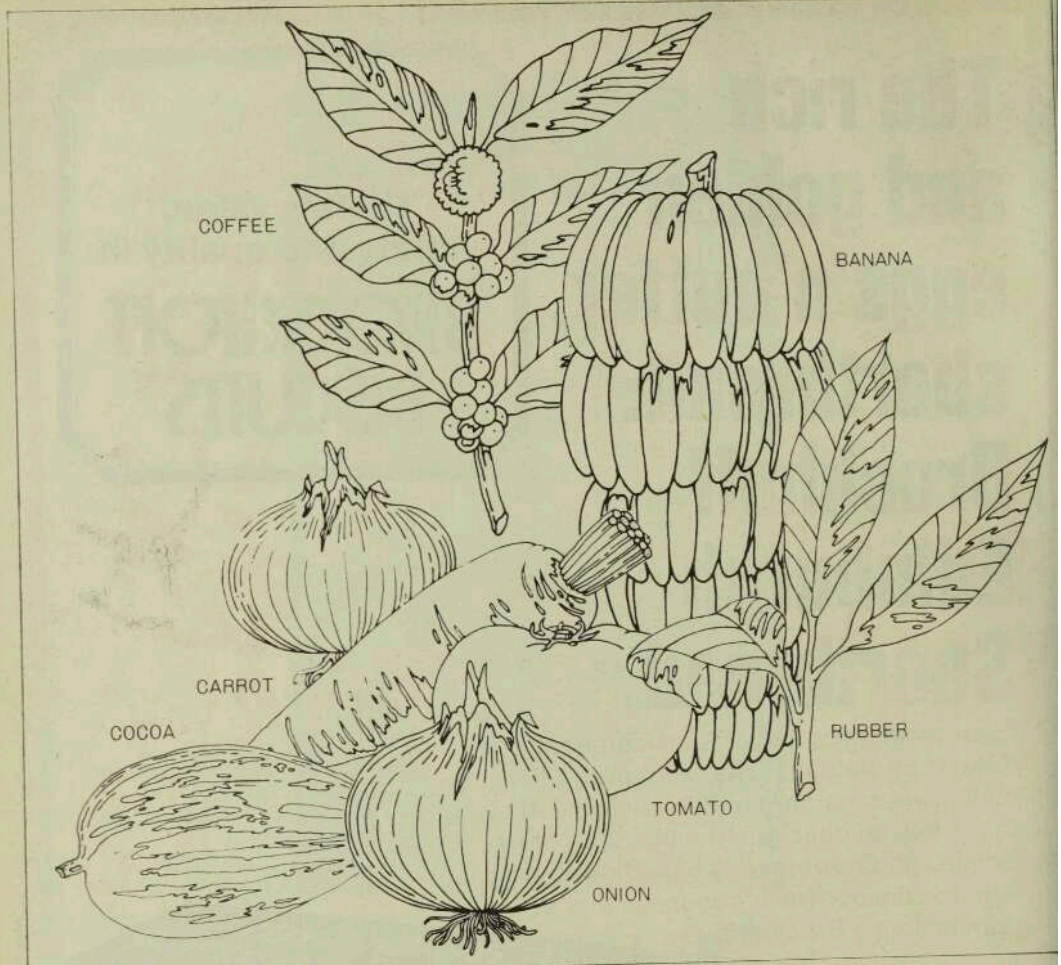


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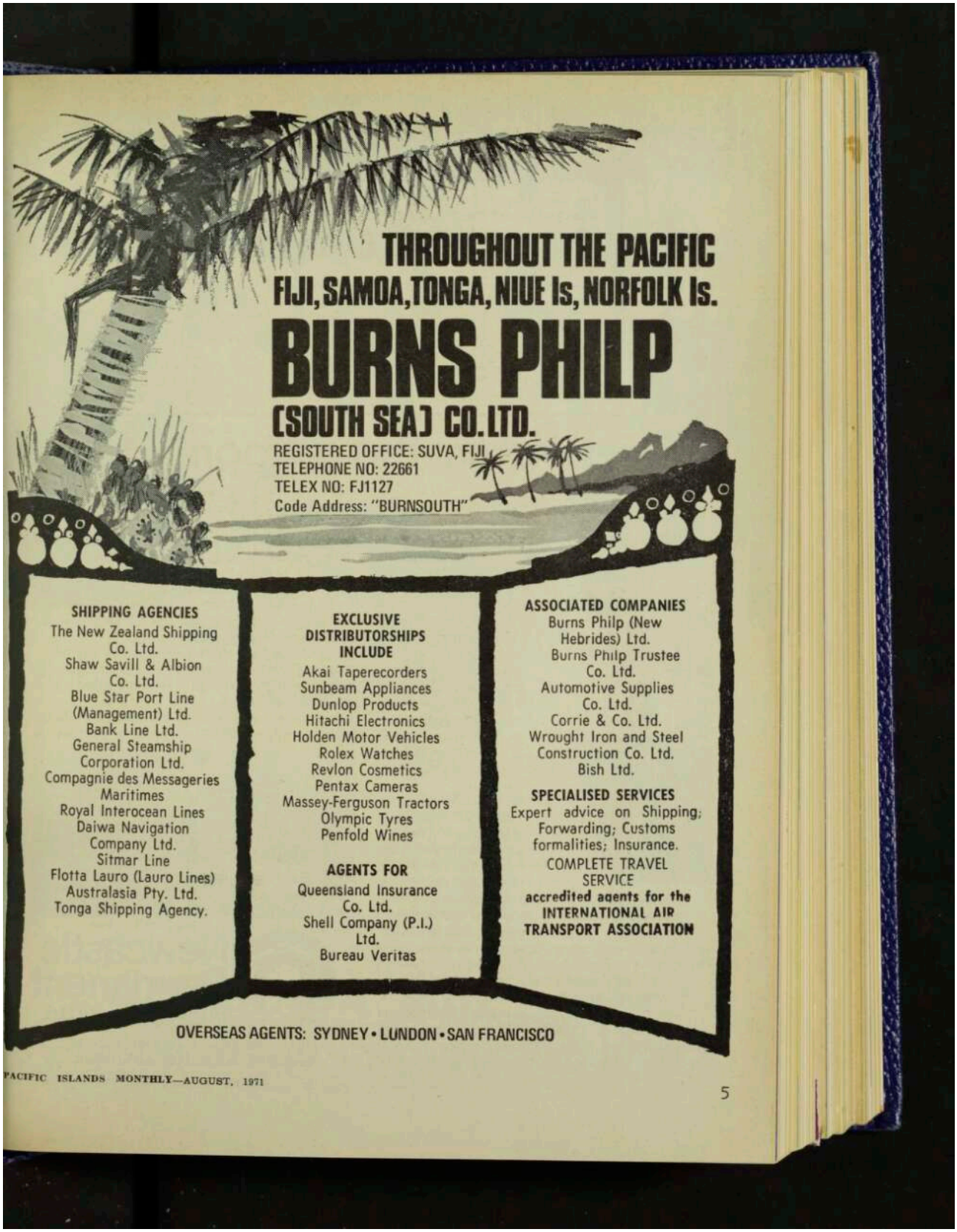

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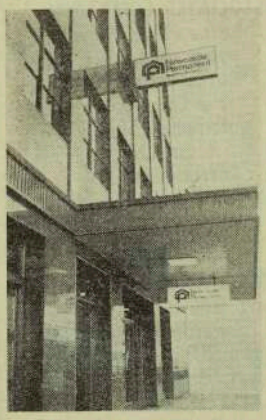

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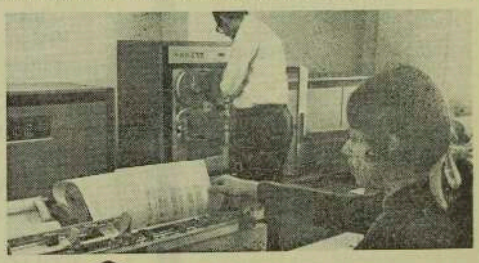

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# The Editor's Mailbag

## WITTY, BUT INCORRECT

Sir,—Your review of Austin Coates' book *Western Pacific Islands* (PIM, June, p. 81) is over-generous. I expect you to warn readers—at least as far as the chapters on the Solomons go—that many of the apparently objective statements made are dubious, if not plain errors.

Whoever heard of yams and taro growing best in the shade, or would describe the vegetation of the Solomons as "the stunted angularities of the equatorial brush"? And bird-lovers will hoot at Coates' statement that "the only owl one notices, and then only rarely, are sea-birds or birds adapted to long flight—hawks, frigate birds, an occasional eagle". Perhaps he himself did not see any others, but if he was sufficiently observant to see the rare eagle, it is amazing that he missed the parrots, sunbirds, kingfishers and of course mynahs that throng the gardens of Honiara.

A more serious error is made when Coates claims that "some of the people of Tikopia sailed even further west to settle on Rennell, where the same culture is found, but in a reduced and much decayed form". This is pure speculation and ignores the anthropological work that has been done on Rennell.

Writing rather hysterically about the Queensland labour trade and the termination of labour in 1960, Coates says bluntly, "By 1960 every Pacific Islander in Australia had been repatriated". The facts are that for a number of reasons some hundreds were given permission to stay in Australia and many others took to the bush rather than return to the islands where life tended to be short, nasty and brutish. E. W. Docker, in his well-researched book *The Blackbirders*, gives the total figure at about 1,600.

Apart from these criticisms, the book is certainly wittily and urbanely written, well-illustrated (from unacknowledged sources), and includes a very readable summary of Deryck Scarr's important but fairly solid book *Fragments of Empire*; but to anyone who knows the Islands, Coates' book is ill-balanced, partial and prone to exaggeration. For example, although the Melanesian Mission and the Christian Fellowship Church are handsomely written up, there is scarcely a mention of Goldie and the Methodist Mission, or of the important work done by the Roman Catholic Church.

It is well worth reading but should not be taken as authoritative.

Finally, the price in UK is not $1.50 as you quoted, but £1.50—which for 349 pages is still cheap.

E. P. W. MARRIOTT.
Honiara, BSIP.

## BLUE RIBBON FOR JUDY

Sir,—Bully for Judy Tudor. Her article "It's Not Much Fun as a Loner Any More" (PIM, Jan. p. 53) may well be the most honest travel article I have read in years. And I have read a good many.

Would that other so-called travel writers were as honest and straightforward in their comments. Instead, most of them take their trips "courtesy" of the airlines and hotel-tourist establishments. The results are predictable.

She's dead right, too, about the plight of the "loner", the person who shuns the group madness, knows a bit more than the normal tourist about the country he is visiting, and isn't interested in fancy bars, floor shows, and gadgets.

If I were passing out the travel awards, Judy Tudor would get the blue ribbon. More power to her.

LYLE M. NELSON.
Stanford, California.

## THE NEW HEBRIDES

Sir,—Many of the informative articles in PIM and other publications on the tourist development in the New Hebrides mention the fierce and complex feelings of local people over the plans of American development.

I am one of those nuts who have bought property on Santo, and we are building our future around a desire to live in the South Pacific. Many of us here on Okinawa are not trying to escape the US—we love our country.

I'm truly sorry that much of the news-worthy foreign words only

*Because of pressure of space the choice this month was between Stuart Inder's "Up Front with the Editor" and readers' letters. The readers won.*


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discuss America's problems, not her beauty, spirit or sincerity. We are not moving to the New Hebrides to get rich or to play in the sun—although neither would be unwelcome. We do hope we can build and make a meaningful life that will prove worthy of a pioneers spirit.

I feel we can bring to the New Hebrides a rate of development impossible in any other way. Many of us aren't rich enough to do it all at once, but we are all dedicated to protecting the environment and keeping our developments "Island" but with quality education, life styles and self-government. We want to teach what we can, build what we can and live with everyone the best we can!

I and my family have about two years to serve before we can come to the New Hebrides. We are using this time to study building, diesel engine repair, small home crafts and business operation. We may not need to know much of basic crafts for our own life styles but maybe we can help others with these ideas.

Certainly development brings problems but it is coming to the South Pacific (wanted or not). New modern cities, educated and industrious builders, and new ways, can't be all bad.

I want to learn as much as possible about the life and conditions in the South Pacific and would like very much to exchange correspondence with anyone who is kind enough to write. Thank you.

(Cpt.) DEREES KING
USASTRATCOM LL Bn Sup,
APO SF 96331 Okinawa.

Sir,—Just a quick note to say how much we appreciate PIM and especially the news about the New Hebrides where many of us in Hawaii have property, thanks to Mr Gene Peacock. We are looking forward eagerly to moving there in the not-too-distant future and, in the meantime, look to PIM to keep us in touch.

GEO. J. SCRANTON
Honolulu, Hawaii.

## THE NUDE

Sir;—I agree with the views of W. J. Hall (PIM, Apr., p. 33) concerning the use of pictures of nude and semi-nude persons appearing in certain advertisements in your magazine.

I am sure the majority of PIM readers would think this unnecessary in your otherwise very interesting and informative publication.

B. M. SCOTT
Panguna, Bougainville.




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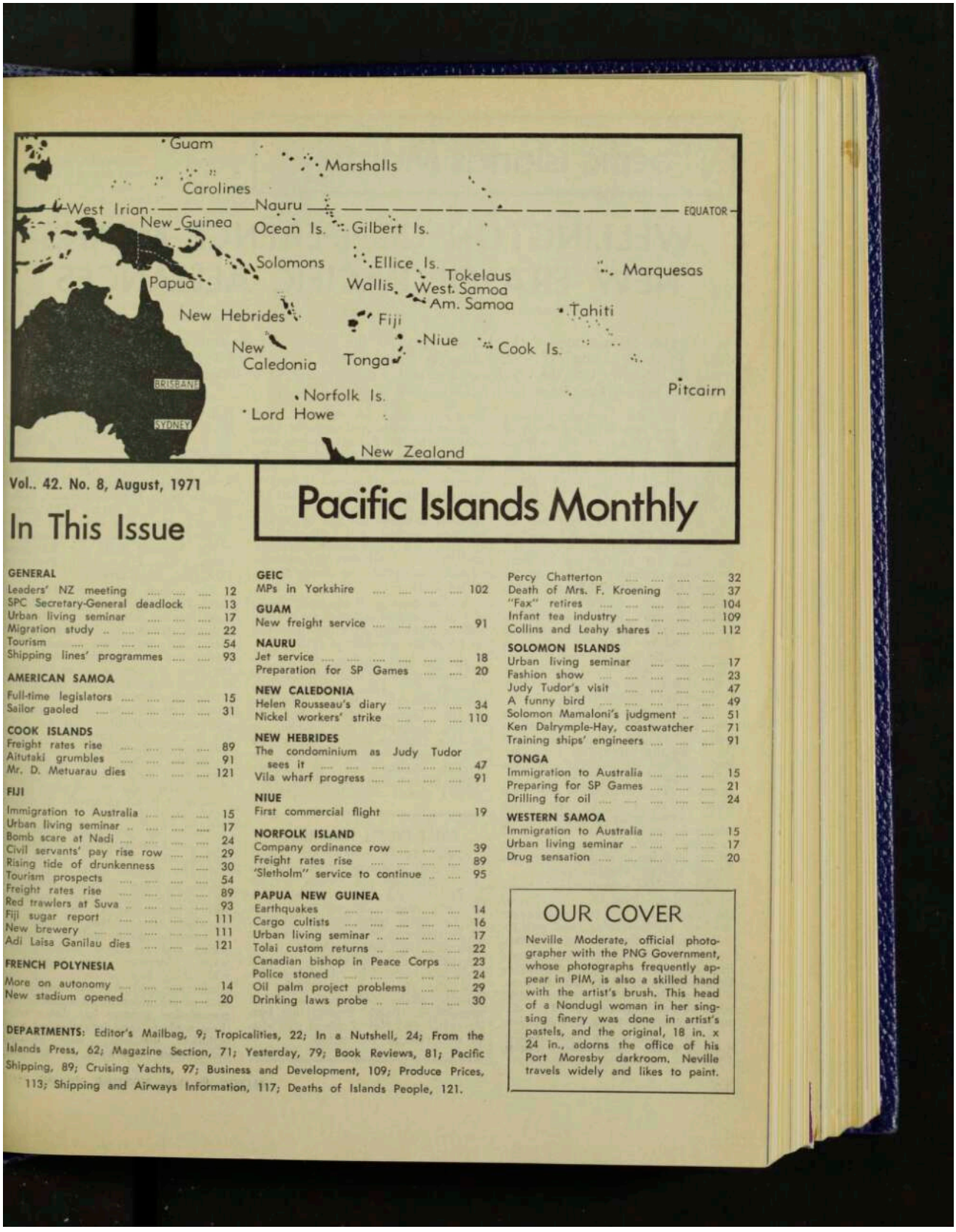


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### OUR COVER

Neville Moderate, official photographer with the PNG Government, whose photographs frequently appear in PIM, is also a skilled hand with the artist's brush. This head of a Nondugl woman in her sing-sing finery was done in artist's pastels, and the original, 18 in. x 24 in., adorns the office of his Port Moresby darkroom. Neville travels widely and likes to paint.


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Pacific Islands Monthly

# WELLINGTON CONFERENCE MEANS NEW ERA OF PACIFIC ALLIANCES

*From W. D. FORSYTH, in Canberra**

The de-colonisation of the island region of the Pacific has so far brought forward to independence Western Samoa in 1962, Nauru in 1968, Fiji in 1970; in 1970 also the Kingdom of Tonga made its "re-entry into the comity of nations", resuming control of defence and foreign affairs; while the Cook Islands have been fully self-governing since 1965.

Five of the oceanic insular countries are thus in the position of speaking for themselves and controlling their own future, and more are coming along. The five are to meet in Wellington in August to discuss a proposal that they set up some arrangement for regular consultation on questions in which all are interested but which are of a political character and thus not appropriate for discussion in the non-political, development-oriented South Pacific Conference, in which they retain membership and voting rights.

What events and considerations have led to the Wellington meeting? What sort of questions might an Islands political forum find it useful to discuss? And what may be the implications for the South Pacific Commission and conference?

Islands' leaders and delegates have always talked to one another about political matters when they have come together from all over the Pacific at the 10 meetings that have taken place of the South Pacific Conference. The conference was first launched at Suva by the South Pacific Commission in 1950—it met triennially at first, but since 1967 annually. But these talks were private and informal and outside the agenda and the meeting rooms.

This corridor consultation is likely to continue, since the majority of the islands are not yet independent or fully self-governing, and get together only in the annual conference.

Attempts to bring political matters into the debates of the conference have been made from time to time. For example at Pago Pago in 1962 when some delegates wanted to discuss the then hot topic of West Irian; they were ruled out of order. Last year at the 10th conference at Suva criticism of the French nuclear tests in the Pacific was pressed into discussion on the floor of the conference: the French delegation walked out of the debate, though not out of the conference. However, this incident showed the risk of serious division within SPC if political matters were forced into its meetings, and France is not the only member of SPC concerned with touchy topics, as we shall see.

Yet leaders of independent states are not happily resigned to keeping their mouths shut on things they feel to be of serious concern to them.

At the Singapore meeting of the Commonwealth Prime Ministers in January this year the three new Commonwealth members from the Pacific, Western Samoa, Fiji and Tonga, supported one another in seeking Commonwealth support for their strong protest against the French nuclear tests; the slightly dusty answer they got (PIM, Feb., p. 28) almost certainly strengthened their feeling that it might be time to think about some platform of their own, additional to the Commonwealth and SPC.

On his return to Apia, Tamasese Lealofi, Prime Minister of Western Samoa, in his Press conference called for a meeting of Prime Ministers of island states. *The Fiji Times* reported that he had the support of Prime Minister Ratu Sir Kamisese Mara, of Fiji, and President DeRoburt of Nauru.

The Islands leader probably most entitled to the credit of initiating publicly the idea of an Islands' political forum is Premier Albert Henry, of the Cook Islands. Mr. Henry has been making known for the past 18 months or so his view that the independent and fully self-governing states of the South Pacific should set up their own regular political consultations outside SPC. He has made it clear that he wants this because the leaders must express themselves publicly on matters of concern to their peoples and where these matters are of common island concern it is advantageous to do so with mutual support.

But he has also made it clear that he is not thinking along the lines of getting out of the SPC; on the contrary, he believes that to continue trying to force political discussion in SPC and conference meetings will be damaging to the SPC, out of which after all the Islanders get each year a million dollars worth of social and economic projects they want. Moreover, they themselves, with their new ascendency in the conference and the membership of four of the independent states in the commission proper, lay down what these projects (and investigations and technical meetings) will be—the commission pays most of the cost,

## WHAT THEY'LL TALK ABOUT

Cook Island's Premier Mr. Albert Henry said in Rarotonga in July that the conference of South Pacific leaders to take place in Wellington in early August offered the leaders "a wonderful opportunity". Matters to be discussed were all of common interest, and they included trade, tourism, the mass media, Western style government in Islands' politics and the place of Christianity in Islands' affairs. Although he didn't mention it, Islands' immigration into Australia and New Zealand will also be discussed in Wellington.

* W. D. Forsyth was Secretary-General, South Pacific Commission, 1948-51, 1963-66.




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the Islands contributions to the SPC budget being as yet small.

To make the commission a "political battle-field", Albert Henry believes, would run the risk of disrupting it; we could be parted from "our Tahitian cousins", he points out. Strains affecting other "senior" members besides France could also arise, jeopardising an SPC network which benefits the Islands and is now very largely under their control.

At the PIPA meeting (Pacific Island Producers' Association) in Tonga in April the Prime Ministers of Tonga, Fiji and Western Samoa and Premier Henry were present and on the side agreed to meet officially to discuss a possible consultative organ. Mara of Fiji, it was agreed, should approach New Zealand to see whether it would provide a meeting place; this was done in May and the announcement by New Zealand's Prime Minister Sir Keith Holyoake that New Zealand (which has been showing increased interest in the Islands in recent years) would gladly provide facilities was followed by a statement by Australia's Foreign Minister, Leslie Bury, welcoming the move. This is the Wellington meeting, to take place from August 5-7.

Australian Minister for Territories, Mr. C. E. Barnes, will represent Australia.

Some topics on which the Islanders feel keenly have been mentioned. There are others. At the Singapore Commonwealth Conference the Islands' delegates also wanted support for their opposition to the American decision to dump the nerve-gas bombs, rejected by Okinawa, at Johnston Island, "on the door-step" of the South Pacific.

Readers of PIM will know of the repeated occasions when Islands' resentment of Australia's apparently racial exclusion of Pacific Islands' immigrants has been ventilated—perhaps the forum if set up will go into possible arrangements by which Australia could make good use of at least some of the thousands of young Islanders coming forward each year for jobs it is difficult even with vigorous development programmes for the small Islands economies to provide in adequate number. Then there is the discontent with which several Islands' governments and administrations regard the poaching on their fishing grounds by Japanese and Korean deep sea and other fishing vessels—Western Samoa and Tonga for example.

Further, the Commonwealth meetings have shown the usefulness of exchanging opinions and attitudes, without necessarily reaching decisions, on international questions. Now that Fiji is a member of UN it has to take positions on UN General Assembly items, e.g. admission of the Peoples Republic of China and what to do about Taiwan.

**The new High Commissioner in Fiji for the Government of India, Mr. Bhagwan Singh who took up his new post on June 29. Mr. Singh has been to Fiji twice before in a business capacity and his father was born at Rakiraki.**

As Fiji is the only one of the Islands group as yet in UN, it might find it useful to know the minds of the others on this and questions like Rhodesia, nuclear disarmament and hosts of other questions, e.g. pollution of ocean waters and the activities of the notorious Committee of 24.

Similarly, there are SPC questions on which Western Samoa, Fiji and Nauru, as members of the commission, and Tonga as, like them, a member of the South Pacific Conference, might well find prior thinking and planning between them helpful, such as the present deadlock on the succession to the secretary-generalship, the often-expressed need for a bigger SPC budget, and the out-dated plural voting system in the commission (which seems to be keeping Tonga from seeking membership).

There are other questions which have long troubled the Islands, such as the inadequacies of shipping services and the hampering effects of tariff barriers on island trade and development—both questions with important political elements.

Is the new forum, if set up, likely to down-grade the SPC? Are the independent Islands' states likely to lose interest in the SPC? This hardly seems likely, for several reasons.

They want the developmental contribution of SPC's Work Programme (they have just helped to produce a three-year draft programme for the SPC in a widely representative conference of planners at Noumea). They now themselves control SPC decisions on the work programme, though not the budget limitation.

The South Pacific Conference is the only region-wide contact centre, and they control this too. They could not themselves afford to maintain an international secretariat and specialist services (including the expensive translation and simultaneous interpretation team) on anything like the scale of the SPC apparatus.

And an important role of the conference and the SPC secretariat is now clearly taking shape: regular review and assessment (an approach to co-operation) of the somewhat miscellaneous technical assistance activities of the plurality of international bodies now working in various parts of the region, a subject which could well be examined in the political forum of Islands' leaders.

## SPC DECISION POSTPONED

PIM in July covered what was known after the first ballot for the choice between Fred Betham, of Apia, and Oala Oala-Rarua, of Papua, for the job of secretary-general of the SPC. It can now be confirmed that when the ballot ended in deadlock, the governments agreed to a Fiji proposal that further vote be postponed until the SPC session in October.

The voting on the first ballot was 13 for Betham, 10 for Oala. Australia, which nominated Oala, has five votes, so Oala must have obtained the support of one of the holders of four votes (France, NZ or US) plus one of the three one-vote members (Western Samoa, Fiji and Nauru). Fiji voted for Betham, who could hardly have lacked also the vote of his sponsor, Western Samoa; that leaves Nauru as supporting Oala.

In a letter to *The Canberra Times* on June 30 I argued that Australia should gracefully withdraw, and should also give a lead in dumping the unseemly plural voting system. A change in the system can scarcely happen before October, so unless there is a compromise meanwhile there will be a not-too-desirable tussle at Noumea.—*W. D. Forsyth.*




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Rabaul Harbour, part of which is seen above, is surrounded by volcanoes, but the big quakes of July were undersea shocks. Centre right of this picture is Matupit Island, where the causeway to the mainland at left subsided.

# 'Quakes were PNG's biggest shake-up for 64 years

Fears that have been quietened by a generation of quiescence of New Britain's active volcanoes were swiftly aroused in July by a series of earthquakes that rocked the Rabaul area, and were felt on nearby New Ireland and Bougainville.

Dozens of families—mainly women and children—left the Gazelle Peninsula on which Rabaul is situated, for safer parts. The airlines put on extra planes to meet the demand. The first big quake occurred on July 14, and less than a fortnight later there was another, equally severe. In the interval there were literally thousands of tremors.

Both quakes registered more than eight on the Richter scale. The centre of the disturbances was quite close, deep in the Solomon Sea.

There was no serious structural damage to any buildings in Rabaul, and most damage was caused by tidalwaves which swept in from the harbour, and bringing with them debris. Water swept through shops and the ground floor of at least one hotel. Cars were swept along. Matupit Island, near the airport, was inundated, and the causeway joining it to the island sank. Some of the islanders swam for their lives, and later islanders were given emergency shelter on the mainland.

Outside of Rabaul, worst hit was Gaulim Teachers' College, about 30 miles away, where many buildings were destroyed or damaged. The tidalwaves caused havoc in some of the villages on New Britain and New Ireland. Two children were missing on Bougainville and they were believed to have been swept to sea while fishing. One Tolai hospital patient near Rabaul died of a heart attack.

The PNG director of Civil Defence, Mr. W. A. Johnston, said on July 27 it was impossible to estimate the cost of damage but it was likely to run to at least $1 million. The Gaulim College suffered $100,000 damage, according to a church estimate.

A Rabaul vulcanologist said the frequency of the aftershocks was "really incredible".

Other experts said it was a freak that two earthquakes of such intensity had occurred in the same place so soon after each other. The intensity of the second undersea shock was believed to be the world's severest since the Alaskan shock of March, 1964, and the biggest in PNG since 1906. Undoubtedly if it had been more shallow and closer to land it would have been devastating.

# New move on autonomy for Fr. Polynesia

From a Papeete correspondent

A proposal that French Polynesia should have a new constitution (*statut*) giving the territory greater autonomy was submitted to the laws commission of the French National Assembly recently by a group of eight members of the assembly, headed by French Polynesia's representative, Mr. Francis Sanford.

The proposal was the latest move in a long series of usually unsuccessful manoeuvres designed to force the French Government to loosen its hold on the management of affairs in French Polynesia.

The text of the proposal follows that of a resolution on internal self-government adopted by French Polynesia's Territorial Assembly two years ago (PIM, June, p. 15).

This envisages that French Polynesia would remain an overseas territory of the French Republic, but that the chief executive would be a Prime Minister elected by the Territorial Assembly, rather than a governor appointed by the French Government as at present. The office of governor would become that of French High Commissioner.

In a letter to the National Assembly laws commission, which accompanied the latest proposal, Mr. Sanford and his colleagues said, "The present proposal is comparable to the constitution which was granted to the territory of the Comoro Islands [near Madagascar] some years ago and which has given satisfaction. What is good for the Indian Ocean cannot be bad for the Pacific".

Political observers in Tahiti do not believe that the latest move will have much impact on the French Government, which has made it plain that it does not want French Polynesia to have much more autonomy than it already has.

However, Tahiti's autonomists take the view that if they keep up the pressure long enough, they will eventually get somewhere.

Meanwhile, a new political movement has been launched in Tahiti under the name of *Te Autahoeraa* (The Union). Its object is to achieve an autonomy of a less drastic kind than that sought by Mr. Sanford and his colleagues.

The founders of the new party are Messrs. Charles Taufa (president), Gerald Coppenrath and Maco Tevane (vice-presidents), Frantz Vanizette (general secretary), Richard Brother-




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son (treasurer), Jean-Roy Bambridge, Eric Lequerre and Jimmy Estall.

Mr. Taufa, a trade union leader, made a strong bid for the mayoralty in recent elections for the Papeete Municipal Council (PIM, June, p. 14).

The founders of *Te Autahoeraa* believe that French Polynesia should seek such autonomy as is within its means and capacities—not a form of government based on *a priori* ideas.

One of the chief planks in their platform is the promotion of a local elite and the *Oceanisation* of the public service and private enterprise so that there will be "an authentic decentralisation of administrative and political decision-making".

*Te Autahoeraa* is an alliance of four former member polical groups. It plans to contest future elections.

## Politicians now full-timers

*By FELISE VA'A*

American Samoa's first full-time legislators met for the first full-time legislative session in Pago on July 12, making history thereby.

Before this historic meeting, there was only one regular session of the legislature, lasting 40 days, in addition to the special sessions called by the governor to discuss the budget and other urgent matters. Now there are two regular sessions in a year.

Before the new setup, government employees were permitted under the territory's constitution to hold legislative office, a situation which fairly bristled with anomalies.

For instance, government work could not be performed as long as government employees were tied up in legislative meetings. As is usual in developing countries, where brains are at a premium, good jobs with government went to the educated ones who were also the only ones able to qualify for seats in the legislature. About half the legislature filled this bill, but constitutional changes forced them to choose—to be a ruler or a government worker. They couldn't be both. All but three chose the *Fono* (legislature) and $US6,000 a year. As part-time legislators they got $600 a year.

As the average salary in the upper echelons in American Samoa is around $3,000 a year, being a full-time politician at $6,000 a year makes a better deal.

Mr. Barnes.

## WHERE CAN THESE FINE FRIENDLY PEOPLE GO?

From a Suva correspondent

Senior Australian officials visiting Fiji in the future would be wise to prepare themselves in advance for unpleasant questions about immigration.

As Minister for External Territories, Mr. C. E. Barnes, found in July, talk of future aid doesn't prevent Fiji citizens from wanting to know about Australia's "white" policy.

Perhaps unsettled by the fact that several of his Press interviewers were in the category that might be refused entry, he took refuge in the explanation that critics of Australia's policy simply didn't understand the reasons for it.

It went back to Federation, he said, and stemmed from the troubles of the gold rush days.

"Yes," agreed a Fiji Indian. "That was 1901. The world is more educated now—isn't it time Australia changed its policy?"

"The tragedies of mixed cultures remain the same," replied Mr. Barnes. "Until they are solved, I can't see Australia changing its policy. This is not because we are superior—we just want to preserve our culture."

The Minister said he couldn't see Australia taking in Pacific Islanders on the same basis as New Zealand does with unskilled workers. "Unemployment in Australia is usually among the unskilled workers and since we are experiencing a recession in rural areas, we can expect an influx of people to the cities. I can't see us changing our policy with regard to taking in unskilled workers, even on a temporary basis," he said.

In answer to a question, Mr. Barnes said he did not agree that Australia had neglected her responsibility in the Pacific. On the contrary, he said, Australia had contributed a great deal. He stressed however that Australia was a rapidly developing country—not a developed one. It made a vast call on its own resources.

Australia did not consider its aid to either countries as a charitable operation and didn't expect gratitude. "And Pacific Islands' leaders are not mendicants—they do not beg for our aid," he said.

Mr. Barnes was in Fiji as leader of an eight-man Australian parliamentary delegation which spent 25 days there and in Tonga, the two Samoas, New Caledonia, New Hebrides and New Zealand.

Back in Sydney answering questions from the Australian Press, Mr. Barnes said the matter of immigration into Australia had been raised in most territories, and both Tonga and Samoa, which had problems of population pressure, had asked Australia to give their people work permits. He could only tell them that he couldn't hold out any help for relaxation of the immigration policy. They were "realistic people" and they accepted the reasons for Australia's policy and there was "definitely no bitterness" over the immigration.

Mr. Barnes said he found the Polynesians unified, cohesive and far more sophisticated than the Melanesians of New Guinea. He was surprised at this degree of sophistication. New Guinea was considerably behind these other territories.

He added that he thought Fiji was meeting more of its problems than any of the territories.

A Labour member of the delegation, Mr. A. W. (Bert) James, said what he had learned from the tour was that Australia had to have a very serious look at relaxing its immigration restrictions to allow controlled migration from the islands. They were fine, friendly people.

"Samoans and Tongans are poor compared to our standards in Australia; their islands are getting crowded and they have nowhere to go," he said. He added he felt the whole delegation was surprised at what it had learned. All had been particularly impressed with the charm and knowledge of current affairs of King Taufa'ahau of Tonga.




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# ODD SIDE OF NEW GUINEA

*"Now remember, as soon as the stuff arrives, we hit 'em for import tax!"*

## Faith can move mountain markers

Mount Turu, its summit coated in cloud, broods over the lush Sepik jungles.

To the thousands of people below it is a spirit mountain, guardian of their welfare.

In 1962 the United States Air Force during a geodetic survey of Papua New Guinea placed concrete markers on the summit.

Since then people around Mount Turu have developed the belief that the markers are interfering with the benign spirits of the mountain. From the deep inner recesses of their minds grew an obsession that the markers must go.

The belief was a strange mixture of ancient pagan rites, Roman Catholicism and millenial aspects of the Jehovah's Witnesses.

The whole thing was fuelled by the villagers' growing frustration with their inability to acquire Western material wealth.

Just what removal of the markers would achieve meant different things to different people. Mathias Yaliwan, of Ambukanja, the village nearest the summit, spoke of crops and fish, and game abounding. Daniel Harwina, of Marambanja, close to the government station at Yangoru, originally claimed human sacrifices would accompany removals, then later spoke of world-wide brotherhood resulting from the ceremony.

Many of the cult's lesser lights believed great wealth would miraculously appear after the ceremony.

Yaliwan fixed the time for the markers' removal at the seventh hour of the seventh day of the seventh month and all the Sepik waited for the big moment.

The Administration, fearful both of violence and disruption to delicately poised village economies, mounted a propaganda offensive against it.

But the belief remained—the markers had to go.

AAP correspondent Don Woolford was one of seven Australian journalists who arrived at Yangoru on Tuesday, July 6, and began walking to the mountain for the ceremony the next day.

The next 24 hours was a bewildering, fascinating series of images of primitive but compelling personal ties, almost military discipline and a profound faith in an irrational belief.

There was Harwina at Marambanja, a village demagogue summoning his followers with a tin whistle, then shirtless and with muscular arms outstretched, haranguing them. His performance was part-political part-revivalist.

Periodically he paused to call, "Am I right?", and a chorus of nearly 1,000 replied, "Yes sir!"

There was Yaliwan, the ascetic in his mountain fastness, waiting immobile until the crowd was completely silent, crushing with a glance a person who dared smoke near him.

Yaliwan spent the night alone in his house praying to the accompaniment of pop music on his radio.

There was Peter Koe, a carpenter from Yule Island off the Papuan coast, who has somehow attained leadership among an alien people. Koe was suddenly hostile when a journalist made a flippant remark. And later as we tried to sleep on the bare, uneven boards of an Ambukanja hut, he spoke with menace of "white pigs in a cage".

In contrast there was almost universal hospitality of the local people —the constant good mornings and handshakes along the track and the gift of coconuts at one village, of bananas at another.

There was the religious fervor of the Ambukanja villagers who said rosary at dusk and again at dawn before departing for the mountain top to bring their pagan beliefs to a climax.

There was farce, too. A middle-aged Australian trudged into Ambu-

kanja just before nightfall with a brand-new movie camera saying he was going to the ceremony out of curiosity. There was widespread reports that he really was working for the government, but if he was doing some part-time spying he was hardly a success, for by the time he struggled to the summit the ceremony was over and his camera broken.

Villagers also told of a local man whom the government had infiltrated but who had come to believe in the cult and was now acting as a double agent!

At the summit there were more prayers in the swirling morning mist before the markers were dragged out.

The crowd surged forward to grab a piece of thick mud that clung to them and carefully wrap it in leaves so that later it could be put in their food garden.

Then there was the three-hour procession back to Yangoru.

A man holding the New Testament led the way, followed by two markers strung under a carrying pole.

It was solemn procession.

Few talked, none laughed.

At each village on the way men lined the muddy path, standing to attention and often praying or counting rosary beads. They joined in at the tail, so long before Yangoru was reached a line stretched out of sight in both directions.

At Yangoru there was no need for the extra police, some lurking behind hedges around the sub-district office, or the hastily upgraded radio network.

The head of the procession stopped outside the office and the markers were placed on the lawn.

A government officer spoke a few quiet words and the line of men passed silently across the adjacent grass airstrip before dispersing.

The deed was done, the offending markers were removed and returned to their owners, the government.

The ceremony was over—but are the repercussions?

Immediate government reaction was relief that it had all gone off so peacefully but concern remains.

When benefits fail to materialise there may be resentment. If there is violence Harwina seems the most likely target as he is the custodian of the cult's treasure chests with 21,572 the faithful have subscribed.

If past cult experience is any guide the followers will gradually accept that the anticipated wealth will not appear. They will not however conclude that the cult activity is of no benefit. Instead they will believe that somehow they failed to perform precisely the right ceremony.

# Planners take the lid off island suburbia

From a Suva correspondent

**The battle against the abysmal problems accompanying urbanisation in the Islands may already be lost. Or so it would seem from some of the observations by delegates to the Second South Pacific Seminar in Suva in July.**

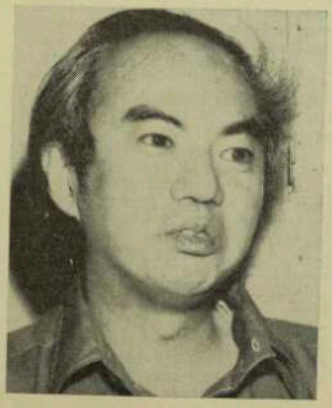
They came from all over the Pacific to offer ideas on "Living in Town" — urbanisation in developing countries — and the picture that emerged was far from bright, or even hopeful.

Their papers made interesting and, frequently, disturbing social comment. Many of the problems were common to most of the Island territories. Others were unique. But whether anything really effective will be done to stop the rot rests not with those who do the talking—but those who make the decisions. And there weren't too many of those at the seminar.

One of the most gloomy dissertations came from Mr. William Lim, architect, urban planner and development consultant from Singapore.

He emphasised that modern planning theories were based on conditions in developed countries and were not applicable to developing areas. "New theories must soon be developed to meet the impending crisis", he warned.

"Slums and squatters must be accepted as permanent habitats in developing countries for many decades.



Mr. William Lim . . . presented a gloomy future.

Grass root participation must be encouraged and integrated in the development process".

Mr. Lim warned that many towns in countries like Fiji and other developing regions would soon be faced with uncontrolled migration from rural areas.

He wouldn't be surprised, he said, if Suva's population of about 85,000 grew to about 120,000 within four years or so. Large squatter settlements were already living in appalling conditions in many major urban areas (this is certainly true of Fiji) and the situation was likely to get progressively more serious.

Lack of planning was deemed responsible for a great many of the problems now experienced in the Islands. In Western Samoa, said Mr. J. T. Soon, of the Lands and Survey Department, planning in both urban and rural areas was non-existent. Various schemes had been put forward over the years and in 1967 an interim planning scheme had been prepared by a United Nations expert. His proposals had never been implemented. Even the boundaries of the urban area of Apia had never been defined or accepted.

"There could be two reasons for this situation—the reluctance of land owners, and especially customary land owners, to accept planning controls and the lack of decision as to who and what organisation is to do the planning", he said, and added that it was encouraging to note that government was considering setting up a planning organisation to undertake "proper and systematic planning".

The urban drift was one of the major problems in the Gilbert and Ellice Islands, said a GEIC representative, Mr. Otiuea Tanentoa.

The number of schools had increased with more pupils enrolled—and the views of the young generation had changed. "They have become more and more contrary to those of their fathers and grandfathers. They wish to leave their village and island life, which seems to them dull and uninteresting and

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begin to move to urban areas to see for themselves what they have heard of and read about in their text books.

"They have heard about western type buildings, ships, aeroplanes, motor cars. They live amongst Europeans and learn English, the only foreign language learned at school".

Young people in the Gilbert and Ellice Islands considered copra-cutting and fishing to be unattractive occupations. They preferred to be teachers, seamen, doctors, nurses and clerks . . . so they went to the towns.

Speakers agreed that one of the greatest difficulties caused by the urban drift was that of housing.

Newcomers in GEIC usually had relatives employed by the government, the wholesale society or in private enterprise.

"The relatives then, according to our custom, must invite them to stay or the family relationship would be broken for ever if they did not", said Mr. Tanentoa. "The number of people to occupy one house may be increased from about four to nearly 20, if two or three families are invited".

Adult and juvenile delinquency was another problem facing the GEIC. When people had to wait two or three months, or even a year, for a job, while living off perhaps one relative earning a low salary, the next step was to *bubuti* (cadge) from other relatives — or steal.

Other problems were caused by lack of water and lack of proper sewerage. Most people in urban places used latrines built over the reef. "These small latrines create no problem during spring tide, but the situation is terrible during neap tide as the sewage is uncovered and breeds flies and causes bad smells", he said.

The colony needed more finance, legislation controlling the movement from rural to urban areas, and more development in rural islands, Mr. Tanentoa declared.

Outspoken Mr. Francis Bugotu, from the Solomons Department of Education, pointed out that urbanisation problems were created not by buildings but by people . . . "people sleeping in houses, buying in shops, loving in beds, fighting in the street and drinking in the pubs.

"They are created by us when we are supposed to become more and more civilised".

The effects of urbanisation, although at a comparatively early stage, were to be seen clearly in the Solomons, he told delegates. The first-generation town lad was the most conspicuous and would set the pattern for the future unless checked. Those boys thought they owned the town. They felt it was their right to own a motor bike and would go to the extent of stealing money or forcing

**Typical of living conditions in island slums is this shack in Suva.**

relatives to give it to them in order to buy a bike.

"The town lad is in fact the laziest character in town. He spends a lot of his time copying the latest of fashions that come ashore on tourist boats—big hair, huge dark glasses and long tight jeans with big belts".

Young girls were attracted to town life even more than boys. "Towns have mirrors, fancy combs, ribbons and earrings and the girl becomes 'prettier' overnight . . . she becomes an easy prey to the visiting young European boy who is supposed to have the qualities of sophistication she looks for. She hops on the back of a motorcycle driven usually by the white boy, but sometimes by the black boy, and lets her hair fly in the wind for one or two days.

"Soon she finds she is pregnant outside marriage, which proves the boy to be not that sophisticated after all. He goes off to England, Australia or New Zealand and she is left with shame in Melanesian custom to face her parents . . . a future problem for the town to deal with".

With prostitution on the upsurge in some territories, a solution put forward by Papua New Guinea delegate Mr. A. L. Bais aroused interest. He felt that prostitution should be legalised in the territory.

"In other words there should be semi-institutionalised brothels with provision for regular medical check-ups. This, in my opinion, would prevent the spread of venereal disease", he said.

"Another, perhaps very likely solution is the discontinuation of the single men's labour scheme, and in its place there should be employment of married labourers who should be accommodated with their wives. This would abolish the present compound system, which is very poor even compared with village standards".

Mr. Bais added that while his suggestions might sound extreme, the long-term effects would be rewarding.

In a paper about urban delinquency in Fiji, Mr. Subhas Chandra, psychologist-vocational guidance officer at the University of the South Pacific, pointed out that about 25 per cent. of Fiji's population lived in the towns. The intake at the Approved School at Nasinu (Fiji's correctional institution for young offenders) had been rising, with the peak periods on 1951 and 1969. The Indian population had been somewhat uniform, but there was a significant increase in the number of Fijians committed to the approved school in recent years. Among delinquents, there were almost twice as many Fijians from urban areas as from the villages.

Most juveniles in the approved school were guilty of larceny. Other frequently-committed offences were assault, obtaining goods under false pretences, obtaining stolen goods, malicious damage and attempted suicide. There were some sex offences for all races.

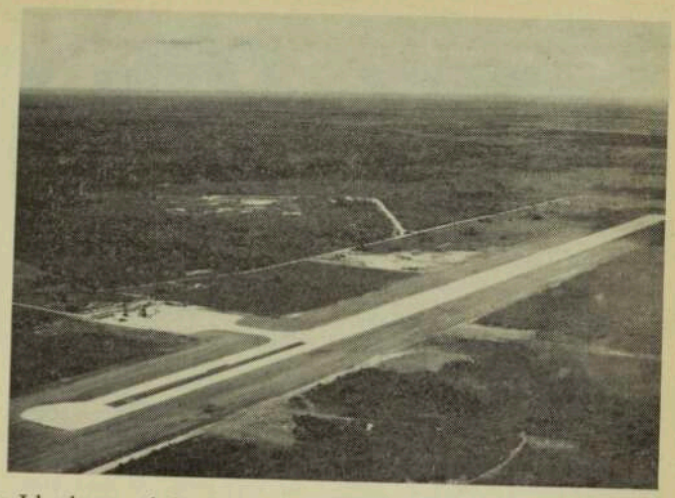
"It should be noted that there is a similarity of crime pattern between the Indians and Fijians, while their cultures are divergent. It is probably the urbanisation that produces similar crimes", said Mr. Chandra.

## NAURU TO GO PURE JET

Air Nauru has decided to buy $3 million, 40-seat Fokker 28 je and has applied to the Australia Department of Civil Aviation fo twice weekly flights with it betwee Nauru and Melbourne, via Brisban It hopes to begin operating from lat October to replace the 8 seate Falcon Fan jet now leased to A Nauru by the Melbourne compan headed by Mr. Ron Walker. Anse would service the new jet and M Walker's company would manage

The decision comes after sever months of scrutiny by Nauru, wi Mr. Walker's help, of all availab aircraft and if Nauru can get DC permission to operate, it will mea that Air Nauru will be months ahe of Air Pacific in operating je regionally in the Islands.

# Niue enters the air age



*From SUE WENDT*

July was momentous for Niue Island, one of the few remaining outposts of the Pacific. Niue (meaning "behold the coconut!") joined the mainstream.

