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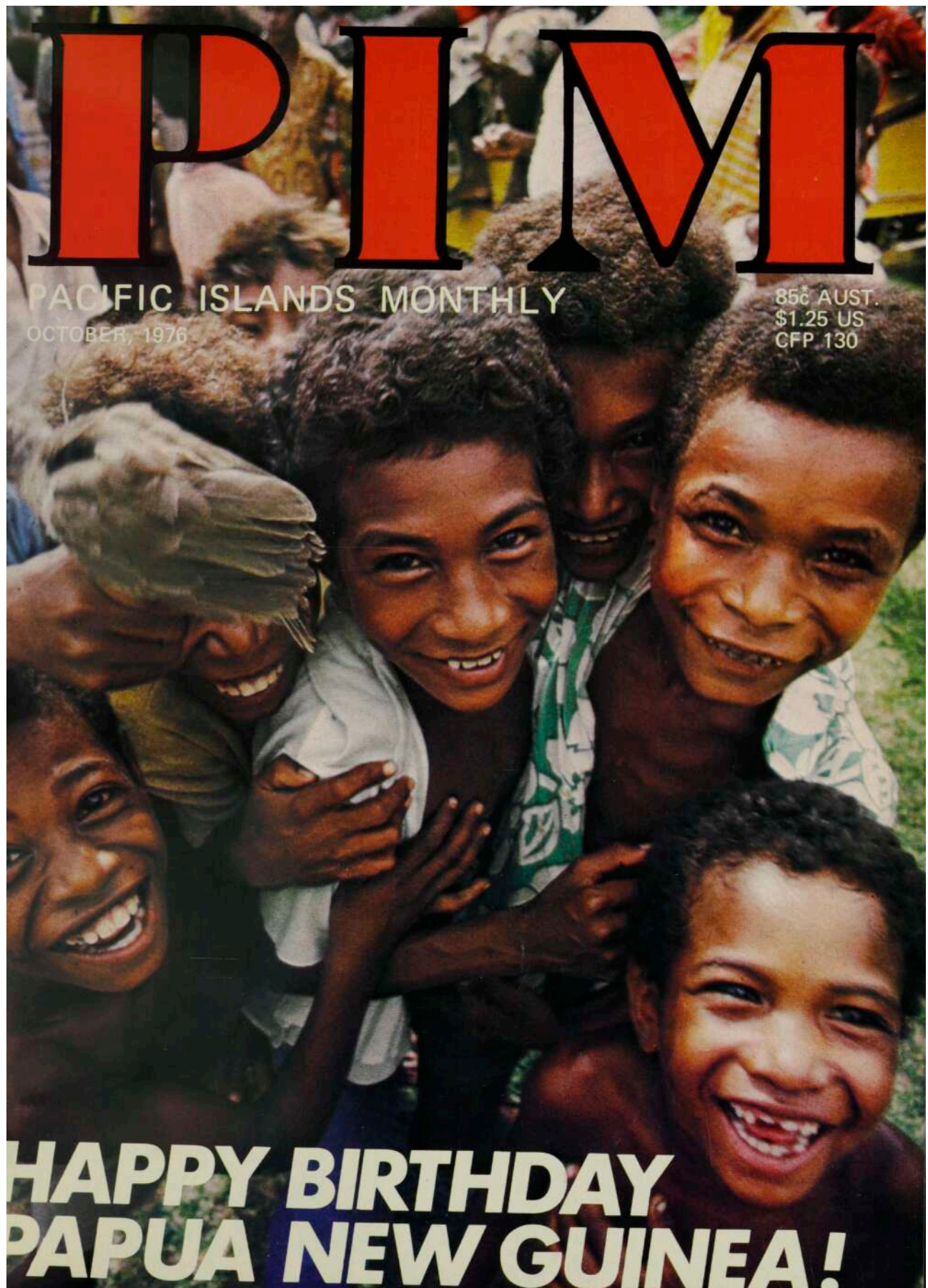
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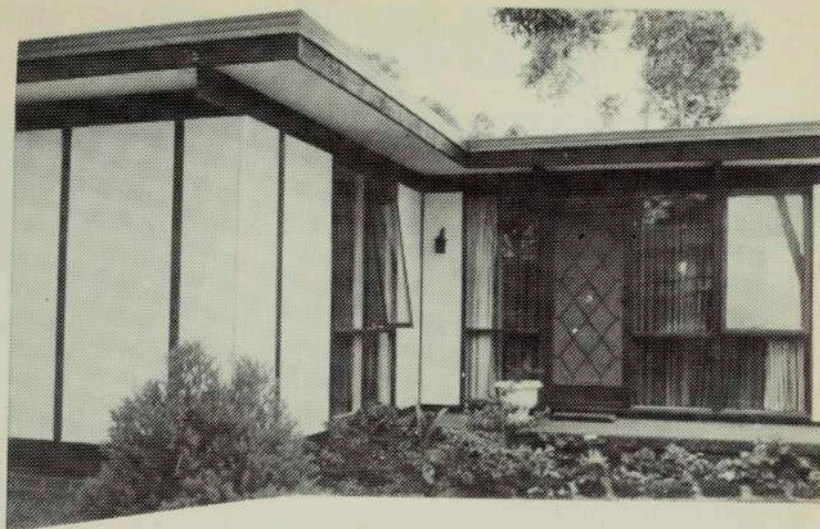
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Oct., 1976



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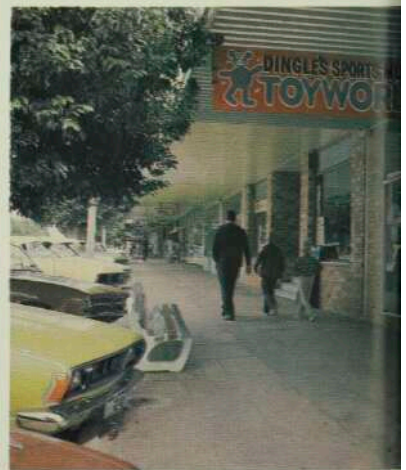
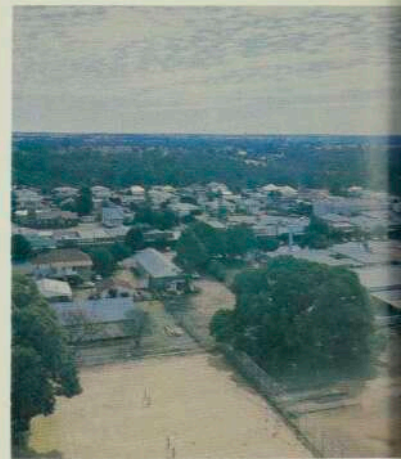
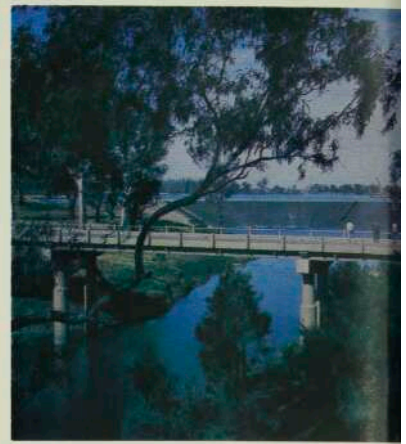
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