An Air Pacific HS 748 turbo-prop, bearing the name and colours of Fiji Airways and chartered by Polynesian Airlines landed us—the "pioneer" commercial passengers—at Niue's new Hanan International Airport on July 5. Despite the confusion of names, there was no confusion about the importance of the event.

This was the first commercial flight into Niue. More than that—it was the beginning of another era for the isolated New Zealand protectorate, about which even New Zealanders know virtually nothing.

Rising straight up from encircling reef, with a topping of scrubby vegetation and coconut palms, the 100 square-mile coral island seems to float in the middle of nowhere. In reality, it is 300 miles east of Tonga, 350 miles south-east of Samoa. And it is surprisingly developed.

Niue has schools and very serviceable roads, a timber mill, a factory for extracting passionfruit pulp, a honey and dairy industry, a radio-telephone service linking it with New Zealand and, from July, with Rarotonga. There are shops, including the ubiquitous Burns Philp "all purpose", and even a restaurant.

Over the next three years, the New Zealand Government will spend $NZ3,075,000 in aid to Niue—and few New Zealanders will even know that it's gone.

**On left, Mr. Robert Rex, Niue's Leader of Government Business, fronts a "Welcome" board at Hanan Airport, an aerial view of which is seen above.**

Photos: Harry Coleman and A. G. Shearer.

A measure of the protectorate's isolation is the fact that upon returning to Fiji and telling one very educated Kiwi where I'd been for a week, I received the reply: "Oh yes! The manure island." He meant Nauru I suppose—but on behalf of the Niueans, I felt incensed!

New Zealanders working now in Niue receive the same kind of response from friends and family. "You'll have to learn French," they advised, meaning Noumea—or "You'll have all that phosphate in the back garden." Nauru again.

Niue's rustication might be measured too by the reception I met from the Resident Commissioner, Selwyn Wilson, and the Leader of Government Business, Robert Rex, right on down through the echelons of government and politics. Not a single "don't quote me" . . . balm to the ears of a journalist!

The new air service departs from Nausori, near Suva, on Tuesdays, stopping in Tonga en route to Niue (where of course it's Monday, because of the International Dateline). After a brief stopover at Niue—where transit passengers can stock up on the island's unique and incredibly inexpensive wovenwear—the flight returns to Nausori, via Apia.

Until the first calibration flight, under the auspices of the New Zealand Civil Aviation Board, landed at Niue in October last year, the only link with the outside world was through the monthly visits of the *Tofua*. Boat day, naturally enough, was an event involving the whole island—and though it's still bound to be a big day, the frenzied letter-writing that used to go on among

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both expatriates and the many Niueans with families living in New Zealand seems likely to disappear.

The airfield, considered among the best in the Islands, was completed in just over two years, at a cost of approximately $NZ600,000. By the time communications and airport facilities have been upgraded, the total will be around $1 million.

The airstrip itself occupies 5,400 ft of sealed area, with a crushed coral base and 200 ft of grass overruns at each end.

What the service means to Niue is hard to imagine unless one has lived for a month on an island without fresh food supplies, mail, visitors or other diversions. Certainly, there'll be no recurrence of the mildly desperate situation of a few months ago, when the *Tofua* left the monthly mailbag sitting on Suva's wharf.

It will be invaluable in cases of emergency illness, a boon for business efficiency. Visitors will be more frequent and there are plans now to build a guest house with 20 double bedrooms, starting in August or September. Sited on the Alofi waterfront, it's due for completion in 18 months time and expected to cost $NZ220,000.

The island even has an embryo tourist authority which aims to attract a limited number of holiday-makers—"Probably retired New Zealand sheepfarmers," remarked one—with a week to spare and an interest in out-of-the-way spots.

But Niue's real problem — its diminishing population — is bound to intensify as a result of the new service. Already some 3,000 Niueans are living in New Zealand, while only 5,000 remain at home. The service will make it easier for the stay-at-homes to depart, so long as they can raise the fare. And many can.

Not everyone is wholly in favour of seeing the turbo-jet every week, although their reservations are generally for sentimental reasons. They fear it will be the end of Niue's particular brand of charm, which stems from its very isolation.

Certainly, most community leaders consider a weekly service ample at present. Nobody (and this is a typical Niuean trait) is in favour of rushing headlong into change—and, besides, the New Zealand Government would have to subsidise any flights that didn't pay on the Tonga-Niue-Western Samoa run.

My week on Niue coincided with the "triennial allocation".

Directors of departments went about their business with an anticipatory gleam in their eyes.

Mr. Wilson announced the allocation—New Zealand's aid for the next three-year financial period—on July 9. It came to a goodly $NZ3,075,000, which will do much to improve the standard of living and public facilities for the Niueans at home.

The $3 million-plus will include a grant of $2,160,000 towards the administration expenses of the Niue Government, a grant of $580,000 as a contribution towards the general capital works programme, a grant of $180,000 for road reconstruction, a grant of $85,000 for increasing electric power generating capacity and a grant of $70,000 to the Niue Development Board.

The NZ Ministers of Finance and Island Affairs may also jointly approve any additional cash needed by Niue to meet salary and wage increases which might be approved by the NZ State Services Commission between April this year and March, 1974.

In the capital works field the government's programme envisages a big upgrading of the standards of Niue's roading, construction of a fruit-processing factory, improvement of port facilities, construction of a guest house, and new school.

## Samoans' drug sensation

Probably not for generations has lynch fever run so high in Western Samoa as it did in July when the arrest of four American yachtees, two men and two women, after drugs had been found in their stranded yacht *Nomad*, sparked off a sensation which only simmered down when three of them were gaoled.

They were the country's first drug offenders, which was sensation enough for the Samoans, but what caused the fever was that one of the yachtees, John Frederick Ford, 24, of 881 Holyglen, Long Beach, California, who was gaoled for three terms of four years each concurrent, had given some of the drugs to two young Samoan boys. Ford was also fined $400. Samuel Clark Buell, 30, of Lahaina, Maui got 12 months and fined $100. Kathleen Cook, 23, of Portland, Oregon, was gaoled for six months and fined $100. Adella Ann Garza, 21, of Monterey Park, California, had the charges against her withdrawn. The judge recommended deportation for the convicted three as soon as possible, even if the sentences had not been served.

# Tahiti gets ready for the Games

The impressive new $US1,300,000 stadium, built at Pirae, Tahiti, for the Fourth South Pacific Games in September, was officially opened on the evening of June 22 by the Governor of French Polynesia, Mr. Pierre Angeli.

Work on the stadium began in November, 1967. It was designed to seat 10,000 people, including 2,300 under cover.

At an athletics display after the official opening ceremony, French Polynesia's champion pole vaulter Stanley Drollet, leapt to a new height of 14 ft 6 in. This was 4 in. better than his previous best, and 15½ in. better than his performance at the Port Moresby Games in 1969 when he won the silver medal. The winner on that occasion was Y. Bonnet de Larboyne, of New Caledonia, who set a new Games record with a leap of 13 ft 10 in.

In a soccer match following the athletics display, a team representing Tahiti beat a touring Welsh team by two goals to one, after being one-all at half-time.

"Your victory was well-merited", the Welsh captain said after the game.

By July's end, Tahiti was about ready to host the Games. Apart from the huge bill for the new Olympique stadium, Tahiti has spent $US800,000 on renovating the old Fautaua stadium, almost rebuilding it and relaying the cycle track; $US700,000 on the new Olympic-size swimming pool, and $US550,000 on organisation and billeting.

There are two villages for the 1,500 competitors, one at the Lycee Paul Gaugin, which will house 1,000, and the other at another school with room for 500. There will be room for 1,000 visitors at the hotels.

Rehearsals for the Games were in full swing in the various territories by the end of July, and a few new "hopes" were emerging. Fiji found a promising long-distance runner in Rajendra Prasad, one of the first Fiji-Indians to shine over long distance.

In a training run in Suva in the third week of July, he covered the 5,000 metres in 15 min. 54.7 sec. only 9.9 sec. slower than the Games record established at Noumea in 1966 by R. Morgan-Morris, of Nauru, and




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8.1 sec. better than the time at Port Moresby in 1969.

Morgan-Morris is also running well in Nauru and, if he reaches peak form just at the right time, he could take the gold medal for Nauru in the 5,000 metres.

His time over the distance during an athletics match between Nauru and a GEIC team was 15 min. 57.5 sec., 3 min. 78.9 sec. in front of his team mate Karl Cabwea.

Nauru won all the events, both men's and women's athletics and also a tennis tournament.

Outstanding for Nauru were Tony Bowditch, holder of the Games 1,500 metres record, who won the 1,500 metres and the 800 metres; Nelu, winner of the 200 metres and 400 metres and Tawaieta, who won the women's 400 and 800 metres. Karakoa was GEIC's fastest man.

Fiji's swimming coach, Bob Kennedy, takes a dim view of the Games swimming programme. "It's too crammed", he complained.

What upset him was the fact that the Tahiti programme is almost identical to the 1966 programme about which Fiji complained. Not only have the complaints been ignored, but four relay heats have been added for the first time, and to make heats possible 10 teams are needed against only six at the last Games.

Early morning starts have also annoyed Fiji's coach. At the Port Moresby Games swimming started at 7 p.m. and the swimmers were able to lie in for a morning. At Tahiti, however, they'll have to be up for 9 a.m. starts.

Kennedy thought the planners had gone out of their way to limit the free time available to swimmers, who would be hard-pushed to see some of the other events. He also thought that, as the swimmers would be tired at the closing stages, it was too much to expect them to swim 800 and 1,500 metre finals right at the end.

"Overall, the programme is modelled too much on the Olympics", said Kennedy.

Fourteen territories will take part in the Games against 12 in the 1969 Games. Fiji will not be represented in three of the 17 sports—softball, rugby and cycling. Softball and cycling get little support in Fiji, which isn't the reason for the withdrawal from rugby. Where rugby is concerned, Fiji feels—and everyone agrees—that she is far too good for the other teams.

The number of sports each territory is competing in is: Cook Islands 10; Fiji 14; GEIC 2; Guam 13; Nauru 8; New Caledonia 14; New Hebrides 8; Papua New Guinea 13; French Polynesia 17; Solomons 6; American Samoa 6; Tonga 5; Wallis and Futuna

8. Western Samoa's entries were not known when the list was compiled.

## Tonga sportsmen short of money

From a Nukualofa correspondent

Still in the red after the third South Pacific Games at Port Moresby in 1969, the Tonga Amateur Sports Association is scraping every seniti together to send a team of 15 to Tahiti for the fourth Games—and finding it a hard task.

The association feels that it doesn't get enough support for the good it does. Fiji has a Ministry of Sport and Recreation. Then why not Tonga? It's long overdue here to safeguard sport and recreation for the kingdom's youth. Most young Tongans find it hard enough to get a job. Surely they should not be deprived of their recreation as well!

Sports, athletics, football, basketball, swimming, cricket—all safety valves, all ways of letting off excess steam, but the association is finding it harder, as time goes on and living costs rise, to make ends meet. Fund raising for the association began in January, 1963, and since then four sports teams have been sent overseas, three to the Games and one to Western Samoa's celebrations in Apia. Up to June 30 this year, the association, with the aid of its affiliated bodies, had raised $11,425.35 and over the same period the government has given grants totalling $2,800. A loan of $3,000 was obtained to get the third South Pacific Games team away.

Now, with the fourth Games only a short time away, the association is faced with the job of raising about $6,000 to send our 15-strong team away. We will get the government grant of $600 which leaves $5,400 to be found. We are hoping the Miss Tonga contest will bring in enough to cover the balance but over the next few years we have to find enough to repay the loan of $3,000. With the government grant we can pay it off in five years, but that only leaves the association with its affiliation fees to run on, which will not be enough for normal expenses let alone sending a team to the fifth Games.

Turning from the sordid matters of money to the reason for the association's existence, we can report that the athletic team for the Games is coming along well, and all athletes should be able to turn in good performances.

Leading the field, of course, is Peni Tu'ipulotu, one of the stars of the last two Games. He is in the United States at present but is expected back early in August.

His main events will be 110 metre hurdles and 400 metre hurdles the Games record for which he holds. He has also asked to contest 100 metre, 200 metre and 400 metre.

Keta 'Iongi will enter for 100 metre, 200 metre, 100 metre hurdles, long jump and pentathlon. She is almost back to her best times and should again make her presence felt. Her younger sister Kailasi will be a second string to Keta in 100 metre and 200 metres. Kailasi is young but keeps on improving and should turn in good performances in Tahiti.

Big things are expected of Sanitesi Latu who went to the third South Pacific Games as a high jumper. In these Games he has been entered for 110 metre hurdles, high jump, long jump and decathlon.

The others that make up the team are untried against overseas opposition but it is hoped they will come up to expectations. Peauafi Hokinima is a middle distance runner and will be entered for 3,000 metres steeplechase and 5,000 metres. Sosifa Tokolahi will run in the 400 metres and 800 metres whilst Talitolu Ngaluafe has been entered for 100 metres, 200 metres, 400 metres and 400 metres hurdles.

The fact that Tonga boxers fought only moderately behind Fiji and the Samoas at Moresby is no reflection on the popularity of the sport in Tonga. The reverse is the case. The main troubles are the almost complete lack of training facilities and competent coaches, and the steady trickle of top amateurs into professional ranks.

Only one boxer in each division will go to Tahiti. They are, heavyweight Moniti Fifita, light heavyweight Viliami Sovaleni, middleweight Ilaiuti Longani, light middleweight Maile Peti, welterweight Asipeli Potauaine, light welterweight Solomone Namoa. Mr. Adolph Johansson is boxing manager.




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# Tropicalities

## TONGUES MAY TELL A STORY

Carbon dating, ocean currents, pottery and artifacts have all been used in the probe into the origins of the peoples of the Pacific Islands. Now language is yielding more clues.

The Australian National University's Department of Linguistics is making a study of the languages of the Islands in an attempt to trace migration patterns in the prehistory of the Islands' peoples.

Hot on the scent, Professor S. A. Wurm, the department's head, believes that results already achieved by the study seem certain to shed new light on the history of the migration of man into the Islands.

Dr. Wurm explained that three types of language had occupied the Pacific area. They were Papuan, Australian and Austronesian, the last embracing such languages as Indonesian, Polynesian, Melanesian and Micronesian. (These titles are used by linguists to refer to types of language; they do not refer to the countries or areas of the same name).

Until recently it had been thought that the Southwest Pacific had been occupied by several hundred varieties of language which could have some relationship to the Austronesian group of languages. But the issue was confused by the strangeness of some of the languages—a strangeness possibly due to the languages being a mixture of many different elements.

A more thorough study led to the thought that perhaps many of them were not independent languages within the Melanesian group but were in fact more normal Austronesian languages than was at first thought, possibly deriving from the one common ancestor.

Clues seem to have yielded many facts including one which appears to upset previous beliefs about who was first to arrive in the South Pacific Islands. The dark-skinned people were thought to have been first-comers, but it's now apparent from a study of the Austronesian-type of language, spoken by the comparatively light-skinned people, that the dark-skinned, Melanesian-speaking people came thousands of years after, not before, the light-skinned people and that Austronesian was the first language and culture in the area.

Professor Wurm said there were still hundreds of languages to be studied in an attempt to find answers to all the questions raised by the department's project which got underway about 18 months ago. A pattern of migration appeared to be emerging from the studies which would be pursued for some years to come.

Dr. D. T. Tryon, a Research Fellow in the department, recently returned after 10 months in the New Hebrides. His preliminary survey indicated that the languages there—and there seemed to be well over 100 of them—were affected by two distinct migrations, one 5,000 to 3,000 years ago, and the other only about 1,000 to 2,000 years ago.

The first migration was thought to have come from an area far to the west—possibly Indonesia. The second could have left the same area at the same time but got caught up on the way, possibly in New Guinea, where the language became mixed with Papuan. The resultant cultural mix was then taken on to the New Hebrides.

## An old custom comes back

A Tolai (PNG) custom long neglected by today's villagers is coming back into favour—*Namata*—the ceremony a young man goes through before marriage. Ratongor village on the north coast and Matalau on the Nodup coast have set the pattern for a return to the old ways. The custom revolves around the bridegroom and his preparation for marriage.

Traditionally, a Tolai bridegroom was secluded from womenfolk and normal village life for several days before his wedding. He spent the time in a sacred place in the jungle with elder male relatives and friends, returning to his village on the day of the wedding amid festivities.

Since World War II the custom has waned. Now it has returned to Matalau and Ratongor villagers, changed slightly, but still linked to the past.

At Matalau a village elder, Joseph ToDiadiap, decided to return to the old ways when his son, Penias Ligia, married. Penias went into seclusion and then returned home housed in a *palnapidik*—a sacred house (below).

Measuring six feet by three and the height of a man, the daily-decorated palnapidik is used to convey the bridegroom from the jungle to his home, maintaining his seclusion until his arrival in the village.

Traditionally, the wedding ceremony would follow, but nowadays that is held over for a church ceremony.

Elders at Matalau say that few of

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today's younger Tolais have ever seen a *palnapidik*. The last remembered at Matalau was in 1937. The *palnapidik* at Matalau and Ratongor, and those of the past, however, don't last as long as the marriages they precede. Their arrival in the village with the bridegroom heralds a feast, but following the wedding they are destroyed—again with accompanying festivities.

Says ToDiadiap, "I decided to do this because it seemed we were getting too far away from the customs of our forefathers. Old customs like this one still have a part to play in our life".

But, as *Namata* costs a lot, only the wealthy will be able to stage it.

## Canadians are "Peace Corps" now

A 71-year-old Canadian bishop has joined the staff of a boys' high school in Papua—to teach bookkeeping. He is the Rt. Rev. Russell Brown, who retired as Anglican Bishop of Quebec in June. Now he is on the staff of the Anglican Martyrs' School near Popondetta.

Bishop Brown was one of about 40 volunteers brought into Papua New Guinea at the beginning of July by the Canadian University Service Overseas organisation.

English-born Bishop Brown was an early Air Force pilot, an insurance broker and a missionary, before being elected Bishop of Quebec eleven years ago. He says he volunteered for a teaching job on his retirement "because I still enjoy good health and felt that I wanted the opportunity to render a bit more active service."

## Early birds could lose the worm

BOAC is keeping silent on the part it will play in the development of the resort complex planned by the Fijian-Mocambo Hotel group for Natadola beach, one of only two beaches in the dominion with any surf.

Qantas and BOAC have bought into the group but the part they will play is, at present, somewhat shadowy. BOAC's first semi-official contact with the project came early in July when its chairman, Mr. Keith Granville, took a quick glance at the beach during a stopover on his first trip to Australia.

But, he was a little non-committal later when PIM asked him about the visit.

Yes, he said, he had looked at the land but there were no firm plans—especially at this time. Why "at this time" he didn't say. When asked if BOAC had plans to play a big part, like other airlines, in the Islands' hotel and tourist resort industry, Mr. Granville said, "Our policy is to support hotel development in territories where it is not being sufficiently actively dealt with by the hotel industry itself. Our entry is at very selective points and in a selective way."

Mr. Granville was much more expansive when it came to discussing air fares. If he, and BOAC, get their way, there'll be an "Early Bird" scheme of cheaper fares on the London to Sydney route next year.

"Early Bird" for the benefit of the *noncognoscenti*, is a fare plan the very opposite of the "Fly Now, Pay Later" one. You pay your money and book your seat several months before you intend to travel. The worm you get as an early bird is a 30 per cent. to 40 per cent. reduction in the existing economy class fare.

There's one small snag, though. If you can't travel on the date booked you lose. There's no cancellation and no refund.

If the International Air Transport Association agrees to the scheme for the trans-Atlantic route, then BOAC will try to introduce it on the Kangaroo route.

## New sights for old-timers

Old timers in Honiara are always complaining that the place is changing, and often add sourly, as they eye the new red buses rumbling along the main road, that the changes are not always for the better.

One striking change over the past few years has been the increased demand for hotel accommodation. The two hotels are already extending and a new one is projected, to cope with ever-rising numbers of tourists, and government servants who find themselves temporarily homeless.

The oldest hotel, the Mendana, is now often filled with elderly Americans on packaged tours, whose presence tends to inhibit some of the older and thirstier residents. With its coloured lights and Island-style dresses for its staff, all recently introduced, it has been the first to change its face to suit the new scene.

So it was not really a surprise on July 13 when 300 locals crowded out the tourists at the Mendana to enjoy the first professionally-presented fashion show seen in the capital. Some of the proceeds went to the Crippled People's Society.

Some attractive Honiara women, recruited by Ailsa Meldrum, enthusiastic owner of Honiara's only boutique, modelled a summer collection brought from Melbourne. There

**Rosemary Scaddon models a "granny" dress.**

were minis, midis and maxis, and there were cries of "never!" from the men when a floor length "granny" dress was modelled, which compere Frank Parsons predicted would be worn in the streets of Honiara before long.

Dresses with long sleeves and tightly-fitted bodices weren't tempting to those who have to live in these steamy isles, but the safari suits with neat little shorts under short-sleeved, belted and pocketed coats, were regarded as an answer to the prayer of any maiden having to tour in the protectorate's small, inconvenient boats. What to wear on tour is always a vexed question in Honiara; slacks are too hot, knee length dresses too hampering; and minis are apt to glaze the eyes of male passengers.




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# In a Nutshell

● The new officer-in-charge of Mount Hagen (New Guinea) police station, Inspector B. Chape, spent two hours at the Mount Hagen Hotel on July 3 speaking to villagers about the problem of stone-throwing by local people, and asked for greater co-operation with the police. As he drove away, he was farewelled with a shower of stones thrown by one of his audience. Later, villagers apologised for the man's "breach of faith". There were six other stone-throwing incidents the same night, indicating a growing trend towards violence in the area.

● Fiji Airways, in changing its name to Air Pacific, makes this claim, probably unrivalled, in its first AP timetable "Only Air Pacific flies to an independent state (Western Samoa), a protectorate (the BSIP), a condominium (the New Hebrides), a colony (the GEIC), a territory (Papua New Guinea), a kingdom (Tonga) and a republic (Nauru)."
Only one missing seems to be a dictatorship.

● Although some co-operative societies in PNG have fallen by the wayside, the success ratio of the movement is better than in many advanced Western countries. According to figures produced by Mr. Paulius Matane, secretary of the Business Development Department, co-operatives returned an average of 15.8 per cent. on their outlay in 1969-70. The Co-operative Extension Division has about 160 field officers in the territory guiding the 380 established co-operatives and new business opportunities are being created with an experimental silkworm industry in the Southern and Western Highlands and textile weaving in the Highlands where about 100 looms have been set up. Further pottery making and textile weaving at Port Moresby's Small Scale Industries Centre show promise of future avenues for more people to establish their own businesses.

● A consortium of banks operating in Fiji is expected to lend the dominion $6 million to help it take over the sugar industry from the South Pacific Sugar Mills. Shareholders will be bought out at a cost of $10 million plus $3,750,000 for the land. The World Bank has also agreed to finance the new road from Suva to Nadi. Fiji's Minister of Finance, Mr. Wesley Barrett, who visited London, the United States, Switzerland and Malaysia looking for financial aid for Fiji, was full of optimism, when he returned home in July, about prospects of loans. He was followed into Suva by Mr. Anthony Best, a representative of the world-wide Rothschild banking organisation. Mr. Best spent two days in Fiji.

● Mr. Rupert Alexander Maxwell Colyer, one of the founders of Colyer Watson, the well known Islands trading firm, left an estate of $372,045. His will has been probated in the NSW Supreme Court. Mr. Colyer, who lived in Vaucluse, Sydney, died on January 5, 1971, aged 81. He left $119,000 to Ruma Investments Pty. Ltd., and the remainder of his estate to his wife and family. Duty on the estate was estimated at $164,000. Colyer Watson was taken over by Steamships Trading Co. Ltd. in the early 1960s.

● From July 1 wages and salaries in the Trust Territory are being taxed for the first time. Everybody employed for wages is subject to a flat tax of 3 per cent. on his income, with no deductions and no graduated increases. There is also a tax of $US40 on the gross receipts of all businesses operating in the TT up to $10,000, with 1 per cent. on gross receipts above $10,000 in any one calendar year. The new taxes are expected to raise $2.5 million a year. Employers will withhold the taxes from employees' wages as they earn, and tax returns don't have to be filed.

● The Cook Islanders are planning to bottle imported liquor to prevent a price rise following an increase in freight charges. A bottling plant has been ordered from New Zealand and spirits will be imported in 56-gallon containers. Whisky, rum, gin and unfortified wines will be bottled. The job of collecting bottles has been given exclusively to the Boys Brigade.

● The Cook Islands Rarotongan Bible is out of date. It also contains misspellings and mistranslations and some of the old Maori words are double-Dutch to today's young people. The Rev. H. C. Bischoff of the Bible Society in New Zealand discovered these things for himself when he visited Rarotonga recently. The old Rarotongan Bible, he was told, was translated by a European whose knowledge of the Cook Islands dialects was far from perfect. The Bible Society is expected to appoint a committee to consider the job of retranslation—but that job could take up to 30 years.

● Kieta Local Government Council has approved the purchase of 3,000 Bougainville mining shares and scotched a rumour some Nasioi people were spreading that ownership of the shares would give the company a claim to their land.

● With the help of Japanese manufacturers, Fiji's duty-free shops are hoping to beat Australia's new Customs limitations on duty-free goods. New rules brought into force by the Australian Customs on July 1 limit the weight at which transistor radios can be brought in duty-free to under 4 lb, and to under 12 lb for such items as tape recorders and record players. Japanese manufacturers are hoping to send to Fiji a new, lightweight combination radio, tape recorder and record player. Its weight will be 11½ lb.

● Two plantations and an agricultural station will be taken over by the PNG Government for a new satellite town on 600 acres of land five miles from Rabaul on the Gazelle Peninsula. Industry and low-cost housing on the site will relieve pressure on Rabaul which is short of land for industrial development. Mrs. Greenwood, owner of Vunawutung plantation, has agreed to sell it to the government for $70,000 and negotiations are being carried out for the purchase of Vunakamkambi plantation from Mr. F. Chow. The government is worried, however, over the refusal of the Rasiman people to allow the building of a power station at Kabaira Bay on the peninsular to continue. Failure of this project may jeopardise the development of the satellite town.

● Passengers in an American Airlines Boeing 707 jet airliner slid down the emergency chutes when the plane landed at Nadi Airport in Fiji on July 15. Just before the landing, the pilot was told there was a bomb aboard. It turned out to be a hoax, aimed at the bearded Bishop Crowther, of California, on his way home after leading anti-apartheid demonstrators protesting against the South African Springboks rugby team in Australia.

● Drilling an exploratory well in search of oil will begin on Tonga's island of Tongatapu in late September. The six-member consortium's senior petroleum engineer from The Hague, Mr. Theo Albers, has gone to Australia for further talks with the companies concerned on local factors and is also engaging drilling contractors.




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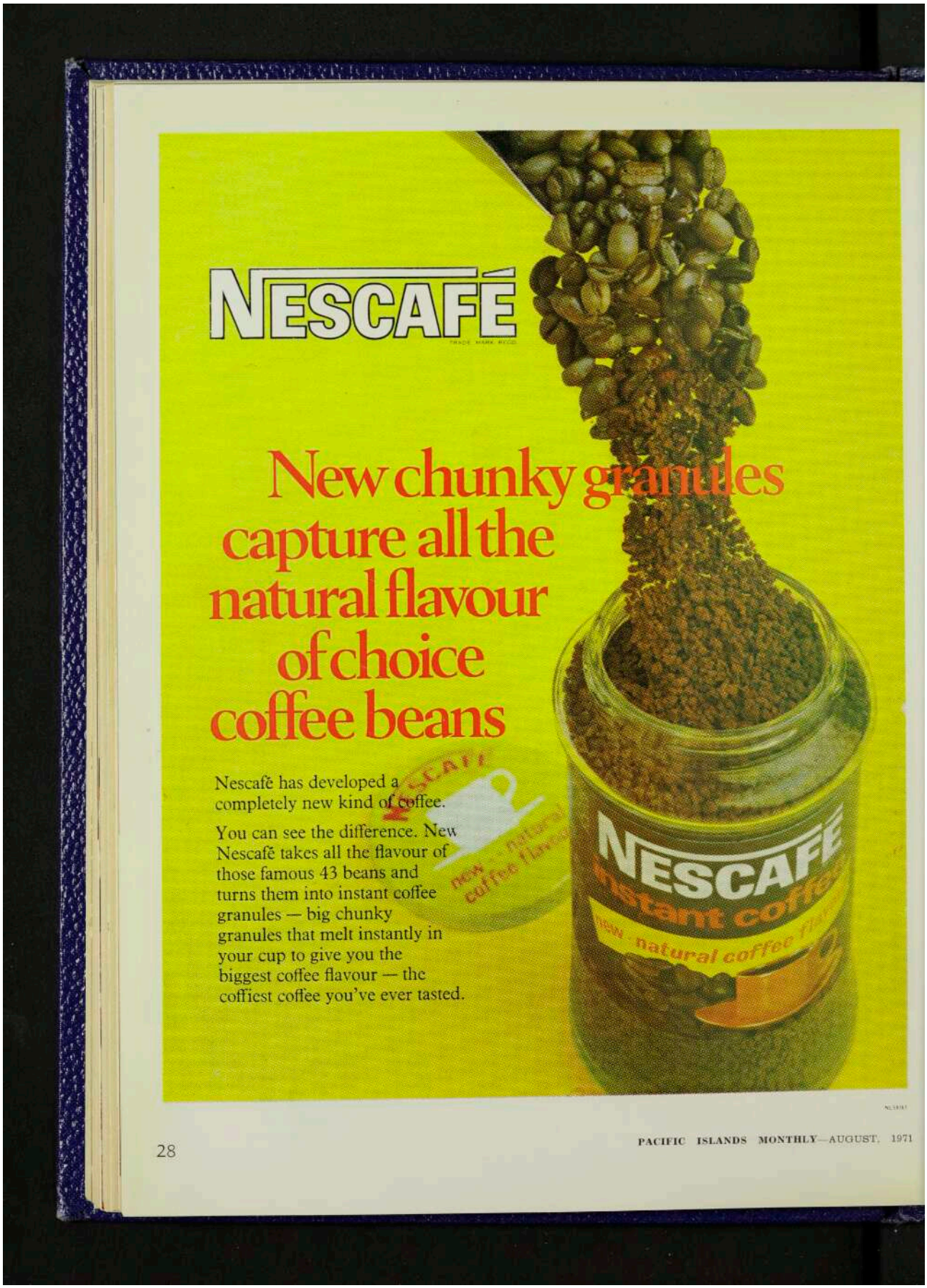





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# GUN-JUMPING FIJI STYLE

When Fiji's civil servants looked at their fortnightly pay cheques round the middle of July most of them blinked. They'd got a rise (which is going to cost the taxpayer an extra $2 million a year) and it hadn't even been OK'd by Parliament as part of the Civil Service restructuring exercise.

The result—a big row in Fiji's House of Representatives with the Opposition hurling accusations of, "You've jumped the gun" at the government benches.

Opposition Leader Mr. S. M. Koya spearheaded the attack with dire predictions of industrial unrest—everybody'll want a rise—and whopping additional expenditure of $8 million over three years if the reorganisation proposals are implemented.

Mr. Koya even wanted the government chief accountant's head on a platter, asking that he be brought before the Bar of the House to explain the "unauthorised and illegal payment".

Battle was joined when the Prime Minister, Ratu Sir Kamisese Mara, moved the motion asking for implementation of the structural review—which is basically a honing down of the Civil Service grades from 98 grades of pay to 10 grades.

The government was also accused of making a monumental blunder and victimising some civil servants who didn't agree with the restructuring.

Nearly every post which came under review involved a salary increase. Mr. Koya wondered, as most people did, whether the Fiji economy could stand the strain of the proposed increases.

Implementation of the reviewed salaries would impede, if not destroy, the attainment of the principles of Development Plan Six, he declared. It would undoubtedly produce repercussions.

"It will push the present inflation to the hilt," he stressed.

What's more, the fact that the civil servants had received the revised salary before the review was approved by Parliament meant that a high constitutional principle was involved. Even in colonial days, such an event did not take place.

From the government benches there was no attempt made to defend the gun-jumping, although, at the time of writing, the Prime Minister had not replied to the debate. Most government speakers contented themselves with looking at the salary increases as a "good thing". The Minister for Communications, Works and Tourism, Mr. Charles Stinson, agreed that an increase of $2,300,000 was a large sum, but it was split among a large number of people.

Meantime, as the debate continued, civil servants were wondering whether they'd have to refund their "revised" pay in the event of a parliamentary thumbs-down.

# Trouble smoulders under the oil palms

*From AAP correspondent DONALD WOOLFORD, in Hoskins, New Britain.*

The success of Papua New Guinea's biggest agricultural undertaking, the West New Britain oil palm project, will depend largely on a bold social experiment.

The $12 million project, which was opened on July 14, will be producing 6,000 tons of palm oil monthly when full production begins in five years.

It is owned jointly by a British firm, Harrisons and Crosfield, and the territory government.

The project when completed will consist of a processing mill nucleus and an estate of 11,000 acres, and 1,100 small holder blocks with a total of 13,500 acres under oil palm.

Both administration and company officials say all indications are that the project will succeed. Palms have the highest yield, and marketing prospects, despite Britain's imminent entry into the Common Market, are excellent.

Its performance is based on small holders, the first of whom arrived in 1968, and who have come from all over the territory. Most are from areas with dense populations and poor economic prospects.

The settlers have fierce clan loyalties and traditional enmities.

Administration officials admit feuds could disrupt production and possibly destroy crops. So far, however, relations have been as harmonious as anyone expected.

The only violence has been between the Chimbus, tough and aggressive Highlanders, and the proud and sophisticated Tolais from the Gazelle Peninsula.

But few people on the project believe the danger is yet over.

"Sometimes relations are good, sometimes they're not," a company official said.

"We sometimes feel there is an undercurrent of trouble smouldering," an Administration officer said.

There are also problems between settlers and the Nakanais, the local population. The Nakanais sold their land for the project and some now regret it. Many resent the influx of outsiders.

There was a flare-up early this year when the Nakanais tried to prevent settlers from speaking at a public meeting of the Select Committee on Constitutional Development held at Hoskins.

The Nakanais' spectacular development also appears to have given fresh life to an old Nakanai cargo cult. The cultists believe that when a new wharf built to service the project is opened later this year a warship will arrive from South America laden with cargo for them.

Government officers fear Nakanai resentment may increase when they see settlers enjoying the benefits of their blocks.

Settlers are now living on government loans to tide them over until their crops are mature. The first of the crops will be harvested at the end of July and from then on settler income will steadily increase. Each settler is expected to earn at least $2,000 yearly once his 15-acre block is in full production.

This is far more than most Nakanais could ever expect. Even an indigenous university graduate earns less on entering the Public Service.

The main hope for peace is that some Nakanais have themselves taken up blocks and may act as a link between their own people and the newcomers.




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# ALARM AT RISING TIDE OF LIQUOR

From correspondents in Port Moresby and Suva

The authorities in the two biggest Island territories in the South Pacific, Papua New Guinea and Fiji, are concerned over the rising tide of drunkenness.

The death of a police inspector at the hands of a drunken youth has sparked off a police drive against drunks in Fiji. The PNG Government plans to appoint a committee to probe the drinking laws and some drastic tightening up of those laws can be expected.

With the rising tide of drunkenness and an increase in crime, much of which can be attributed to drink, has come a rising tide of criticism of the existing laws which have not been reviewed since 1961.

In that year, the administration appointed a commission to examine the drink laws which placed a total prohibition on natives drinking. The result was a bill approved in October, 1962, which lifted the ban and made drink, including spirits, a free-for-all. Mayhem was predicted.

Now, the laws are under attack, particularly the section which controls supply. The critics complain that there are not enough controls and that, under the law, almost any kind of store can sell liquor.

PNG church leaders and politicians have complained that the laws are too liberal and that drinking is breaking up family life. Senior police officers and people connected with the courts blame excessive drinking for the crime rate which has risen steadily since prohibition was abolished.

The Administrator, Mr. L. W. Johnson, announced on July 15 that the commission of inquiry's terms of reference would be to investigate all aspects of the sale and consumption of liquor in the Territory, with particular reference to the effect on living conditions of persons, especially indigenous persons, living in areas where liquor is freely available; to investigate the extent to which the consumption of liquor has changed social behaviour patterns, including the incidence of crime in urban areas; and to make recommendations on what changes are needed to existing licensing laws. The commission will report to the Administrator. Members of the commission have yet to be named.

Fiji, particularly in Suva, Lautoka and other population centres has been plagued by drunks for years, in fact from 1958 when the permit system was scrapped and Fiji and Indian males were given the right to drink beer, although hard liquor remained on permit. Then, on New Year's Day, 1963, the last restriction, so far as males were concerned, was removed. Spirits became available, but such had been the outcry against allowing Island and Indian women to drink that this discriminatory legislation banning drink for women was retained. This ban was swept away in January, 1969.

Drunkenness among men has steadily increased and fights between drunks have become a familiar sight on the streets especially on Friday nights, Saturdays and holidays. Christmas time drinking usually brings a crop of 50 to 60 drunks in the courts on the first working day after the festival.

The incidence of drunkenness has also kept pace with wage rises and today there is a marked increase in the number of drunks seen reeling about the streets.

It was brought to a head early in July when a police inspector, Jone

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Bainivalu, 38, a sector leader at the Central Police Station in Suva, was assaulted by a drunk at the Suva Market taxi stand.

His assailant, a 23-year-old unemployed villager, was gaoled for nine months for assault and later, when the inspector died, the man was charged with his murder.

The police reaction—accompanied by cries for a clean-up from the public—was an all-out drive against drunks which, on the first weekend since the inspector's death, yielded over 60 arrests for offences connected with drink. Fines for offenders totalled $606 in the Suva court on July 12. The following weekend 79 were arrested.

Calling for "some hard and constructive thinking about a problem which is growing worse every day", the *Fiji Times* said in an editorial, "Quite a few of the bars in some Suva hotels, and non-metropolitan ones as well, are little more than pig-sties in which beer is swilled, customers are pestered, punches are thrown and prostitutes offer their wares."

The editorial ended with, "The courts will have to impose harsh penalties where these are justified if the police campaign is to be carried to a logical conclusion. And some hoteliers could make their contribution by pulling up their socks and running establishments where it is safe for ordinary citizens to have a beer in peace—without being pestered by drunken louts or finding themselves in the middle of a brawl."

This problem of drunkenness has been discussed in Fiji on many occasions by many organisations but, so far, no one has come up with a solution, if, indeed, there is a solution.

Some have talked about reducing drinking hours and even of prohibition but, with memories of the New York and Chicago beer barons in mind, and the futility of prohibition laws in other countries, including some of the states of India, an attack on the individual's liberty to drink would only bring greater evils by driving drink underground.

# Drink and Fa'a Samoa

Centuries-old Samoan custom and modern United States justice confronted each other in the High Court in Pago Pago towards the end of June. It was a kind of legalistic tug-of-war and the prize —a man's freedom. The man, an Australian navyman, went to gaol.

But there was give and take with honour satisfied on both sides. Only the man, and a woman, lost in the end and, because of *Fa'a Samoa* (in the Samoan way), he is due out of gaol in August. He could have been inside for five years.

It all happened this way.

The Royal Australian Navy destroyer *Queenborough* sailed into Pago harbour on June 21 for a routine goodwill visit during a training cruise. There were official visits, the traditional cocktail party on board for the local VIPs, and shore leave for the ship's company.

Franz Habenschuss, young, thin, tattooed, a career sailor with three years of faultless service and a wife and infant son in Australia, went ashore in the first group.

After a few beers in a local bar, he and four other ratings set off to see more of the island of Tutuila than the bars of the Pago Bay area. Franz drove a rented car towards the western side of the island. They stopped in villages and watched games of cricket. And they drank more beer at village stores. That night the car, with Franz at the wheel, knocked down and killed Mrs. Fa'afouina Faimalie Moeivanu, who was walking along the road in the village of Futiga.

There were stories that Franz and a shipmate were beaten by villagers. The local police took over and Franz was locked up. The following afternoon he pleaded guilty in the High Court to a charge of driving while drunk and causing the woman's death. The court adjourned.

It was then that *Fa'a Samoa* took over. Commander Donald Weil, the destroyer captain, and some of his officers went to Futiga along with High Chief Sonoma Unutoa, deputy secretary of the Office for Samoan Affairs. With them they carried $250, collected by *Queenborough's* crew for the Moeivanu family, plus a pile of traditional, fine mats, one of the basic symbols of Samoan ceremonial.

The money and the mats were presented and Chief Unutoa voiced the apologies of Commander Weil and the ship's company on Franz' behalf. Futiga High Chief Ulufale and other village leaders responded. Custom, Samoan custom, which has settled disputes for centures, was satisfied. Franz was forgiven. The matter was closed.

It was—*Fa'a Samoa*. But there was still American legal justice to satisfy. The High Court resumed the following morning and the Samoan judges heard about the ceremony; were satisfied that *Fa'a Samoa* had been followed and voted for a lengthy sentence which would be immediately suspended, allowing Franz to rejoin the *Queenborough*.

Then American justice spoke through Associate Justice Goss, who probably feared the setting of a precedent which would ignore the constitution and leave similar cases to be settled in the same way. He overruled the Samoan judges, and imposed a sentence of 200 days subject to parole, which could mean Franz' release in 64 days.

Public Defender Morrow appealed for clemency to Governor John M. Haydon, asking for the commutation of the sentence to one day in gaol. The governor reluctantly declined to upset the court's sentence because of the seriousness of the charge and the growing number of deaths on Samoa highways.

The *Queenborough* sailed and Franz went to gaol. But, once again, *Fa'a Samoa* prevailed. The gaol warden, Chief Fele Fa'asuamalie, who was a relative of the dead woman, had heard that during the anxious hours of the hearing, Franz couldn't eat. Chief Fele took him to a hotel, bought him a meal and tried to persuade him to eat.

Dr. Andrew Eklund, chief surgeon at the Lyndon B. Johnson Tropical Medical Center in Pago, ran the rule over Franz, pronounced him fit and then rallied the local Australian community who promised to visit Franz regularly with gifts of special food, smokes and books. The gaol authorities, bending over backwards to help, are currently allowing Franz to leave gaol for visits to local homes.




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# * Footnotes

## WHAT'S IN THIS DREAM FOR PAGUINEANS?

WITH PERCY CHATTERTON
in Port Moresby

THE House of Assembly has been criticised for not finding a neater solution to the national name problem. Personally, although in the past I have tried to promote "Niugini" in this column, and have even given "Pagini" an airing, I do not consider that the House's choice of "Papua New Guinea" (no "and" please, and no hyphen) is unduly cumbersome, and I suspect that it comes closer to the real wishes of the majority of the people than any of the alternatives suggested so far.

Our troubles begin when we want to talk about the people and are stuck with "Papuans and New Guineans", and even with such sentences as, "He is the first Papuan or New Guinean to be appointed to this position."

I, therefore, propose for the future in this column (did I hear Stuart Inder growl, "Who says it has a future?") to use "Paguinean" as a convenient piece of shorthand for "Papuan and/or New Guinean".

The June meeting of the House of Assembly saw the government's controversial land bills aired, criticised and withdrawn. The withdrawal was gracefully done; the follow-up was perhaps less graceful.

Administration spokesmen claimed that the bills' opponents opposed them because they did not understand them. That was not the impression I got from listening to the debate. My impression was that the bills' opponents did understand their implications with some clarity. On the other hand, the only Paguinean back-bencher to support them said, frankly, that he had not read them and did not understand them.

However, that was the administration's story, and to it was added the rider that between now and next year, when a new group of bills will be presented to a new House, a massive programme of "explanation" must be carried out by the administration's propaganda machine—the Department of Information and Extension Services.

In other words, an exercise in face-saving is to be followed by an exercise in brain-washing.

Opponents of the bills have also been reproved for not being constructive. They should have been prepared, it has been said, to propose amendments which would make the bills acceptable. But how could they, when what they objected to was not this clause or that clause or even this bill or that bill, but the whole philosophy, the basic assumptions, on which the bills were constructed?

These bills pose for Paguineans the basic question, "What is progress?"

We must avoid romanticising traditional Paguinean society. But it seems fair to say that it was a society in which no one was very rich and no one very poor; no one was landless, except perhaps for a few fisherfolk who obtained their garden food by bartering fish for it; no one died of hunger, though there were periods of food shortage in which all went short together. It was also a society in which the reciprocal responsibilities of kinship provided an effective system of social security in a moneyless world.

With such a background, Paguineans may well ask themselves, "What, for us, is progress? Does it consist in abandoning our old equalities and our old securities in order that some of us, the hard-working or just the lucky ones, may attain to the western world's standard of affluence?"

If their answer to this question is "Yes", they should go on, I think, to ask themselves, "Is that standard of affluence in fact attainable—by us?"

Paguineans are constantly being told, and indeed have begun to tell one another, "If you want to be rich like the white men, you must work as hard as the white men do."—In passing, this should rule out lotteries as well as cargo cults. But is it true that by working as hard as




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the white men Paguineans can become as rich as they are?

Last year, in October, 1970, PIM, I quoted these words from Keith Buchanan's book *The Transformation of the Chinese Earth:* "The conditions which made possible the contemporary affluence of the West, conditions which included and include the plundering of a great deal of the world, are not going to be repeated—that we should imply that our levels of wealth are attainable by the peoples of the emerging countries is either downright dishonest or irresponsibly naive."

Now comes a voice from nearer home.

Dr. Ian Maddocks was Dean of the Papuan Medical College when it was a government institution. Now that it has been transmuted into a faculty of the University of Papua New Guinea, he is one of the faculty's foundation professors. In an effort to understand the problems of health services in Papua New Guinea, he and his family have lived in a Papuan village for the past three years.

In his inaugural lecture, after speaking of the aims and achievements of Western scientific technology, he goes on, "In what can only be described as a massive confidence trick, the poorer countries of the world have accepted this grotesque Western dream as their own, and are pursuing it along with the rest of the world, but from a position of no advantage. Their major contribution to the dream is to offer their natural resources of oil and metals for consumption by the West. They derive little benefit from this."

Pat on cue, though unintentionally so, comes that staid journal, the *Australian Financial Review*. As quoted by the *PNG Post-Courier*, it says, "Concerned are the British, who effectively control the Bougainville operation; the Japanese, who have signed up to buy what it produces; the Australians, who are doing the work; and the Americans. It is now clear that the main plums in what is ranking as one of the world's biggest mining construction projects of the 1970s, are falling to US suppliers."

You will notice that there is no mention of the Paguineans, who may perhaps feel that they are doing some of the work too, and who will certainly have to repay, from their 1.25 per cent. royalty on the value of copper concentrate sold, the substantial loans by means of which their government is currently providing facilities for CRA.

You will notice that there is also no mention of the Bougainvilleans, whose landowners in the actual mining area will receive a royalty of slightly more than 6 cents for every $100-worth of copper concentrate sold while the exercise is on, and when it is over will be left with a big hole and, in all probability, polluted fishing grounds.

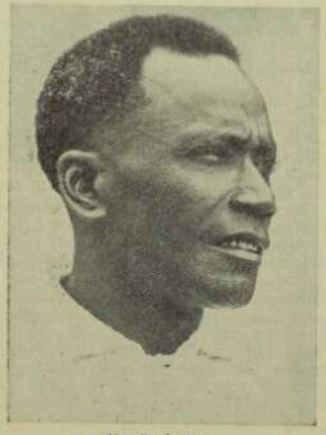
They wouldn't even have got the six cents if it hadn't been for the bulldog tenacity of their MHA, Paul Lapun.

The social consequences of the enthronement of King Copper are well described in Momis and Ogan's first-rate paper read at the fifth Waigani Seminar and now published in *New Guinea*. These too are part of the price of "progress".

When CRA's operations on Bougainville first began, an old Bougainvillean was reported to have said, "If there's copper under our ground, let it stay there."

Silly old man.

Or was he?



Mr. Paul Lapun

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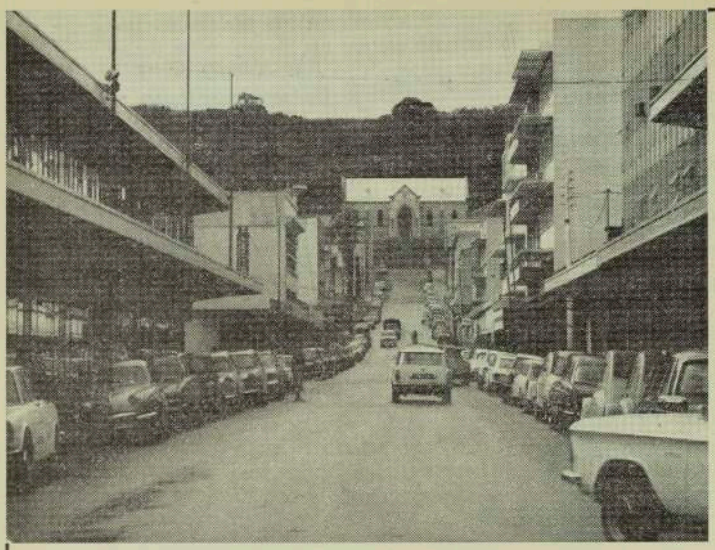

# Caledonians want more self-rule

NEW CALEDONIA DIARY
WITH
HELEN ROUSSEAU
IN NOUMEA

Noumea in July, in the island's "mid-winter", was marked by an excessive stream of hot air, but a significant reduction in smoke.

The city's usual smoky red haze was eliminated from the beginning of the month, when a strike broke out at the Doniambo smelters of the Societe Le Nickel (SLN). The rise in temperature and currents of hot air were provoked by the return of a Territorial Assembly mission from Paris, followed by two motions for internal self-government (*autonomie interne*).

Both autonomy motions were defeated, but not before providing some good newspaper copy and causing a further party split, reducing the Union Caledonienne to a minority in the assembly. Under the fervent French love of liberty and individualism, New Caledonia must be the only island in the Pacific where already one two-man party has split to form two one-man parties. By the latest divisions, the former 22-man majority was reduced to 12 sitting members. After the breakaway of four Melanesians to form the Union Multiraciale last year, the Union Caledonienne's latest purge eliminated six European members from its ranks, including Assembly President Jean Leques. This left three European and nine Melanesian UC members in the House. The Gaullists hold 11 seats, while the two one-man parties complete the total of 35 members.

The return of the assembly mission on July 2, after a four-week visit to Paris, was quickly obscured by the breaking out of strikes that same day, at the Noumea smelters and on the waterfront. The dock workers were demanding a 20 per cent. wage rise, while the nickel workers were seeking to force the SLN to accept an arbitration commission wage award, handed down after nine months of legal battle and recommending roughly a six per cent. payroll increase.

At the beginning of their five-day strike, the dock workers were promptly faced with a battery of police and gendarmes, equipped with helmets. The nickel workers were confronted with what the SLN termed a "world nickel crisis" which, it claimed, made it impossible for the company to accept the arbitration award.

Some 4,000 workers then began a rolling strike at the smelters and inland ore-loading centres. A week later, by July 9, production was turned off in all three matte-producing blast furnaces and all 10 electric furnaces producing ferro-nickel. Production loss was estimated at more than 1,000 tons a week.

The turning down of the furnaces in no way reduced the temperature in Noumea, however, where the campaign over *autonomie interne* was waging strong. Speaking on the eve of July 14, the French national day, Governor Louis Verger told villagers at Pouembout, about 200 miles north of Noumea, that "New Caledonia is an integral part of the national territory and will remain for ever French". The governor warned that "if France were not present, New Caledonia would not escape from foreign greed. I do not know . . . what foreign countries would prevail here but, what I am sure of is that this rich and attractive territory would not long remain without a master and that one would bitterly regret—but it would then be too late—(the presence of) France which is liberal, generous and impartial".

The governor continued, "You know that New Caledonia faces a great destiny which, beyond the difficulties and problems which, unfortunately, we are experiencing today, will assure for everyone the future happiness and prosperity that they deserve".

Meanwhile, the nickel workers and dockers had been joined by other unions in the public service and commerce sectors, all struggling to maintain their purchasing power in face of rapidly-rising costs. While the governor strongly opposed the autonomists, his




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second - in - command, Secretary - General Mr. Michel Levallois, waged the battle against the tide of inflation.

Addressing the Territorial Assembly in early July, Mr. Levallois explained the efforts of the Administration to try to hold back the flood. The rising cost of imports from Australia and France was partly to blame, he said. In addition there had been heavy demand for labour and goods on the home market, coupled with a shortage of housing and land speculation.

Mr. Levallois spoke of land prices which had risen five times their value in two years, wages which had risen as much as 20 per cent. in 1970 and imported foodstuffs which had risen 55 per cent. The cost of living index has already risen 6 per cent. in the first half of this year and wages are adjusted accordingly each month, but workers claim this still does not maintain their buying power at an adequate level.

While the air in Noumea was likened to the disastrous times of Cyclone Colleen in 1969, the atmosphere was nevertheless pure and free of nickel dust, a good time for everyone to take a breather. This must have been especially appreciated by sportsmen, as they trained in the outdoors for next month's Games in Tahiti.

New Caledonia, with a delegation of 240, promises to be one of the largest teams at these Fourth South Pacific Games. As athletes were being geared for the event, various overseas sportsmen continued to be received in the territory. Last month they included boxers from the New Hebrides and a soccer team from New Zealand, with volleyball teams expected from Australia and Paris.

At the same time, five *conseillers techniques* arrived from France to coach the Caledonians for Tahiti. These men were Messrs. Laurent for boxing, Joly (tennis), Juan (judo), Flechon (table tennis) and Moussard (cycling). In the meantime, French swimming coach Francois Openheim had arrived to settle in Noumea, while the basketballers were awaiting the return of New Zealand coach Ross Williams.

Caledonian sportsmen who have been competing in France also began arriving back in the territory in preparation for Tahiti, Among them were two cyclists, Alphonse Chevalier and Christian Thepinier, who spent two months training in France. Three boxers returned with the cyclists, after being coached at the Institut National des Sports and then boxing on the French Riviera. They were Raymond Nebayes, Olivier Berlioz and Noel Kaoutche.

Caledonian swimmer Philippe Maillot also returned from his studies in France and is expected to accompany the team to Tahiti. The runner Wejieme is also expected to fly back from France to participate in the Games, while one or two others are expected to return for the soccer team. Two other Caledonian sportsmen have been competing in the French national teams in Europe: they are the Melanesian tennis player Wanaro N'Godrella and the discus thrower Arnojolt Beer. Both competed in France before the 1969 South Pacific Games.

Some Caledonian sportsmen have felt embarrassed about the inclusion in their team of athletes who have spent so much time away from New Caledonia, playing international sport for so long. Others feel that the French drive for medals and the huge sums spent on sport make an unfavourable impression beside the more modest means of some smaller territories. However, sporting officials here claim that the French keenness is contributing to the improvement of standards, and that the expensive stadiums and other facilities will last for generations. Certainly, the frequent movement of sportsmen around the Pacific is now providing a much wider field of friendship for many otherwise isolated islanders.

As mentioned earlier, July saw some parts of Noumea closing down in industrial strife, but at the same time new activities were opening up on the other side of town.

Among these was the city's first caravan park, which has now received its first tenants, in a bid to help ease the housing crisis. Sixty-two parking lots have been created, on a site at the 5th Kilometre out of town. It is hoped that this area will help ease the overcrowding in the camping ground at Anse Vata beach, originally intended for tourists, but actually accommodating many families on a semi-permanent basis, complete with TV sets and other amenities. In view of the housing crisis, one Noumea business house had been offering parking facilities in the suburb of Faubourg Blanchot for those buying its caravans.

The New Caledonian Museum also opened its doors in July, following the arrangement of its first permanent exhibits. It is now almost five years since the museum was erected, overlooking the Baie de la Moselle, on the edge of the city centre. Visitors will shortly be able to admire an interesting collection of handicrafts from all around the Pacific, including contributions made by visiting delegations at the time of the South Pacific Games in Noumea, December, 1966. The museum is not open weekends.

Another official opening last month was that of the Blaise Pascal College at Anse Vata. The 250 secondary-level boys and girls at this new Catholic school held a day of great festivities to welcome parents and friends to their classrooms, built in 10 blocks of prefabricated material, from New Zealand. Opening day activities reflected all the groups typically found in Noumean schools, with young people from the rest of the French Pacific (Wallis Islands and Tahiti, besides the New Hebrides), settlers from former French colonies in North Africa, such as Morocco, besides the French possessions in the Caribbean. Visitors to Caledonian high schools rarely fail to comment on the chic, sometimes startling dress of the youngsters, with girls these days appearing in the latest French styles from boots and midi dresses to pantsuits.

The recent college inauguration was attended by the new Archbishop of Noumea, Monseigneur Eugene Klein, who has arrived from Papua New Guinea, to succeed Monseigneur Pierre Martin, who resigned from his post last year. The new nomination has caused surprise in both lay and ecclesiastical circles.




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# Death breaks a link with Queen Emma

Death came peacefully, through heart trouble, on July 7 at her beloved Toboroi plantation at Kieta, of Mrs. Frances Kroening, and snapped a link—perhaps the last—with the famous Queen Emma. She was 74, highly-respected by all, and part of an island legend which had its gracious beginnings in the slower, romantic days when planters and Islanders mingled in an easy partnership over which there were no political shadows.

She was born—Frances Hiley—in the Mortlock Group, 140 miles east of Kieta. Her father, an Englishman of good family, was one of Queen Emma's personable young men at Gunamtambu. He married one of Emma's pretty young Samoan girls—a relative—and, so the story goes, Emma started the young couple off by giving them the Mortlocks as a wedding present.

There Frances was born and there she spent her early years, knowing all the native youngsters who, in some cases, have grown old with her. Frances went to school in Australia —to the Presbyterian Ladies' College —for some years to finish her education.

After that, she went to Yorkshire, England, to stay with her father's relatives, a definitely "county" family with interests in the wool trade, and entered into the life of the landed gentry with its hunting and its social round.

While Frances was still in her teens, her father died. The famous Heinrich Rudolph Whalen, who had bought out Queen Emma's interests in New Britain and in New Guinea, became her guardian and, as Frances has said, he was always indulgent and open-handed where she was concerned.

On her return from England, she lived at Gunamtambu, which was a social centre, and there she enjoyed the pleasures of those spacious days in the South Seas.

It is on record that Frances Hiley was an extremely pretty and accomplished girl, much sought after by all the young blades. Gordon Thomas—a good judge of a woman—used to say—meditatively, through puffs of cigarette smoke — "Well, Frances Hiley was *easily* the prettiest girl in New Guinea, the belle of Gunamtambu at any festivities". Gordon was around these parts at the time, coming to NG in 1911.

In her teens she became engaged to Dr. Bruno Kroening, a medical officer at the newly-formed Kieta government station in Bougainville. They were married at Gunamtambu and the bride was given away by Rudi Whalen himself. Champagne flowed freely at the celebrations. This would be in 1913.

When war came in 1914, Frances accompanied her husband to Germany, as all German officials were repatriated to Germany under the peace terms laid down at the surrender of German New Guinea to the Australians. She was born a British subject but she was also loyal to her husband.

With the ending of the war in 1918, Mrs. Kroening returned to Toberoi and Dr. Kroening followed. With the exception of the time of the Japanese occupation, she lived at Toberoi for the rest of her life.

Four children survive her, Bruno, who lives in the New Ireland District, Helmut, who lives in Sydney, Mrs. Irmgard Joyes, living in Brisbane, and Mrs. Beatrix Tandy, of Canberra. There are several grandchildren.

Mrs. Kroening always maintained a close association with the Mortlock Islands and its people. Her mother, who remarried after her first husband's death and became Mrs. Calder, developed Toberoi plantation about 1920. She died in the Mortlocks in the middle 1930s as the result of a dynamite accident when "shooting fish", and the islanders then looked to Mrs. Kroening for advice and help whenever they visited Kieta. They revered her almost like their patron saint for she was the descendant of the first European who had lived on their atoll group. She was born among them and had become part of the islands' legend surrounding the arrival of her parents and the part they played in building up the sickly remnants of the islands people into a strong and independent community.

There was a large crowd at the service in the big Roman Catholic Church at Tubiana, Kieta, on July 10 including the family, the District Commissioner, several government officials, many friends and many natives who had known Mrs. Kroening for years. About 40 Mortlock natives, who are working on the holiday resort project on Arovo Island, also crowded into the church.

They insisted that their rightful job was that of pall bearers and as such they closely attended the coffin in its entry into the church and from the church to the airport where they placed it in the plane for the final journey to Sydney, where Mrs. Kroening was cremated after another service.

The service at the Tubiana church was a very moving one. It was conducted by the Rev. Father O'Sullivan (Father Dick), a well-known pioneer priest in Bougainville and a very old friend of the Kroening family.—*FRED ARCHER*, in Rabaul.

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# Norfolk's 'Scandalous abuse of democracy'

**Norfolk Island, 900 miles north-east of Sydney, is an odd mixture of commercial and rural activities—epitomised by this cow drinking from a rainwater puddle in the main business section, Burnt Pine. A new companies ordinance has caused great controversy.**

In this article I will attempt to deal with two distinct aspects of the recent introduction into Norfolk Island by the Australian Government of sweeping amendments to the existing Norfolk Island Companies Ordinance. First I will deal with the manner in which the amendments were bulldozed through in the face of opposition from a majority of members of the Norfolk Island Council, and I will then deal briefly with the obviously objectionable, and in one case, revolutionary, aspects of the new ordinance from the legal point of view.

It had been known for some time that the government was considering amendments to the existing company law in Norfolk Island, which is based on the New South Wales Companies Act of 1899, which in turn is based on English legislation dating back to about 1868. But nobody could foresee the suddenness and the ruthlessness with which the amendments, when finally produced, would be rushed into law.

On Wednesday, March 31 last, it was expected by the Norfolk Island Administrator that he would receive on that day's plane from Sydney copies of the draft amendments to the companies ordinance. It appears that the amendments missed the plane and did not arrive until Saturday afternoon, April 3. The Norfolk Island Council, which consists of eight elected members and the Administrator, normally meets on the first Tuesday of each month. Two of the seven members of the council then on the island (the eighth being seriously ill in a Sydney hospital) approached the Administrator on Friday, April 2 and made it known that they were planning to go to Sydney on Sunday, April 4 on business, but would postpone their departure if the amendments to the companies ordinance were to be discussed at the meeting on Tuesday night, April 6. After they had been given the assurance that the matter would not be discussed, they left the island.

Subsequently, at the meeting on Tuesday night Councillor Bataille moved that discussion of the amendments to the companies ordinance be deferred until the next meeting. The voting on this motion was 3:2 in favour, but the Administrator then used his deliberative and casting votes to defeat the motion.

Councillor Bathie moved that the amendments, which comprised about 150 foolscap pages without an index and were obviously compiled in great haste, be approved in their entirety, subject to the correction of a few minor errors which had already been discovered at that stage.

The motion was carried along the same lines, with the Administrator using his casting vote. Incidentally, the Registrar of Companies, who is also the Administrator's legal adviser, but whose salary is paid by the people of Norfolk Island, advised the council that there was nothing controversial in the proposed amendments and that, in the main, they followed the Uniform Companies Legislation of the mainland.

Councillor Bataille then gave notice that at the next meeting of the council he would move that the Norfolk Island Act be amended by allowing the Administrator to remain as chairman at meetings of council but depriving him of any voting rights.

This motion was carried at the next meeting of council held early in May, and is, of course, a polite vote of no-confidence in the Administrator. Nothing further has been heard about the matter at the time of writing this article.

Subsequently, direct representations were made to the Minister for External Territories, Mr. C. E. Barnes, and a recission motion was moved by a clear majority of the members of the council.

Despite this, the Minister would give no undertaking that the ordinance would not be presented to the Governor-General for ratification before the recission motion had been dealt with.

Accordingly, the Governor-General was approached direct and asked to

> Norfolk Islanders are up in arms over the new Norfolk Island Company Ordinance and will petition the Australian Parliament to disallow it. This article giving the background to the controversy was specially commissioned by PIM, and was written by a Sydney lawyer specialising in company and income tax law. See also p. 44.




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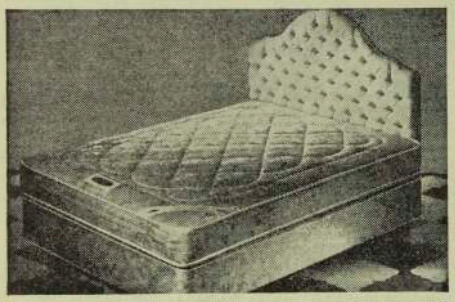

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## Councillors resign

use his discretion in favour of the people of Norfolk Island, in the event of the ordinance being placed before him before the recission motion had been dealt with.

At the May meeting of the council the recission motion was carried, as was the motion to deprive the Administrator of his voting rights. The Administrator had warned the councillors that, if the recission motion were carried, it would mean technically that the ordinance would have been before the Norfolk Island Council for a period in excess of 30 days without a decision having been reached on it so that, under the strict terms of the Norfolk Island Act, the ordinance could be promulgated whether or not it was approved by the council.

Faced with this threat, the five members of the council (who are the same men who have subsequently resigned), moved that a special meeting of the council be held at the first available date, which was early the following week.

The purpose of the meeting was to discuss the companies ordinance and the proposed amendments to it. The first motion at that meeting, which was carried, rejected the draft amendments in their entirety. Councillor Bataille then attempted to move a motion which would have, in effect, appointed a sub-committee of the council to advise and report back on all aspects of the formation and administration of companies on Norfolk Island, with a view to making any necessary recommendations for any amendments considered desirable so these could be passed on to the parliamentary draftsmen for the preparation of the appropriate draft legislation.

The Administrator promptly ruled this motion out of order, and Councillor Bataille immediately challenged him to obtain the ruling of the Attorney-General on it. The matter was in fact referred to the Attorney-General.

The Minister for External Territories visited Norfolk Island at the end of May and on May 24 broadcast to the people (PIM, June, p. 16). He made it very clear that, where the welfare of Australia was concerned, the Commonwealth would not hesitate to legislate for Norfolk Island, irrespective of the wishes of the Norfolk Island Council.

This in itself is a shameful and disgraceful state of affairs, especially when it is realised that the Norfolk

Norfolk's Administrator, R. N. Dalkin.

Island people are a separate ethnic group with their own unique language, history and social background. One cannot help but wonder whether the Minister would have made such a sinister statement if the colour of the islanders' skin had been other than white.

During the Minister's visit, he made no mention of the fact that a second draft of the amendments to the companies ordinance was about to arrive on the island. The second draft, this time comprising 169 foolscap pages, was distributed to members of the council on May 27, four days before the next meeting of council on June 1. The second draft again contained no index (and it took me a full day to prepare one).

The matter was not raised at the meeting of June 1, as the councillors naturally thought that nothing further would be done until the Attorney-General had ruled on Councillor Bataille's motion, and that decision was still awaited.

Early in June, the Australian Senate Standing Committee on Regulations and Ordinances visited the island and was informed in no uncertain terms, by the councillors and the solicitors and accountants on the island, that the second draft of the proposed amendments was unacceptable. The Senate committee stated that it could not deal with the matter unless and until the proposed ordinance had actually been promulgated.

The majority of members of the council have told me that they felt that their representations had nevertheless been well received and they felt confident that the council would be given adequate opportunity to debate the proposed amendments before anything was promulgated. It was generally considered that the matter would be discussed at the regular monthly meeting to be held on July 6.

The entire island was therefore completely stunned to read a proclamation on June 30 that the amendments to the companies ordinance had been proclaimed by the Governor-General. At first, no-one was able to find out, either in Norfolk Island or in Canberra, just what had been promulgated, and it was not for several days that it was learned that the second draft, distributed on May 27, had been adopted in its entirety.

I believe that the excuse from the Department of External Territories will be that technically, time began to run against the council under the provisions of section 16 of the Norfolk Island Act—which allows 30 days for discussion for ordinances by the council, from the day on which the second draft of the amendments was distributed, namely May 27.

The majority of the members of the council believe that they have been hoodwinked by the Administrator and the Department of External Territories over the matter. Accordingly, they decided that, in view of all the circumstances, the best course for them to adopt at this stage was to resign in a body and to seek re-election with a clear mandate from the people of the island to obtain either a reasonable measure of self-government or at least some proper legal assurance that their democratic rights would be fully protected in the future. Five of the councillors resigned at the meeting of July. 6.

At this stage, the entire island is seething with indignation about the manner in which the sweeping legislation has been introduced, and the secretive and furtive way the Administrator has completely ignored the wishes of a clear majority of the council.

I shall now deal briefly with the salient provisions of the amending ordinance.

One of the worst aspects is that the new amendments graft on to an archaic piece of legislation a very considerable body of new law, making the legislation difficult to comprehend as a whole. It would have been much better to have started afresh, and to have prepared a single document, complete in itself.

Indeed, this would have been one of the recommendations, I feel sure, of the sub-committee which councillor Bataille proposed setting up and which has been blocked by the Administrator's ruling which, inciden-




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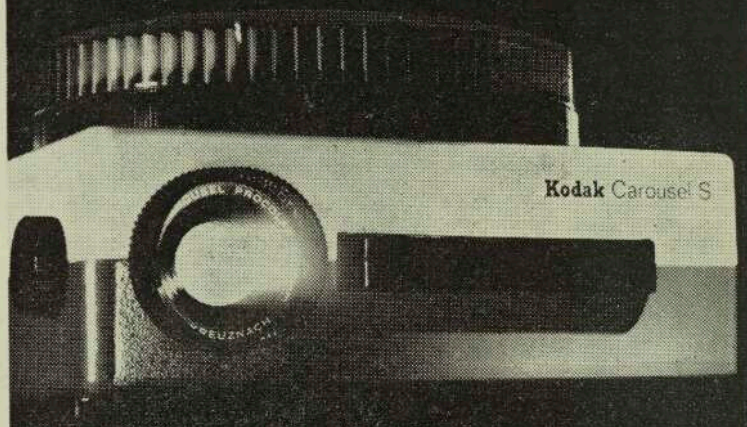


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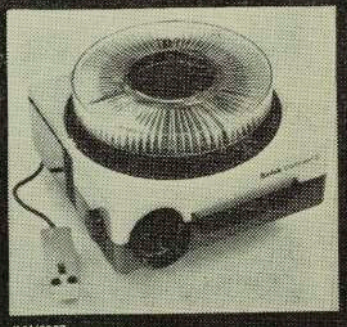

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## Debate 'not allowed'

tally, has now apparently been upheld by the Attorney-General.

The old ordinance made no distinction between public companies and private companies, all being treated in the latter category. This distinction was first introduced in New South Wales in 1936, following the English Companies Act of 1925.

The new ordinance imposes all sorts of onerous restrictions on public companies, in the main along those provided by the Uniform Companies Legislation in Australia.

However, the latter, of course, exempts private or proprietary companies from many of these provisions, because they are not advertising for money from the general public and are private in nature.

The new amendments make no distinction, and will make it expensive and onerous for all companies on Norfolk Island to continue in the future. The amount of red tape involved will be enormous. As all but one or two of the approximately 1,500 companies at present on the island are essentially private in character, this alone proves that the amending ordinance is not suited to the needs of Norfolk Island.

The second unsatisfactory feature about the amending ordinance is the abnormally high scale of fees which it introduces, which must be paid each year by all but a handful of companies incorporated on the island. The annual fee has nothing to do with the cost of administering companies and is quite obviously a tax on companies.

When a similar fee was introduced in the Bahamas a few years ago, it was openly admitted that it was a tax. It is interesting to note that the annual fee in the Bahamas, which incidentally is one of the most expensive places in the world, is the equivalent in Australian currency of $89.00. The annual fee under the new legislation in Norfolk Island is $250.00.

This figure, together with the onerous accounting requirements and other restrictions imposed on companies by the new ordinance, makes Norfolk Island one of the most expensive tax havens in the world, with much less to offer than most of its rivals.

One would have thought that the matter of the appropriate fees to be charged should have been carefully discussed by the council, in the light of expert advice. I think that everyone would agree that the island is entitled to benefit as much as reasonably possible from being a tax haven,

**The Administration of Norfolk Island is conducted from these sets of old colonial buildings, convict-built and now historic. The building seen inside the wall at right was the colonial officers mess and it was gutted by fire last year. It is to be restored. Increased revenue from company registrations is to be spent on Norfolk.**

but at the same time, the field is highly competitive and it is clearly against the interests of the island to price itself out of what could otherwise be a very lucrative market.

The worst feature of the new ordinance (and I could go on for page after page) is the new section 71R. This applies to all companies which have at any time, now or in the past, been incorporated on Norfolk Island. It is accordingly, retrospective.

It enables the Administrator, without giving any reasons whatsoever, to call upon any person or persons, including solicitors, who may have or have had an interest in the company, whether pecuniary or otherwise, to furnish to the Administrator full details of the ownership and control of the company or the shares and debentures therein.

Expressed in plain language, the section requires solicitors, or anyone who has ever acted for a Norfolk Island company in the capacity of a solicitor, to break the fundamental privilege which exists between a solicitor and his client in relation to his affairs. This is made even more serious by the fact that the legislation is retrospective.

The sanctity of the privilege between solicitor and client in English law is one of the bulwarks upon which our democracy has been founded. To remove it, under the pain of threat of gaol, without allowing any reasonable opportunity for debate, is a scandalous abuse of the democratic process.

I find it hard to believe that the Australian Government would have acted in this way. It is difficult to find words strong enough to condemn the introduction of such legislation by backdoor methods.

Just what effect the introduction of the amending ordinance will have in Norfolk Island is difficult to gauge at this stage. Already a substantial number of companies is going into liquidation and I have no doubt that this trend will continue. Accordingly, as a means of raising revenue, there seems to be no doubt that the amendments will be a dismal failure.

There will be a secondary effect upon the economy because the business and professional people who were using Norfolk as a tax haven were wont to spend fairly heavily in the duty free stores, the hotels and the superb restaurant.

I anticipate that the cream of this trade will be lost as a result of the introduction of the amending ordinance.

It may well be that the above factors will be sufficient to convince the Australian High Court at some stage in the future that the new law has nothing to do with the "peace, order and good government of Norfolk Island" and is hence invalid.

However, even if this were to happen, a lot of the companies would never return, especially as the Condominium of the New Hebrides is going out of its way to fill the vacuum created by the Australian Government with the introduction of the new companies ordinance.

PIM in June published an excellent article entitled "Whither Norfolk?" In the light of what has happened since its publication, the question "whither Norfolk?" is now even more pertinent.




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# Official view of the Great Norfolk Debate

The Administrator of Norfolk Island, R. N. Dalkin, has endorsed the following article, especially prepared for PIM by the Norfolk Administration.

The article by the Sydney solicitor purports to show that the Norfolk Island Companies Ordinance 1971 was passed through the Norfolk Island Council in an objectionable and even an underhand way, and that there are a number of aspects of the ordinance itself which are unacceptable from a legal point of view. Both these viewpoints are grossly in error and distort the events leading up to the making of the ordinance, as well as showing a regrettable lack of understanding of the effect which the legislation will have on company operations on Norfolk Island.

Prior to 1968, councillors had expressed concern on a number of occasions about the large number of companies registering on the island. They felt that proper control should be exercised over these companies and that the island should also benefit from the revenue obtainable from them. Early in 1968 council resolved almost unanimously, and the Administrator endorsed the recommendation, that the company laws in force in the State of New South Wales, that is to say the "Uniform Companies Legislation" (UCL) should be suitably adapted to apply to Norfolk Island.

In April, 1968, as a result of council's recommendation, the Department of External Territories was asked to take processing action to give effect to the resolution. This was certain to be a lengthy task, as indeed it proved to be, and later in 1968, as an interim measure, council also recommended an increase in the rate of the initial company registration fees. This interim increase, involving a simple amendment to the then existing Norfolk Island Companies Ordinance, became law in February, 1969. Meanwhile, processing of the earlier council resolution concerning the introduction of the UCL continued.

At a council meeting held on September 1, 1970, one councillor clearly impatient at the time which was being taken to process the draft legislation, gave notice of motion seeking to impose an annual registration fee on companies registered on the island. At its meeting on October 6 council discussed this motion, which dealt in some detail with the proposed increase in company fees as well as with some associated amendments. At that same meeting the matter of the pecuniary interest of some councillors in companies was raised and a decision on this matter was made by the Administrator. The Attorney-General's Department subsequently recommended that this decision be reversed.

At the meeting on January 6, 1971, council was informed by the Administrator that the processing of the original motion of council had reached the stage where draft legislation to amend the existing law was nearing completion. They were informed also that this draft legislation included provisions similar in effect to the provisions of the UCL insofar as those provisions would be applicable to Norfolk Island. They were told that some of these aspects taken from the UCL, related to:

(a) company names, (b) registered offices, (c) prospectuses, (d) annual returns, (e) accounts and audit, (f) duties and responsibilities of company officers, including directors, (g) the periodic filing of returns of directors, registered offices, etc., (h) the striking-off of unregistered companies, (i) the administration of the legislation generally, (j) the fact that the legislation would also take into account financial and procedural aspects relevant to the island's situation.

The then proposed changes were concerned essentially with the introduction of those aspects of modern company legislation which were seen as being urgently needed to update the existing company law and which had already been recommended by council. Council was also informed that adequate consideration was being given to the financial aspect as it affected the island economy.

It was hoped at that time to circulate the draft to councillors during February, 1971, when they would have an opportunity of making known their views. As stated in the Sydney solicitor's article the drafts of the legislation finally arrived on Saturday, April 3.

The article also states that two of the seven members of the council approached the Administrator on April 2 and made it known that they were planning to go to Sydney on April 4 on business, but would postpone their departure if the amendments to the companies ordinance were to be discussed at the meeting on April 6, and had left the island after they had been given the assurance that the matter would not be discussed.

Neither of the two councillors, nor any others, approached the Administrator. One left the island on April 4 but did not at any time see the Administrator before his departure. The other had a discussion with the Administrator on a social matter but the subject of the ordinance was not raised, much less were any assurances given either about the next Tuesday night's business or whether or not any councillor could or should leave the island. Councillors' movements in this regard are their own affair.

Subsequently, neither in nor out of council have either of these two councillors claimed that any such approach was made.

A third councillor was in fact approached by the Administrator on April 2, and the ordinance, which at that date had still not arrived on the island, was discussed. This councillor attended the meeting on April 6.

It is a serious matter that an apparently legally qualified person should relate a distorted and obviously second or third hand version of events that did not take place.

Referring to the meeting on April 6, the Administrator is the chairman of council and the Norfolk Island Council Ordinance provides him with the use of a casting vote. It was the Norfolk Island Council that recommended the making of this law.

It is curious also to assert that the draft was "obviously compiled in great haste". As has been shown, work had been proceeding on this draft for upwards of one year.

The comment in the article about a subsequent motion concerning amendment of the Norfolk Island Act is in error in two respects. The motion related to the Norfolk Island Council Ordinance, not the act: and it did not contain any reference to "allowing the Administrator to remain as chairman at meetings of council". The motion related only to the voting rights of the elected members of council, and the chairman's and the president of committee's voting rights. It requires a stretching of the imagination to the extent apparent only in the mind of our "Sydney solicitor" to read a "polite notice of no confidence in the Administrator" into the true wording of the motion.

The comments in the article concerning this motion relating to the chairman's voting powers, and the motion relating to the rescission of the earlier resolution concerning the

Continued on p. 115




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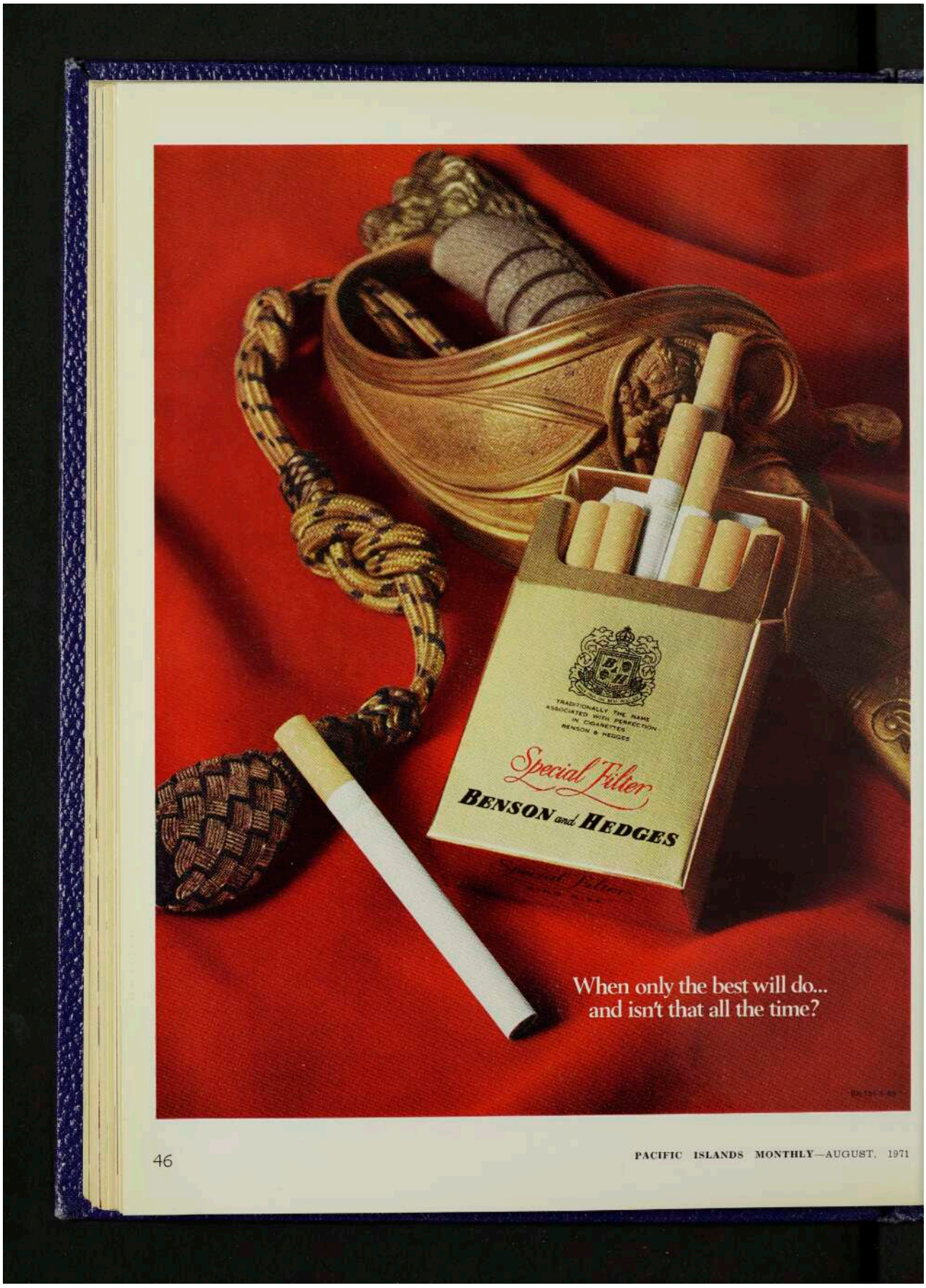





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# THERE ARE RIPPLES IN THE QUIETER POOLS OF MELANESIA

*By JUDY TUDOR*

Between the instant independence of Fiji and the phrenetic politicking of Papua New Guinea, come the outpost lands of the New Hebrides and Solomons. If not exactly bottomless pools of tranquility any longer, they do retain enough of their old style to provide the Pacific voyager, who has travelled long in miles and cynicism, some measure of relief.

Of the two, the New Hebrides is, in human terms, the personality kid. This is due as much to the leavening of French on British as to the peculiar political set-up that makes purists beat their breasts in despair, but provides fine background for latter-day buccaneers plus some of the flavour of the South Pacific Islands as they once were.

Not that the New Hebrides is living in the past. It's up and running, full of ideas and new enterprises of a sort, with land prices soaring into the stratosphere and a steady if small stream of people seeking either a haven for their funds or a piece of land away from the three cursed "P's" of the Seventies — politics, pollution and protesters.

Basically, this state of present New Hebrides euphoria is brought about by the general belief that while Papua New Guinea will get self-government in the next four or five years, and the Solomons soon after, in the New Hebrides it is at least 10 years away and more, probably 15 or even 20.

Certainly, current commercial *joie de vivre* isn't based on any New Hebrides Panguna of copper or even a Rennell of bauxite. Forari manganese continues but the present operators are producing at a much lower rate than the original French company. At the same time, traditional agriculture, such as coconuts and cocoa, is declining or static and although beef production is growing, the labour situation, always a problem in the NH, has worsened.

Even if what's been happening there of late can't be called a brain-drain, it has certainly been a muscle-drain in which 3,000 to 4,000 New Hebrideans have shipped quietly off to New Caledonia where they are welcomed with loud hurrahs and paid at high rates for unskilled work in nickel mining.

The full extent of this migration is only now being realised. As one official says: "There is some check on the number who go out by air, but God knows how many just sail off in the *Poly*."

Nor is there much that can be done about it. New Hebrides offers nothing similar, New Hebrideans have never been interested in working on other people's plantations, which leaves commerce and the three public services.

Because of the smallness of the operation in the NH, job opportunities are limited in both sectors and where localisation has made some headway—as for example, the Vila post office—it is not always popular.

The post office is one of the last old buildings along the waterfront road and was probably built in the early years of the century when it

**At top, a view over central Vila towards Iririki Island in Vila Bay. Topping Iririki is the Residency of the British Resident Commissioner while at the southern end is the Paton Memorial Hospital founded by the Presbyterian Church of the New Hebrides. The hospital is shortly to be replaced by a new British Base Hospital to be built on the mainland. On the far side of the bay a $2.8 million wharf is being constructed to cope with greatly increased shipping. At present larger vessels are obliged to anchor well out in the bay and discharge and load their cargoes by lighter.**




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# UN TOLD CONDOMINIUM OUTDATED

The United Nations subcommittee on decolonisation turned its guns on to the New Hebrides early in July. The first shot was fired by Poland's Mr. Tadeuz Strulak who complained that no constitutional progress had been made in the past year and said the condominium system was outdated. The situation had changed little since his delegation made a full statement on the territory last year. Poland, he said, shared the regret expressed by other delegations about the lack of co-operation by the administering powers. He pointed out that there was a minority of elected members and a majority of non-New Hebrideans on the condominium's advisory council. Indian delegate Mr. Barakat Ahmad also pointed a finger, saying that only three New Hebrideans were enrolled in French universities and only one in a UK university. How could enough indigenous public servants be trained under such conditions, he asked. What steps were being taken to train them to take over? The subcommittee ended its session with an authorisation to the chairman, Mr. M. H. Aryubi, of Afghanistan, to draw up conclusions and recommendations on the New Hebrides and add some on Niue and the Tokelaus in time for the next meeting for which no date was given.

was adequate for the population of the day. Now it is adequate no longer and totters in decrepitude. It will soon be demolished to make way for a new building.

Behind its cramped counter and underneath the stern eyes of General Charles de Gaulle looking out in full colourgravure from a wall picture, are usually two unhappy-looking New Hebrideans. Sometimes they function alone but frequently they are master-minded by a bi-lingual French woman and an alert Chinese girl. The men then merely, on instruction, tear stamps out of a book.

This they certainly do in slow motion but, if it's any comfort to Vila residents, they do no worse than others in post offices further up the line, where localisation is more advanced.

Down the road are the new condominium offices, completed since I was last in Vila, where many grand condominium compromises are hatched and where, according to one of the secretaries, for six months of the year they work French office hours (7.15 a.m. to 11.30 a.m. and 1.30 p.m. to 4.30 p.m.) and British office hours, which lop half an hour off the lunch break, for the other six.

What's more likely is that they are hot season and cool season hours, but it all adds colour to the condominium legend, much of which has now been so publicised that it becomes cliche.

Nonetheless, I have often wondered how, even in the interests of life and limb, the respective governments departed from the custom of two of everything long enough to decide that motor traffic should drive on one side of the road only. According to one theory it happened many years ago when roads were few and no motor traffic had yet appeared. The two Resident Commissioners decided then that traffic rules should be introduced according to the nationality of the first person to bring in a motor vehicle.

Not long afterwards a French nun brought in a Peugeot motor-bike and so traffic rules are French and vehicles keep to the right of the road. Most of the time.

Meanwhile, up in the British Paddock and in contrast to the face-lifting that has gone on along Rue Higginson, Vila's waterfront road, little has outwardly changed—the offices are still a collection of huts and hutments, built at varying periods and of varying materials. But the metamorphosis within is considerable.

After I was last in Vila I wrote that British civil servants there ". . . take their dogs to work, have racks of pipes on their desks and play golf at weekends in the British paddock". This time I found them playing golf on the new course out at Le Lagon Hotel and though they still smoke pipes I did not meet one office dog.

This time, office-wise, each officer is equipped with a pressure-pack can of insecticide and when the visitor has flapped around a bit after one or two of the town's recalcitrant flies, they will rise without comment and, while still continuing the conversation, go P-f-f-s-s, P-f-f-s-s with their pressure-pack.

I have a feeling that Freud or one of his disciples could have made something out of the fact that insecticide has taken the place of dogs, but I'm not sure what it is. I *am* sure that a new spirit is abroad in the British service, however, and that the collective I've-swallowed-the-canary expression is not imagination.

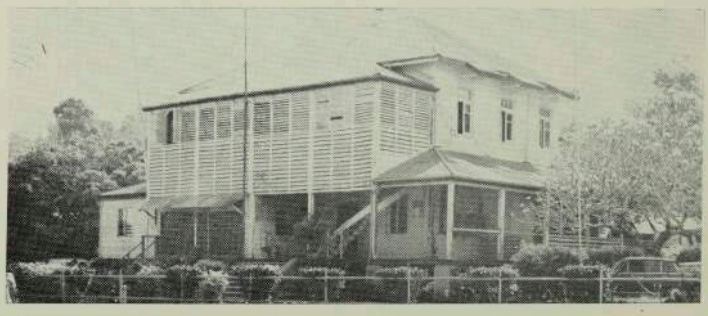
Much of this changed attitude can be attributed to the new company regulations which were enacted in April, are 100 per cent. British, and put the seal of approval and respectability on organisations that are already using or shortly will use the New Hebrides as a tax haven.

Although modelled on the UK Act, the New Hebrides regulations provide for a few local deviations and for exempt companies—those who carry on their business outside the NH. Although these must put their shingle up at their registered place of business, their operations and balance sheets are not open to public scrutiny.

At the end of May there were 288 of these exempt companies registered in the New Hebrides and each of them pay into the national coffers of the British, a minimum annual registration fee of $200.

What pleases the British is not so much the revenue derived therefrom, which is still peanuts, but the one-upmanship over the French who have always dominated. Registration of a company under French law is a much more difficult exercise and unless fundamental changes are made this must continue to be a British preserve.

One British official told me that one Frenchman with investment



**Despite the rash of new buildings springing up in the main street, the Post Office struggles along in this old, delapidated building.**—Photo: G. Shearer.

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● **Ted Marriott took this photograph of Savo Islanders "farming" their megapode eggs. Of about 1,000 people on the island, only 200 have plots, which are handed down from generation to generation. At one time the birds were an object of worship but nowadays they are appreciated rather more for their commercial properties. The eggs sell in Honiara for around two for 10 cents.**

money had already packed up and gone home weeping that the condominium was finished as far as Frenchmen were concerned.

I can't say that I noticed it myself. The benefits of the prosperity generated by the setting up of the international companies have washed off on a lot of private residents, irrespective of nationality. A small covey of lawyers and trust company officials has moved in and, in a place the size of Vila, this immediately put a premium on houses, accommodation and land. Anyone who can supply these commodities is now doing nicely.

As in Norfolk Island, local directors are needed for the exempt companies and some of these in relation to director's fees are said to "be charging like wounded bulls".

And Vila is still very much a French town. There are some good new houses and public buildings but it still has its old air of French colonial untidiness which, with a naturally beautiful harbour, is half of its charm.

Rossi's restaurant, utilitarian in appearance, is crowded nightly and bursts at the seams on Saturdays. There, undisturbed by the amplified music that is the curse of the real tourist pads of the Pacific, patrons get down to the serious business of good food, wine and conversation. It is all very French provincial.

Nor do the French turn thumbs down on the sort of land development that, according to local rumour, has "made millions" for Mr. Eugene Peacock, ex-Hawaii land developer. The British, on the other hand, tend to treat the very mention of it like an improper suggestion.

Most of this land, in three areas of Santo (Hog Harbour, Palikolo and Cape Quiros) was sold sight-unseen to Americans, but a thin trickle of these people are now arriving to look it over. Up until recently not even the most rudimentary development had been done in any of the areas and some buyers have had difficulty in locating the land that they bought. However, roads are now reported to be underway on the first subdivision, at Hog Harbour.

(Continued on p. 125)

# SUCH A FUNNY BIRD IS THE MEGAPODE

The latest visitor attraction in the Solomons is the burrowing megapode bird! This avian curiosity, although somewhat smaller than the ordinary domestic fowl, lays eggs twice the size of a regular hen's egg—in burrows two feet deep.

The megapodes, which abound on Savo Island, 25 miles from Honiara, are being promoted by Hunts of the Pacific as one of the Protectorate's unique attractions. According to Bruce Saunders, operations manager, visitors are happy to pay around $A25 a head to visit the island and watch the unique egg-collecting methods of the villagers.

But visitors are not quite so happy to pay an extra $300 to visit the Solomons and New Guinea, now that the new 35-day excursion fare is operating in the South Pacific.

Mr. Saunders told PIM that it looked as though the Protectorate's expected tourist increase would not eventuate this year after all.

"We had 1,200 visitors last year and were expecting some 1,700 during 1971", he said.

"But we've noticed a definite drop-off since the announcement of the new 35-day excursion fare, which came into operation on April 1. The South Pacific excursion fare used to be for 45 days. Now, if anyone wants to tack on an extra 10 days to visit New Guinea and the Solomons, it costs an additional $300 per person.

"Whereas we were getting groups of 15 people, the numbers are now about five or six per group.

"It looks as though this year's total will be about the same as last year —around 1,200 visitors".

Mr. Saunders said he was confident, however, that tourism would grow in the area—just as soon as sufficient hotels rooms became available.

"Great interest was shown by a group of Japanese travel agents brought to the Solomons earlier this year by Qantas", he said. "Like American travellers, the Japanese are tremendously interested in the war history of the Solomons.

"Unfortunately, Honiara still only has 15 rooms that could really be classified as first-class. The situation will improve with extensions to the Mendana".




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# Judgment of Solomon: Council lacking

From a Honiara correspondent

Elected member for Makira, Solomon Mamaloni, at 28-years-old the youngest politician in the Solomons, and regarded by many as the *enfant terrible* of the House, has returned from his first visit to Britain with his wits, to say nothing of his knives, newly sharpened, to do battle at Governing Council's meeting in August.

Ever vociferous, since he gained his seat, in his criticism of the new constitution, which brought in 1969 an elected majority and the committee system, he is, after his recent talks with British politicians and a representative from the Seychelles (the latter abandoned the committee system several years ago), even more convinced that his country is developing along the wrong lines politically.

The constitution is not right, he says firmly, but though he is quick to point out what is wrong, it is not easy to discover exactly what he wants.

His main complaint is that plans are formulated in semi-secrecy at committee level, and it then befalls the unfortunate members not on that committee to explain away to their constituents decisions and policies which, he claims, are often both unpopular and incomprehensible to them. Carrying the can in this way, he affirms, can cause members to lose both face and confidence in their districts.

He quotes as an example the recently negotiated fishing survey of Solomon's waters by a Japanese company, which he condemns as set up without consultation outside the Natural Resources Committee. He claims that many members are having enough trouble reconciling their constituents to the presence of the Japanese already in their midst.

Mamaloni shrugs off any suggestion that some shortcomings could be laid at the door of unpractised members,

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## Solomon's judgment

and might not be the fault of the system. He is convinced that even with more experienced politicians, the committee system would not work.

Conversely, he does not feel that the move toward independence is too fast for members or their electors and wants no slowing down, particularly over localisation of government posts.

He admits that his very tight schedule in Britain, meeting politicians, trades union officials, educationists and other Commonwealth Parliamentary Association delegates like himself, gave him insufficient time to assimilate everything. But, he has, nonetheless, returned with some very clear impressions of the British way of life which, on the whole, he finds to his taste.

He regards the Westminster system of government as the most democratic there is, and this, one feels, is what he really hankers after for his own country.

Seeing the British on their own ground for the first time, he thinks the British in the Solomons are not typical. He claims he found their counterparts in Britain, both in and outside the civil service, more open and sympathetic, and friendly to a degree he had not experienced before.

He noted particularly that Britons walking the streets seemed preoccupied with problems and worries, and one feels strongly that he wishes a little more of this awareness of the reality of life was evident among his own countrymen. He praises the orderliness and discipline of British drivers, and confesses he felt much safer in a car in London's traffic than he now does back in Mendana Avenue.

At the May meeting of Governing Council, members voted to raise their salaries to $3,500, with $5,472 for committee chairmen, and there has been a great deal of criticism of this move at the present crucial stage of the protectorate's economic development.

Mamaloni feels strongly that better salaries will attract better men, but asserts that he is definitely worse off financially with his $3,500. Previously, when his tax-free salary was low, he had all his expenses paid. Now, with his travelling, living expenses and income tax to pay, plus the fact, he says, that he works far harder than he ever did as a civil servant, Mamaloni feels that an elected member's lot is not a happy one.

It had been suggested to him, he said, that he would have a better career if he returned to the civil service, but he made no comment on how he felt about his political future. The next election, due in 1973, could make his mind up for him.

The final proof of the Solomons' pudding will be in the eating, still sometime in the future. While the ingredients are still being mixed, Mamaloni is determined to try and give it his own particular flavour.

● Leading West German film producer Dicker Seelman recently visited Nauru to make a 45-min. colour television film which will be shown on leading European networks. Mr. Seelman, who is head of Monitor Films, one of Europe's largest film production units, spent a week on Nauru. Interviews with the Acting President, Mr. Austin Bernicke, and the Minister for Finance, Mr. James Bop, were filmed.

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PIM 7/69

● In Fiji's islands of Lau, craftsmen still know how to make the canoes of their forefathers. This takia (single-hulled canoe) took nearly a year to build. It's now taking tourists for trips in Suva harbour.

# Complacency could addle tourism's golden eggs

By a staff writer

With their traditional markets menaced by the exclusivism of the Common Market, South Pacific Island territories are looking for economic alternatives and, hopefully, think they have found one in tourism, the modern money-spinner.

On many islands, some a few years ago seemingly inaccessible to tourists and unheard of, hotels are springing up. Territorial groups are forming tourism organisations and multi-coloured brochures depicting a thousand and one paradises are being showered on travel agencies in the sun-starved northern cities. New air routes are being charted, air lines are expanding and sea cruises are becoming the main business of the shipping lines.

There's a yearning among the smog-smothered city dwellers to "get away from it all" and "away" is increasingly being interpreted as Pacific Islands.

Tourism can't miss as the biggest economy booster, Island communities are being told, and believing it.

But, in some places uncertainty is creeping in. Recession is the scarey word on some lips and those lips are in places like Hawaii, the bastion of tourism, in Puerto Rico, Acapulco and so on. Honolulu, shocked to its hedonistic core by the accusation of one of crusader Ralph Nader's Raiders that it was overbuilt and polluted, is finding its tourist figures are dropping. Letters from Waikiki hotels to travel agents in Australia and New Zealand are almost pathetic in their appeals for attention.

It's still only a small cloud on the horizon, this seeming recession, and places like Fiji, the Samoas, Tonga and the Solomons are still eyeing graphs zooming upwards.

And nowhere are those graphs zooming more than in Fiji. More and more, Fiji's Government is finding itself in the position of having to admit that tourism is Fiji's only real financial hope for the future.

After the recent sugar talks in London, the Prime Minister, Ratu Sir Kamisese Mara—while expressing himself "not pessimistic" about the future of sugar—admitted to a BBC reporter that Fiji had little to fall back on except tourism.

It's a happy state of affairs for everyone connected with the industry. Not only does the government want tourism. Tourists want Fiji—as the soaring statistics show. The future looks pretty rosy and those who've worked hardest at promoting travel to these islands are netting their rewards.

But they must guard against complacency. There are serious lessons to be learned from recent reports.

Puerto Rico's unhappy situation in particular contains a warning. The island is in the throes of a recession. Observers say its slumping tourist

Continued on p. 57

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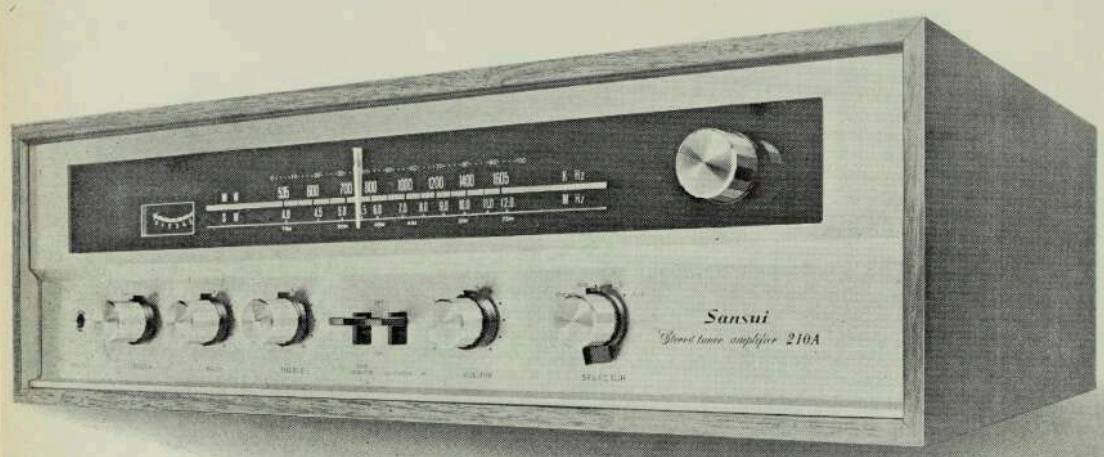


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## Complacency warning

trade is a prime cause of its economic malaise.

Unlike Fiji, Puerto Rico's income from tourism is declining. The casinos are quiet, hotels are actually closing down. Palm-fringed beaches are deserted, except for litter. The drop-off in visitors has been blamed on the US recession and competition from cheap group-rate fares to Europe, plus increasing violence between those for and against Puerto Rican independence.

But most of the blame, says *Time* magazine in a recent article, belongs to the hotelmen, "who during the boom days boosted prices exorbitantly and genially ignored visitors' outraged complaints.

"Hotel employees did little to help, treating tourists indifferently and often with undisguised ill-humour. The hotel workers had little to grumble about; their hourly wages and benefits soared an estimated 143 per cent. between 1959 and 1970. During the same period, consumer prices rose by 40 per cent."

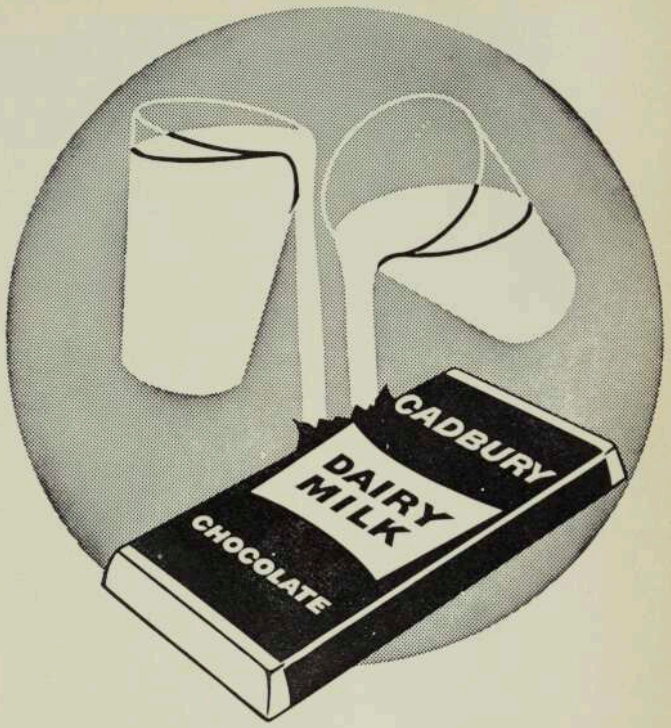
By comparison, Fiji hotel tariffs are not exorbitant—but they are creeping up. Except for one resort which charges F$52 a day a double, the highest rates are around $20 a day for two people. Good accommodation is still available for around $10-$12 a day per double. Unfortunately there are not enough of these rooms to meet the demand.

Certainly, more rooms are planned. Work has started on the Flagship Beachcomber hotel—to be operated by the American Airlines subsidiary, Flagship Hotels. Intercontinental Hotels have also announced plans to build in Fiji—and at least half a dozen more hotels are on the drawing boards.

With building costs on the up and up, and local workers demanding higher wages, it's doubtful whether these new super-luxurious establishments will be charging in the $10 a day range. Will Americans and Canadians continue to come if they have to pay Caribbean-type prices on top of the high Pacific air fare? Many local tourism experts think not.

"Another thing that worries me is all this talk about establishing a room tax in Fiji," said one tourism man, commenting on the fact that the Fiji Government has been considering imposing a special tax on hotel rooms.

"If the tax meant an extra 30 cents a day at this end, you can bet your life that by the time it was passed on to the traveller, it would become something like 45 cents. Most tourists

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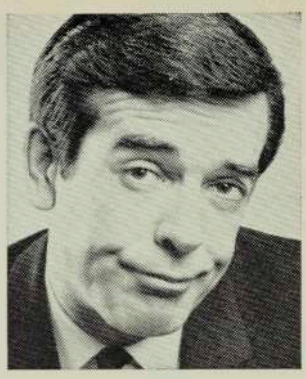

I've got one lighter made out of two Victorian pennies.
It's never worked.
I've got another that I bought as a holiday souvenir. That went for a week.
I've got three other jobs that only need a new little ratchet thingummy.
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Lighters?
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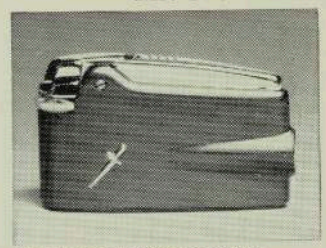
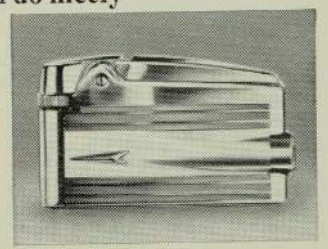
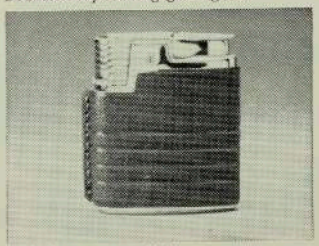


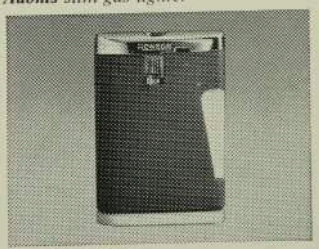
***Premier*** *top-selling gas lighter*



***Adonis*** *slim gas lighter*



***Windmaster*** *gas lighter*



***Comet*** *gas lighter*

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RONSON

## Complacency warning

wouldn't know they were paying it, because it would be added on to the top of their pre-paid accommodation. But it would make a Fiji holiday that much more expensive."

And that much less attractive.

One section in Fiji which got very few kudos out of tourism until recently was the Fijian people, but they are now looking for a greater share, mainly through the one valuable asset they possess, their land.

One *mataqali* was made a shareholder in one hotel, The Fijian, about four years ago and others are following, mainly because the best land remaining for hotel sites is Fijian-owned. Thanks to the efforts of the Native Land Trust Board, which administers the land, more native owners are being included in the privileged circle of hotel owners.

Dr. Rusiate Nayacakalou, the NLTB manager, spelled out the board's position and responsibilities when he spoke at the fifth Waigani Seminar in Port Moresby recently. He said that between 1969 and April this year six leases for hotel purposes were issued over Fijian land. Between them they would provide about 1,900 hotel rooms. There were seven proposals at the option stage, adding another 970 rooms, and three more applications for sites which had not reached the option stage.

The tourism boom with its insatiable demand for land has compelled the Native Land Trust Board to—in the words of Dr. Rusiate—"reassess its approach to its responsibilities and in the face of a highly increased demand for native land, it has been forced to consider the best way of taking advantage of the situation.

"It has been brought directly face to face with the stark reality that if a map of the business life of the country today were drawn, the Fijians would not appear on it. The usual explanation given for this lack of participation by the Fijians in the business life of their country is that they don't have the capital to start with; and yet they own 83 per cent. of the land in the country, which is very valuable capital indeed. The question for the NLTB was how to turn this valuable capital into business capital."

How they're doing their job was explained by Dr. Rusiate. Using the Truk formula employed by the US Government in the leasing of native land in Truk for a government hotel, the board has based rental on the gross receipts of the hotel.

There are six terms set out for the

End the problem of dry skin

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## Complacency warning

granting of leases—under the present regulations Fijian land cannot be sold —and these are:

- A developer must apply for an option with fees ranging between $1,000 and $3,000 and during the option period of from six to 12 months the developer must submit site plans and financing details;
- If the developer exercises the option, the board may then issue a lease after being satisfied with site plans and financial arrangements;
- Leases will be for 99 years generally with no renewal provision;
- The board requires that the landowners should be given the right to acquire a minimum of 10 per cent. of the shares in the developer company, completely or partly free of charge in lieu of a premium on the land, and at least one seat on the board of directors;
- Full compensation for the owners for land improvements;
- A two-part rental charge; at first a development rent for the period up to the end of the second year of the hotel's operation fixed at 5 per cent. of the land's unimproved capital value; after the development period, a rental of 2½ per cent. of the gross receipts provided the amount actually paid is not less than 10 per cent. or more than 25 per cent. of the land's unimproved capital value.

Since the terms were adopted by the NLTB in October, 1969, at least two of the leases have been on a very large scale. One, covering 150 acres on a beautiful island, will produce an income of $17,000 a year in the first four years and then at least $30,000 a year with a ceiling of $75,000 according to the venture's success.

The second lease is attracting an annual rental of $14,000 and the landowners look forward confidently to a maximum income of $300,000 a year. In each case more than 200 owners are involved.

Dr. Rusiate sees in tourism's rise "an entire change in the pattern of economic life of the Fijian from subsistence to employment for wages in the tourist industry." One threat he doesn't see.

He asks, "Will Fiji get another Waikiki with its concrete jungle?" and he answers himself, "On present indications this is hardly likely."

Hotel developers are searching for good beach-front lands and these are scattered, particularly along the 135 miles between Nadi and Suva.

Such development, Dr. Rusiate points out, will increase the demand for local labour and the prospects for employment appear very good. Already, he said, the Fijians have hit on a new idea—that it is better to plant their taro and cassava in the hotel than to plant them in the bush!

What about the effect of tourism on Fijian culture and traditions?

Dr. Rusiate gives it away in these terms, "There is little prospect of the Fijians preserving their culture and traditions as they are known today, let alone as they were known 50 years ago.

"And even without this importation, the amount of improvisation that one already sees as one watches traditional dances performed or hears songs sung indicates that the main culprit in changing Fijian culture is likely to be the Fijian people themselves."

He adds, "What the youth of 20 years ago used to like and value is no longer regarded in the same light by the youth of today."

# A neat mixture for the tourists

Now they're mixing Polynesia with Melanesia to get a different kind of tourists resort.

Bougainville's 28-acre Arovo Island, right at the entrance to Kieta harbour is about to welcome its first visitors after almost two years of publicity-free preparation (*most* unusual in the Pacific visitor business).

Arovo, housing 30 to 40 people in separate bungalows, is being staffed by natives from Mortlock and Tasman islands east of Bougainville, who have a Polynesian background.

They're a cheerful, good-looking people, excellent sailors and makers of artifacts whom Arovo's managing director, Captain Bill Hallam, got to know well during the many years he was an inter-island skipper.

Arovo is to be linked with Kieta by a ferry now being buillt in Taiwan.

Shareholders in Arovo include Captain Hallam, Russell and Hermon Slade and Bill Tyree, of Sydney, Mr. Fred Archer, of Rabaul, and the late Mrs. Frances Kroening.

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# From the Islands Press

**Letter from Bernard Diba, Sina-Sina, Chimbu District in 'Our News', Port Moresby:**

I am an ex-student of Kerowagi High School. I now live in my village. I would like to express my ideas on leaders, or councillors as they are called, playing cards for money in the villages. I think that if the councillors continue to play cards, all the villagers will join in and no one in the area will follow the regulations passed by the House of Assembly. Also, when the council comes to collect tax, the big gambling winners will be able to pay their tax, but the losers will go broke and they will have nothing to pay their tax with.

**Letter from S. Ronnie Vava, Rabaul, in the BSIP News Sheet:**

I have read many articles and talks on this (independence) issue, and I am compelled to comment on Mr. N. A. Tingulu's letter (No. 6/71). He said that the Solomons will get independence in 20-30 years time, unless four things are considered. . . . Independence is not like dynamite to be thrown at a certain date; it is a slow, deliberate process for our country as it faces a form of western democracy that is unfamiliar with our tribal rules. It does not mean that we lose what we have now and revert to our primitive ways. . . . It means that we will control our own economic, social and political standing as a nation, using our own minds. Well, my friend, I cannot wait with you for 20-30 years, but tomorrow?

**Item from the 'Nauru Bulletin':**

Do you think you could buy a product from someone for $140 and then sell it back to him at $1,600? It happens in Micronesia. Micronesians sell tuna to Van Camp for $140 a ton. This same tuna, canned and sent back to the TT, sells at 35c per 7 oz can. If Van Camp weighs fish on the short ton (2,000 lb) then we pay 80c a pound for canned tuna. Multiply 80c by 2,000 lb and you get $1,600 per ton for canned tuna in the TT.

**Comment by Mr. W. Estall, Cook Islands Minister of Works and Communications, reported in 'Cook Islands News':**

Trying to force 72 lbs of bananas into a 1½ bushel case is like a man with a 50-inch waist attempting to wear a pair of pants designed for a 40-inch waist—the overhang must be tucked in whatever the cost! The result in both instances is an unsightly mess which must lead to some kind of damage.

**Editorial in the 'Norfolk Islander':**

Over the last few weeks there have been many statements made . . . as to what is the best for Norfolk Island. It is quite obvious there is a wide difference of opinion about this. The main area of agreement stems around much that has happened in the past and an awareness that we must, at all costs, preserve not only the historical and natural beauties of the Island but also the characteristics and ways of life that have been handed down over the years since the arrival of the Pitcairners. But what of the future character and identity of Norfolk Island? . . . It is our belief that if the Island is to progress to the position of being able to speak with a united voice, we must recognise our responsibilities, one to another, and endeavour to overcome the suspicions and doubts that now exist.

**From the New Hebrides 'British Newsletter':**

The Editor wishes to make an unreserved apology to the ladies of Santo for having described their Queen's Birthday football match as taking place between 'men dressed as women'. The error was caused by poor radio-telephone conditions.

**Letter from 'Hawk Eye' in the 'Tonga Chronicle':**

. . . To illustrate the disrespect for the Sunday Laws I refer to a recent incident. On Sunday night, while in the vicinity of the Police Training Barracks, I saw a policeman hanging his washing on the line. This tends to suggest that he had also washed them on the Sabbath. I cannot blame the policeman for such action as on several occasions I have wished to do the same thing myself. But I consider this incident and others unmentioned to be a reminder to Parliament that the Sunday Laws are being rejected by the people.

**Extract from Guest Editorial by Ketson Johnson in the 'Micronesia Star':**

It is not enough a reason for the United States to keep Micronesia just because she won these islands in a costly war. Micronesia cannot pay for a war she was not responsible for. It is not fair for the United States to reserve the islands of Micronesia as the possible future staging areas for military thrusts into South East Asia. . . . It does not give any nation the right to settlement on our soil and to control, move around and to sacrifice the lives of our people whenever that nation feels like to do so. If the United States or any other nation has the right to claim our soil, then what have we, as Micronesians? Don't Micronesians have the right to live, too?

**Advertisement in the 'Fiji Times':**

Marlows Ltd. announcement: Under pressure from the Building Workers Union our Building, Plumbing and Electrical Departments will be closed on Saturdays. Electrical and Plumbing emergencies may be catered for at overtime rates Ora pro nobis (Pray for us).—Alf. H. Marlow, managing director.




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**NO-BAKE LEMON CHEESE CAKE**

**Crumb Crust:**

2 cups sweet biscuit crumbs
4 oz. butter, melted

**Filling:**

1 packet lemon jelly crystals
¾ cup boiling water
1 dessertspoon grated lemon rind
¼ cup lemon juice
12 oz. can evaporated milk, well chilled
8 oz. PHILADELPHIA BRAND Cream Cheese, softened at room temperature
1 cup castor sugar
1 teaspoon vanilla essence
Whipped cream or strawberries

**Crumb Crust:** Combine biscuit crumbs and melted butter. Press onto bottom and sides of a buttered 9 inch cake tin with removable base. Bake in a moderate oven (350°F Gas, 375°F Electric) for 10 minutes. Cool and chill.

**Filling:** Dissolve jelly crystals in boiling water, add lemon rind and lemon juice; cool slightly. Beat evaporated milk until thick. Beat the PHILADELPHIA BRAND Cream Cheese until smooth, blend in sugar, vanilla essence and beaten evaporated milk. Fold in the warm jelly mixture. Pour into prepared crumb crust and chill for several hours or overnight. Decorate with whipped cream or strawberries. **10 to 12 servings.**

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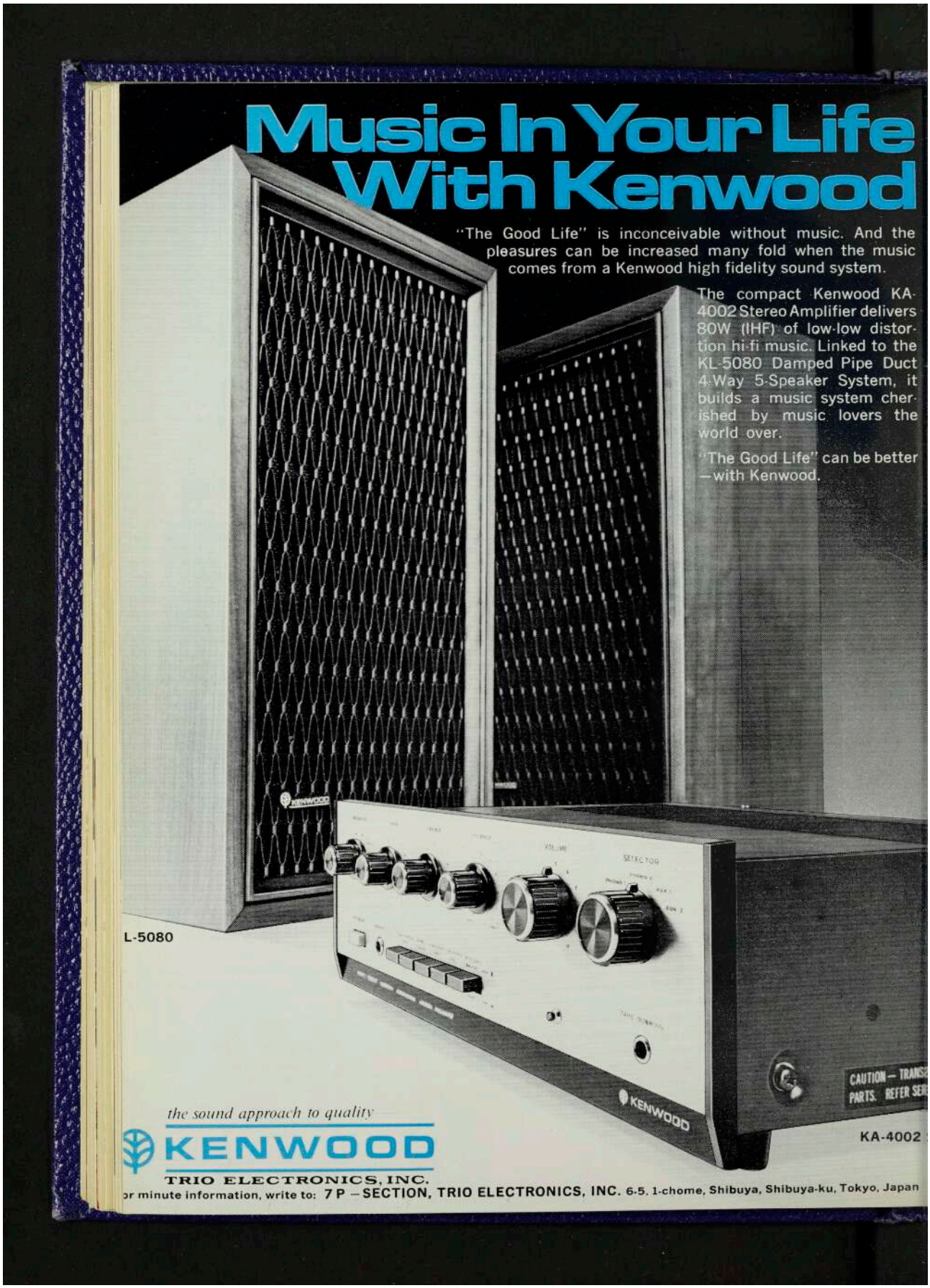



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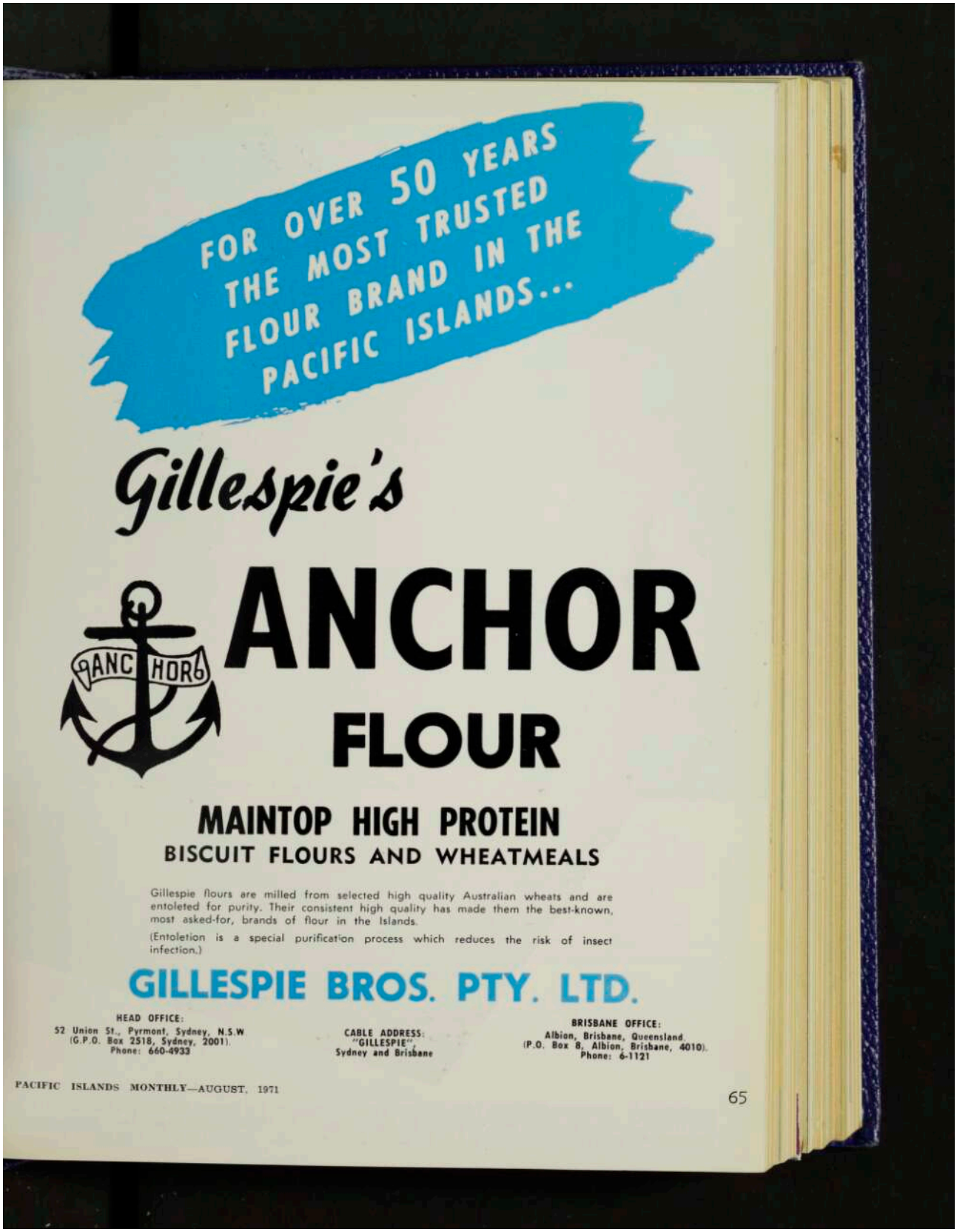



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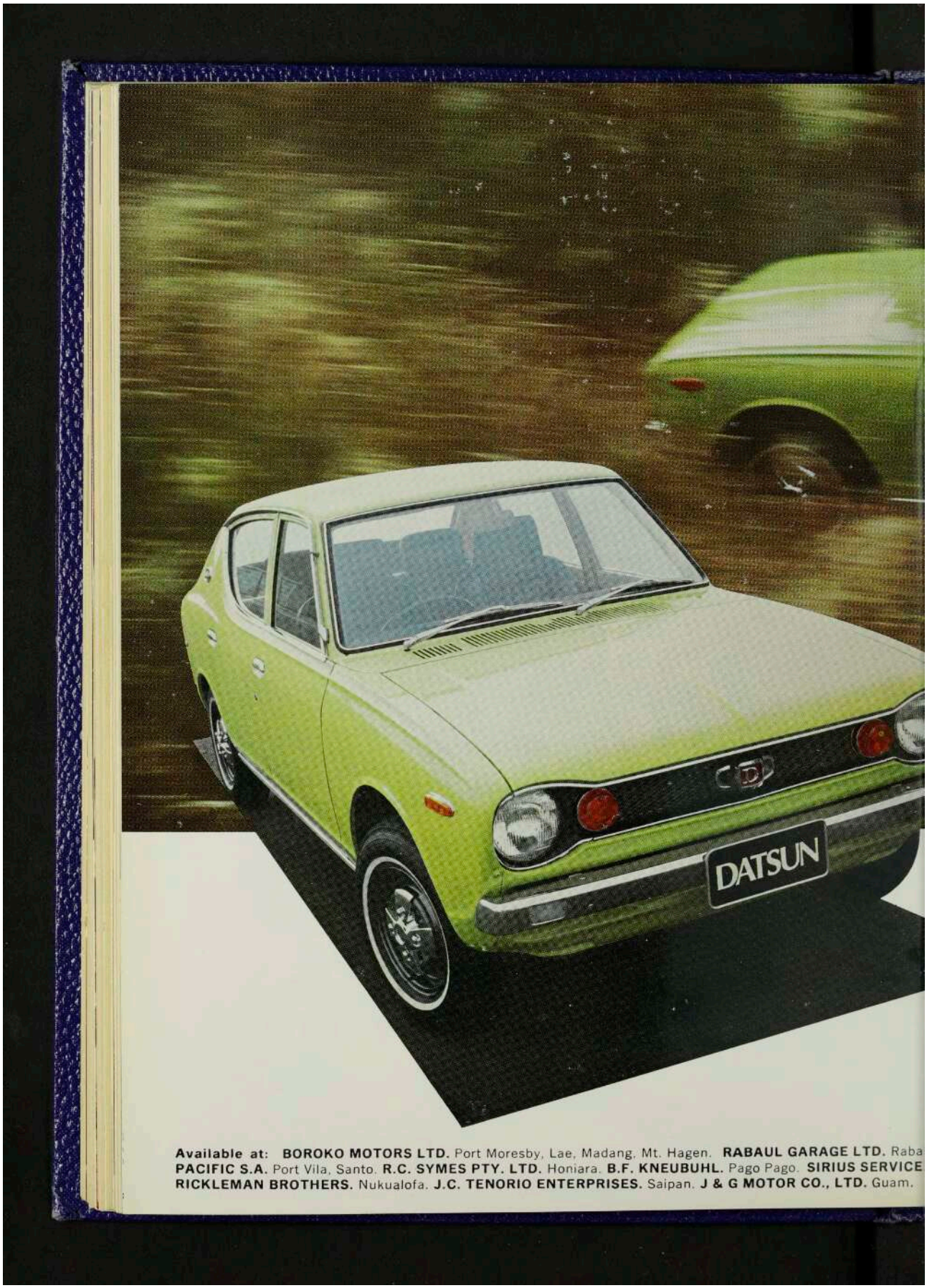



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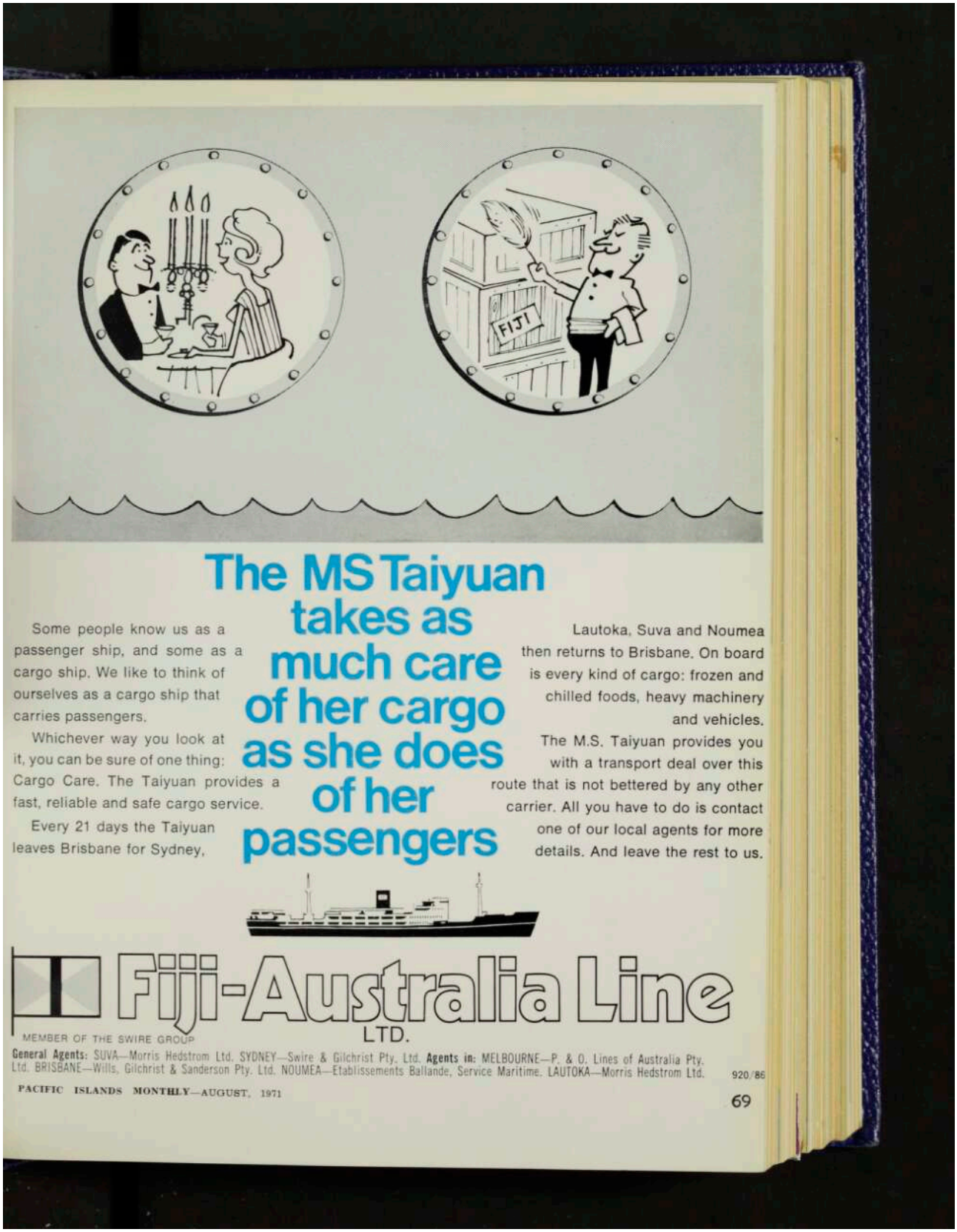


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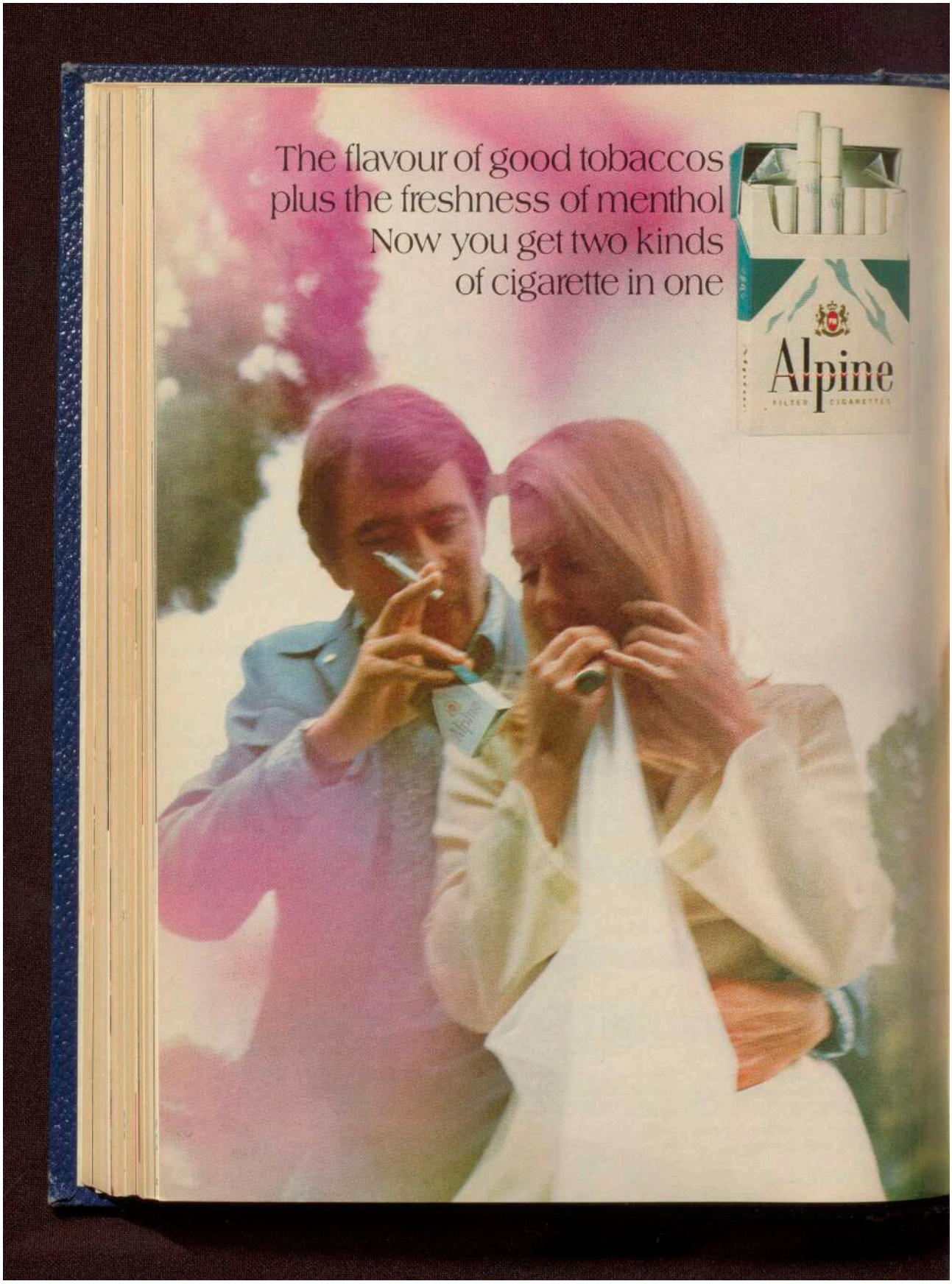



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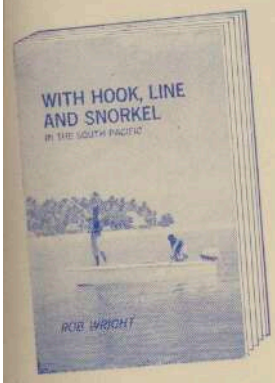


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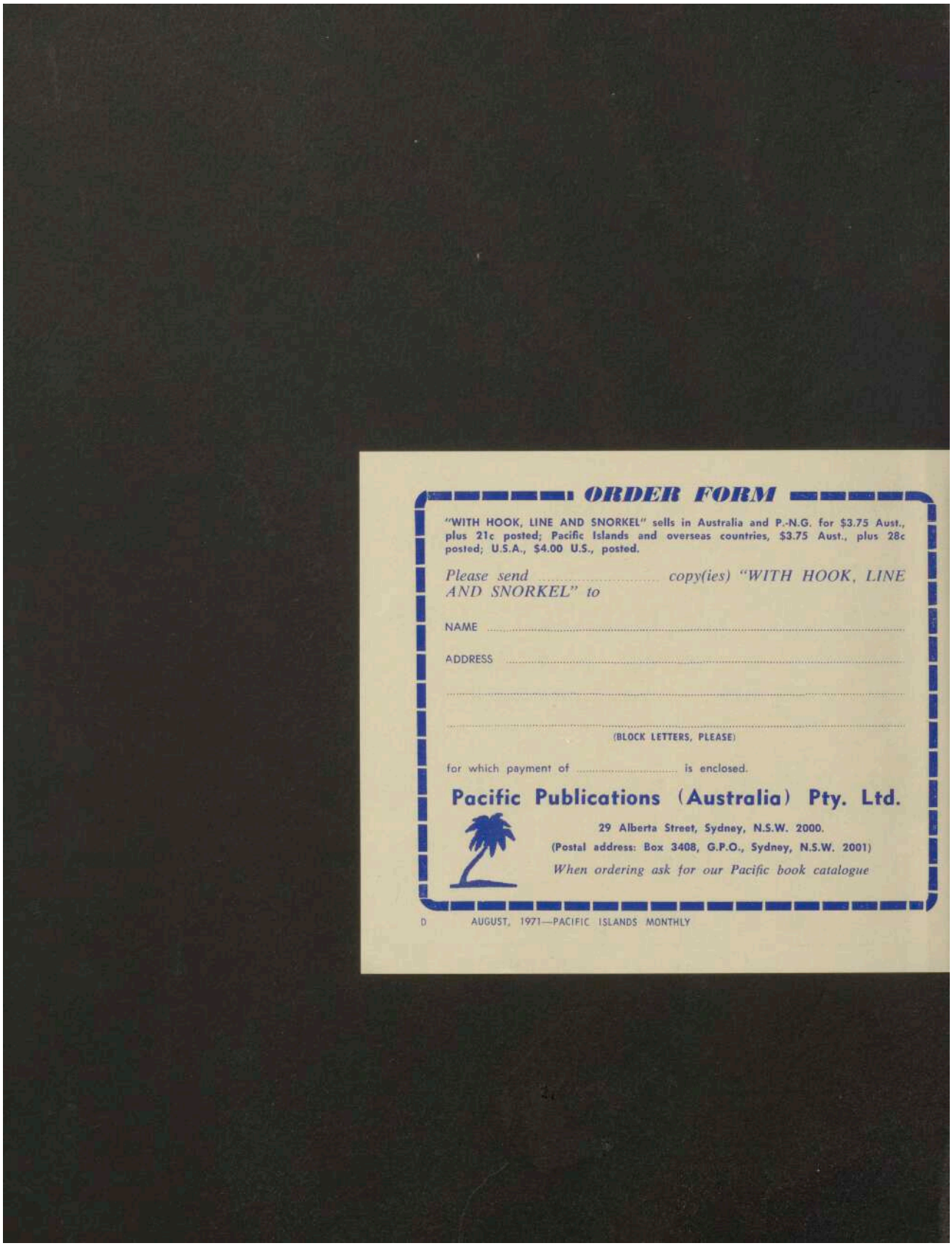

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# Magazine Section

## BEHIND THE JAPANESE LINES ON WARTIME GUADALCANAL

It was May, 1942, and I was awakened one morning by a ship's searchlight turned on my house at Berande, Guadalcanal—and I realised that the Japs had actually arrived. It was time to leave for Goldridge in the truck that I had fully loaded with stores only the day before.

At daylight I could see many ships in the Tulagi area and a screen of destroyers and cruisers patrolling about outside. A little later I heard the roar of aircraft coming across the Guadalcanal mountains, and the aircraft passed over me and went in to attack the Japanese shipping.

The first wave seemed to take the Japs completely by surprise and it certainly came as a surprise to me, as I had no idea there were any American aircraft in the vicinity. These were obviously from an aircraft carrier.

I grabbed a small Brownie camera and climbed up onto the roof of the bungalow. The Jap's ships were in a proper panic, and were coming out of Tulagi at full speed, zig-zagging in all directions.

The American bombers pressed home their attack and seven or eight ships in my line of vision received direct hits and three sank almost immediately. One was a large transport, which must have given the sharks a good feed. Two cruisers which were burning fiercely were heading northwest, still being attacked, when I lost sight of them. The air seemed to be full of planes and ack-ack bursts.

In an action of this nature it is difficult to give an accurate description because there is so much to see. I had taken six pictures, but in the excitement of the battle I had forgotten to turn the spool!

This fascinating fight turned out to be the southern flank of the Battle of the Coral Sea. I really believe the defeat of the Jap fleet in the Coral Sea Battle saved Australia from invasion and people in Australia can thank the Americans that they are not now pulling rickshaws.

After the American planes left I had two double whiskies and set off in my loaded truck, with three natives and my two dogs, Nickie and Susie. As I went across the grassy plain, Nickie fell off. I pulled up, and as I did so two Jap float planes over-shot me, their guns blazing.

The dog hopped in again and I turned the truck off the road into the high grass and beyond that to a patch of jungle. By the time the planes turned to have another crack at me I was well hidden.

The planes scouted about for me for about five minutes before going off in the direction of Tulagi, and I was able to continue my journey to Bamboo Creek, which was as far as I could take the truck. I found my native guards there still in charge of the big dump of stores that I had hidden for emergencies, and I unloaded the truck and hid it in the jungle.

Two or three days later I arrived at Goldridge, which had been the headquarters of the Solomon Gold Exploration Co. Ltd. All the field staff had been evacuated, with the exception of a Fijian named Kelemendi, who had stayed behind to look after their plant. He was a well-educated, exceptionally nice bloke.

Goldridge was about 2,800 ft above sea level and was an ideal observation point, as all the shipping activities over a wide area could be seen. You had a clear view of the grass plains and foreshores from Kukum to Tasimboko, a distance of about 20 miles.

Already at Goldridge was Lt. D. S. Macfarlan, the Australian naval liaison officer. Macfarlan, Kelemendi and myself settled down in the house of E. G. Theodore, which was the only respectable dwelling on Goldridge. Macfarlan had a teleradio and this was now a coastwatcher's camp.

From native reports and from our observation of shipping, it was obvious that the Japs were firmly establishing themselves on Tulagi. The Japs had also made small landings on Savo Island and at Lunga and Tenaru, along the Guadalcanal coast, where they were killing cattle and sending them across to Tulagi on barges.

I sent two trustworthy natives down to have a look at the situation at Berande, the plantation I had been managing for Burns Philp, and after a week they returned to tell me that the plantation had been looted by the local natives. They had even removed the bath and kitchen stove. A lot of the cattle had been speared, some of which were still alive in the paddocks with spears through their bellies.

The looters had made a systematic search of the garden and by probing with spears they located my household silver and other valuables (which they later gave to the Japs as presents). They took all the food from my store dump and they poured out 20 cases of Gordon's Gin, 22 cases of vermouth, and 20 cases of Scotch whisky, so they could use the bottles for water!

(over)

When war came to the Solomons in December, 1941, planter Ken Dalrymple-Hay, who had already fought in World War I, stayed behind to see if he could help. The Japs did not land until the following May, and then Hay took to the hills as a coastwatcher—and remained on the job until the following February, when Guadalcanal had been retaken. This account of his personal war is extracted from an unpublished MS which was among his papers when he died in Sydney in May at the age of 74. The MS is now in the possession of his sister Margaret, of Sydney. An earlier extract was published in PIM in July.




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The same people later made a call at the Bamboo Creek cache of stores and repeated the whole process. When this news was received I felt very much down in the mouth, since our emergency food supplies were now limited to the one remaining dump at Kolio.

For the next few weeks there was little to do at our coastwatching camp except listen to the news from London, Australia, America, Rome, Berlin and Tokyo, and then have long discussions as to which news was likely to be correct.

Early in June, planter Snowy Rhoades, who was in the jungle further up the coast of Guadalcanal with a radio, reported seeing 13 enemy ships approaching Savo Island from the north-west. Two days later the Navy said it had made an extensive search by air and had not been able to find the shipping. It could not have been a thorough search, as we could see from our post eight large cargo ships, escorted by five warships, discharging cargo at Lunga and Kukum, and they stayed there for four days without interference from our aircraft.

From native reports we heard that a Japanese named Ishimoto, who had been a carpenter on Tulagi for years and who was now "political officer" for the Jap forces, had contacted most of the coastal natives and told them that the British Empire was finished and that they would now become Japanese citizens. They were all issued with a small square of Kauri gum boat-planking with some Japanese writing on it to hang around their necks.

Ishimoto told them that to complete their entry into Japanese citizenship they would have to go to Lunga and work on the airfield for one month without pay. After that, pay would start. This airfield is what later became Henderson Field, and the Japs were wasting no time getting it built.

The request by the Japanese for labour gave us the opportunity to send some reliable natives to work on the airfield and apply for Jap citizenship. About 10 days later they returned, bursting with all kinds of valuable information.

They told us that there might be 10,000 Japanese there. They told us how every morning at seven o'clock the Japs would line up in the coconut plantation at Lunga and march off to work.

We carefully inquired how many coconut trees would be hidden by the first rank of the line, and how many lines of labourers there were. By allowing 25 Japs between the trees, which are about 30 ft apart, we decided that there must be about 3,000 of them on the airstrip, not 10,000, and this figure later proved to be about right.

Our native spies also told us where the power house and wireless station were, and gave us details of progress on the construction of the airfield. We coded this information and sent it off.

Japanese flying-boats were now well established at Tanambogo, where the RAAF had been, about 20 miles across the water from our observation point up on the hills. When visibility was good you could see them at their moorings. Daily at 8 a.m. these boats would fly directly over our position, returning in the afternoon, and we had to be careful not to show signs that our camp was occupied.

American Flying Fortresses were now making fairly frequent visits both to Lunga and Tulagi and apparently there were a lot of casualties and damage at these places. At Lunga the power house received a direct hit.

It was at this stage that we began receiving numerous native reports that Jap patrols were coming up the mountains to take us. But the rumours proved to be false, as the Japs were keeping strictly to the coast, concentrating all efforts on building the airfield. The rumours were circulated by the coastal natives who thought the news might force us further inland and thus allow them to loot our remaining supplies. Nevertheless, F. M. Campbell [a former District Officer turned miner] who had moved to Tin'o'meat mining lease below us, moved up to our camp. We kept up daily teleradio schedules with Snowy Rhoades, in the hills behind Cape Nagle; with Martin Clemens, another District Officer, who had gone inland to Vungana, and with the government station still based on Malaita.

About this time, Macfarlan received a signal from the Navy which said that they would rescue his party within a month—which we decided meant an attack was being planned on the enemy positions in the Solomons, because such an attack would have to be made before the Japs could complete their airfield.

Meanwhile our luck was out. On July 12 two Zero float planes suddenly dived down on our position, machine gunning us energetically. Macfarlan decided we would have to move at once, as the float plane pilots would report our position. Rhoades




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● In the middle distance in the recent aerial photo at left are Point Cruz and Honiara, and behind the town are the hills in which Ken Dalrymple-Hay operated as a wartime coastwatcher. Henderson Field is on the plains at far left of the photo. Goldridge gave a panorama up and down the coast and for 30 to 40 miles out to sea. He could see Savo Island and had a grandstand view of the major naval battles of the day. The picture below shows American destroyers operating over Ironbottom Sound, with Savo Island in the distance. This area is a graveyard of warships.

had already advised us that the Japs had landed a lot of army dogs for tracking, which sounded unpleasant news.

We left that afternoon with the teleradio and other necessary equipment, including a supply of benzene. Only a small supply of food could be taken, as we were unable to get enough native carriers.

When, much later, I saw our house at Goldridge from down on the flats on the airfield I was amazed to discover how plainly it could be seen, and it became a mystery to me why it wasn't blown to pieces by the Japs at an early stage. The Japs must have known what we were doing up there because there was a good deal of plain language sent over the teleradio in the early stages, when we were passing messages between the coastwatchers.

Anyway, now we moved well out of the way, climbing Mt. Juanapu, some 5,300 ft, where the jungle is among some of the densest in the Solomons. We had to pull ourselves up sheer cliffs by hanging on to vines or anything else that came to hand.

We had about an hour's spell on the top and then started the descent to the Sutasiki River, many miles below. Going down was as bad as the climb up. Only by hanging on to vines could we stop ourselves from falling down precipices of 200 to 300 ft.

We were completely exhausted when we arrived at the river, and after a spell moved down further to a primitive native village named Bombadeo—the mountains towering above us so that only at certain times of the day could we get any sun.

We were treated with great disfavour by the natives. There were villages scattered all the way up this river from the coast and obviously propaganda had been passed from one village to another. They had been told that if they sheltered any white people the Japs would massacre the entire population.

A few days later the natives practically all left the village and took to their food gardens in the hills. They would sell us only very small quantities of food, and charged us black-market prices.

Kelemendi, the Fijian who had come across from Goldridge with us, now decided to return in case the coastal natives discovered and looted the remainder of our supplies. Kelemendi had previously very cunningly hidden all the valuable mining instruments not far from Goldridge and I had also put some valuables there, including three cases of benzene which were essential for the radios battery charger. Kelemendi found this hideout had not been touched.

Life for us in the village was more and more monotonous, as we were continually damp and uncomfortable. Our main conversation concerned the probable date of the arrival of the American attacking force.

Towards the end of July US air activity greatly increased, and it was fine to see Flying Fortresses going over to attack the Jap position on the coast. But we were also worried because native reports began to indicate that the Japs would have the airfield sufficiently advanced in a month to land some aircraft, and once they managed to do this the Battle for the Guadalcanal would be much bloodier.

August 7 turned out to be the great day. At dawn we heard heavy firing in the direction of Lunga, and shortly afterwards wave after wave of US dive bombers passed overhead. On the radio I found the aircraft frequency and we spent the rest of the day listening to bomb-by-bomb description of the action on Guadalcanal and Tulagi. By the end of the day we knew how successful both American landings had been, and we heard Admiral Turner send out his message of congratulations to all ranks.

Next morning a native runner arrived from Goldridge with a letter from Kelemendi giving us a full description of the landing, of which he had had a grandstand view.

Kelemendi's report was in English, and here is some of it, "As dawn came we saw the whole channel was covered with miles of ships. There were long lines of warships shelling the coast and behind them there were large transports.

"It was a great sight. As the ships were shelling, hundreds of planes roared across the sky, dive-bombing and machine-gunning the landing areas. The whole coastline was a mass of bursting shells and bombs and the noise was deafening.

"Fires could be seen in all parts of the Japanese positions, the flame shooting hundreds of feet into the air. At 9 a.m. I could see hundreds of barges and all manner of landing craft making for the shore. As the landing craft went in, hundreds of low-flying aircraft made a protective umbrella over them and the warships concentrated their fire on the beaches. Suddenly the bombardment ceased, and only the distant shelling of Tulagi could be heard. Wave after wave of high-speed landing craft began travelling to and fro from the beaches, disgorging marines".

By this time our unfriendly village natives had returned from their hillside gardens, anxious to know what was happening. We told them that the Americans had recaptured Guadalcanal and Tulagi and that the Japs were finished. There was great jubilation at this and later that day we were offered an abundance of native food.

On August 11 a native police boy arrived with a message on a US Marine signal form. It was addressed to either Macfarlan or Hay and read, "Americans have landed in force. Come in via Volinavua in daylight. Repeat, in daylight. Signed Pilot Offi-

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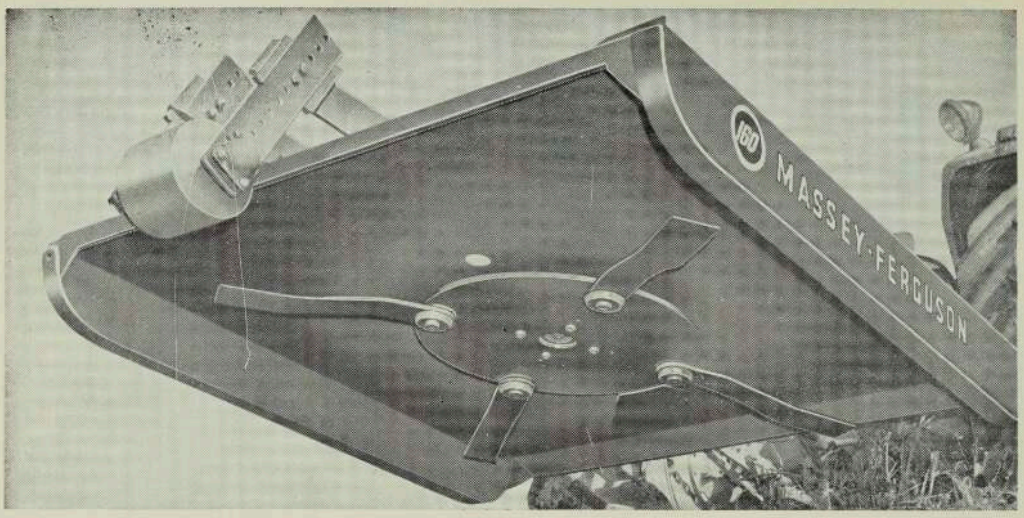


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cer C. V. Widdy". Widdy, formerly general manager of Levers Pacific Plantations, had landed with the marines and he knew we were in the hills.

August 21 found us all back at the Goldridge camp, where Macfarlan, who had gone ahead earlier, told us that the US Marine Grumman Wildcats and dive-bombers had landed on the new airfield the day before. This was just 13 days after the marines had landed on Guadalcanal, which gives you an idea of how close the Japs were to completing Henderson Field.

This was great news and it gave us a good deal of satisfaction to think that the information sent out by the coastwatchers on Guadalcanal during the Japanese occupation had enabled the Americans to time their attack before the Japs had been able to get their aircraft on to the field.

But the Japs certainly hadn't finished. Native scouts arrived at Goldridge early that morning with the news that a large force of Japs had landed east of the airfield and were making their way towards it. We signalled this information to Lunga, and the outcome was what is now known as the Battle of Tenaru, which was a crushing defeat for the Japs, over 800 of whom were killed.

Although the Japs were now bombing the new airfield consistently, the US Grumman fighters were taking a heavy toll of them. It was like being at a movie show, sitting up there on Goldridge watching air battles, many of which were fought directly above us. We had a magnificent panoramic view of the whole battle area and in good visibility could see shipping 30 to 40 miles out to sea.

The remnants of the original Japanese labour force and garrison on the airfield were now scattered about the jungle. The main force was in the upper reaches of the Tenaru River and natives reported to us that these troops were without food and were ransacking the village gardens.

A large force of our bush natives armed with spears and axes shadowed them and one day they attacked them just before dawn as they slept. They killed about 80, the remainder getting away. The natives brought back 100 rifles and had dressed themselves up in Jap uniforms stripped from the dead. They looked a comical sight, with Jap swords and revolvers hanging from their belts. They also brought in a lot of Jap diaries and yen notes, which were later sent down to the Intelligence corps at Lunga.

About this time an American plane came over us and dropped bags of food—very welcome indeed, as our

Lunga beach, quiet now, but it was in the middle of the war in Dalrymple-Hay's time.

diet had narrowed down to potatoes and tea.

Meanwhile Japanese air activity began to increase, with raids on the airstrips, and the enemy were now sending in forces of naval destroyers by night and landing supplies and troops on the coast.

The US airmen were having a very hard time, for they had to go into combat about two or three times a day as well as attack Jap shipping between times. The US Navy did not appear to be much in evidence at this stage of the war.

Early in September, Father De Klerke, a Dutchman who was in charge of the Roman Catholic mission station at Tangarare, on the northwest of Guadalcanal, arrived at Goldridge with Machinist Bill Warden, of Pasadena, California, who had been shot down over the Russell Islands from his plane, based on the US carrier *Enterprise*. His was a remarkable escape story, and it was lucky for him that he had been found by one of Snowy Rhoades' scouts and taken to Snowy's hideout, where he stayed for a week.

Bill Warden was thrilled to watch the air battles from our position, as being a fighter pilot he had never seen dog fights from this angle. He was most anxious to get down to Lunga, but it wasn't safe to let him go as the marines at this stage were holding only a strip around the airfield about eight miles long and four miles wide and the Japs had the rest of Guadalcanal, which is about 90 miles long.

A few days later, natives arrived from the coast and told us that two Roman Catholic fathers, Duhamel and Engelbrink, and Sister Sylvia and a young French sister, all from Ruavatu Mission, had been found murdered in a hut at Tasimboko. They had all been bayoneted through the throat by the Japs and had been stripped of their clothing. The remaining sister, together with a small orphan native girl of about seven, had escaped into the jungle and they were at present in a native village.

This news shocked us all and we decided that any Japs we encountered from now on would receive no mercy.

Father De Klerke wrote us a letter in French to the sister, Sister Edmee, telling her that we were sending natives to bring her to Goldridge. Although it was a long and hazardous journey, and Sister Edmee was 65 years old, it was decided she would be safer at Goldridge than wandering about in the coastal area.

Sister Edmee got to us about September 24. She was still dressed in her long black robes and was in a state of complete exhaustion. It was several weeks before I felt she was really fit enough to have a proper conversation. My French dated back to World War I, when it had been used chiefly on the Parisian ladies, but we were able to carry on a conversation of sorts.

It appeared that before the Americans landed on Guadalcanal the Japs treated the missionaries fairly well, but after the Americans landed their behaviour changed. The political officer Ishimoto had called at the mission with about 20 soldiers and the fathers and sisters were marched for days up the coast and at one stage the two fathers were told to go alone to the American positions near the Tenaru River with a false message. They were to tell the Americans that 20,000 Jap soldiers with tanks had landed further down the coast and that if the Americans did not surren-




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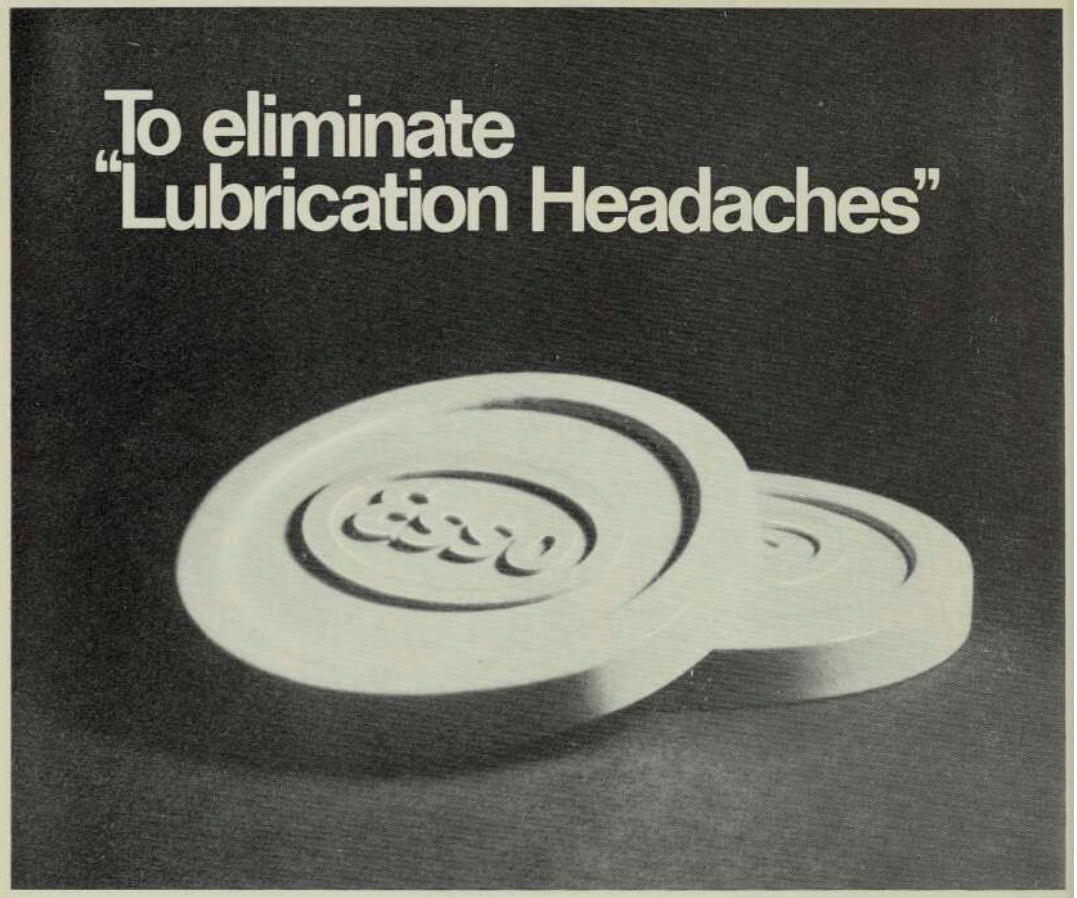

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der immediately they would be massacred. Ishimoto said he would keep the sisters hostage and he would kill them if the fathers had not returned by nightfall.

The fathers flatly refused to go. They said they didn't wish to take any part in any kind of warfare. Ishimoto was angry.

After many privations the party was marched back to Ruavatu Mission, where one morning Sister Edmee was in a small hut, bathing the small orphan girl Cecila, when she saw a Jap officer and a squad of soldiers go into the main mission house and march the two fathers and two sisters away.

Suspecting the worst, she made for the jungle with the little girl. In this way she escaped the appalling fate which overtook her companions.

At Goldridge the sister said prayers every morning and afternoon and soon gathered around her quite a few of the Catholic faith from among my native scouts. Every afternoon I tuned into the French session from San Francisco and she heard the latest war news.

By this time I was in charge of the coastwatching station at Goldridge. Macfarlan went to Australia on leave and I had volunteered to remain and operate the station. I was still a civilian and had I been caught operating a teleradio I would have been treated as a spy by the Japs, so I was offered a commission in the RANVR. I accepted and on October 17 I learned that I had been commissioned from October 8, five days after Macfarlan had left.

From information supplied by Snowy Rhoades, who also in October had been flown to Australia for a well-earned rest, I knew that a Jap observation post was operating from Veruru, at Cape Hunter, on the western side of the island, and I called for volunteers from my native scouts to go and clean them up. Three Malaita men offered to do the job, as they said they had some Malaita friends on the other side who could help them do it.

By October 20 they were back, with nine Japanese rifles and some Jap flags as trophies. They had been very cunning. They had picked up 13 natives at Inakona, where they also had heard that some of the Japs had been at the village a few days before, asking for pigs.

So the 16 natives went to the Jap post, where 13 of them hid in the jungle, while the other three made friendly contact, offering food to the Japs for tobacco. When the subject of pigs came up—as the Malaita men expected it would—they agreed to

Ken Dalrymple-Hay, as Brett Hilder saw him 15 years ago.

organise a pig hunting party with the help of some of their friends.

The next morning the full party of natives turned up, all armed with spears and long-handled axes, and invited the 10 Japs at the post to join the hunt. Eight of them did, leaving two at the post. During the "pig hunt" the party split in two, "in order to follow two branches of the river", and the Japs, outnumbered, were killed with spears.

Returning to the post, the natives waited until dark before attempting to rush the two sentries. Native strategy depends very much on the element of surprise, the idea being to catch the enemy when his capacity for resistance is at its lowest.

When they rushed the hut they found only one Jap there, whom they killed, but the other one had disappeared and was never seen again. The natives destroyed two machine guns, ammunition, and a radio, and carried away the stores after burning down the hut. It was a well-planned job and I was thankful they were on my side.

The Japs continued to make landings on both sides of the airfield, but American air strength was increasing as more strips were completed. The US airmen were far too good for the Japs, who were taking a colossal beating, yet still they came and I often wondered how the Jap pilots felt when they saw their names go on the duty board for a raid on Guadalcanal.

It was an amazing experience to sit down on Goldridge in comparative safety, watching this life and death struggle. As soon as I heard the rush of fighters taking off and saw the usual cloud of red dust rising from the airfield below I would tune into the control frequency and watch and listen to these dramas of the air.

Sister Edmee remained with me at Goldridge until December 7—it being impossible to get her down earlier because of Japanese activities. I had tried on one occasion and been forced back. But by now I had made my first personal contact with the Americans, and Goldridge was becoming quite civilised. I had a visit from a Colonel Matheson, an Australian on loan to the US Army, and two members of the BSIP Defence Force—Captain David Trench [who later became Western Pacific High Commissioner] and Lt. Case. I took the opportunity of sending Sister Edmee down to the coast with them, rigging up a chair attached to two poles, which the natives carried. From Lunga she was flown to Noumea—a gallant nun, who stood up to dreadful dangers and hardships with more fortitude than many a man.

As it happened, two days after Sister Edmee left Goldridge, a scout told me he had seen 20 Japs on the track on the route that Sister Edmee's party had taken. I sent out a native patrol of 20 men armed with Jap rifles and they returned a few days later with the news that they had caught up with the Japs, killing 11 of them. They found another five already dead, probably from starvation. All the Japs were in a half-starved condition and must have been lost for some time.

Life lapsed into the steady monotony that was the worst feature of parts of my stay on Goldridge. Even continued reports of Jap activity in the vicinity did not liven things up. There were no longer any exciting air and naval battles to watch and I had seen all the great sea battles that were fought in the Guadalcanal area.

Early in January 1943 I received a signal from the Naval staff office to close down the Goldridge station and report to Lunga. I was glad to get this news, as I was very tired of it all and had not been to Australia since 1939. I had had several heart attacks and for the past two months had been annoyed by toothache.

The battle for Guadalcanal was drawing to an end and the American forces coming from both sides of the island had the Jap forces confined to a small part of the area, decimating them as they went. At 7 p.m. on February 9, 1943, the following signal was sent out by Major-General Patch the commanding general on Guadalcanal: "To all commanding officers—Japanese forces on Guadalcanal destroyed today. Our forces have met at Cape Esperance".




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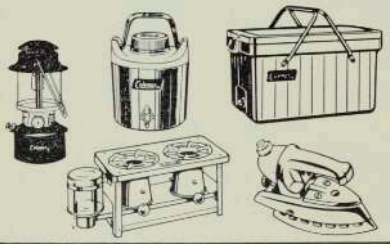

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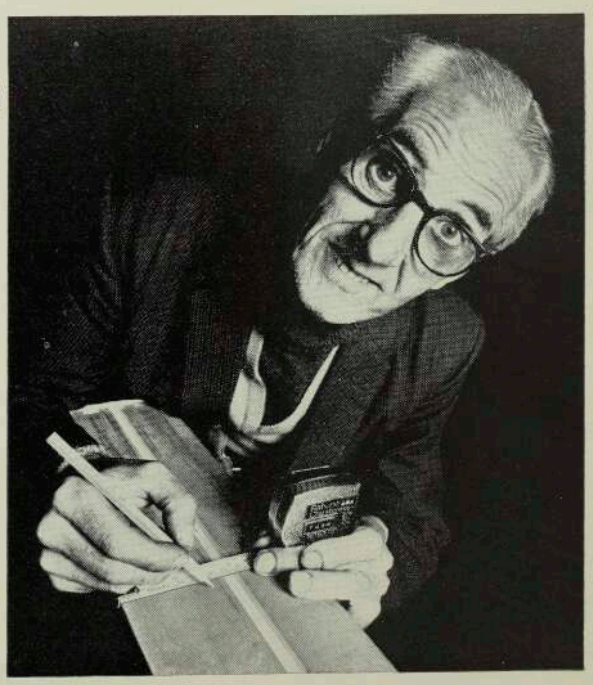





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August is usually a pleasant month in the South Pacific Islands; winter, balmy breezes blown in by the Trades, little rain, lots of sunshine, low humidity, lovely, languorous. That's how it must have been in August, 1951—beautiful and peaceful, no one eager to do much, to make news headlines. That's for sure because PIM of that August had nothing big to chronicle. There were a few wrangles, "a teacupful of storm" PIM called one row over a wharf at Fiji's sugar centre of Lautoka. The citizens wanted a new wharf. They were told some months before they could have one for £335,000 but the government knocked it back on the ground that it was too dear. So the people blamed Suva for having tried, through jealousy, to get in Lautoka's way, and blamed the CSR Co., owners of the existing wharf for not wanting a new wharf for financial reasons. Well, the teacupful of storm blew over and Lautoka got its wharf, about the middle 1960s and for much more than £335,000.

## Yesterday

hough there wasn't much in the way of big news, there eemed to be an unusual number of deaths of people vho had left their imprint on South Pacific history. One vas Sir Albert Ellis, who died in Auckland. He was famous s the discoverer of the enormously rich deposits of hosphate on Nauru and Ocean Islands. Sir Albert was urious about the peculiar rock formations on the two slands, and the curiosity made him famous. He had an nalysis made and the result is history, an island republic vhich is now flourishing on phosphate, and another group f islands which is anticipating with anguish the last n of phosphate to be lifted from Ocean Island.

nother obituary recorded that month by PIM was that f James Norman Hall in Tahiti, famous World War I ero of the Escadrille Lafayette, formed by American aredevil fliers who fought with the French Air Force, d partner with Charles Nordhoff in several literary iumphs. Together they wrote "Mutiny of the Bounty", Men Against the Sea" and "Pitcairns Island". Hall wrote least a dozen books by himself, his last, "The Far Lands" peared only months before his death at the age of 64.

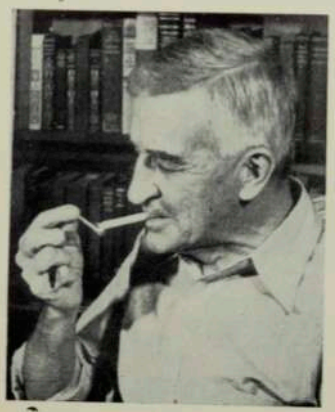
ne of the current talking points in the Islands is the e in freight charges. It was also a subject for gossip d regret in August, 1951 when PIM reported that rns Philp and Co. Ltd. had raised all freight rates ports in Papua New Guinea, New Hebrides and the lomons by an additional surcharge of 5 per cent., e to spiralling costs. The company regretted the rise t was helpless in the matter as the cost in Australia of actically every commodity and service had risen steeply d was still rising. Other shipping lines upped their es. Nothing ever changes.

turn of the page of that 20-year-old PIM and we me to a story with a picture. A group of Tongans are nding in a field, in the middle of a crop of peanuts. e field was next to the airfield at Fuamotu near the ital of Nukualofa. There was a connection between the field and the peanuts. PIM reported that New Zealand tional Airways had cut Tonga out of the flight edule. The airfield was run by the NZ Government's nistry of Works which had decided that Tonga should y £10,000 a year towards its upkeep. The Tongans retorted that the air service was run for the benefit of European merchants and government officials, and that they wouldn't pay. The Prime Minister, Prince Tungi, now King Taufa'ahau, owned the airfield land, and, the report said, he was going to grow peanuts on it. Today, of course, if it was peanuts versus tourists, the peanuts would come a bad second.

Two pages further on there is another story about the air—and a search for gold. A Qantas Drover plane had disappeared into the sea off Lae in New Guinea in July with the loss of seven lives, one Bishop Stephen Appelhans, Bishop of Alexishafen whose headquarters were at Madang. The plane was on a routine flight from Wau to Lae. The weather was not good and as he approached Lae, the pilot, First Officer John William Spiers, was asked to lay off for a little while. He swung off over Huon Gulf and disappeared. On board was £35,000 in gold bullion from the Bulolo goldfields. Early in August a search revealed the wrecked plane 100 ft down but no gold.

In the days of World War I, a butt of the cartoonists, notably the one in the famous "Punch" magazine, was Little Willie, the chinless son and heir of German Kaiser Wilhelm, known as Kaiser Bill by the same cartoonists. Little Willie was made one of the villains of the piece, particular stress being laid on his womanising while all the other Germans were fighting. What's this got to do with PIM? Well, PIM 20 years ago got a letter from Little Willie himself, which read: "Thank you for the very interesting book 'Where the Trade Wind Blows'. I read and enjoyed every line of it. My compliments to the authors, Judy Tudor and R. W. Robson. . . . If I could put back the hands of Father Time, I should visit those lovely islands of the South Seas (Samoa and New Guinea) that should have been ours, but which were lost through bad advice and bad advisers." But Little Willie had waited too long. His death was reported about the time the letter reached PIM's offices.

Tahiti was in the news around that time. The place was all astir, PIM reported. What was stirring it up was a plan by the French Government to naturalise all the Chinese living in French Oceania. The French, the Tahitians and the French-Tahitians didn't like the idea at all and said so. The big fault of the Chinese, they said, was that they wouldn't mix but maintained their own community.



James Norman Hall, a photograph taken a few months before his death.

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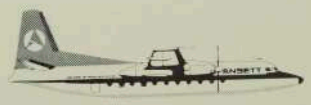

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# Book Reviews

## TRADER WITH A REPORTER'S EYE

I made the observation in PIM a few months ago that because the adventurers of this world are usually unable to express themselves on paper, a lot of worthwhile Pacific experience has been lost to the record.

Captain Andrew Cheyne is among the exceptions, as *The Trading Voyages of Andrew Cheyne* 1841-1844, gives absorbing testimony. And praise be not only to the energy and power of intelligent observation of the good captain, but also to the ability of Canberra's Dr. Dorothy Shineberg, who has transcribed the captain's story from his original, virtually unknown, MS in the Mitchell Library and edited it as the third in the Pacific History Series put out by the Australian National University Press.

As Beaglehole did for Captain Cook, Dr. Shineberg has done for Captain Cheyne — that is, made a good narrator even more readable. What she doesn't clarify in illuminating footnotes or intelligent editing of the text, she gives us in a long and interesting introduction to the background of this Scots sailor-trader-author, who sailed the South Seas for many years before being murdered in 1866 by the natives of Palau, in the Carolines.

He had begun as a sandalwooder out of the infant Sydney. He came to grief only after he had become a trader and ship owner on his own account and failed to take note of the fact that the people upon whom he depended — his crews and employees, and the natives with whom he traded — were not as reliable or as honest as he was himself.

Although Cheyne had contempt for the savagery of the savage, he maintained a high sense of justice towards them, for, as he said, "We ought them, not they us". Cheyne did not see himself as the strong white master of the Melanesians. As Dr. Shineberg notes, such a conventional view was not one that either Cheyne or other traders of the time accepted, because they knew from experience that the Islanders were just as wily, if not as adept at sharp trading practices as any merchant of Sydney town, Europe or the East.

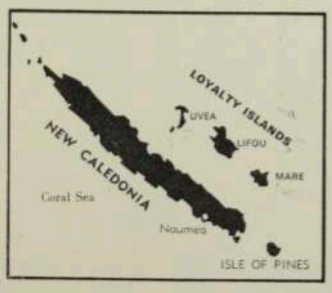
Cheyne, with his contemporaries, had to shed his ethnic skin to the extent of discovering what the Islanders wanted, not what the traders thought they should have, for this was the way they could establish a practical business relationship.

It was in their own interests not to interfere with local usages and sometimes even to conform to them. The traders were very much in the hands of the locals.

Cheyne's narrative gives many examples of how discretion is the better part of any permanent business arrangement, but the incident I like best happened when he and his colleagues were ashore on the Isle of Pines, New Caledonia, in 1841. Cheyne's account of that expedition was, incidentally, the first to have, in any detail, recorded the island and its people.

They were loading up with sandalwood, the natives going to a great deal of trouble to help them to it in return for empty glass bottles, beads and hoop iron. But there were too many incidents of stealing, so Cheyne brought the ship's bulldog ashore and chained it at the door of the house they used as a trade storehouse.

"This had the desired effect," reported Cheyne in his MS, "as the natives had never seen a dog before, and were very much afraid of him—but unfortunately we nearly got into a serious scrape through it—for the King Motuka came down to the trade house about noon and being, of course, a privileged person was going in the door as usual when the dog seized him behind and nearly took a piece out of his posteriors.




"On hearing the noise I ran out and took the dog off him, he was in an awful rage and shook his club over my head—but seeing one of the men close behind me with a musket, he dropped it, ran out of the yard and told the natives to bring a fire brand which he was about applying to the thatch when I stopped him with a pistol to his head.

"Had he been allowed to fire the house it would have been the signal for a general massacre—as there was at least 300 armed men round the trade house at the time, and it would have been impossible for any of us to have escaped as our men were scattered about in small parties cutting sandalwood in the bush with hundreds of natives around them.

"Although it was hazardous on my part to threaten his life, I knew it was the only chance we had and the natives respected their king too much to do anything which might endanger his life. By removing the dog and giving him a number of presents I soon pacified him." Such were the good relations Cheyne established with the king that he was able to return again.

Incidentally, Dr. Shineberg makes the observation that the posterior-biting English bulldog probably *was* the first dog the Isle of Pines had seen, as dogs were not indigenous to New Caledonia, and the name in the local language for the animal is "dog", suggesting that the arrival of the name coincided with the arrival of the dog.

Captain Cheyne, still writing about the same period on the Isle of Pines, also makes these observations: "The articles most in request here are tomahawks, axes, adzes, cloth, fish-hooks, knives, iron hoop and large

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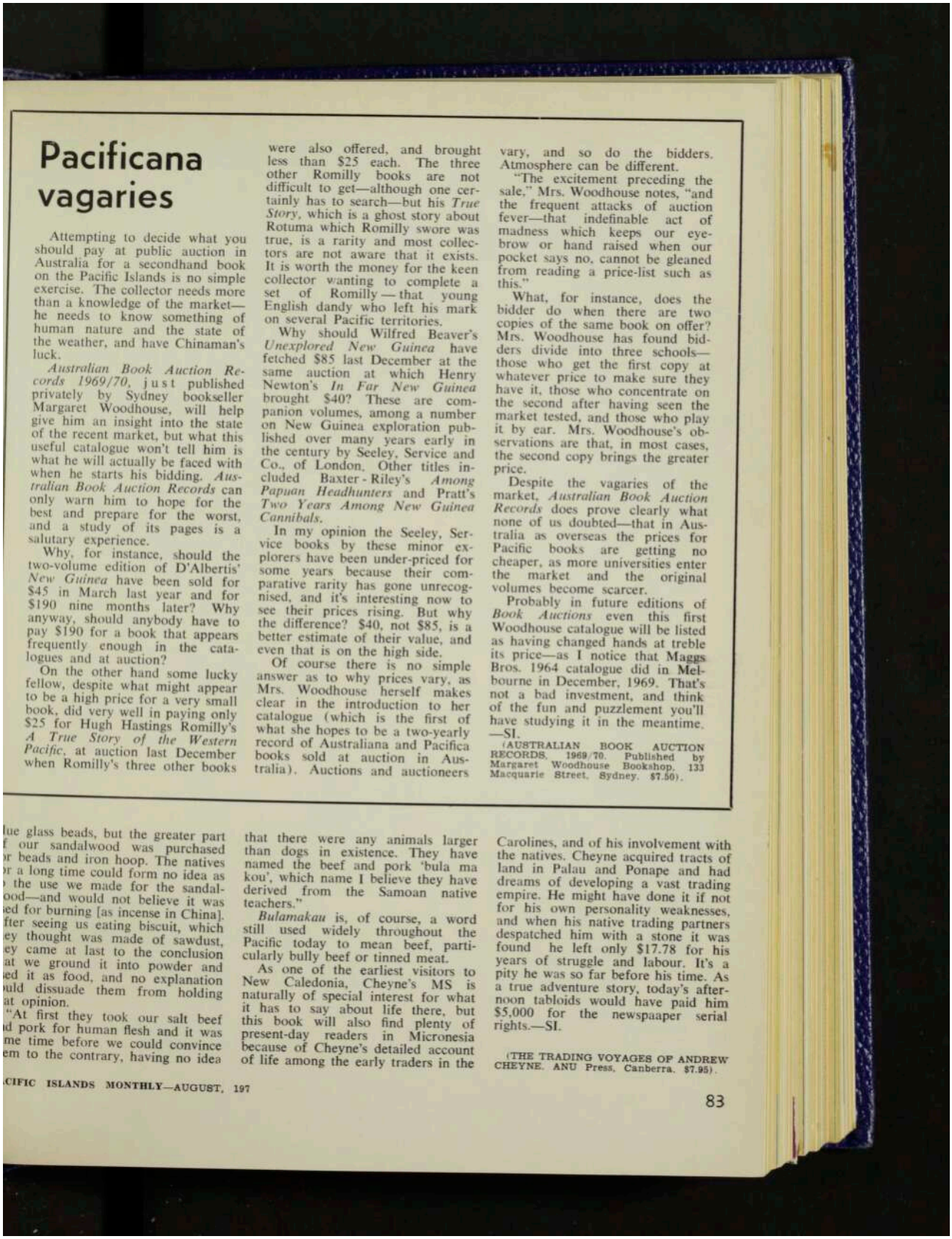

# Pacificana vagaries

Attempting to decide what you should pay at public auction in Australia for a secondhand book on the Pacific Islands is no simple exercise. The collector needs more than a knowledge of the market—he needs to know something of human nature and the state of the weather, and have Chinaman's luck.

*Australian Book Auction Records 1969/70*, just published privately by Sydney bookseller Margaret Woodhouse, will help give him an insight into the state of the recent market, but what this useful catalogue won't tell him is what he will actually be faced with when he starts his bidding. *Australian Book Auction Records* can only warn him to hope for the best and prepare for the worst, and a study of its pages is a salutary experience.

Why, for instance, should the two-volume edition of D'Albertis' *New Guinea* have been sold for $45 in March last year and for $190 nine months later? Why anyway, should anybody have to pay $190 for a book that appears frequently enough in the catalogues and at auction?

On the other hand some lucky fellow, despite what might appear to be a high price for a very small book, did very well in paying only $25 for Hugh Hastings Romilly's *A True Story of the Western Pacific*, at auction last December when Romilly's three other books were also offered, and brought less than $25 each. The three other Romilly books are not difficult to get—although one certainly has to search—but his *True Story*, which is a ghost story about Rotuma which Romilly swore was true, is a rarity and most collectors are not aware that it exists. It is worth the money for the keen collector wanting to complete a set of Romilly — that young English dandy who left his mark on several Pacific territories.

Why should Wilfred Beaver's *Unexplored New Guinea* have fetched $85 last December at the same auction at which Henry Newton's *In Far New Guinea* brought $40? These are companion volumes, among a number on New Guinea exploration published over many years early in the century by Seeley, Service and Co., of London. Other titles included Baxter-Riley's *Among Papuan Headhunters* and Pratt's *Two Years Among New Guinea Cannibals*.

In my opinion the Seeley, Service books by these minor explorers have been under-priced for some years because their comparative rarity has gone unrecognised, and it's interesting now to see their prices rising. But why the difference? $40, not $85, is a better estimate of their value, and even that is on the high side.

Of course there is no simple answer as to why prices vary, as Mrs. Woodhouse herself makes clear in the introduction to her catalogue (which is the first of what she hopes to be a two-yearly record of Australiana and Pacifica books sold at auction in Australia). Auctions and auctioneers vary, and so do the bidders. Atmosphere can be different.

"The excitement preceding the sale," Mrs. Woodhouse notes, "and the frequent attacks of auction fever—that indefinable act of madness which keeps our eyebrow or hand raised when our pocket says no, cannot be gleaned from reading a price-list such as this."

What, for instance, does the bidder do when there are two copies of the same book on offer? Mrs. Woodhouse has found bidders divide into three schools—those who get the first copy at whatever price to make sure they have it, those who concentrate on the second after having seen the market tested, and those who play it by ear. Mrs. Woodhouse's observations are that, in most cases, the second copy brings the greater price.

Despite the vagaries of the market, *Australian Book Auction Records* does prove clearly what none of us doubted—that in Australia as overseas the prices for Pacific books are getting no cheaper, as more universities enter the market and the original volumes become scarcer.

Probably in future editions of *Book Auctions* even this first Woodhouse catalogue will be listed as having changed hands at treble its price—as I notice that Maggs Bros. 1964 catalogue did in Melbourne in December, 1969. That's not a bad investment, and think of the fun and puzzlement you'll have studying it in the meantime. —SI.

(AUSTRALIAN BOOK AUCTION RECORDS, 1969/70. Published by Margaret Woodhouse Bookshop, 133 Macquarie Street, Sydney. $7.50).

lue glass beads, but the greater part f our sandalwood was purchased or beads and iron hoop. The natives or a long time could form no idea as the use we made for the sandalood—and would not believe it was ed for burning [as incense in China]. fter seeing us eating biscuit, which ey thought was made of sawdust, ey came at last to the conclusion at we ground it into powder and ed it as food, and no explanation uld dissuade them from holding at opinion.

"At first they took our salt beef d pork for human flesh and it was me time before we could convince em to the contrary, having no idea that there were any animals larger than dogs in existence. They have named the beef and pork 'bula ma kou', which name I believe they have derived from the Samoan native teachers."

*Bulamakau* is, of course, a word still used widely throughout the Pacific today to mean beef, particularly bully beef or tinned meat.

As one of the earliest visitors to New Caledonia, Cheyne's MS is naturally of special interest for what it has to say about life there, but this book will also find plenty of present-day readers in Micronesia because of Cheyne's detailed account of life among the early traders in the Carolines, and of his involvement with the natives. Cheyne acquired tracts of land in Palau and Ponape and had dreams of developing a vast trading empire. He might have done it if not for his own personality weaknesses, and when his native trading partners despatched him with a stone it was found he left only $17.78 for his years of struggle and labour. It's a pity he was so far before his time. As a true adventure story, today's afternoon tabloids would have paid him $5,000 for the newspaaper serial rights.—SI.

(THE TRADING VOYAGES OF ANDREW CHEYNE. ANU Press, Canberra. $7.95).




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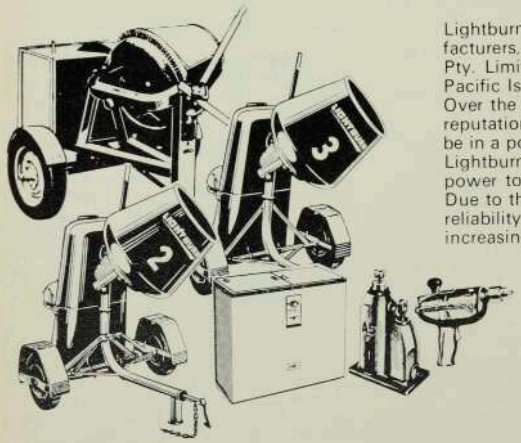

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# Lectures to aid Jeremiahs

Will New Guinean societies go under? Are they undergoing the change necessary to ensure their survival? Is the change fast enough?

Much of the pessimism of some economists, political scientists and other learned and not-so-learned persons is based on the belief that New Guineans are in a social maelstrom, with little hope of coming out of it in good health. But do the pessimists have the necessary knowledge of social change and social continuity? Some of the prophets of doom have certainly failed to recognise the demonstrated adaptability of New Guineans to the pressures of a rapidly-encroaching world.

It is most opportune that Melbourne University Press has reprinted Professor Ian Hogbin's Josiah Mason Lectures, first published 12 years ago. The lectures explain what social change is, how it comes about and how it sometimes manifests itself. Hogbin points out that the practioners of anthropology, his disciples, have so far devoted most of their attention to the disintegration of social structures and have overlooked that integration, in terms of a new kind of structure, is taking place. He considers it essential to recognise and analyse this reintegration—just as essential as it is to understand the disintegration of "traditional" structures.

The book traverses a long span and wide area of human history, drawing in events in places as far apart as Britain, the Pacific Islands and North America. It reminds us that technological change, that much-bruited bout facet of modern societies, is ot a new, human experience. To take ist one example: the impact of the ntroduction of steel axes to the conomy of the Siane of the New Guinean highlands about 30 years go was much greater than that of lectricity on Edison's contemporaries. nd the chain reaction caused by vention and innovation is found roughout history. Those who eplore the present plight of the oble South Seas savage and throw



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their hands up in horror over his precipitated entry into the modern world, need to read this book. Hogbin reminds them that we have much better knowledge of the causes and events which led to the doom of some cultures than was possessed by the people of those cultures. It follows, as he rightly suggests, that, by furthering their knowledge and understanding of social change in Pacific societies, those who plan for development will be in a better position to make sound decisions. They will also take heart from this account of the resilience of human societies.

Professor Hogbin's long and wide experience among, and empathy with Pacific islanders are matched by scholarship. Using clear and often delightful prose, he has brought together and developed the ideas of a long line of noted anthropologists and sociologists. Administrators will find of value his explanation why Pacific Islanders eagerly adopt some innovations while rejecting others seemingly as attractive. And missionaries will, if they still need to, read a dispassionate account of the values which Pacific Islanders accord to Christianity. Overriding all of this is the main theme of the similarity of change in society among different peoples, in different places and at different times.

If books were accompanied by song, then "When will they ever learn?" would be the appropriate tune.—HHJ.

(SOCIAL CHANGE. $6.60, Melbourne University Press, 1970).

THERE'S only one word on the cover, *Tahiti*, but there's also a lovely bikinied vahine, which, to the world outside, is what Tahiti is all about.

Mr. Alexandre M. Ata, Director of Tourism for French Polynesia, has developed that angle, and the curves too, in 128 pages of a volume obviously aimed at the tourist.

There's no price given but, as it's a promotional effort, it shouldn't be more than a couple of dollars or so and no doubt good value for those who want to look at colour pictures of the sea, the sand, the flowers, the hills, the valleys, the streets, the hotels and the girls of French Polynesia.

Many of the pictures are new; all are first class.

"Stirring smoothness of the skin, heavy hair, big expression-filled eyes, wide shoulders, a splendid back followed by narrow hips and strong round legs, a pharaonic profile with a superb poise: the vahine," writes Mr. Ata in two languages. He should know.—JC.




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# Pacific Shipping

## RATES RISE TIDAL WAVE

The cost of living in Fiji is expected to go up sharply in the wake of increases in shipping charges—one applied by overseas companies servicing the dominion, and the other by local Fiji companies on outer island services.

With Fiji using more imported foodstuffs (PIM, July, p. 84) the double hike in freight rates will hit the pocket hard. Customs duties are imposed on a cif basis, so duties will rise automatically.

Three companies, Karlander, Fiji-Australia Line and Messageries Maritimes, which operate regular services from Sydney to Fiji, lifted their rates for the first sailing after August 1. The CSR Co. will apply the increase with the September sailing of the *Rona* to Fiji. The increase for these four companies is 15 per cent. —from $27.50 a ton to $31.60. The reasons are increased stevedoring charges in Australia and Fiji, and increased port charges in Australia.

While leaving its PNG rates alone Nauru Pacific Shipping Lines has lifted its rates by 22½ per cent. on the Australia-Fiji service, but they are still cheaper than the other four companies. Its previous charge was $23.90 a ton, or for 40 cubic feet. The new rate will be a little more than $29.

The Tonga Copra Board, which operates the *Niuvakai* five-weekly between Nukualofa, Apia, Samoa, Suva, Lautoka and Sydney, plans to stay on the $27.50 a ton rate for Sydney-Fiji cargo, with rates to the other ports also unchanged. This will give it an advantage, but it will hardly be able to capitalise on it with such a ship as small as the *Niuvakai*. However, there is talk that the Tonga Copra Board is looking at the possibility of buying another ship for the service to Australia.

Cargo rates from areas other than Australia are also expected to rise—some already have. Royal Interocean Lines has warned that all cargo originating from Far East ports is to be subject to a stevedoring surcharge of $US1.50 a ton. Several companies put on a $US1.30 a ton surcharge on freight from London to Fiji in July (PIM, July, p. 77).

The rise in Fiji's inter-island freight rates averages 12½ per cent. They vary from 5 per cent. to 25 per cent., with the higher rate applying to the best cargo routes and the lowest to the remote, thinly populated islands.

Mr. Gerald Barrack, a director of Carpenters (Fiji) Ltd., a spokesman for Fiji shipowners, said the increases had been under consideration before the April dock strike. The last increases were in April, 1969, and since then there had been a number of rises in costs. The new rates apply from July.

About the same time as the inter-island charges were raised, a number of customs agencies and cartage companies dealing with marine freight lifted their rates by 10 to 15 per cent. —because of higher costs.

Lord Howe Island and Norfolk Island have also been caught in the cost increases. Karlander, which services both Lord Howe and Norfolk, announced that it was several years since any adjustment had been made in freight charges to those islands. For the same reason as freights to Fiji were lifted, it had been decided to lift charges by 22½ per cent. from August 1.

**IN THE NEWS THIS MONTH**

Ananias
Cootoola
Dorotea
Eigamoiya
Fairsea
Fairwind
Finn Island
Francis Drake
George Anson
Golden Phoenix
Havaiki
Himalaya
Hydra
Karie-L
Kathena II
Kawamee
Klaraborg
Kluchevskoy
Konanda
Korong
Krechet
Lahara
Lira
Mariposa
Matua
Moana Roa
Nerista
Niuvakai
Norfolk Islander
Onewa
Orcades
Paruja
Resolution
Rigadoon
Rona
Sea Witch
Shi-Bui
Sletholm
Suka
Sultan D.
Taveuni
Thallo
Tofua
Vlaag
Wellington Exporter
White Squall II

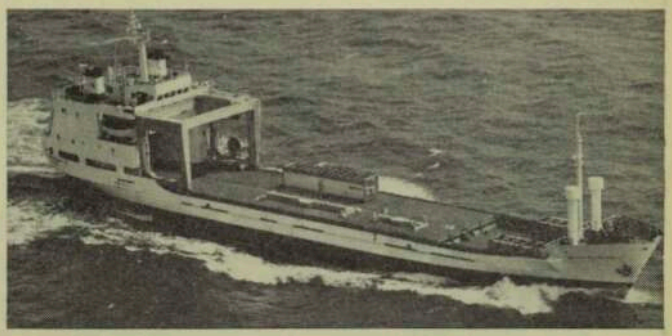
Thus the charge from Australia for Lord Howe cargo rose from $37.50 a ton to $46, and for Norfolk Island from $30 to $36.

Messageries Maritimes, which services the New Hebrides with the chartered *Dorotea*, so far has made no announcement about higher charges for that group. The current rate is $37.10 a ton.

The Holm Shipping Co. and the Union Steam Ship Co. have increased their cargo rates from various New Zealand ports to the Pacific Islands. Holm rates went up by 10 per cent. on August 2 to Tahiti, Rarotonga, Norfolk Island and Noumea.

The USS Co. lifted its rates by 15 per cent. to Fiji, 6½ to Apia, Tonga and Niue and 5 per cent. to Pago Pago.

The NZ Government got into the act with the Cook Islands trader, *Moana Roa*, lifting the charges by 10 per cent. The Cook Islands Shipping Co., which operates the *Thallo*, also



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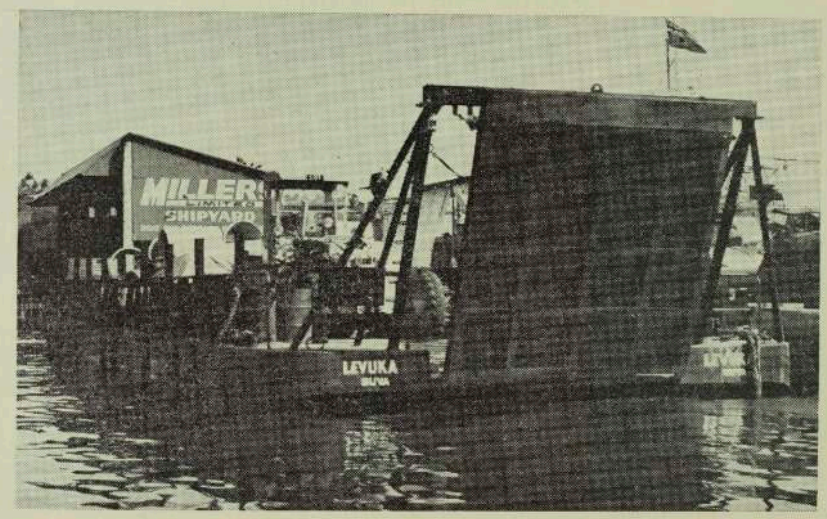


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lifted its rates to the Cooks by a similar amount.

The French-owned Sofrana Line was doing its best to delay increases as long as possible on its NZ-Pacific Islands services, and had been successful to mid-July.

New Zealand manufacturers were unhappy about the increases. They claimed they faced problems enough trying to build up a substantial trade with the Pacific Islands without the additional burden.

## KARLANDER TO FILL A FREIGHT GAP

Inauguration on August 20 of a Karlander service Sydney to Guam will fill a gap that has irritated Sydney's shippers since the Dominion Far East Line sold the *Francis Drake* and *George Anson* last year.

The Dominion had found freight rates uneconomic and apparently needed a 40 per cent. increase. The only other regular freight link with Guam is the Nauru Shipping Lines' *Eigamoiya* which operates from Melbourne thus requiring Sydney shippers to send freight overland to connect.

They haven't been happy with this double handling although it is reported that Nauru is prepared to put in at Sydney now that the new Karlander service is competing. Karlander will use the *Golden Phoenix* and will also call at Brisbane en route to Guam, returning via Djajapura and possibly other New Guinea ports if the loads are offering.

The Karlander service seems to have been inaugurated as a result of some public relations work by Ken T. Jones junr., president of Jones and Guerrero, of Guam, who for 14 years operated his own ships between Guam and Australia because he saw that Australia was a useful supply house for Guam and the Trust Territory.

## 'MATUA' WRECKED

The *Matua*, 4,250 tons, once beloved by the people of Fiji, Tonga, Niue and Samoa, has been wrecked on a reef in the Philippines. The Union Steam Ship Co. withdrew her from the Auckland-Islands service two years ago and sold her to an Asian company, which renamed her *Sultan D.*

As the *Matua*, she was in South Pacific service for about 35 years. During World War II she was an armed merchantman. When she left Suva on her last voyage she was even given an official farewell by the Fiji Government.

**Two young men from the BSIP, Moffat Gatu (left), 19, of Guadalcanal, and John Komea, 21, of Liueniua, at work in the Gardner diesel engine workshop in Alexandria, Sydney. They are learning about these engines under a training scheme Gardners have instituted to ensure there are qualified men capable of servicing their engines in the Pacific Islands. Course arrangements are dovetailed so that when they return home after four to six months to pass on their practical knowledge, two men from another group come to Sydney for training. After their period of "teaching" at home the men come back to Sydney for technical training which equips them to fully service Gardner engines. Moffat and John will work for Kwan How Yuan Pty. Ltd., in the BSIP. The Toboi Shipping Co., Rabaul, will supply the next students.**

Jones and Guerrero will supply the *Phoenix* with at least 1,000 tons of its 4,000 ton cargo capacity each voyage and expects to build up to 2,000 tons. Of the regular cargo, 500 tons comprises rice for Guam and the Trust Territory.

## NZ LINE SUSPENDS SERVICE

The New Zealand Export Line has suspended its Auckland-Port Moresby-Brisbane service, which it operated with the *Wellington Exporter*, 1,359 tons. The *Wellington Exporter* is now laid up in Auckland.

The French Sofrana Line opened a service to Papua New Guinea earlier this year. It had an immediate advantage for it operated under French conditions with overseas crews, while the NZ Export Line employed local seamen at NZ rates of pay.

According to a spokesman for NZ Export Line, there was no particular reason for suspending the service. But the line had pioneered a service at great cost, and felt it had acquitted its responsibilities now that another line was running a similar service. NZ Export Line was formed about three years ago by the Hamburg-Sued Shipping Group.

## GRUMBLES AT AITUTAKI SHIPPING SERVICE

The people of Aitutaki, the Cooks second most highly-populated island, feel they are being neglected. Their shipping service is bad, they say, the cost of living too high and the water supply is inadequate.

They gave a list of their grievances to the Cook Islands Minister of Works and Communications, Mr. W. Estall, when he called there in June. The biggest complaint was over shipping. NZ ships call at Aitutaki to collect the island's bananas but don't bring any cargo, which is left at Rarotonga and has to be shipped by local vessels, even though it's been consigned to them.

This means double freight and double handling. No wonder the cost of living is so high, the Aitutakians said, adding that on-shore loading facilities were poor and it took two to three days to turn local ships around. There was a large crane for heavy loads but nothing else so that heavy drums of fuel and other heavy goods had to be manhandled.

## WORK GOING WELL ON VILA WHARF

Work on Vila's new wharf is going well and the wharf should be ready by about April next year.

Operations were watched recently by two VIPs from the companies carrying out the job, Mr. J. R. Taylor, partner of Wilton and Bell, Dobbie and Partners, of Sydney, consulting engineers to the joint administration for the wharf development project, and Mr. J. W. Woods, director of G. Dew and Co. Ltd., of Oldham, Lancashire, the contractors. Mr. Taylor later told PIM that he was very

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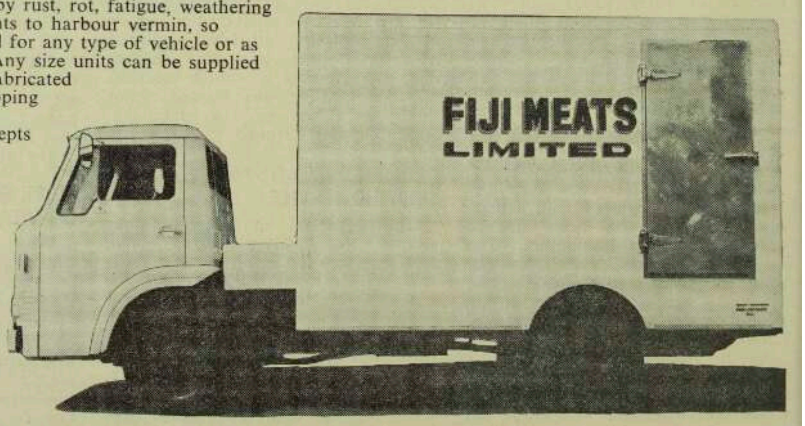


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pleased with the quality of the work being carried out. At the present rate of progress, he said, there should be little difficulty in meeting next year's completion date.

The contractors have already shifted the 70,000 cu. yds of spoil originally estimated for excavation and additional excavation is now being carried out, on the government's instructions, to provide a by-pass road behind the wharf site. This by-pass road was not originally envisaged as part of the wharf scheme, but the condominium government decided to take advantage of the presence of the contractors to have the work carried out at the same time as the wharf development. The extra dig will also yield large quantities of filling material required for the reclamation of a large area along the Vila waterfront.

It is expected that the total final quantity of excavation now to be carried out will amount to about 140,000 cu. yds and PIM incorrectly stated in June (p. 101) that the estimate for the original excavation was "way out".

### RED SAILS IN THE SUNSET

The word has gone out to Soviet Russia's world-ranging fishing fleet, "Use Fiji's ports for bunkering and provisioning". The 3,500 ton stern-trawling factory ship *Krechet* berthed at Suva on July 7 and her captain, Oleg Krasnikov, said two other ships of the same class, the *Kluchevskoy* and the *Paruja* would follow her.

The *Krechet* is the first Soviet fishing vessels to call at Suva but research ships have been using the port's facilities for at least 15 years.

The Russian trawlers *Lira* and *Nerista* were at Suva late in June but they are research ships.

It is well known that Russia uses commercial units such as trade missions and ships to further her political ends and, with Fiji newly independent and in a strategic position in the South Pacific, Russia could be interested in obtaining a foothold in the area.

### YOU WON'T SEE THE SEA FOR CRUISE SHIPS

The growing importance of holiday cruises in the shipping lines' economy is illustrated in the 1972 programmes released in July by Pacific Far East Line, P. & O. and the Sitmar Line.

Pacific Far East Line's 1972 cruise schedule includes a round-world cruise by the 20,000-ton *Mariposa* starting from Sydney on April 4 and calling at 26 ports including Port


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Other highlights of PFEL's cruise programme are eight cruises through the South Seas between California and Sydney and two cruises from California to Alaska.

P. & O.'s *Canberra* will sail on her first South Seas cruise in October, 1972, as part of P. & O.'s expanding holiday cruise programme for 1972 which consists of 32 cruises, ranging from four to 34 days. There will also be 18 sailings to the United Kingdom—10 of them through the Pacific and Panama Canal and eight via South Africa.

The longer cruises include a three-week visit to Tahiti by *Orcades* in May and a Hawaiian cruise over Christmas and the New Year. There will be three cruises to the Orient—*Orcades* in March, *Himalaya* in June and *Canberra* in October.

Sitmar Cruises plan to operate two cruise ships in the Pacific from 1972 on. The ships, costing an estimated $50.5 million, are under construction at Trieste, and will be named the *Fairwind* and *Fairsea*.

The *Fairsea* will be first to operate, out of Los Angeles. The *Fairwind* will be based at Sydney. She will leave Southampton on her maiden voyage on January 9, arriving in Sydney on February 15.

## 'SLETHOLM' RUMOUR ISN'T TRUE

Norfolk Islanders can stop worrying. The island will not lose the *Sletholm* service, operated by Karlander. Nor is Karlander planning a withdrawal from the Norfolk Island run. The Norfolk Island newspaper, the *Norfolk Islander* reported on July 17 a rumour that the *Sletholm* might have made its last trip to the island, but added that the rumour appeared to be unfounded.

A Karlander spokesman in Sydney said there was no intention of withdrawing the *Sletholm;* Karlander would carry on the service as usual.

## SHIPPING BRIEFS

● The salvage vessel *Onewa* sent out a May Day message early on July 7 when a storm struck as the ship was near Vanikoro, BSIP. The skipper, Australian Bill Martin and his crew had to take to dinghies when the *Onewa* began to sink. They were picked up by a local ship, the *Cootoola*, taken to Vanikoro and later transferred to the New Hebridean ship, *Konanda*, which took them to Vila.

● Some shipping exporters from the South Island of New Zealand are unhappy about their links with Fiji and Samoa. Mr. H. E. Radley, chairman of the Pacific Shipping Committee, said recently that if a small, partly or fully refrigerated, ship provided a regular monthly service to Fiji and Samoa from the South Island, there almost certainly would be sufficient cargo for the return trip.

If the ship were not too big there would be sufficient cargo to fill it for eight months of the year. Mr. Radley said that at present his company, which would, on a direct service, ship hundreds of tons of potatoes and onions to Fiji, was allotted only a total of 20 tons for each monthly sailing of the *Tofua* and *Taveuni*.

● Nauru Pacific Shipping Lines has chartered the *Hydra*, 8,400 tons, for 12 months for the Melbourne-New Guinea run, on a five-weekly service. She has not been scheduled beyond her first two trips, to Lae and Rabaul, because of uncertainty over a waterfront dispute in Melbourne. In later trips calls at other than Lae and Rabaul will depend on inducement.

Meanwhile, Conpac Pacific's *Delos* has been withdrawn from its six-weekly service connecting Australian ports with Lae and Madang.


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# Cruising Yachts

A major topic of discussion for visiting yachts in Port Moresby is the difficulty of getting a sailing permit to visit Indonesia. Letters seem to go unanswered and many boats have sailed from there hoping to clear up the formalities in Portuguese Timor. Hard to say where the hold-up is, as requests must go through one's own embassy in Djakarta to the Indonesian Navy. While not all cruising yachtsmen have a great deal of spending money, if Indonesia is hoping to build up its tourist industry it seems a pity to lose the favourable publicity the yachts could otherwise give the country on their return home.

● *ANANIAS*, 29 ft sloop, arrived at Rarotonga from Bora Bora on June 12 with Paul and Jan Henriques on board. Their voyage started from Los Angeles, US, in July last year and their Pacific ports of call were the Marquesas and Society Islands before arriving at Rarotonga. The young couple, interested in island life, plan to stay in Rarotonga for several months, obtain employment, and have their yacht careened. Next planned ports are Tonga, Fiji and NZ.

● *SUKA*, 28 ft cutter built in the UK in 1939, arrived at Rarotonga on June 16 from Tahiti with skipper-owner Frank Dodson, Anne Molton and a cat on board. They left Britain five years ago and spent two years on the east coast of the US, then called at the Galapagos and Society Islands. They spent 18 months in French Polynesia and intend to visit Aitutaki, Palmerston and Suwarrow. Further plans are to stay a year in NZ before continuing round the world.

● *KAWAMEE*, 63 ft steel-hulled ketch, arrived at Rarotonga from Honolulu, Fanning and Penrhyn Islands on June 28. On board were Rockne H. Johnson (master), his wife, Rubellite, their son, Dane, Mr. and Mrs. Maierhofer, their two university student sons, Robert and William, William Bond and Bruce Kearney. *Kawamee* left Honolulu on June 1 on a three-month Pacific cruise and will call at the Society Islands, the Australs, Tuamotus and Marquesas before returning home. Mr. Johnson does research in geophysics with the University of Hawaii and his wife is a lecturer on the Hawaiian language at the same university. The Johnsons and their three daughters called at Rarotonga last year on the *HAVAIKI* when Mr. Johnson was searching for a submarine volcano. He finally found it on a south-east extension of the Austral Islands chain.

● *VLAAG*, 19 ft sloop, sailed by single-hander Ivo van Laake of Holland, arrived at Rarotonga on June 29 from Papeete. Mr. van Laake bought *Vlaag* in San Francisco and sailed her to Tahiti from Honolulu in 33 days. The vessel is only big enough for one person. Mr. van Laake intends to call in at Tonga and Fiji.

● *RIGADOON*, a 38 ft Bill Atkins-designed ketch, left Miami, Florida for a world cruise on June 1, 1970, with owners Carl and Jeanne Moesly on board. After sailing along the coast of Mexico, Honduras, Nicaragua, Costa Rica and through the Panama Canal, the *Rigadoon* followed the west coast of Panama and then on to Galapagos, Marquesas, Tuamotus and Tahiti. From Tahiti, the route was to Moorea, Huahine, Bora Bora and Samoa to Fiji. The Moeslys tied up at the Tradewinds Hotel in Suva for several delightful weeks, then called at Lautoka, leaving there on July 1 for the Yasawas and Vila.


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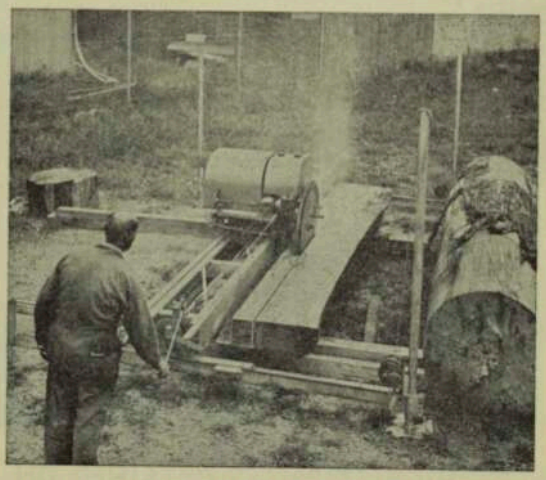

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● *KLARABORG*, 110-year-old gaff rigged ketch, which has been at Sydney for more than six months after sailing from Sweden, was scheduled to leave mid-July after recruiting more crew to bring the strength up to 12—six men, six women. Ove Linner, 27, is the skipper. First stop will be Tonga, followed by Hong Kong, Indonesia, the Indian Ocean and South Africa.

● *WHITE SQUALL II*, a 70 ft schooner, with New Zealander Ross Norgrove and his American Virgin Islands-born wife Minine aboard, was at Papeari in Tahiti early in July. Crew member is a small black Schipperke dog called Clancy, whose job is to lower the boom. Leaving the Virgin Islands in June last year *White Squall II* has cruised leisurely —"None of the wham, bang, smash, crash charter stuff", Ross writes to PIM—via Cartegena, San Blas Island, Panama, Perlas, Galapagos and the Marquesas to Tahiti. "Pricewise, St. Thomas, Virgin Islands and Honolulu, the two dearest places in the United States are just cheapskate stuff alongside this place," Ross writes. *White Squall II* has an automatic pilot, hydraulic windlass and roller furling jib. Ross is inquiring about an "old sparring partner", Jim Shortall, of Auckland whom we haven't heard from ourselves lately. Presumably he is still radio officer somewhere on the high seas.

● *RESOLUTION*, a 40 ft yacht with owner-skipper Mr. Horst Oeltjen, his wife Susan and Mr. William E. Ingersoll on board was at Darwin in the middle of July. Sailing from Vancouver, they made for Brisbane and then enjoyed a six weeks run to Darwin through the Great Barrier Reef. After a week's stay in Darwin, they were hoping to make for Portuguese Timor, then drop anchor for a brief pause in Bali before setting course for Durban in South Africa via Christmas Island and Cocos-Keeling Islands. Just to set the record right, Mr. Ingersoll writes, it was the Oeltjens who found themselves in the choppy waters of Cemetery Bay at Norfolk Island in April when the dinghy overturned and not a Mr. Sturgess and wife (PIM, June, p. 105).

● *SEA WITCH*, 34 ft traditional gaff ketch from Los Angeles, arrived in Port Moresby after a series of misadventures. On the trip from Cairns she broke her gaff collar and lost her port main shrouds in a squall. She finished the voyage to the coast under staysail alone. While moored at Kapakapa on the Papuan coast for repairs, *Sea Witch* caught her bowsprit under a jetty and broke a jackstay. Owners Jeff Bruce and

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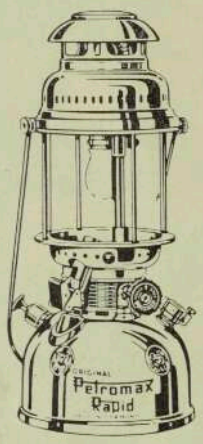


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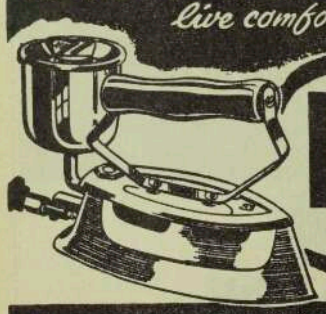

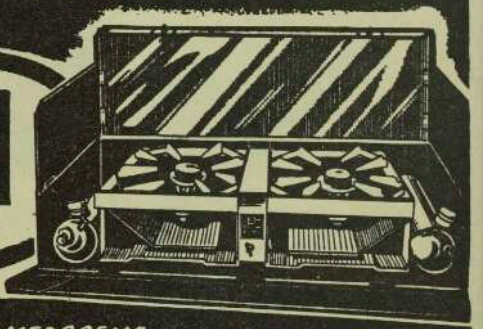

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Mickie Rogers were busy at Port Moresby repairing the damage before taking off for Darwin, Timor and across the Indian Ocean to Durban. *Sea Witch* was the first yacht to enter and moor in the new Asau Harbour on Savaii, Western Samoa, which was at the time dredged to 7 ft. *Sea Witch* draws 5 ft 6 in.

● *KATHENA II*, 29 ft steel sloop from Germany, arrived in Port Moresby, also in June. Her skipper, Wilfrid Erdmann, is a familiar figure to Port Moresby yachties who remembered him from 1967 when he stopped there in the first *Kathena* on a single-handed circumnavigation. On that trip, *Kathena* stopped at only six ports, with the longest leg, from Capetown direct to Germany, taking 131 days. This voyage, with wife Astrid aboard, *Kathena II* has so far dropped anchor 80 times since she left Germany in August, 1969. From Panama the couple sailed to the Galapagos, Marquesas, Samoa, Fiji and New Zealand, and then through the New Hebrides, the Santa Cruz Islands, Rennell Island to Port Moresby. Next leg will be through Torres Strait to Darwin and possibly Indonesia on the way to Africa. Wilfrid and Astrid plan an unusual route in the Indian Ocean by including visits to both Mauritius and the Seychelles. They are planning to go south to Mauritius at Lat. S20 deg., then run back to the Seychelles at Lat. S4 deg., before working down the East African coast on the way to Europe.

● *FINN ISLAND*, beautiful traditional 47 ft schooner from Pargas in Finland, was lost in the Gulf of Papua on June 17. Owners Artur Saarni (62) and his wife Berit (54) drifted in rough seas for four days with their two dinghies before reaching the Papuan coast at the Vanama River. After struggling through swampland for 24 hours Mr. and Mrs. Saarni were found and taken to Misave village to recover. Artur Saarni reported that *Finn Island* hit a reef about 10 to 15 miles north of Anchor Cay, the northernmost island of the Great Barrier Reef. The boat was swept on to her side before being blown off the reef by Force 8 winds. She drifted 50 miles north before she had to be abandoned. *Finn Island* left home in July, 1970, with one crewman, a Finn. He left the boat at the West Indies and was replaced by a Spanish boy who went berserk one day out of the Marquesas and tried to kill the Saarnis. After returning the boy to the Marquesas the Saarnis sailed *Finn Island* on their own, from Tahiti direct to Port Moresby. Mr. and Mrs. Saarni will now complete their world voyage by liner.

Other cruising yachts at anchor in Port Moresby in June were ketches *KARIE-L*, *KORONG* and *LAHARA*, and NZ sloop *SHI-BUI*.

**"Finn Island", the 47 ft schooner which was lost in the Gulf of Papua on June 17. This picture was taken only a few days before she was lost. See story below.**


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# People

● A left-right combination which landed on his nose put paid to Western Samoa's middleweight boxing champion, Fred Tuapola, and the South Pacific middleweight crown passed to Laavasa Sagaga, the challenger, in the last round of the contest at Pago Pago towards the end of June. Tuapola's nose was so badly damaged that the referee stopped the fight and gave the decision to Sagaga on a technical knock-out. Fighting on the same programme, Koroseta To'o of American Samoa beat Ramasima, of Fiji, on a tko in the third round.

● Two members of the GEIC Government, Naboua Ratieta and Sione Tui Kleis, have been to Yorkshire to take a look at the fishing industry. With likelihood of Ocean Island phosphate running out in 1978, the two MPs were looking for a substitute. They told a Yorkshire newspaper in Hull, the big fishing port, "We have to find something else quickly. Fishing seems a logical possibility but we have only outriggers and sailing canoes. We need efficient ways of catching and freezing fish for export and possibly, later, for canning. Britain has benefited from our minerals. What we want in return is technical assistance, experts to train our people."

● New Hebrideans who are now living and working in Noumea in larger numbers (jobs are more plentiful and the pay is good) were joined in July by New Hebridean clergyman, Pastor Jack Louhman, of the Presbyterian Church, Nguna. He will be in Noumea for six months to help the New Hebrideans where he can.

● That ship's master, navigator, author, artist, Captain Brett Hilder is 100 per cent. fit and seaworthy after a spell in hospital, followed by a period of recuperation in Queensland, and in late July is expected to join his ship *N.V. Sariba* on the Gove, Weipa run.

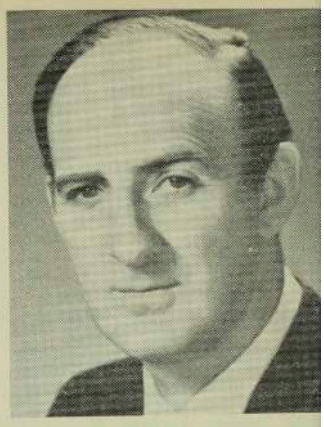
● In Rome towards the end of a world tour, pioneer PNG planter and explorer Mick Leahy, 70, and his wife Jeanette, were dinner guests of former Apostolic Delegate to Australia and Oceania, Archbishop Romolo Carboni. In Rome the Leahys were guests of the Divine Word Society missionaries who have their headquarters there and who have been celebrating the 75th anniversary of the arrival of the first Divine Word missionaries in New Guinea. Mick began his tour in March, to receive in New York (in April) the Explorer's Medal, highest honour of the Explorers' Club, for his work in New Guinea as "pioneer, geographer, author, officer". The Explorers' Club has a world membership of more than 1,500 men.

● One of Fiji's best known Rugby union players, William "Winky" Samuels, migrated to Australia in July with his wife Hazel, and young children Dawn and Leonard. Samuels played for Suva and was a reserve for the Fiji side which played the All-Blacks in 1968.

● Mrs. Dawa Lynch, first New Guinea woman to graduate from the university, has been visiting Australia from Port Moresby to raise money for a hall of residence for girls at the University of Papua and New Guinea. The appeal aims for a target of $200,000 and it has been run under the auspices of the National Council of Women. Mrs. Lynch said in Canberra that a hall of residen for women students made it eas for girls to encourage their pare to let them go to university. N Guinea parents were anxious th their girls be in a place that w secure. She added that there was ne for more women graduates at t time of rapid change in the territo Mrs. Lynch, a graduate in histo from the University of Hawaii is research assistant at the New Guin University.

## Mrs Tili started something

*Mrs. Sama Tili had just finished shopping at Lambete, Munda, in the Solomons some time ago, according to the BSIP New Sheet, and when she started the 18 hp outboard engine of her canoe to go back to her village she really started something. The engine was revving high and she put it into gear. The canoe jumped forward and Mrs. Tili fell into the water. A watching woman sounded the alarm and men on the beach went to the rescue. One thought Mrs. Tili was being attacked by a shark and dived to her aid with a crowbar. Another rescuer was chased by a dog and ended up a tree. A third, Mr. Enele Kwanairara reached Mrs. Tili and then cut his foot badly on a piece of shell. The canoe, sailing around on its own, made four trips back and forth, each leg about a mile, before Mr. Kwanairara was able to grab it and stop the engine, but not before the propeller and drive shaft were broken. Mrs. Tili, an expectant mother, was unhurt.*



**Taking up his new job as Chief Secreta of Nauru in September is Barry Conne 43, former schoolmaster, public serva and lawyer. He comes from Melbourn For a background story on him see P for July, p. 29.**

● Fiji gots its first indigenous he of the Royal Fiji Police Force's S cial Branch at the beginning of Ju 44-year-old Superintendent Akari Nabati, of Tavuki, Kadavu. He w made an acting senior superintend and succeeds Senior Superintendent Hardy, who left Fiji for Britain May on pre-retirement leave. W Superintendent Nabati's appointme the RFPF lowered the veil which always shrouded the existence a composition of the Special Bran They allowed publication of his pho graph, a move which would ha rocked the old cloak and dagger b of the past who fondly imagined th were unhonoured, unsung and known. But everybody knew that man who was coatless, with col and tie, long-sleeved shirt and sho was almost sure to be an SB m

● A former senior governm auditor in Kenya and later a teac there, Mr. J. Alsop, 41, marri with three daughters, has been pointed chief executive officer sup vising a training programme for t

Treasury and Audit staffs in the GEIC. He was to arrive in July. He will also set up a correspondence course.

● Mr. Fred Osifelo, acting Deputy Commissioner of Lands in BSIP, has been appointed manager of the Solomons team for the South Pacific Games in Tahiti. He is president of the Honiara Club and a former soccer player for the Honiara team. Assistant managers are Mr. Mike Pfeiffer, of the Solomon Islands Tobacco Co., and Mr. Tom Donovan, president of the ASA.

● A 35-year-old district health officer in New Ireland, PNG, Dr. Tarutia has been appointed senior specialist medical officer for environmental sanitation, the highest substantive position ever held by any local officer in the Public Health Department. Born in Raluana, Rabaul, Dr. Tarutia, whose father died in a Japanese POW camp, graduated from the Fiji School of Medicine in 1961, worked in hospitals in Port Moresby and Lae, lectured for two years at the Papuan Medical College, and in 1967 studied in Europe for a year. Athletics, rugby union and table tennis are among his spare-time pursuits.

● Ebeye Island in the Kwajalein atoll group has got its first American-born doctor, Dr. James R. Chandler, a graduate of McGill University in Montreal, Canada. He arrived on the island early in July and is one of four doctors hired by the Trust Territory Government from America. The others are Dr. Mary Louise Jung, who is going to Yap, Dr. Richard Monihan, bound for Palau, and Dr. John Southerland, assigned to Saipan.

● The Rev. Peter Thompson, Solomons Governing Council Member for North Central Malaita, has been given a new honorary appointment with the Diocese of Melanesia. He has been granted a licence by the bishop to act as a priest missioner, which will free him from direct pastoral duties but allow him to conduct services at any church in the diocese and at the same time continue with his political and commercial activities. He is a director of the Malaita Development Co.

● Walter Prude, senior vice-president of the renowned Hurok Corporation of New York, who has just visited the Cook Islands should announce soon that the Cook Islands National Theatre is to go on tour in America and that this tour will be extended round the world in association with the leading young Australian entrepreneur, Michael Edgley. Prude was delighted with the dancers who, last year, made their first overseas tour to Australia and New Zealand.

● Mr. T. A. Henry, Minister of Internal Affairs, Tourism and Housing in the Cook Islands, has taken over two more departments, those of Justice and Survey. Previously, they were in the portfolio of the Premier, Mr. Albert Henry.

● Dr. Teariki Tamarua of the Cook Islands has been granted a six-month post graduate course in general medicine and paediatrics at the Auckland Hospital. He was to leave for New Zealand in July. Dr. Tamarua is a graduate of the Fiji School of Medicine.

● The PNG Government Printer, Mr. V. P. Bloink, has retired after 25 years' service. He went to Port Moresby from Cairns, Queensland, in 1946 as a letterpress machinist, was made assistant government printer in 1955 and succeeded Mr. W. S. Nicholas as government printer in 1962.

(over)

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● A former Western Pacific High Commissioner, Sir John Gutch, who these days is in retirement in Surrey, England, will be back in the Pacific in August to retrace some of the well-worn trails. With Lady Gutch he will be visiting the New Hebrides and the Solomons, to take part in the final Bishop Patteson centenary celebrations. In a note to PIM he says he is really looking forward to seeing how things have developed in the Western Pacific since he was here. Sir John's biography on Bishop Patteson, *Martyr of the Islands*, was published in London in June (and reviewed in PIM in July, p. 69).

● One of New Guinea's best known identities, Basil Fairfax-Ross, known to everyone as "Fax", retires to Sydney in August after more than 40 years in the territory. For the last 20 years he has been general manager of the British New Guinea Development Co. Ltd., but his work and interests in the territory cover a wide field. He first went to the territory for Burns Philp, and travelled much. In World War II he went to the Middle East with the AIF, but was soon back again in New Guinea working with Intelligence and as a Coastwatcher among other things. As a nominated member of the old Papua New Guinea Legislative Council he was a most effective speaker, specialising in economic matters, and enjoying the close personal friendship of the then Administrator, Sir Donald Cleland. He has been president of the Planters' Association of Papua, a director of many boards and recently chairman of the PNG Copra Marketing Board. The "Faxes" have a home unit in Mosman, Sydney.

● New District Commissioner for Bougainville is Mr. Bill Brown, who has until recently been chief liaison officer on Bougainville between the government and the giant Bougainville copper development. He is widely experienced on Bougainville affairs and a popular officer.

● The Fiji Marine Department is in difficulties with the recent retirement or resignation of three senior pilots and the impending retirement of the Director of Marine, Captain P. G. (Peter) Hough. No locally-qualified master mariners are available for any of the posts, which have been advertised overseas. Captain Hough will retire in January after 15 years in Fiji. During that time he was a temporary assistant harbour master, assistant harbour master, harbour master and finally, in 1969, Director of Marine. Th other senior men who have left th department are Captain John Figges Captain J. I. Dalby and Captain V Rowe, senior harbour master.

● PNG National Labour Part organiser Mr. William Hawarri ha been fined $5 in Wewak local cou for being drunk and disorderly a Boram Tavern on June 25. Th court was told that a riot near occurred after Hawarri called bus nessman and former MHA M Frank Martin a capitalist and the tried to punch Martin when h refused to shake hands.

● The appointment of the Mo Rev. Eugene Klein as Archbishop Noumea, mentioned by Hele Rousseau in *New Caledonia Dia* on p. 35, has caused some hear burning in priestly circles in Papu New Guinea where Msgr. Klein w Bishop of Bereina. A group of pries made a protest on July 7 at the co ference of Roman Catholic Bisho of Papua New Guinea and th Solomon Islands held at Po Moresby. The priests complaine that the notice of the transfer Bishop Klein had been made "wi lack of consultation", and that h transfer would create a handicap the territory's development.


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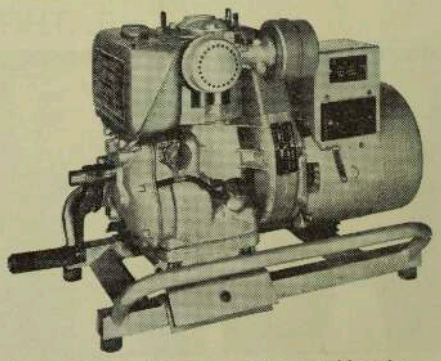

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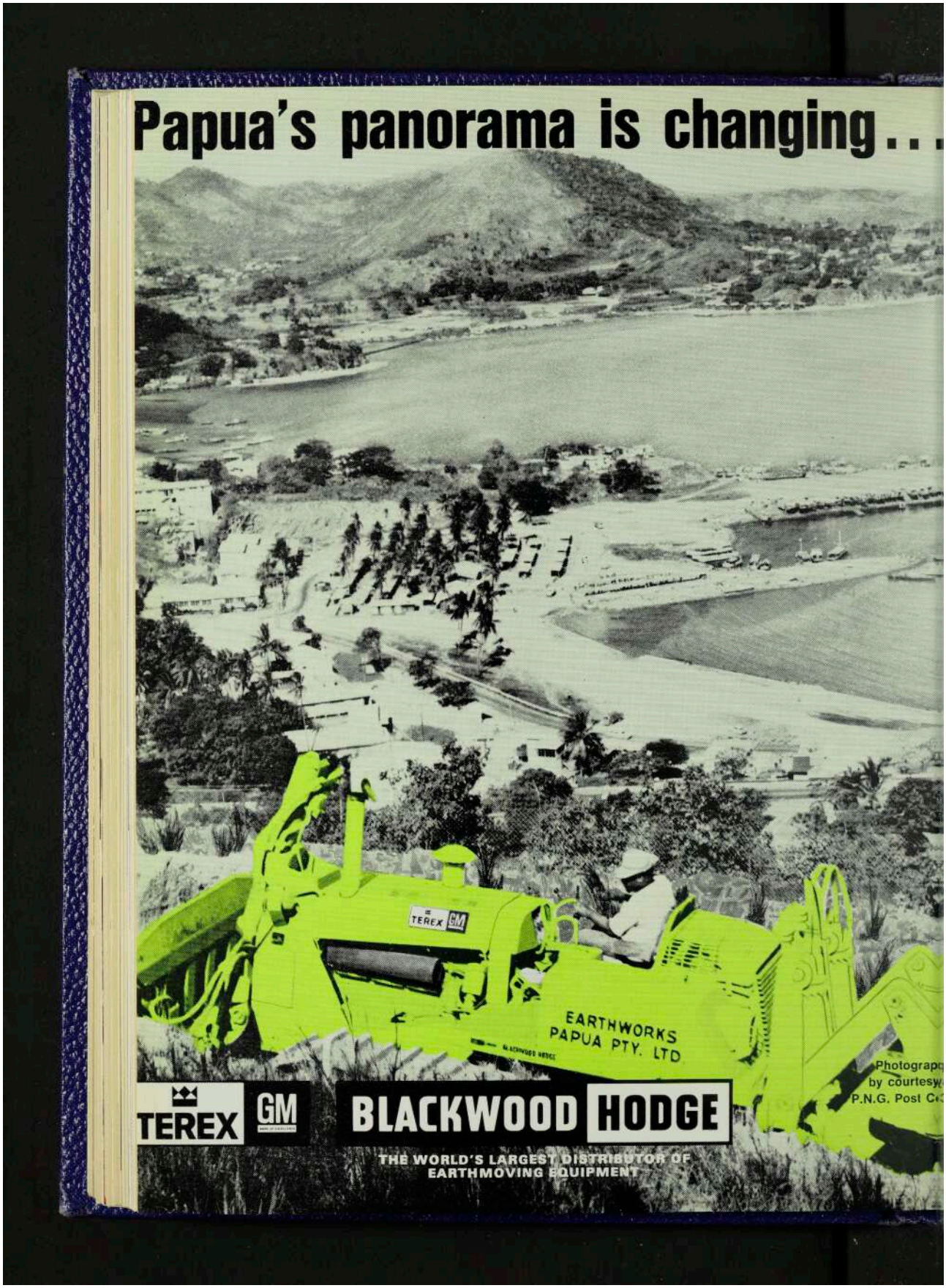



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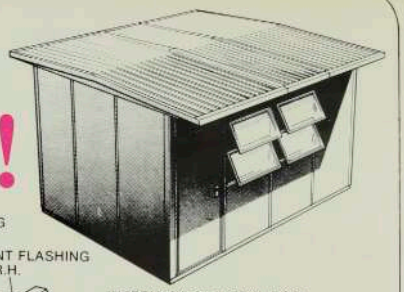

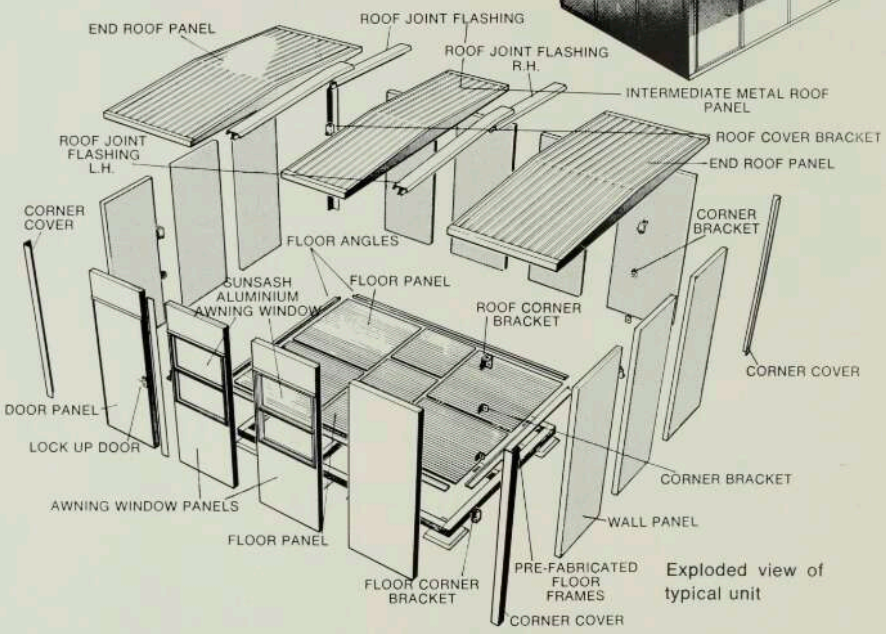


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# Business and Development

## STRAINS ON AN INFANT INDUSTRY

*By NORMAN BAXTER*

Several question marks hang over the future of New Guinea's infant, but multi-million dollar, tea industry. By the mid-1970's tea could be the furth biggest agricultural enterprise in the territory, following coconut products, cocoa and coffee.

Three or four years hence there should be an annual production of 8,400 tons, which would make it an $8 million upwards industry annually, with more than 15,000 people depending on it.

World tea prices recently started to rise after a period of recession. New Guinea tea growers have had their first returns from their plantations, but these have been of little consequence as the industry is still in the establishment stage.

In fact, the industry still calls for substantial investment of capital over a number of years before any adequate return is achieved. The first few years of a tea industry represent ploughing money into the ground, while a tea factory, when required, costs $250,000 or more. All this represents an investment of at least $10 million so far.

It takes a tea plant eight years or more to come into full bearing. As the first commercial plantings were made in 1964 and 1965, it will be 1973 before there's any brew. In the establishment years costs are naturally much higher than in running a fully-developed tea plantation.

Tea is a labour intensive industry. Labour is required all the time for weeding, draining and fertilising when the plants are young. When the plants come to fruition a fairly large labour force is required simply to pick tea, while fertilisation and drainage, and weeding, to some degree, must be continued.

The "big four' of the New Guinea tea industry—W. R. Carpenter,

Kurumul Plantations Pty. Ltd. (established by F. W. Williams, which was taken over by Pioneer Concrete), Aust.-New Guinea Holdings and Mt. Hagen Tea Growers Pty. Ltd.—are supported by many small growers. More than 600 of the "small men" are indigenes, and a few are expatriates who also have other interests.

The "big four" have established tea factories, which will process not only their own leaf, but also the production of the small growers. More factories will be built.

There are several factors which are causing some concern. Chief among these is the question of rural wages. After a recent inquiry rural workers were awarded an interim increase which added 2c a pound to the cost of producing black tea. Naturally a further lift in rural wages will lead to another increase in production costs.

Another factor which has to be watched is the growing popularity of tea among a number of developing countries in Africa, and Indonesia. A consultative committee set up by the Food and Agriculture Organisation of the United Nations has made a survey of the world tea industry.

This committee has come up with the conclusion that there is a widening gap between production and consumption. Tea output in developing countries is projected to rise by 3.3 per cent. a year over the 14 years to 1975, while overall demand in the same period is expected to go up by only 2.2 per cent.

While this could lead to a potential surplus, which might affect tea prices, such a survey cannot possibly allow for natural phenomena, which can quickly upset calculations.

The FAO committee also looked at the question of some sort of international tea agreement, similar to the world coffee agreement. Under such an agreement, export quotas would be established. However, this proposal has not gone beyond the suggestion stage.

Growers are concerned that any drop in world tea prices, or excessive increase in labour rates, could literally eliminate the narrow margin between costs and returns.

A number of tea growers in New Guinea have formed the Papua New Guinea Tea Society, with Mr. Dick Hagon, a small grower, who also has a number of retail stores and coffee interests, as president. The vice-president is Mr. Ron Clarke, New Guinea manager of ANG Holdings. Steps have been taken to incorporate the society. The government has been told of the objectives of the society, and a number of problems the industry faces.

The society plans to make representations to the government about rural wages, eliminating PNG tea imports so that New Guinea growers can supply the territory, and rebates of duty. An example of a duty rebate would be the 2½ per cent. import levy applied at the end of 1970, which affects all tea-making machinery, and all who are building tea factories have to pay it. The society will also encourage the expansion of smaller indigenous planters.

More than half New Guinea's tea goes to the London auctions. Some is sold in the US, where tea consumption is increasing, and Canada. Australia takes virtually nil. The average quality of Australian tea imports is relatively low by world standards.

However, experts rate New Guinea tea very highly, certainly in the upper grades, although not quite in the same bracket as the Darjeelings and best Ceylons.

Three of the "big four" in New Guinea are supplying the local market at prices competitive with




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tea imported from Australia. This is possibly because of freight and other charges which apply to Australian packed tea.

The ultimate production of black tea is still something of an unknown factor. It could reach an annual minimum of 1,500 lb to the acre, and could go as high as 2,000 lb. In the Mt. Hagen area, there are more than 10,000 acres under tea, and there is room for more. Attempts are now being made to establish tea in the nearby Southern Highlands.

The PNG Ministerial Member for Agriculture, Stock and Fisheries, Mr. Tei Abal, announced recently that official approval had been given to a profit-sharing scheme, proposed by W. R. Carpenter, for tea growers in the Wahgi Valley.

The scheme covers green leaf bought from small holders who deliver their leaf to the Carpenter processing factories. Under the proposed scheme, there is an initial payment of 3c a pound for green leaf, provided the world price of tea remains constant. This would be followed by a final annual payment, which would represent a pro-rata distribution, on the basis of quantities supplied by the growers of one-half of the factory processing profit for the same period. W. R. Carpenter has offered to date this arrangement back to January 1, 1970.


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## Noumea strikers drive hard bargain

July in Noumea was a good month for house-painting, chicken-coop building and fishing for some 3,000 striking workers from Le Nickel mining company.

Union Secretary-General, Gilbert Drayton, reminded the fishermen of his home address, so that they could make appropriate contributions to his household in the event of a good catch.

To avoid any over-heated disturbances in the centre of town, the strikers took to holding their union meetings in the open air, on the Vallee du Tir football field. This was after the old building housing the Noumea Trades Hall had fairly shaken to its foundations when the workers first shouted their demands for *la greve* (strike) which began on July 2.

The workers originally called for an unlimited rolling strike, which after one week turned into *chomage technique* or lockout. Besides some 3,000 men at the Doniambo smelters in Noumea, this also involved over 1,000 men at the inland mining centres. A crucial point was reached when unionists threatened to withdraw even the security teams and turn off the smouldering furnaces completely, if no satisfaction was in sight by July 21.

The strike began when the Societe Le Nickel (SLN) rejected a June arbitration award, which the union had accepted. The SLN said it was unable to meet the court award, in view of what it described as a "world nickel crisis", which it claimed would force it to cut back this year's much-publicised expansion programme.

After the Baron Guy de Rothschild had announced, only in May, that the company would this year be producing over 60,000 tons of nickel-metal, on June 28 the company claimed it expected now only to sell about 43,000 tons (the equivalent of the 1970 production, before the two new giant electric furnaces came into operation).

The SLN said one of the three blast furnaces would thus have to be closed down, as well as possibly two of the 10 electric furnaces. The company also pointed out that wage increases last year added 16 per cent. to its payroll and it was unable this year to add the court award of an extra 6 per cent. in addition to the cost of living adjustments which already since December have risen another 6 per cent.

The workers, however, were unable to reconcile the much-publicised




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Paris promises of increased production with the sudden invocation of a "world crisis" on the nickel market. All they were sure of was the fact that inflation is galloping to unknown boundaries in New Caledonia.

In a bid to protest against the loss of buying power, Noumea dock workers, bank and other commerce employees as well as public servants in Customs, schools, post office, etc., all called for strikes during July.

There were some particularly tense moments in the Administration, at the Territorial Assembly and in the Trades Hall. However, the open-air meetings on the football grounds at the Vallee du Tir (rifle-shooting valley) created something of a picnic day atmosphere. Strikers were able to enjoy games of *petanque* (French bowls played with metal balls) before proceedings began, while piped music filled the field. The only workers to raise their hands against the strike seemed to be some confused, over-exuberant drinkers.

The workers, many of them living comfortably during the strike from the rents and other proceeds of their investments, were driving a hard bargain. The arbitration award, at the end of a long nine-month legal battle, had recommended that all factory workers should be paid on a monthly, rather than hourly basis, with the public holiday and sickness pay which this entails. The award also included long service and other marginal benefits, including some overseas travel tickets, for older workers.

As factory production loss reached 3,000 tons and cuts in territorial revenue became more evident, the SLN announced, on July 19, the terms it was prepared to allow the workers.

In a solemn, two-hour Press conference, the SLN warned that the threatened walk-out by security teams tending furnaces at minimal safety level, could result in serious consequences, including loss of work for two to three years while the furnaces were restored. The company then indicated how it was prepared to meet the arbitration award decisions, provided it was allowed to defer the application of certain measures until next year, in view of the market problems. At the same time, SLN manager in New Caledonia, Mr. Jean Lanchon, insisted that the workers should help to improve productivity at the nickel installations and that a strong effort must be made to combat inflation.

Under these terms, it was expected that work would resume, with production approaching its normal momentum in August.

Mr. J. S. Thomson.

## No politics now in Fiji sugar

For the first time in its history Fiji's sugar industry is moving out of the political arena. It now belongs to the country and not to the CSR, not to the CSR's subsidiary, South Pacific Sugar Mills Ltd.

In the five or six years before independence both the Federation and Alliance used the industry as a political football. Now they do so at their peril. An attack on the industry, a tilt against the millers, will be regarded as an attack on Fiji itself.

The new atmosphere in which the industry finds itself is sensed in the annual report which has just been released, the first by its newest independent chairman, Mr. J. S. Thomson.

One of Fiji's most popular civil servants, and probably the only one whose departure for pastures new a few years ago—the British Virgin Islands—occasioned a people's petition to the governor to keep him in Fiji, Mr. Thomson appeals for a better understanding by the cane-farmers of the complexities of Fiji sugar marketing.

What Fiji sugar needs today, Mr. Thomson stressed in his report, is unity within the industry. Since it was unlikely that sugar would be replaced as Fiji's first industry for several years, the dominion couldn't afford any divisions to emerge . . . "which might cause diminishing productivity or even stagnation".

"The country's interest must always come first and not those of any sectional group," he said.

The Sugar Board tried to explain the terms to them with pamphlets and by radio broadcasts.

Mr. Thomson's report outlines the benefit to Fiji of the new arrangements for the sale of all Fiji molasses to the Australian molasses pool.

It also criticises a clause in the Denning award dealing with the authority needed by the millers before buying extra cane to meet shortfalls in approved farm quotas.

Under the Eve contract, the independent chairman had complete discretion in approving such purchases, Mr. Thomson said.

The Eve provision was considered by the Sugar Board to be a "great deal simpler and more effective than the complicated provision now in force under the Denning contract."

## Fiji brewery all set for start

Final plans have been worked out and $1,500,000 raised for the new brewery planned for Lautoka, Fiji's biggest sugar centre, but about 1,000 people in the area don't want the brewery.

They have petitioned the Fiji Government—which suggested the idea of another brewery—to refuse permission for the brewery and a distillery.

Consolidated Hotels holds 51 per cent. of the shares of the new company, the South Seas Brewing Company Ltd.

Objection to the brewery is on a religious basis, but the company has assured the Fiji Government that it will co-operate in every way over any social problem which might be created through the drink trade.

The government is known to favour a second brewery to break the monopoly which Carlton Breweries at Suva have enjoyed for so many years, and to give the people the right to a second choice of brew.

Waikato Breweries, a wholly-owned subsidiary of Consolidated Hotels, an equal partnership of L. D. Nathan and NZ Breweries, will manage the new brewery.

The distillery will produce industrial alcohol, processing it from the molasses produced by the South Pacific Sugar Mills, but this will not be for drinkers' consumption.

The Fiji Development Bank is a shareholder in the new company and the Fiji National Provident Fund—the country's superannuation scheme—has offered the necessary first mortgage money. The balance comes from lending institutions in New Zealand and the Bank of New Zealand in Suva.

Construction of the brewery is expected to start in September.




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## Tuna scheme

Nine Japanese fisheries experts are shortly to undertake a feasibility study in PNG for establishment of a major fisheries terminal, possibly at Madang. A Japanese-Australia company, Gollin-Kyokuyo Co., has already decided to put in a tuna processing plant on Nago Island, near Kavieng, New Ireland, and is continuing a survey of nearby waters.

## Listing for NG's Collins and Leahy

The P-NG Highlands-based company, Collins and Leahy Pty. Ltd., is to offer a shareholding to New Guineans following its listing on Australian stock exchanges, which is expected in August. The company is being listed as Collins and Leahy Holdings Ltd.

The prospectus shows that the interests of Mr. Edgar Dowse Collins and Mr. Daniel Joseph Leahy (jnr.) in Collins and Leahy Pty. Ltd., the operating company and its subsidiaries, were purchased by the new holding company for a consideration of $1,500,000.

The group operates 61 trade stores throughout the New Guinea Highlands, two butcher shops, a cordial factory, a transport division with a fleet of 60 vehicles, all at Goroka, the Kundiawa Hotel, Kundiawa, and the Zokozoi Hotel, Goroka. A 51 per cent. interest is held in the Kerowagi Tavern, at Kerowagi.

The group's history dates back to 1958 when Mr. Collins and Mr. Leahy (jnr.) entered into partnership.

During the past five years the group's net profit after tax has grown from $245,000 to an estimated $340,000 for the financial year to June 30, 1971.

An issue, mainly to Australian investors of 900,000 shares at 50 cents each has just been completed. It was underwritten by William Tilley, Hudson, Evans and Co., members of the Sydney Stock Exchange. Paid capital is now $1,250,000.

The report of the investigating accountants, Price Waterhouse and Co., of Port Moresby, said that the object of the issue was to provide cash to partly pay the vendors.

They said that the holding company purchased what is now the subsidiary, Collins and Leahy Pty. Ltd., for $1,500,000.

The vendors were E.D.C. Pty. Ltd. and D.J.L. (Jnr.) Pty. Ltd. The amount due to each was $750,000.

As part of the purchase price, Mr. Collins and Mr. Leahy have granted loans of $125,000 each. Interest rate is 13 per cent. The loans are repayable by the company over five years.

These loans, totalling $250,000, plus the $450,000 from the share issue, add up to $700,000.

The balance of $800,000 of the $1,500,000 purchase price was taken up in 1,600,000 50-cent shares by the vendors.

Mr. Collins and Mr. Leahy will offer 325,000 of their shares or 13 per cent. of the company, to indigenous people of the Territory, at a date to be fixed, the underwriters confirmed.

The total interest of Mr. Collins and Mr. Leahy in the company would then be 51 per cent. compared with 64 per cent. at present.

The directors forecast a dividend of a minimum of 6 cents a share. It is more than twice covered by estimated profits of 13.6 cents a share. At the issue price of 50 cents each, the shares return a dividend yield of 12 per cent. based on the forecast dividend.

Chairman of the company is Mr. D. J. Leahy (jnr.), of North Goroka. Other directors are Mr. E. D. Collins, of North Goroka; Mr. Alec Harold Tryhorn, company buyer, of Goroka; and Mr. George Horace White, merchandise manager, of Goroka.

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## Burns Philp spreads

Good news for the shareholders of Burns Philp and Company Ltd. was the increase of 1¼ cents a share in the dividend.

The seemingly small rise means that they will be getting almost $300,000 more for the financial year to June 30 last.

A steady interim dividend of 6¼ cents a share was paid. However, the final dividend was raised by 1¼ cents to 7½ cents a share. Total for the year was up from 12½ cents to 13¾ cents.

This means that the total dividend payout for the year will be $3,279,375.

The extra 1¼ cents a share totals $298,125.

Books closed on Friday, July 23, to determine those entitled to get the dividend. It will be paid on Friday, August 27.

The Burns Philp group has increased its shareholding in Port Moresby's new brewery, Territory United Brewery Ltd., to 27 per cent. of the issued shares.

The chairman of the brewery, Mr. B. C. Goodsell, announced on June 29 that Burns Philp (New Guinea) Ltd. had applied for and been allotted 800,000 50-cent shares at par in the brewing company.

This increased the holding of Burns Philp to 1,000,000 shares.

Mr. Goodsell said that after the issue, the paid capital of Territory United Brewery was 3,700,000 shares totalling $1,850,000.

Mr. Goodsell also is a director of Burns Philp and Company Ltd.

After the flotation of TUB early last year Burns Philp's interest in the company had been eight per cent.

Burns Philp has diversified its activities even further with the formation of a subsidiary, Burns Philp Finance Ltd., to enter the finance industry. Initially activities will be confined to commercial real estate mortgage loans, mainly project bridging finance. The directors expect a comprehensive range of commercial finance services to eventually be introduced.

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● The Nippon Mining Co., Japan, and Minju Mining Pty. Ltd., Australia, will jointly prospect for underground resources, including copper, in New Guinea. They will prospect in an area of 2,700 square miles in the Goroka District. The two firms will push ahead with a project to exploit the mines if prospecting proves promising.




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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, 46 new pence UK; $1.12 USA).

## COPRA

Copra industries are controlled through copra boards in NG, the Solomons, the GEIC, both Samoas, Fiji, Tonga and the US Trust Territory. New Hebrides, the Cooks, French Polynesia and New Caledonia don't have boards and copra is either sold individually by growers to overseas buyers or used for local making of soap, etc.

The boards were born after World War II and their functions, which vary among territories, include orderly selling overseas, maintaining stabilisation funds, raising government revenue and developing copra on long-term bases.

NEW GUINEA: — The board, with planters' reps, directs distribution and sales and pays planters. Shipments are made to UK, European markets and to Australia and Japan, and coconut oil mills on New Britain.

Latest prices, delivered main ports, were: hot-air dried, $118 per ton; FMS, $115 per ton; smoke-dried, $113 per ton.

FIJI:—The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. Prices recently were: 1st grade, $F128; 2nd grade, $F118; CAS, F97.50.

WESTERN SAMOA: — The board makes payments to producers through its agents—local firms—and sells the copra on the open market with a portion to Abels Ltd., NZ. Recent prices were $WS118 for 1st grade, $WS118 for 1st grade sun dried, and $WS105 for 2nd grade.

TONGA: — All copra is sold to the board which sends it to Europe and the open market. Recent prices to growers were $T92.75 1st grade, and $T80.75 2nd grade, per ton. Per coconut, 1.5c.

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, $120; 2nd grade, $116; 3rd grade, $106 per ton, BSIP ports (Honiara, Yandina and Gizo).

GILBERT AND ELLICE—2½c per lb (1st grade); 2c per lb (2nd grade).

NEW HEBRIDES: — Copra sold direct by planters to France and Japan. Official market price on July 13 was $70 (7,000 Pac. francs). Marseilles, 1,070 French francs, July 16.

COOK IS.:—Copra goes to Abels, Ltd., of Auckland, who operates NZ's copra crushing mill. Prices for July 1 to Sept. 30 were fixed, subject to freight adjustment, at $NZ158.23 1st grade, hot air dried; $NZ156.13 1st grade, sun dried, and $NZ154.55 standard grade.

US TRUST TERRITORY:—Board pays $US112.50 per ton, grade 1; $100 per ton, outer islands.

## EXCHANGE RATES

FIJI.—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda, First National City Bank. Sterling £ on Fiji $, buying £1 = $F2.085; selling £1 = $2.11. Aust. $ on Fiji $, buying $A1.0117 = $F1, selling $A1.0288 = $F1.

WESTERN SAMOA.—Through Bank of Western Samoa, controlled from NZ, seller $A1.2470 to $WS Tala 1.

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 July 22, quoted: Selling, Noumea and Papeete, 109 Pac. francs to $ Aust.; approx. 97 Pac. francs to US $; Noumea 100 Pac. francs equal 5.5 French francs. Paris-London: Buying 13.3385 francs to £. Also £ equals 242.55 Pac. francs.

## OTHER PRODUCE

**BECHE-DE-MER:** Chang Sing Loong Co., Suva, quote F35c (4 in. to 7 in.) to F40c (9 in. to 11 in.) lb depending on quality.

**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; long red, grade one, dried, 12c per lb.

**COCOA.**—Islands rates are based on Ghana prices. Ghana price on July 21 (Oct./Dec. shipment) was spot £stg.243.50 ton, c.i.f., UK Continent.

July 22, Quote No. 1: In store Rabaul, export quality $400 per ton, delivered ex-wharf Sydney $460. Quote No. 2: Best quality ex-wharf Sydney $490 (July/Sept. shipment), $495 (Oct./Dec. shipment); in store NG ports $410 (July/Sept.), $414 (Oct./Dec.).

**W. Samoa.**—No offerings for early shipment.

**Solomons.**—4 cents a lb delivered to a fermentary, 3 cents a lb at buying points.

**COFFEE:** P-NG: July 22, good quality, A grade 38½c per lb; B grade 36½c; C grade 32c; X grade 36½c and native X grade 33½-34½c (ex-store Sydney).

**W. Samoa.**—Recently, WSTEC ground and dried beans, 49 sene per lb (wholesale).

**CROCODILE SKINS.** — Recent Sydney buyers quoted for 12 in. and over, 1st grade quality as follows: **B.S.I.,** Honiara—$1.80 to $2.20 per in.; Gizo: $2.10 per in.

**GREEN SNAIL SHELL.**—$350 a ton f.o.b. (nominal).

**PAPUAN GUM.**—Graded gum $215 per ton, f.o.b.

**PASSIONFRUIT.—Cook Islands,** Islands Foods Ltd. pays growers NZ2.5c per lb for good fruit.

**PAPAW.**—Cook Islands, Island Foods Ltd. pays growers NZ2c 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. has no recent quotes. **Solomons.**—Honiara, mother of pearl blacklip 15c lb, goldlip 20c lb. **Cook Islands.**—Penrhyn, 20-25c per lb, del. Rarotonga 33-35c per lb. **French Polynesia.**—Tuamotu, Gambier shells, to $1,000 per ton, Papeete.

**PYRETHRUM.—NG** growers 17c lb, flowers.

**RICE** (Aust.): Prices till March 31, 1972, are **—P-NG:** Dried brown, 112 lb bags, $124 a ton, 40 lb bags, $134 a ton; vitamin enriched white, 56 lb bags, $137.50 a ton; all f.o.w. Sydney/Melbourne. **Pacific Islands:** White polished, 56 lb bags, $156 a ton, f.o.w. Sydney/Melbourne.

**RUBBER.**—PNG price is based on Singapore rates which on July 19 were: No. 1 RSS prompt shipment (Malayan cents a kilo) Aug. b 100.50; Sept. b 100.50.

**SANDALWOOD.—New Hebrides,** landed on the beach, Vila and Santo, $250 a ton.

**SHARK FINS:** Chang Sing Loong Co., Suva, offers 55c per lb for well-dried fins of commercial quality.

**TROCHUS.**—BSIP 3c to 4c per lb.

**TURTLE SHELL.—BSI:** First grade unmarked 60c to $1.50 a lb at Gizo.

**VANILLA BEANS.** — Prices recently were: White and yellow label processed standard packs, $7.50; green label $7.40, c.i.f., Sydney. **Tonga.**—$T4.20, f.o.b., Nukualofa; $T4.50, Melbourne.

## UK, US QUOTES

**COPRA.**—LONDON, July 20, Philippines, in bulk, $US195 Aug. reseller) per long ton, c.i.f., UK/North European ports; US Pacific coast, b $US170, s $US175.

**COCONUT OIL.**—LONDON, unquoted since May 25.

**RUBBER.**—LONDON, July 19, No. 1 RSS Spot (per kilo), b 14.55 new pence (Aug. shipment).

# STOCK MARKET

SYDNEY SELLERS

| | June 24 | July 22 |
|---|---|---|
| ANG Hold. 1.00 | .90 | .82 |
| Bali Plantations .50 | b.52 | .55 |
| Burns Philp 1.00 | b2.93 | 3.18 |
| Burns Philp (SS) 2.05 | b3.00 | b3.15 |
| Carpenter .50 | 1.90 | 2.10 |
| Choiseul Pintn. 1.00 | 2.70 | b2.65 |
| C.S.R. 1.00 | 5.82 | 5.52 |
| Dylup Pintn. .50 | .68 | .69 |
| Fiji Industries 1.02 | 2.10 | 2.00 |
| Kerema Rubber .50 | .16 | .16 |
| Koitaki Rubber .50 | .60 | b.58 |
| Lolorua Rubber .50 | .30 | .30 |
| Makurapau Pintn. .50 | b.65 | b.64 |
| Maribol Rubber .50 | .18 | b.16 |
| PNG Motors .50 | b.45 | .52 |
| Plantation Hldgs. .50 | .80 | .75 |
| Queensland Ins. 1.00 | b3.06 | 3.30 |
| Rubberlands .50 | .12 | .11 |
| Sogeri Rubber .50 | b.51 | b.51 |
| Stn. Pac. ins. .50 | b1.20 | 1.55 |
| Steamships Tdg. .50 | .60 | .56 |
| Territory Brewery .50 | .40 | .39 |
| **OIL AND MINING SHARES** | | |
| Bougainville .50 | — | 3.15 |
| Ct'g .25 | — | 2.15 |
| Buka Min. .10 | .02½ | .02½ |
| C.R.A. .50 | 8.80 | 8.40 |
| Cultus Pacific .25 | .50 | .48 |
| Emperor .10 | .18 | .35 |
| Highland Gold .20 | .12 | .12 |
| NG Gold Ltd. .35 | .40 | .40 |
| Oil Search .50 | .27 | .27 |
| Pacific I. Mines .25 | .08½ | .9½ |
| Placer Dev.* | 30.50 | 30.50 |
| Southland .25 | 1.22 | b1.10 |

* No par value

Sydney Stock Exchange share price index for ordinaries on June 24 was 492.38. On July 22 it was 487.33

# Tax "haven" could be tax trap

A recent suggestion that Papua New Guinea could become a "tax haven" to replace Norfolk Island is not taken seriously by PNG administration officials or by Australian tax experts. According to a report, some Australian solicitors are exploring a possible loophole in the tax laws which could help companies avoid a withholding tax in some circumstances by registering in PNG.

The official Australia attitude is that should any tax loophole show up in PNG, it will quickly be plugged by Australia because Australia's policy is to do away with tax havens under its control.

One Sydney tax expert pointed out that in any case any company attempting to manipulate the PNG laws to its own ends might find itself liable for unexpected PNG taxation.

There would also be the danger that New Guinea would make any protective measures retrospective, thus wiping out any advantages.

In the circumstances there would be no advantage in such a company risking capital in PNG when it could establish itself in Norfolk Island, or the New Hebrides, where taxation does not occur. In the long run, New Hebrides would be safest.




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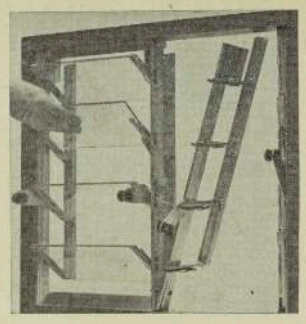

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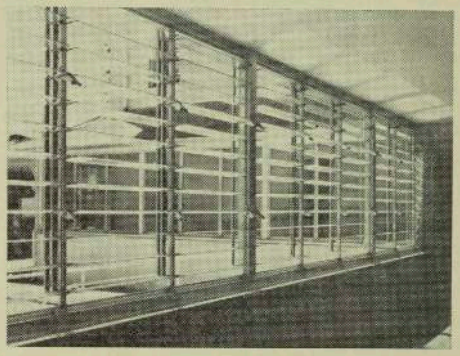

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## Norfolk Is. debate

ontinued from p. 44

ompanies ordinance, overlook the ct that the Norfolk Island Council an advisory one. If the council ishes it to be otherwise then a reso-tion to the effect that the council ants to assume some local govern-ental authority and responsibility ould be appropriate.

The Administrator, and the Minis-r for External Territories, have ated repeatedly that any such reso-tion would be regarded sympathetic-lly and examined fully. Indeed, the ommonwealth Government produced draft ordinance in the early 1960s roviding for a measure of local gov-rnment for the island. The council of e day refused to accept it.

During his visit to the island in May e Minister made a full and complete atement on the position of the coun-il, the Norfolk Island Administration nd the Commonwealth Government n relation to the proposed companies rdinance. The statement was given ide publicity and was quoted in une PIM.

Insofar as obtaining council's ad-ice and views on the draft ordinance as concerned some councillors made uggestions at the meeting on April . It is true that at the time of that eeting councillors had had three ays in which to examine the draft rdinance. However, the ordinance as again discussed a month later at he meeting of the council on May 4. o suggestions as to any further de-ired amendments were put forward y councillors at that meeting.

Similarly, at the special council eeting called at the request of some ouncillors on May 11 no amend-ents to the draft were suggested. In-eed, a resolution was passed to the ffect that the matter of the companies rdinance would not be listed as an genda item until a ruling of the ttorney-General had been obtained see below). The meeting of June 1 lso passed without any amendments eing suggested.

At the special meeting the chair-nan refused to accept a motion to et up a committee of councillors to ook anew into the whole question of he formation and administration of ompanies on Norfolk Island (a task which was likely to be outside the ouncil's capabilities to perform). A ubsequent ruling by the Common-wealth Attorney-General upheld the hairman's decision not to accept such motion at the then late stage in the reparation of the draft legislation. Those councillors who had expressed heir opposition to the ordinance were free to form themselves into what-ever informal committee they desired.

The solicitor's article goes on to say that at a subsequent council meeting on June 1 the matter was not raised as councillors "naturally thought that nothing further would be done until the Attorney-General had ruled (on the motion to form a committee)". Councillors had no reason for adopting such an attitude, and in fact the matter of the ordinance was raised at the meeting—by the councillor who had previously moved the motion that it should not be further discussed.

The solicitor's version, second or third hand, of what was alleged to have been the outcome of the public hearings of the Senate Committee on regulations and ordinances is also seriously at variance with the facts.

It is not generally realised that the latest amendments represent the first substantial up-dating of the Norfolk Island Companies Ordinance which has continued virtually unaltered since its introduction in May, 1926.

The law in force in the territory is the Companies Act 1899 of NSW, with the NSW amendments up to 1918. Since 1918 there have been two thorough revisions of company law in NSW, the first in 1936 and the second in 1961 with the introduction of the Uniform Companies Act. The NSW Government has recently announced that it intends to review the Companies Act again in the next year or so.

Prior to 1971 none of the changes of either 1936 or 1961 was incorporated in the law of Norfolk Island, even though a great number of sophisticated and financially large corporations are operating in the territory. The 1899 Act therefore has become quite inadequate to meet the needs of the 1970s. Many of the requirements which have been introduced first appeared in the 1936 NSW Companies Act.. The greater part of the amendments introduced in the 1971 ordinance are taken from the Uniform Companies Legislation which now applies in all Australian states and three Australian territories. These provisions were used because they are generally suitable and will be familiar to all persons involved in company law in Norfolk Island. These persons must in fact have a knowledge and understanding of Australian company law before they could successfully practise on the island.

Referring again to the solicitor's article, solicitors will not be required to disclose confidential communications. The ordinance states (Section 71u) "an inspector appointed under this act shall not require disclosure by a duly qualified legal practitioner of any privileged communication made to him in that capacity, except as respects the name and address of his client".

The solicitor's statement about Section 71R is inaccurate. Sections 71Q and 71R appear in all other Australian companies legislation. With the exception of the necessary substitution of words to meet the needs of the island, e.g. "Administrator" for "Crown Law Officer" or "Attorney-General", these two sections are identical with Sections 177 and 178 of the Australian Uniform Companies Legislation. Indeed these provisions in turn were taken from Sections 172 and 173 of the English Companies Act 1948.

The ordinance is not, as claimed, unnecessarily complicated. The 1971 ordinance introduces some 75 or so new sections or parts of sections of the 1899 act. Of these, at least 50 are copied directly from the Australian Uniform Companies Legislation. The new provisions should be familiar to anybody dealing with Australian companies. Because of the basic similarity between Australian, English and New Zealand company law the new provisions should also be reasonably familiar to persons outside Australia. There are several modern and basic textbooks available to professional people should they have any doubts about these provisions. Those amendments which are not taken from the Australian Uniform Companies Legislation are simple and are generally short amendments made to suit local needs.

Similarly, the investigation provisions contained in the 1971 ordinance are the same as those of the Uniform Companies Legislation in force in all Australian states and in three other Commonwealth territories—the ACT, the Northern Territory and Papua New Guinea. In these other Commonwealth territories the powers of investigation are used only for the purposes of the companies legislation. Indeed the provisions of Section 166 (8) and (9) make it an offence for an inspector or the Registrar of Companies to disclose information acquired in an inspection pursuant to that section.

The ordinance is designed to meet local needs and not to close loopholes in Australian law. It has been introduced primarily to deal with the problems which affect Norfolk Island. If the Commonwealth Government or state governments wished to close loopholes affecting their own area of responsibility they could do so very quickly by an act of the particular parliament. Such legislation would not of course be the affair of Norfolk Island.

The new ordinance makes it com-

Continued on p. 122




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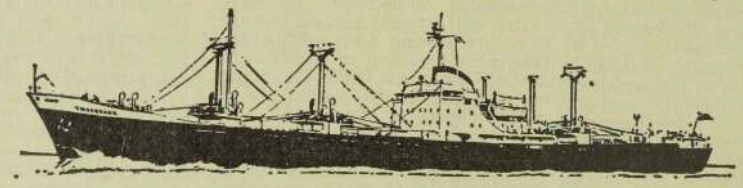
# THE BANK LINE

MONTHLY SERVICES

**U.K., CONTINENT to PAPUA-NEW GUINEA & SOLOMON ISLANDS**
**PAPUA, NEW GUINEA to NORTH AMERICA & U.K., CONTINENT**
**SOLOMON ISLANDS, FIJI, TONGA, SAMOA AND TARAWA to U.K., CONTINENT**

☆

U.S. GULF/AUSTRALASIA VESSELS CALL AT FIJI WHEN REQUIRED

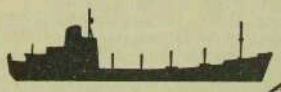


FOR PARTICULARS APPLY:

**THE BANK LINE (AUSTRALASIA) PTY. LTD., SYDNEY, N.S.W.**

# FIJI DIRECT SERVICE

The cargo link with the U.K.
Sailings every four weeks



## LONDON

**To APIA (W. SAMOA) SUVA & LAUTOKA**

Also cargo at through rates with transhipment in Suva for Levuka, Labasa, Nukualofa, Vavau, Niue and Pago Pago.

**BETHELL, GWYN & CO. LTD.,**
Beaufort House, St. Botolph Street, London, E.C.3., England.

**BURNS PHILP (SOUTH SEA) CO. LTD.,**
Suva, Fiji.





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# Shipping & Airways Information

## SHIPPING

### SYDNEY - WEST IRIAN - INDONESIA

P.N. Djakarta Lloyd Shipping Company rates a six to seven weeks' cargo service m Indonesia to Sydney, Melbourne and mantle; there are inducement calls at yapura and Brisbane.
Details from John Manners and Co. (Aust.) Ltd., 4 Bridge Street, Sydney (27-9164).

### AUST. - WEST IRIAN

Karlander New Guinea Line with Golden enix operates every nine weeks from Syd- to Djayapura.
Details: Karlander Aust. Pty. Ltd., 19-31 Pitt et, Sydney (27-6301).

### SYDNEY - FIJI

SR operates a passenger/cargo run with the Rona, departing Sydney every three to weeks for Suva and Lautoka and return.
Details from Colonial Sugar Refining Co. 1 O'Connell Street, Sydney (2-0515).

### SYDNEY - NZ - FIJI/TAHITI - UK

handris, with Australis, Britanis and is, maintains a twice-monthly passenger ice from Sydney via NZ, Suva (Australis Britanis), Papeete (Ellinis) to Britain.
Details from Chandris Line, 135 King Street, ey (28-2451).
tmar Line, with two liners, operates a veekly passenger service from Sydney, Mel- ne or Brisbane to Southampton, UK, via Papeete, Panama and Lisbon.
Details from Sitmar Line, 22 Bridge Street, ey (27-4521).

### SYDNEY - LORD HOWE

Karlander cargo vessel calls every month ord Howe from Sydney.
Details from Karlander Aust. Ltd., 19-31 Pitt t, Sydney (27-6301).

### SYDNEY - NORFOLK ISLAND - NEW CALEDONIA

cques del Mar (owned by Societe Maritime onienne, Noumea) operates a three-weekly nger-cargo voyage from Sydney to Norfolk Noumea.
tails from F. H. Stephens Pty. Ltd., 5 uarie Place, Sydney (27-8311).
argeurs Caledoniens, with the Ville de nea operates two-weekly passenger/cargo e Sydney-Noumea.
Details: Hetherington Kingsbury Pty. Ltd., idge Street, Sydney (27-1671).

### SYDNEY - GEIC - HONOLULU

lumbus Lines operates monthly passenger- sailings from West Coast, US to Aus- lia, returning via Tarawa, GEIC and Hono- to Nth. America.
tails from Columbus Overseas Services Pty. 333 George Street, Sydney (29-2101).

### SYDNEY - NEW CALEDONIA - NEW HEBRIDES

lynesie maintains three-weekly passenger gs—Sydney, Noumea, Vila and Santo.
tails from France Australia, 261 George t, Sydney (27-2654).

### AUST. - FIJI - N. CALEDONIA

-Australia Line's MV Taiyuan offers a ar three-weekly passenger/cargo service Brisbane and Sydney, to Lautoka, Suva Noumea.
ails from Swire and Gilchrist, 8 Spring Street, Sydney (20-522), Morris Hedstrom Ltd., Suva and Lautoka.

### SYDNEY - NZ - FIJI - HAWAII - CANADA - US

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 & O Lines of Aust. Pty. Ltd., 55 Hunter Street, Sydney (2-0317).

### SYDNEY - NZ - FIJI - AM. SAMOA - HAWAII - COOKS - TAHITI

Shaw Savill's Northern Star and Ocean Monarch make round-the-world voyages each year, and also cruise in Pacific. They sail from Southampton, alternately via South Africa and Panama, calling at Sydney, Wellington, Auckland, Suva, Pago Pago, Honolulu, Rarotonga and Papeete.
Details from Shaw Savill and Albion, 8a Castlereagh Street, Sydney (28-1481).

### MELBOURNE - FIJI - NAURU

Nauru Pacific Shipping Lines operates regular passenger/cargo service from Melbourne to Suva, Lautoka and Nauru.
Details from Nauru Pacific Shipping Lines, Wales Corner, 227 Collins Street, Melbourne (654-4977).

### AUSTRALIA - FIJI - US - NZ

Karlander (Aust.) Pty. Ltd. operates three-weekly cargo services from Melbourne and Sydney for Suva, Lautoka, Los Angeles, San Francisco and Auckland with sideport door ships, Woolgar, Slevik and Wyvern.
Details from Karlander (Aust.) Ltd., 19-31 Pitt Street, Sydney (27-6301); F. H. Stephens Pty. Ltd., 554 Flinders Street, Melbourne (62-3333); Burns Philp (SS) Co. Ltd., Suva and Lautoka.

### AUSTRALIA - NEW CALEDONIA - FIJI - NEW HEBRIDES

Messageries Maritimes Line with Dorotea operates monthly cargo service from Adelaide, Melbourne, Port Kembla (occasional), Sydney, Newcastle (occasional), and Brisbane (occasional), to Noumea, Suva, Lautoka, Port Vila and Santo.
Inquiries from France Australia, 261 George Street, Sydney (27-2654).

### AUSTRALIA - PNG

Conpac Pacific Express (Burns Philp and AWP Line) operates three-weekly passenger-cargo service from Sydney and Brisbane to Lae with Tenos, and to Port Moresby with Nimos.
Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).
New Guinea Australia Line's vessel Coral Chief operates every 15-17 days from Sydney to Brisbane, Port Moresby and Samarai (alt. voyages); Island Chief operates every 21 days from Sydney to Brisbane, Lae, and Rabaul; Papuan Chief operates every 21 days from Sydney and Brisbane to Honiara and Kieta; New Guinea Chief operates every 21 days from Sydney and Brisbane to Rabaul, Kavieng (alt. voyages) and Madang. All are cargo services.
Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).
Karlander New Guinea Line's six cargo vessels call at Brisbane, Lord Howe, Port Moresby, Samarai, Rabaul, Lae, Madang, Wewak, Kieta, Honiara, Gizo, Yandina, Manus, Vila, Santo, Norfolk Island. Three carry passengers.
Details from Karlander Aust. Ltd., 19-31 Pitt Street, Sydney (27-6301).
Amplex NG, with Jette Bue, operates monthly cargo service Sydney-Rabaul-Lae, Fulleborne, Wilelo and Bakada.
Details: Hetherington Kingsbury, 4 Bridge Street, Sydney (27-1671).

### AUSTRALIA - PNG - GUAM

Nauru Pacific Shipping Lines operates five weekly passenger/cargo service from Melbourne to Port Moresby, Lae, Madang, Rabaul, Nauru and Guam.
Details from Nauru Pacific Shipping Lines, Wales Cnr., 227 Collins Street, Melbourne. (654-4977).

### AUSTRALIA - GUAM

Karlander New Guinea Line operates a five weekly service from Sydney, via Brisbane, to Guam.
Details: Karlander Aust. Ltd., 19-31 Pitt Street, Sydney (27-6301).

### AUSTRALIA - PNG - FAR EAST

Austasia, with Malayasia, runs two-monthly cargo/passenger service Aust. ports-Moresby-Djakarta-Singapore.
Details: Macquarie Travel, 183 Macquarie Street, Sydney (221-3799).
E. and A. Line passenger ships, Cathay and Chitral, call at Port Moresby monthly on round trip from Melbourne, Sydney and Brisbane to Manila, Hong Kong, Keelung, Kobe, Nagoya, Yokohama and Rabaul.
Details from E. and A. Line, 55 Hunter Street, Sydney (2-0317).

### FAR EAST - FIJI - NEW ZEALAND

China Navigation operates a three-weekly cargo service from Hong Kong to Lautoka, Suva, NZ ports, Manila, Kaoshiung, Keelung, Hong Kong.
Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).
Royal Interocean Lines operates three-weekly passenger/cargo service with four ships from Manila, Pt. Swettenham, Singapore, Bangkok, Hong Kong to Suva, Lautoka and NZ.
Details from Interocean Australia Services, 261 George Street, Sydney (2-0573); Burns Philp (SS) Co. Ltd., Suva and Lautoka.

### FAR EAST - PNG - BSI

China Navigation operates monthly cargo service from Japan and Hong Kong to Wewak, Madang, Lae, Rabaul, Kieta, Honiara, Port Moresby.
Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

### FAR EAST - NEW GUINEA - S. PACIFIC

China Navigation Co. Ltd. operates monthly cargo service from Japan to NG and South Pacific ports.
Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

### EUROPE - TAHITI - W. SAMOA - FIJI - N. CALEDONIA - NZ

Nedlloyd Lines operates from Europe three-weekly cargo service via Panama to Tahiti, Apia, Fiji and New Caledonia; every alternate month from the Continent to Tahiti, New Caledonia and NZ.
Details from Interocean Australia Services, 261 George Street, Sydney (2-0573).

### NORTH EUROPE - NEW CALEDONIA

Hamburg/Sued operates monthly cargo services from Dunkirk to Le Havre to Noumea, via Panama.
Details from Columbus Overseas Services Pty. Ltd., 333 George Street, Sydney (29-2101).

### EUROPE - TAHITI - NEW CALEDONIA

Messageries Maritimes operates four cargo services a month from north and Mediterranean European ports to Papeete and Noumea, one returning direct from Papeete, one returning direct from Noumea, one returning via Japan (after Noumea) and one returning via NZ (after Noumea).
Details from Messageries Maritimes, 332 Pitt Street, Sydney (61-6664).

### JAPAN - GUAM - SAMOA - FIJI - N. CALEDONIA - N. HEBRIDES - WEST IRIAN

Daiwa Line runs a monthly cargo service from Japan via Guam to Apia, Pago Pago, Suva, Lautoka, Noumea, Vila and Santo.
Details from Burns Philp (SS), Suva.




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### JAPAN - NEW GUINEA

Mitsui and China Nav. vessels provide fortnightly cargo services from major Japanese cities to major NG ports and return.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

### NEW ZEALAND - COOK IS.

NZGS Moana Roa (40 passengers) makes monthly trips from Auckland to Rarotonga, with calls at Niue and lower Cook Islands when cargo warrants.

Details from NZ Department of Maori and Island Affairs, Wellington (71-846) or any office of Union SS Co. of NZ Ltd.

Thallo, on charter to CI Shipping Co. Ltd., operates three-weekly freight service from Auckland to Rarotonga with occasional calls at Aitutaki.

Details: Silk and Boyd, Box 131, Rarotonga, or CIS Co., Box 448, Auckland.

Jeane Philippe, on charter to Gammon-Milne, calls monthly at Whangarei and other NZ ports en route to Rarotonga.

### NZ - COOK IS. - TAHITI

Holm Shipping Co. Ltd. operates a 24-day service from NZ to Rarotonga and Papeete.

Details from Holm Shipping Co. Ltd., John Bates Building, 10 Customs St. E., Auckland (33-946).

### NZ - FIJI - TONGA - SAMOAS - NIUE IS.

Union Steam Ship Co. of NZ Ltd. operates three vessels from Auckland. Tofua (passenger-cargo) calls at Suva, Niue, Pago Pago, Apia, Vavau, and Nukualofa, Suva, Auckland, every four weeks. Taveuni (cargo only) calls at Lautoka, Suva, Pago Pago, Apia, Nukualofa, Suva, Auckland, also every four weeks to provide with Tofua a regular alternate fortnightly service. In addition, Waimea (cargo only) leaves Tauranga and Auckland at approximately six weekly intervals on the route followed by Taveuni.

Details from any office of Union Steam Ship Co., Fiji, Tonga, Samoa, Auckland.

### NZ - NORFOLK - N. CALEDONIA - AUST.

Holm Shipping Co. vessel, Holmburn, operates 26-day service Auckland (Onehunga), Norfolk Is., Noumea, Brisbane, Lyttelton, Auckland.

Details from Holm Shipping Co. Ltd., John Bates Building, Customs St. E., Auckland (33-946).

### N. CALEDONIA - N. HEBRIDES - FIJI - WALLIS IS. - NG - BSIP

Sofrana, with three ships, operates regularly out of Auckland and Tauranga (NZ) to Noumea, Vila, Santo, Suva, Lautoka, Futuna, Wallis, NG and BSIP ports.

Details from Sofrana, 57 Customs Street, Auckland (37-2228, 36-4521), P.O. Box 3614.

### TONGA - FIJI - AUSTRALIA

Tonga Copra Board vessel Niuvakai operates a five-week cargo service between Nukualofa, Apia, Suva, Lautoka, and Sydney.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

### UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service, cargo only, is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka.

Details from Burns Philp (SS), Suva.

### UK - PNG - BSIP - GEIC - N. HEBRIDES - N. CALEDONIA

Bank Line operates a monthly direct cargo service from Europe, via South Africa, to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, Vila, Santo, Kieta, Djayapura and Yandina. Each alternate month vessels sail via Panama and call direct at Noumea before Pt. Moresby. Some passengers carried.

Details from Bank Line (A'asia) Pty. Ltd., 269 George St., Sydney (27-2041).

### US/JAPAN - MICRONESIA

MILI, with several inter-island passenger cargo ships, operates regular services out of the US west coast and Japan, via Honolulu and Guam to all major Micronesian ports, including Saipan, Yap, Koror, Ponape, Truk, Kusaie, Kwajalein and Majuro.

Details from MILI, PO Box 468, Saipan.

### US - HAWAII/SAMOA - AUSTRALIA

Pacific Far East Line operates monthly service from Los Angeles with the Golden Bear, Sonoma, and Ventura to Sydney, Brisbane, Melbourne, Pago Pago and Los Angeles. All carry passengers.

Details from PFEL, 50 Young Street, Sydney (27-4272).

### US - FIJI/TAHITI - AUSTRALIA

Bank Line Ltd. operates regular cargo services from US Gulf ports to Australia and NZ. Calls at Suva, Lautoka and Papeete on demand. Some passengers carried.

Details from Bank Line (A/asia) Pty. Ltd., 269 George Street, Sydney (27-204).

Pacific Far East Line cruise ships, Mariposa and Monterey operate regularly from San Francisco, Los Angeles, Bora Bora, Papeete, Auckland, Sydney, and return via Suva, Niuafoou, Pago Pago and Honolulu to San Francisco.

Details from PFEL 50 Young Street, Sydney (27-4272).

### USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport's Thorsgaard, Thorsisle and Thor I operate three-weekly cargo services from North American west coast ports to Papeete, Pago Pago, Apia, Suva, Lautoka, Noumea and occasionally Santo, Vila.

Details from Trans-Austral Shipping Pty. Ltd., 19 Pitt Street, Sydney (27-2441).

### COOK IS. - TAHITI

Silk and Boyd Ltd. operates service from Rarotonga to Tahiti with Bodmer, Akatere, and Manutai, for general cargo and passengers.

Details: Silk and Boyd, Rarotonga, Ets Donald, Papeete.

# AIRWAYS

## TRANS-PACIFIC SERVICES

### US - HAWAII - BRISBANE - SYDNEY

Qantas, with 707s, operates Brisbane and Sydney, departing from San Francisco to Sydney on Tues.

### SYDNEY - FIJI - TAHITI - MEXICO

Qantas, with 707s, operates twice weekly out of Sydney on Tues. and Fri. and return out of Mexico City on Tues. and Sat. Stops at Acapulco.

### SYDNEY - FIJI - HAWAII - CANADA

CP Air, with DC8s, operates weekly services out of Sydney on Sat. and Vancouver on Thurs.

### SYDNEY - NZ - HAWAII - TAHITI - USA

Air-NZ with DC8s, operates out of Sydney and Los Angeles on Wed., Fri., Sat. and Sun., return Wed., Fri., Sat. and Sun.

### SYDNEY - FIJI - HAWAII - USA

Qantas, with 707s, operates daily services, from Sydney to San Francisco, and San Francisco to Sydney.

BOAC, with VC10s, operates from Melbourne and Sydney to Los Angeles on Mon., Tues., Wed., Thurs., and Sat. and Los Angeles to Sydney and Melbourne daily except Wed. and Fri.

American Airlines, with 707s, operates three daylight flights from Sydney to Nadi and Honolulu (Sat., Sun., Mon.), returning to Nadi and Sydney Thurs., Fri. and Sat.

### SYDNEY or NOUMEA - USA (via FIJI, NZ or TAHITI)

UTA, with DC8s, operates out of Sydney on Mon. and Fri. and Noumea on Mon., Wed. and Sat., NZ on Thurs.

### SYDNEY - USA (via N. CAL., FIJI or HAWAII)

PanAm, with 747s, arrives Sydney from Los Angeles, via Honolulu and Nadi, on Sun. and Thurs. and leaves on return flight the same day.

PanAm, with 707s, operates five days a week return trans-Pacific service out of Sydney and Los Angeles; Mon., Wed. and Fri. flights to Australia go to Melbourne and return to Sydney the same day. Mon. Sydney-LA flight is via Noumea and Honolulu. Jets connect with services to London, Europe and Far East. Je fly Sydney-Hawaii non-stop both ways Tue Wed., Fri., and Sat.

### NZ - AM. SAMOA - TAHITI OR HAWAII - USA

PanAm, with 707s, operates out of Auc land, via Tahiti, on Tues., and via Americ Samoa and Honolulu on Thurs. and Sat. Los Angeles and San Francisco.

American Airlines, with 707s, operates of Auckland to Honolulu, via Nadi on Wed. a Fri. and from Honolulu to Auckland, via Na on Mon. and Wed.

### FIJI - HAWAII

American Airlines, with 707s, operates of Honolulu to Nadi daily (Tues. and Su flights via Pago Pago, and from Nadi to Ho lulu daily (Thurs. and Tues. flights via Pa Pago).

### CANADA - FIJI

CP Air with DC8s, operates from Vancou to Nadi on Sun., returning Tues.

### INDONESIA or MALAYSIA - USA (via DARWIN, NOUMEA, NZ or TAHITI)

UTA, with DC8s, operates a weekly serv out of Djakarta to Los Angeles on Tues. return on Thurs. A non-stop Noumea-Singap flight operates on Mon., Tues. and Thurs.

## AUSTRALIA-FAR EAST

### SYDNEY - PNG - FAR EAST

Qantas, with 707s, operates services out Sydney on Mon. and Wed. to Port More and Hong Kong, and return from Hong Ko on Tues. and Sun. Sun. flight via Manila.

## AUSTRALIA-NEW ZEALAND

Qantas, Air-NZ, BOAC and PanAm oper regular trans-Tasman services. The Qantas Air-NZ services link major NZ cities w Australian east coast cities.

## AUSTRALIA-PACIFIC ISLAND

(for other schedules touching these isla see also trans-Pacific services.)

### MELBOURNE - NAURU

Air Nauru, with a Falcon Fan jet, opera weekly Melbourne-Brisbane-Honiara-Nauru, takes no passengers for Honiara (Solomons).

Details: Nauruan Government Office, Collins St., Melbourne.

### SYDNEY - FIJI

Air-India, with 707s, operates wee services to Nadi on Tues., returning to Syd on Wed.

### SYDNEY - LORD HOWE IS.

Airlines of NSW, with flying-boats, opera four times weekly, return services from R Bay, Sydney, to Lord Howe. Extras on holid

### SYDNEY - NEW CALEDONIA

Qantas and UTA operate Sydney to Nou Mon. (2 flights), Wed., Fri.; and Noumea Sydney on Mon., Wed., Fri., and Sat.

### SYDNEY - NEW ZEALAND - FIJI

BOAC, with 707s, operates services out Sydney on Mon. and Sat., and out of N on Tues. and Sun. NZ call is at Auckla

### SYDNEY - NORFOLK IS.

Qantas, with DC4s, operates three ti weekly. More in holiday periods.

### AUSTRALIA - PNG

TAA and Ansett, with 727s or DC9s, oper 14 times a week from Brisbane, Sydney Melbourne to Pt. Moresby.

TAA Fokkers operate Townsville, via Cai for Port Moresby on Tues. and Brisba Townsville, Cairns, Port Moresby on Mon., F Moresby/Cairns, Townsville, Brisbane on Thu

Ansett, with Fokkers, operates Wed. serv Townsville-Cairns-Port Moresby-Cairns-Townsvi Brisbane, and a Thursday service Port More Cairns-Townsville.




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## NEW ZEALAND-PACIFIC IS.

(See also trans-Pacific services.)

**NZ - AM. SAMOA**

PanAm, with 707s, operates from Auckland Pago Pago on Thurs. and Sat., and returns Wed. and Fri.

**NZ - FIJI**

Air-NZ, with DC8s, operates daily return vices from Auckland to Nadi with BOAC, ng 707s.

**NZ - FIJI - AM. SAMOA**

Air-NZ, with DC8s, operates services out of ckland on Tues. and Sat. and from Pago o on Tues. and Fri.

**NZ - TAHITI**

UTA, with DC8s, operates weekly from ckland on Thurs. and returns Wed. Air-NZ, h DC8s, operates weekly, from Auckland Sun., returning Sat.

**NZ - NEW CALEDONIA**

UTA, with Caravelles, operates weekly from umea on Tues. and returns Wed. Air-NZ, h DC8s, operates from Auckland on Sun., rning Sun.

**- NEW CALEDONIA - NEW HEBRIDES**

UTA, with Caravelles, operates fortnightly n Auckland to Vila, via Noumea, on Tues. returns Wed.

**NZ - NORFOLK IS.**

Air-NZ, with chartered Qantas DC4s, operates e weekly, leaving NI on Sat. and Auck- d on Sun.

**NZ - FIJI - HAWAII**

Air-NZ with DCBs, operates out of Auck- d to Fiji and Honolulu on Thurs., and out Honolulu to Fiji and Auckland on Thurs.

## INTER - TERRITORY SERVICES

**CHILE - EASTER IS. - TAHITI**

LAN-Chile, with 707s, operates weekly, leaving Santiago Thurs., arriving Papeete Thurs. evening, dep. Fri. evening, arr. Santiago Sat. Stopover Easter Is. each way.

Details LAN-Chile, 11th floor, Carlton Centre, 55 Elizabeth St., Sydney (28-9629, 28-5621).

**FIJI - GEIC**

Air Pacific, with 748s, operates from Suva to Tarawa via Nadi and Funafuti on Saturdays and returns to Suva via Funafuti and Nadi on Sundays.

**GEIC - NAURU**

Air Pacific and Air Nauru each operate fortnightly between Nauru and Tarawa (weekly service).

**NAURU - MARSHALL IS.**

Air Nauru makes a fortnightly flight Nauru-Majuro and return.

**MAJURO - GEIC**

Marshall Islands Air Taxi Service operates weekly between Majuro and Tarawa return.

**FIJI - WESTERN SAMOA**

Air Pacific, with 748s, operates one service a week from Nadi to Apia via Suva, leaving Fiji Thurs. Return service from Apia to Nadi via Suva, leaves Apia Mon.

Polynesian Airlines, with 748s, operates one service a week from Nadi to Apia, leaving Nadi on Mon. Return service from Apia to Nadi, leaves Apia on Thurs.

**WESTERN SAMOA - TONGA**

Polynesian Airlines, with 748s, operates a twice weekly service from Apia to Tonga, leaving Sun. and Wed. from Apia, arriving Tonga on Mon. and Thurs. respectively. Return service leaves Tonga on Tues. and Fri., arriving Apia on Mon. and Thurs. respectively.

**FIJI - N. HEBRIDES - BSIP - P. MORESBY**

Air Pacific, with 748s, operates from Suva on Wed., Fri. and Sun., via Vila and Santo, to Honiara. Planes leave Honiara on Tues., Thurs. and Sat. for Suva. On Mon. 748s fly direct to Pt. Moresby from Honiara and return to Honiara same day, staying overnight before flying to Fiji Tues.

**FIJI - TONGA**

Air Pacific with 748s operates from Suva to Nukualofa four times a week.

**FIJI - WALLIS/FUTUNA**

Fiji Air Services operates weekly services to Wallis and Futuna Is.

Details: Fiji Air Services, P.O. Box 1259, Suva (22-666).

**HAWAII - AM. SAMOA**

PanAm, with 707s, operates from Honolulu to Pago Pago on Wed. and Fri.

**HAWAII - AM. SAMOA - TAHITI**

PanAm, with 707s, operates to Tahiti, via Pago Pago on Thurs. and Sat. and to Tahiti on Tues. and Sat.

**HAWAII - MICRONESIA - OKINAWA**

Continental-Air Micronesia with 727s operates from Honolulu, Wed. and Sun. via Midway (fuel stop only), Kwajalein, Majuro, Ponape, Truk, Guam and Saipan; Tues. to Okinawa from Guam and Saipan. Return to Honolulu Wed. and Sat.

**NEW CALEDONIA - NEW HEBRIDES**

UTA, with Caravelles, operates four return services a week, out of Noumea on Mon., Wed., Fri. and Sat., making a call at Vila.

**NEW CAL. - WALLIS IS. - NEW CAL.**

UTA, with Caravelles, operates a twice monthly service, leaving Noumea on the second and third Thurs. of the month.


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### NEW GUINEA - WEST IRIAN

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### PNG - SOLOMONS

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### TAHITI - USA

UTA, with DC8s, operates on Mon., Tues., Thurs., Fri., Sat. (non-stop from Papeete to Los Angeles), and returns the same day.

PanAm, with 707s, operates to San Francisco, via Los Angeles on Mon. and Fri.; to San Francisco, via Honolulu on Tues. and Sat.; and to San Francisco, via Pago Pago and Honolulu, on Sun. and Thurs.; from San Francisco via Honolulu and Pago Pago, to Tahiti on Sat., and from San Francisco, via Los Angeles, to Tahiti on Wed. and Sat.

Air-NZ, with DC8s, flies to Los Angeles from Papeete on Sun., leaves Los Angeles Fri.

### W. SAMOA - AM. SAMOA

Polynesian Airlines, with DC3s, operates between Apia and Pago Pago at least twice a day (all flights, 45 min.).

### W. SAMOA - FIJI

Polynesian Airlines, with 748s, operates Apia-Nadi on Thurs. and Nadi-Apia on Mon.

### TONGA - NIUE - W. SAMOA

Polynesian Airlines, with 748s, operates weekly service from Tonga to Niue, leaving Tues., arriving Niue Mon., leave Niue Mon., arrive Apia same day.

### FIJI - AM. SAMOA - COOK IS.

Air Pacific (chartered by Air-NZ) with HS748s, operates fortnightly service from Nadi to Rarotonga, via Pago Pago (technical stop), returning via Aitutaki and Pago Pago. Service leaves Nadi on Thurs. and returns on Fri. (Fiji times).

### TAHITI - COOK IS.

Air Tahiti with Piper Aztec, operates fr
Papeete to Rarotonga.

## INTERNAL SERVICES

### FIJI

Air Pacific, with HS748s, DC3s and Here
operates regular services to Labasa, Mat
Nadi, Nausori and Savusavu.

Fiji Air Services, with Beech Baron and N
man Islander aircraft, operates to Ovalau
Korolevu, Natadola on regular service basis.

Details: Fiji Air Services, P.O. Box 12
Suva (telephone 22-666).

### FRENCH POLYNESIA

Air Polynesia, with DC4s, Twin Otters a
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Moorea, Rangiroa and Marquesas.

Details from Air Polynesie, P.O. Box 3
Quai Bir Hakeim, Papeete, and UTA offices

Air Tahiti and Air Moorea, with light a
craft, operate shuttle service from Papeete
Moorea and charter service to Raiatea, B
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Air Tahiti with Piper Aztec and RAI w
Twin Otter operate services from Papeete
Ua Huka.

### GILBERT AND ELLICE ISLANDS

Air Pacific, with Herons, operates regu
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Tabiteuea and Abemama.

### GUAM - US TRUST TERRITORY

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Palau, Truk, Ponape, Kwajalein and Majuro.

Details from Air Micronesia, Saipan.

Air Pacific Inc. (not connected with the F
based Air Pacific) with Piper Navajos, opera
regular services linking Guam, Saipan, Tini
and Rota, and charter services are availa
to other Trust Territory islands.

Details, Air Pacific Inc., Saipan.

Lagoon Aviation Inc. and Marshall Isla
Air Taxi Service, both with Grumman Widgeo
operate charter services for the Marshalls
trict, based on Majuro. MIATS has regu
schedu'ed services to Kwajaleen and Pona
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### PAPUA NEW GUINEA

TAA operates throughout the territory.

Ansett operates throughout the territory.

Aerial Tours operates mostly in the Se
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Territory Airlines operates in the Hi
lands.

Macair operates throughout the territory

Bougainville Air Services operates char
services on Bougainville. Details: Kieta, Ph
159; Buku, Phone 16.

### NEW CALEDONIA

Air Caledonie, with Twin Otters, and
landers operates regular services to Hou
lou, Isle of Pines, Isle Ouen, Kone, Koum
Lifou, Mare, Noumea, Ouvea Touho, Mu
Belep, Tiga.

Details from Air Caledonie, Noumea.

### NEW HEBRIDES

Air Melanesiae with Britten-Norman Island
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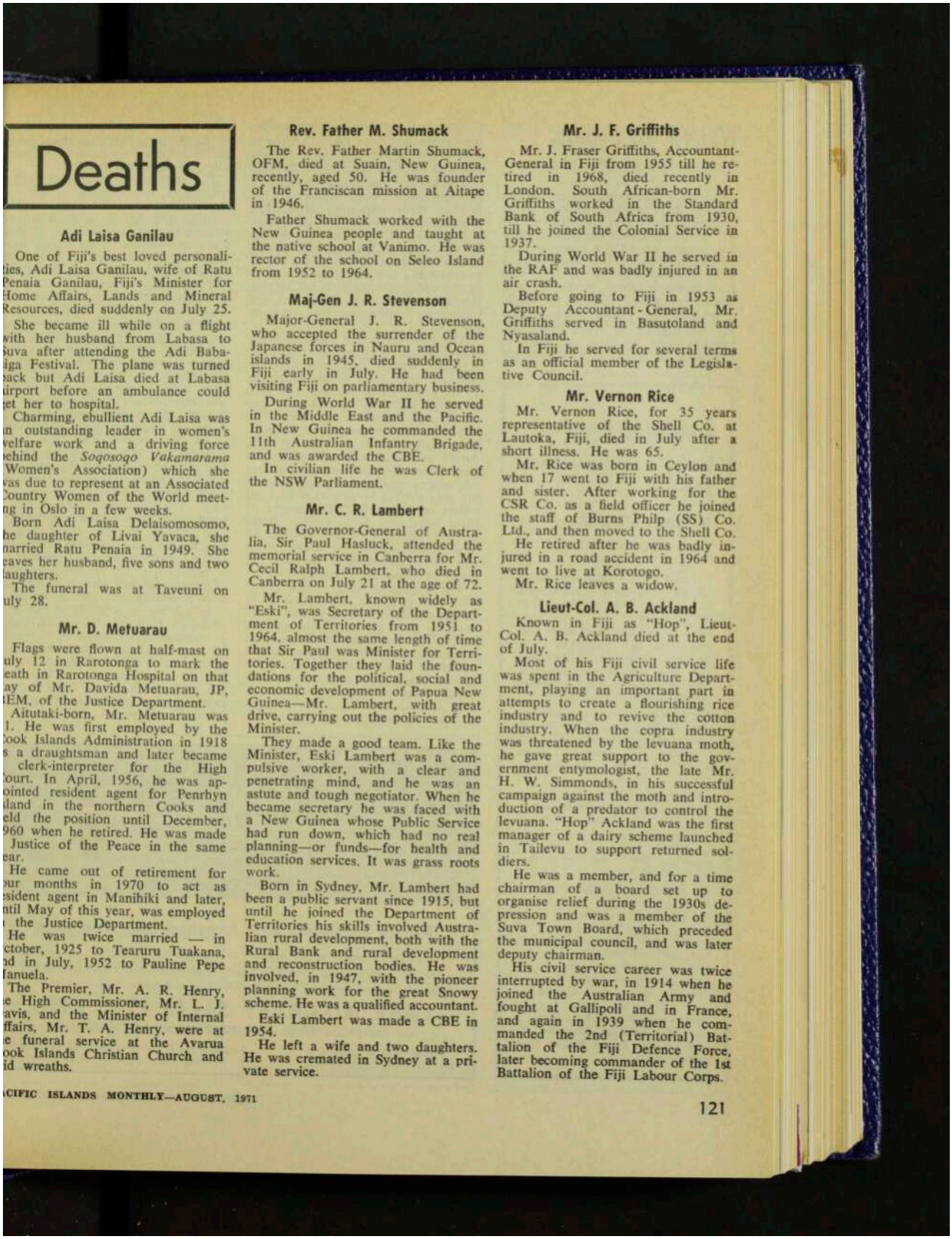

# Deaths

## Adi Laisa Ganilau

One of Fiji's best loved personalities, Adi Laisa Ganilau, wife of Ratu Penaia Ganilau, Fiji's Minister for Home Affairs, Lands and Mineral Resources, died suddenly on July 25.

She became ill while on a flight with her husband from Labasa to Suva after attending the Adi Bababiga Festival. The plane was turned back but Adi Laisa died at Labasa airport before an ambulance could get her to hospital.

Charming, ebullient Adi Laisa was an outstanding leader in women's welfare work and a driving force behind the *Soqosoqo Vakamarama* (Women's Association) which she was due to represent at an Associated Country Women of the World meeting in Oslo in a few weeks.

Born Adi Laisa Delaisomosomo, the daughter of Livai Yavaca, she married Ratu Penaia in 1949. She leaves her husband, five sons and two daughters.

The funeral was at Taveuni on July 28.

## Mr. D. Metuarau

Flags were flown at half-mast on July 12 in Rarotonga to mark the death in Rarotonga Hospital on that day of Mr. Davida Metuarau, JP, MBEM, of the Justice Department.

Aitutaki-born, Mr. Metuarau was 71. He was first employed by the Cook Islands Administration in 1918 as a draughtsman and later became a clerk-interpreter for the High Court. In April, 1956, he was appointed resident agent for Penrhyn Island in the northern Cooks and held the position until December, 1960 when he retired. He was made a Justice of the Peace in the same year.

He came out of retirement for four months in 1970 to act as resident agent in Manihiki and later, until May of this year, was employed in the Justice Department.

He was twice married — in October, 1925 to Tearuru Tuakana, and in July, 1952 to Pauline Pepe Manuela.

The Premier, Mr. A. R. Henry, the High Commissioner, Mr. L. J. Davis, and the Minister of Internal Affairs, Mr. T. A. Henry, were at the funeral service at the Avarua Cook Islands Christian Church and laid wreaths.

## Rev. Father M. Shumack

The Rev. Father Martin Shumack, OFM, died at Suain, New Guinea, recently, aged 50. He was founder of the Franciscan mission at Aitape in 1946.

Father Shumack worked with the New Guinea people and taught at the native school at Vanimo. He was rector of the school on Seleo Island from 1952 to 1964.

## Maj-Gen J. R. Stevenson

Major-General J. R. Stevenson, who accepted the surrender of the Japanese forces in Nauru and Ocean islands in 1945, died suddenly in Fiji early in July. He had been visiting Fiji on parliamentary business.

During World War II he served in the Middle East and the Pacific. In New Guinea he commanded the 11th Australian Infantry Brigade, and was awarded the CBE.

In civilian life he was Clerk of the NSW Parliament.

## Mr. C. R. Lambert

The Governor-General of Australia, Sir Paul Hasluck, attended the memorial service in Canberra for Mr. Cecil Ralph Lambert, who died in Canberra on July 21 at the age of 72.

Mr. Lambert, known widely as "Eski", was Secretary of the Department of Territories from 1951 to 1964, almost the same length of time that Sir Paul was Minister for Territories. Together they laid the foundations for the political, social and economic development of Papua New Guinea—Mr. Lambert, with great drive, carrying out the policies of the Minister.

They made a good team. Like the Minister, Eski Lambert was a compulsive worker, with a clear and penetrating mind, and he was an astute and tough negotiator. When he became secretary he was faced with a New Guinea whose Public Service had run down, which had no real planning—or funds—for health and education services. It was grass roots work.

Born in Sydney, Mr. Lambert had been a public servant since 1915, but until he joined the Department of Territories his skills involved Australian rural development, both with the Rural Bank and rural development and reconstruction bodies. He was involved, in 1947, with the pioneer planning work for the great Snowy scheme. He was a qualified accountant.

Eski Lambert was made a CBE in 1954.

He left a wife and two daughters. He was cremated in Sydney at a private service.

## Mr. J. F. Griffiths

Mr. J. Fraser Griffiths, Accountant-General in Fiji from 1955 till he retired in 1968, died recently in London. South African-born Mr. Griffiths worked in the Standard Bank of South Africa from 1930, till he joined the Colonial Service in 1937.

During World War II he served in the RAF and was badly injured in an air crash.

Before going to Fiji in 1953 as Deputy Accountant-General, Mr. Griffiths served in Basutoland and Nyasaland.

In Fiji he served for several terms as an official member of the Legislative Council.

## Mr. Vernon Rice

Mr. Vernon Rice, for 35 years representative of the Shell Co. at Lautoka, Fiji, died in July after a short illness. He was 65.

Mr. Rice was born in Ceylon and when 17 went to Fiji with his father and sister. After working for the CSR Co. as a field officer he joined the staff of Burns Philp (SS) Co. Ltd., and then moved to the Shell Co.

He retired after he was badly injured in a road accident in 1964 and went to live at Korotogo.

Mr. Rice leaves a widow.

## Lieut-Col. A. B. Ackland

Known in Fiji as "Hop", Lieut-Col. A. B. Ackland died at the end of July.

Most of his Fiji civil service life was spent in the Agriculture Department, playing an important part in attempts to create a flourishing rice industry and to revive the cotton industry. When the copra industry was threatened by the levuana moth, he gave great support to the government entymologist, the late Mr. H. W. Simmonds, in his successful campaign against the moth and introduction of a predator to control the levuana. "Hop" Ackland was the first manager of a dairy scheme launched in Tailevu to support returned soldiers.

He was a member, and for a time chairman of a board set up to organise relief during the 1930s depression and was a member of the Suva Town Board, which preceded the municipal council, and was later deputy chairman.

His civil service career was twice interrupted by war, in 1914 when he joined the Australian Army and fought at Gallipoli and in France, and again in 1939 when he commanded the 2nd (Territorial) Battalion of the Fiji Defence Force, later becoming commander of the 1st Battalion of the Fiji Labour Corps.




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## Norfolk Is. debate

Continued from p. 115

pulsory for a few specified companies to have their accounts audited. These are companies which are either owned by, or own, other companies; they are companies with a large number of shareholders or companies with a large paid-up capital. In fact very few genuinely local Norfolk Island companies would require an audit.

It is worth noting however that the constitution of most companies requires them, by their own rules, to complete an audit. Thus those few companies which are now required by the ordinance to be audited were in any event almost certainly already required by their rules to be audited.

Turning to the ordinance itself it is concerned with updating the law in three important areas, i.e., prospectuses, accounts and inspection, and striking off powers; all from the UCL. A prospectus in simple terms means an advertisement to the public to invest in a company. The provisions of the ordinance are designed to protect the public from fraudulent and misleading statements by company promoters.

The new ordinance requires every company to keep proper books of accounts. Similar provisions were introduced into New South Wales in 1936. These provisions not only protect the shareholders but also the public and company creditors. The ordinance sets out procedures whereby the shareholders or directors of companies may initiate investigation into the affairs of their companies and procedures whereby the Administrator may initiate investigation into the affairs of companies. The purpose of these provisions is to enable shareholders, directors or the Norfolk Island Administration to track down and prosecute persons involved in fraud or dishonest practices.

The ordinance also makes provisions for notifying the Registrar of details of who are directors and shareholders. This is to enable persons having business with the company to know who they are dealing with. The ordinance provides also for the registration of auditors and liquidators, the introduction of redeemable preference shares, and for minor changes in the requirements relating to annual returns. The Norfolk Island fee of $250 for other than local companies is quite reasonable in comparison with other "tax havens".

The subsequent resignation of five councillors, the "petition" which was circulated and the subsequent public meeting attended by a good-natured and well-conducted audience of residents and visitors to the island, have clearly indicated that the actions of the non-resident protagonists of the "anti-company ordinance" group in this matter are not in the best long-term interests of the island.

Further discussion on the wild assertions that "the entire island was completely stunned" when the ordinance was made, and "the majority of the members of council believe they have been hoodwinked by the Administrator and the Department of External Territories", and "the entire island is seething with indignation about the matter", and "the secret and furtive way the Administrator has completely ignored the wishes of a clear majority of the council" would be too tedious and unnecessary. The thinking islander has a good realisation of the true facts.

It is likely that the new ordinance will be the cause of some companies leaving Norfolk Island. However, it is certain that the greater proportion of companies will remain so long as it is profitable for them to do so.

In a sense it is a pity it has been necessary to write this article, but it is essential that a balanced viewpoint be presented in this important matter. It might also achieve a secondary object of informing the public about the true effects of the latest amendments to the companies ordinance in its application to Norfolk Island.


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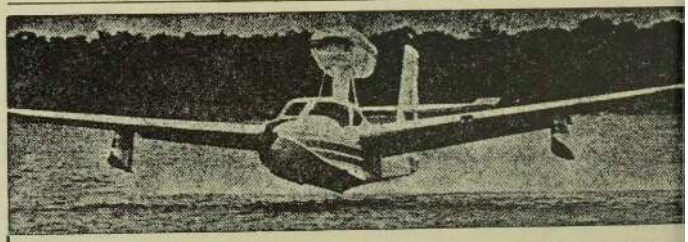


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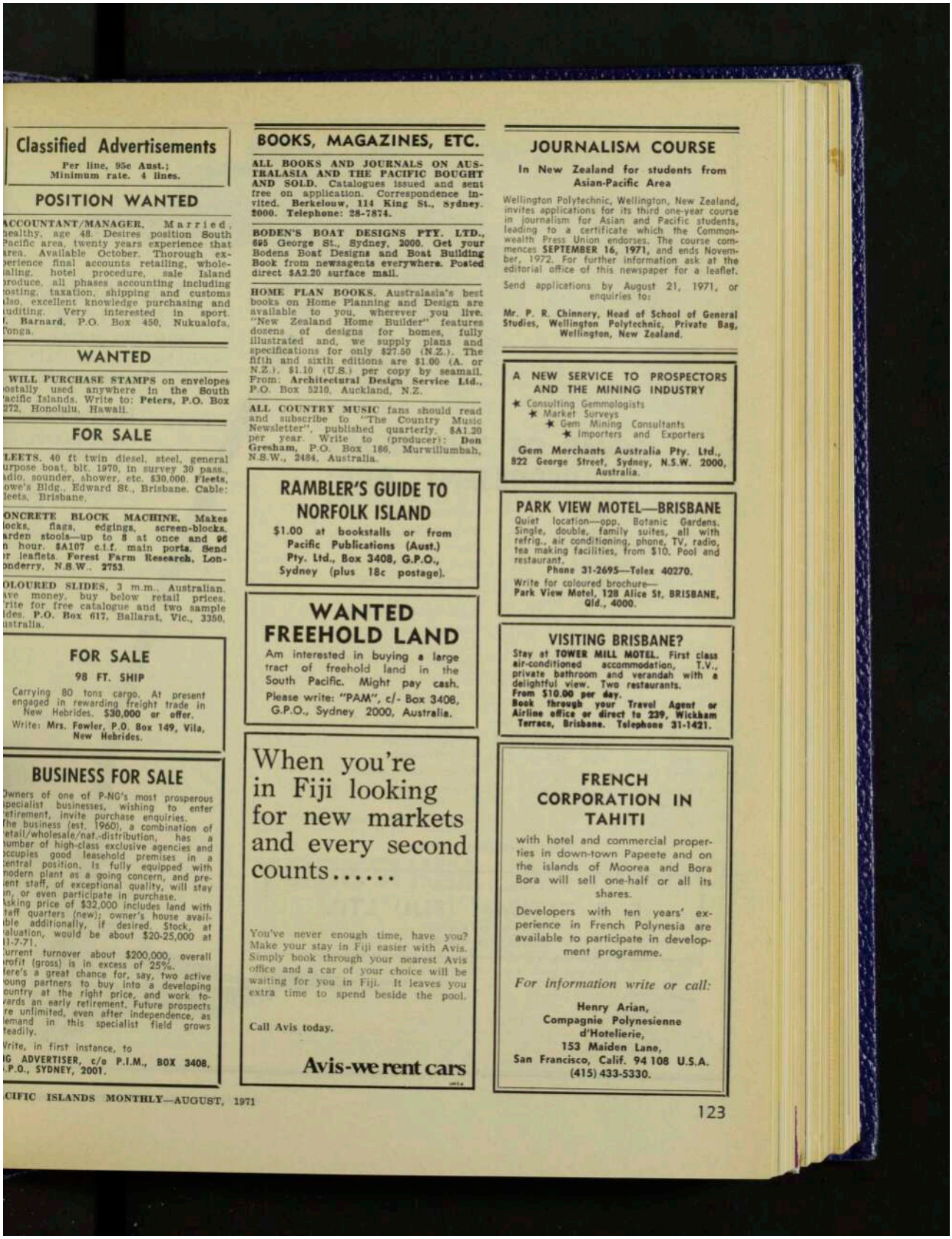

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## Melanesian ripples

Continued from p. 49

This whole land subdivision question was covered thoroughly in PIM's January report by John Griffin, who visited the New Hebrides last year. Local attitudes haven't changed since he left.

Some people like the idea of the money Americans might bring in, but the majority seem to take the view that, while the French-British-Hebridean hodge-podge is one thing, having had 70 years to get used to it, it is quite another if there is to be a great influx of Americans. So far they have nothing concrete to worry about—as Griffin says, it is still just an American dream.

But in these days when so many people are fed up with what social revolutionaries have done to Western democracy, anything is likely to happen. Even to the extent, incredible as it might have seemed a few years ago, of an American colony in the remote New Hebrides.

The land developments have had the effect of making the NH think tourism, which is already making its contribution to national income, but they have also had the reverse effect of stultifying hotel building because of the astronomical prices owners now want for land.

Asking price for hotel sites around Vila come as high as $250,000, although, if tourism is to grow, new hotels are badly needed.

The Vate and Rossi's (which has some excellent new air-conditioned bedrooms) still operate in Vila town, but most of the tourists are channelled through Le Lagon Resort Hotel some miles out.

It is owned by a French company which bought the land when it was comparatively cheap and the hotel sprawls over many acres, with the golf course on one side and the lagoon on the other.

Accommodation is in large blocks or in individual thatched cottages scattered along the lagoonside and far away from the organised confusion of reception, bar and restaurants. New air-conditioned bedroom blocks and a swimming pool are being added to the establishment this year.

A faint smell of sulphur pervades the area at low tide, but it all has about it a wonderful tranquility that grows on you.

It is particularly beautiful in the early morning and, as a frenzied Sydney commuter for part of my time, I remember with pleasure my breakfast half-hour at Le Lagon. While eating you can look out from the restaurant onto the lagoon, satin smooth at that

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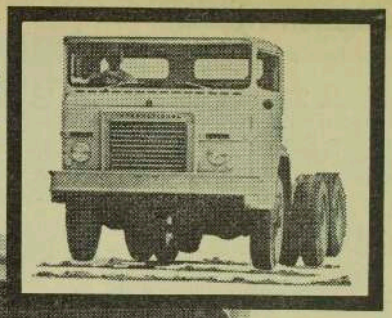

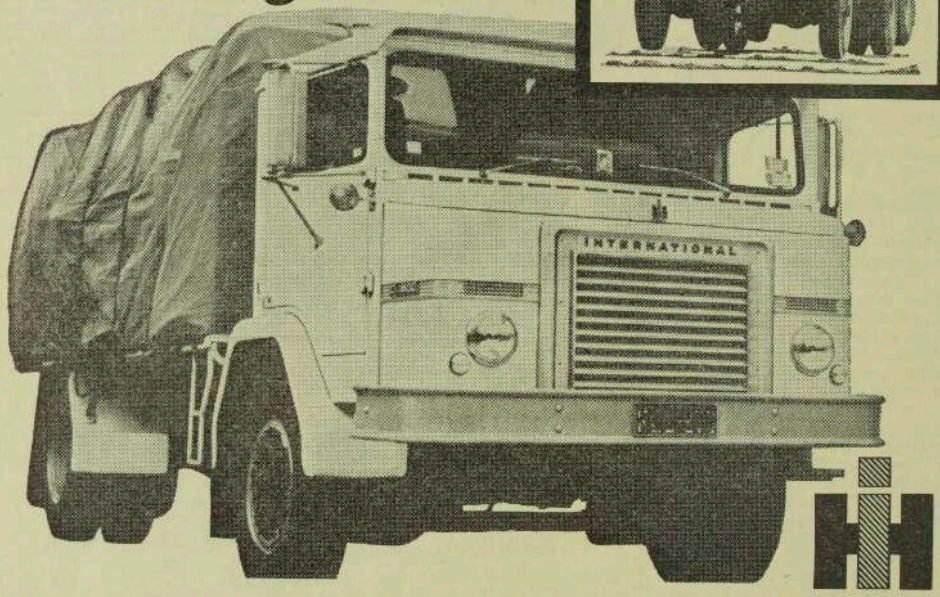


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## Melanesian ripples

hour, disturbed only by the girls who work in the hotel and paddle across from the village opposite to park their canoes on the sandy beach.

If extra entertainment is required this is provided daily by Australian and American executive types who don't think that fruit, coffee and toast make a breakfast and, red faced and impatient, try to hurry the process of getting scrambled eggs or bacon from a staff that obviously doesn't think that they are necessary.

Honiara, British Solomon Islands Protectorate, seems after Vila to be neat, clean and staid in its manners, as befits the capital of a territory which intends nothing dodgy in the way of earning its living. No tax havens here, or planned expatriate colonies of get-away-from-it-allers. But BSIP too, according to local opinion, is soon to be up and away economically.

Because I once said that there was nothing in the BSIP that a good mine wouldn't fix, the Mitsui deal (PIM July, p. 51) over bauxite was quickly trotted out for my inspection. But this isn't all—there is the $6½ million palm-oil project between the Commonwealth Development Corporation and the government which aims to develop 8,000 acres of Guadalcanal plains in this crop. Further, Japanese experts were to assess the tuna fishing potential; and it is still hoped to be able eventually to produce sufficient rice for home and export.

Three years ago the rice project of the late Ken Hay's Guadalcanal Plains Ltd. was the big hope of local commerce, but it since has had its problems, including drought and army-worms. Both can be controlled by irrigation and work on getting water to some parts of the project were under way in early June. With irrigation two crops of rice per year can be grown.

With the exception of rice, none of the benefits of the hopeful new industries are likely to be immediate. It will probably be 1974 before there is much result from Rennell, and oil-palm, like most tree crops, is a long term process.

Still, things do look more hopeful in the Solomons than they did three years ago and there is a chance that, by the time Britain hands over to the Melanesians, the economy will be closer to being viable.

But if something should go wrong with the new, promising industries, and this has been too often the fate of grand BSIP schemes, I wonder will those super-optimists, the top expatriate public servants, still come up with


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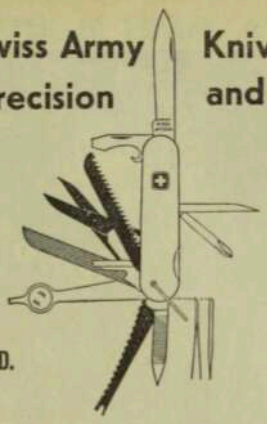

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## Melanesian ripples

the oft-expressed hope that all will come right in the end?

The Solomons have been different from other Pacific territories in that top officials have stayed longer, mostly because there is no other place to go and localisation has not proceeded very far.

Many of these have withstood succeeding expectations and failures and can still come back with the prediction that "this time the Solomons are really going to take off".

Now time for producing the economic rabbit out of the hat appears to be running out. Official policy is that the British will carry on until the people want to take over, but unofficially it is said that once Papua New Guinea gets independence, the BSIP can't be far behind.

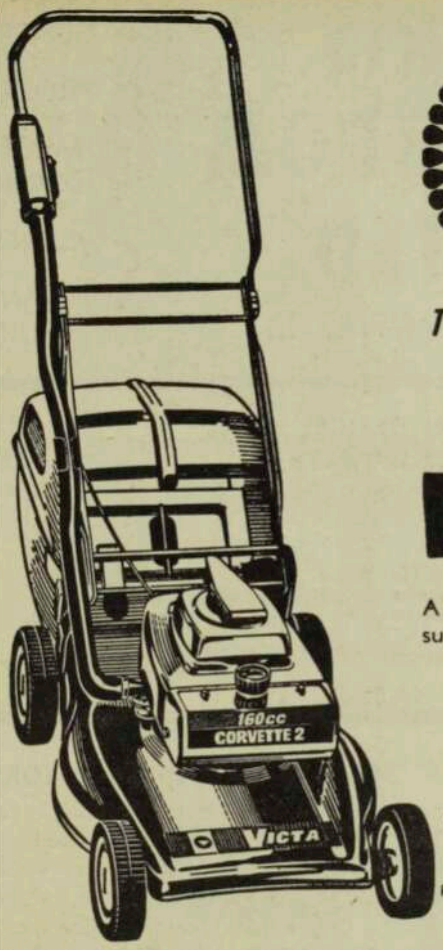
The administration sets great store by its present system of government by committee, every elected member of the Governing Council belonging to one of the five that have been set up. This is designed to give all members a direct experience of government and is the BSIP answer to the Westminster variety upon which so many ex-colonial countries have foundered. It is obvious, however, that the BSI experiment will be successful only if the experience gained by members of one council is not cancelled out in the next ballot-box.

If the electorate follows the Papua New Guinea example few members will survive more than one term in office. They are usually tossed out by voters for failing to get central government to produce enough bridges or roads or other development for the home electorate.

Although in the protectorate there are not as many different opinions as to the shape future government should take as there are in PNG, where there are hundreds of divergent ones, there are conflicting views. One school sees no hope for independence unless some local dictator can be produced between now and then, and there is no sign of any such person at present.

There is also some disillusion and impatience amongst public servants. One man I've always regarded as a top advocate of a Solomons-for-the-Solomon Islanders platform tells me he is soon getting out because he can no longer stand the "absolute piffle" that comes out of the Governing Council and can see nothing there that augurs well for the Solomons under self-government.

Meantime the protectorate somehow manages to appear economically flourishing. Private enterprise, although it continues to complain that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## Melanesian ripples

t is either receiving too much or not enough attention from authority, is prosperous. There is much new private and public building and there is a small but slowly growing tourist industry left largely to a few enthusiasts.

Although Honiara will probably never be a tourist destination point as Vila already is, it has a good deal going for it for a short stay as part of a Pacific package deal.

Americans like to visit the old battlefields that are close by; the Japanese will probably want to do the same once that source is tapped; and there is a diversity of Islands people right there in the town, including Micronesians from the Gilberts and Polynesians from the BSIP outliers.

One of the pleasantest evenings I spent there lately was in the Tikopian village where impromptu dances and songs were performed under the stars. The Tikopians moved into Honiara some years back when their remote atoll became overcrowded, and their dancing and chanting is unique enough to send experts in this art-form into ecstacies.

In June, Travelodge hotel/motel chain was still negotiating for a piece of land on Honiara's waterside and extensions were planned for Mendana and Honiara hotels. Nonetheless, those who are trying to increase the tourist flow say they get little support from the government and the industry is also handicapped by the usual Pacific difficulties over hotel staff.

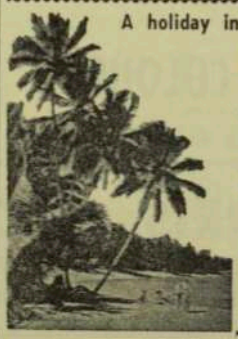
In 1970, all three existing hotels got together and sponsored a training course for staff. By mid-1971 there was not one of the trainees still in the hotel business.

Hotels now try to train their own staff from raw recruits, ex-bush. How basic this has to be is indicated by the efforts at the Mendana. In a room used for waiter orientation there's a large blackboard with 18 "Dos and Don'ts" written on it. It starts off by saying:

It is tabu to . . .
Pick your nose;
Scratch yourself in public . . .

and it goes on to admonish all aspirants to swim every day; powder under the arms; not to lean on pillars and to keep walking.

It occurred to me that the final instruction, suitably paraphrased, might do for the coat-of-arms of an independent Solomon Islands. I can see it now—entwined under an oil palm rampant and a Mitsui shield, the words: DO NOT LEAN—KEEP MOVING.



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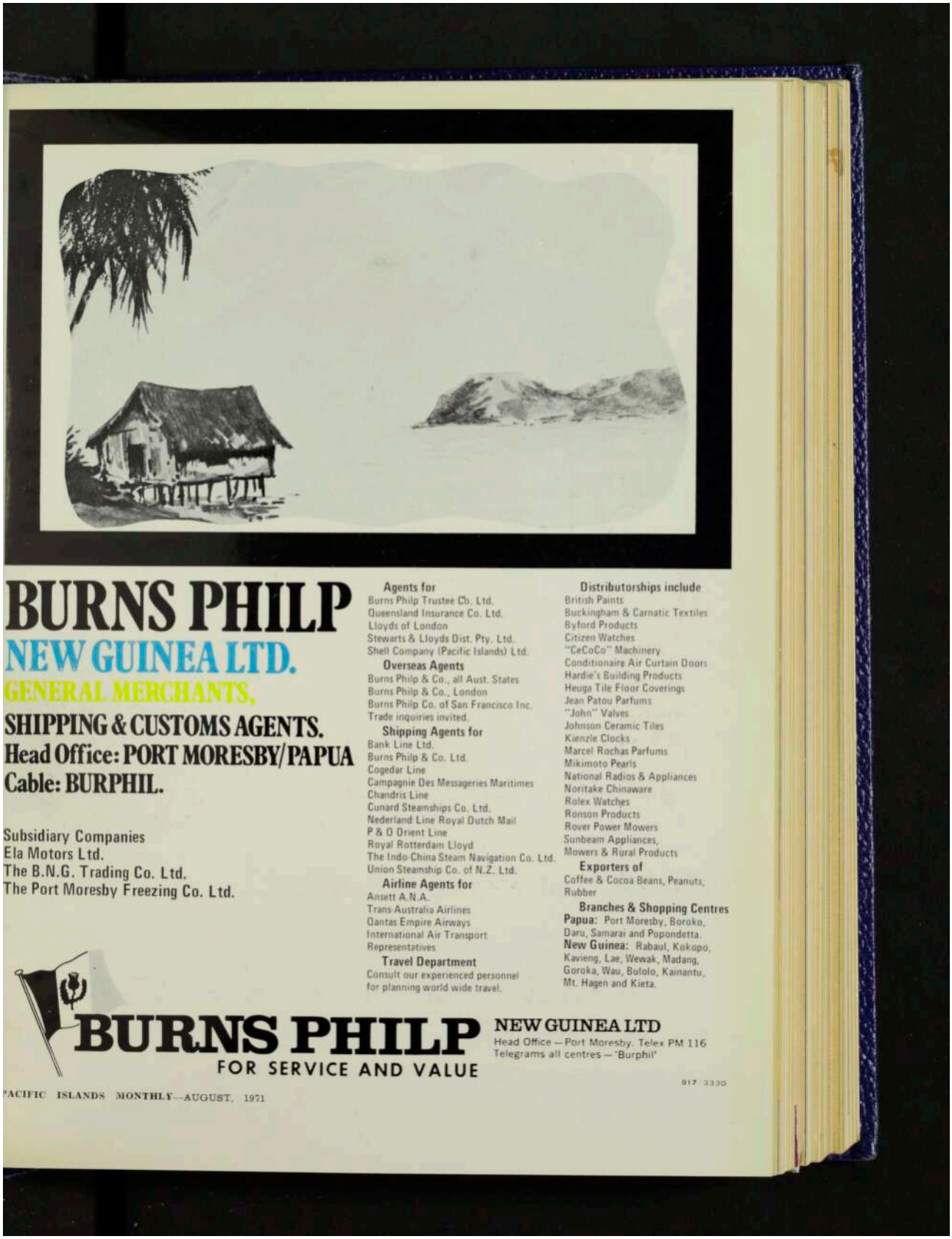


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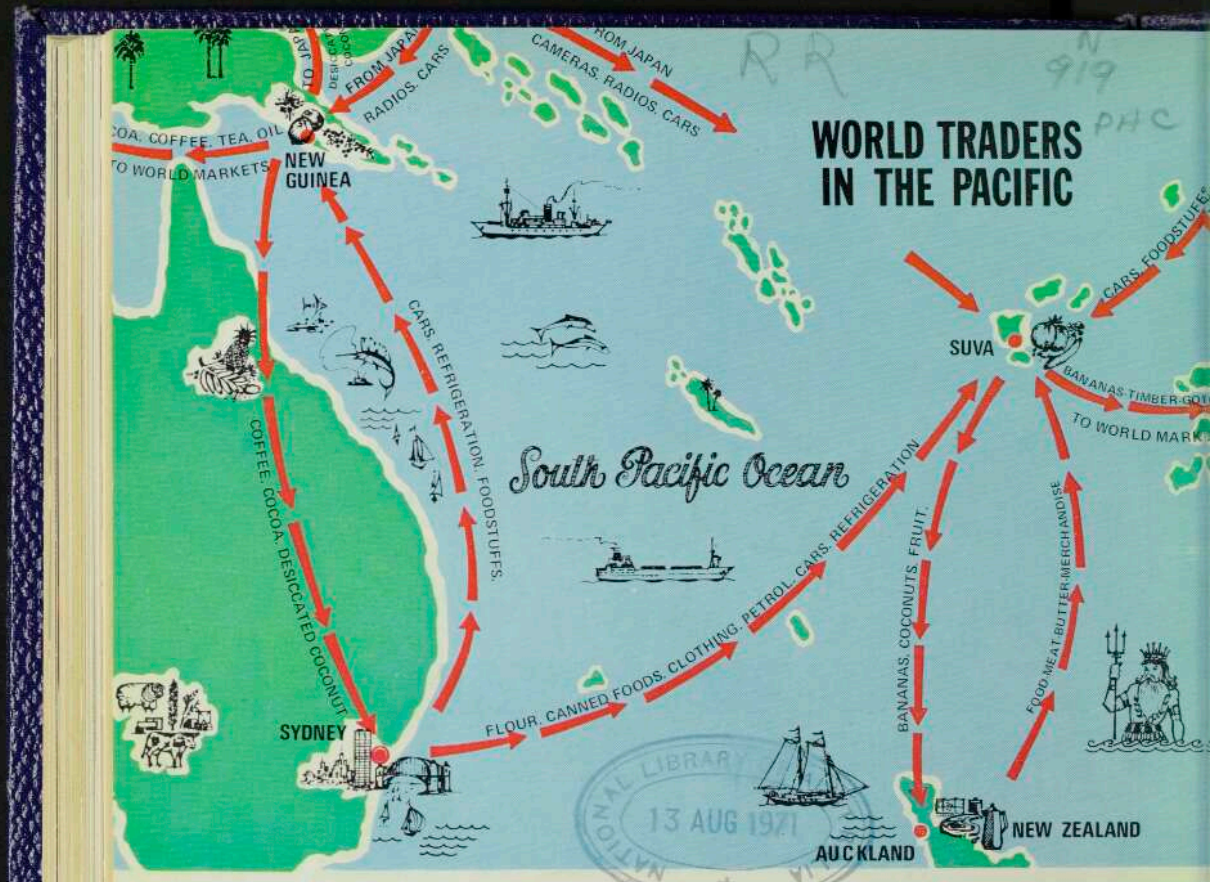


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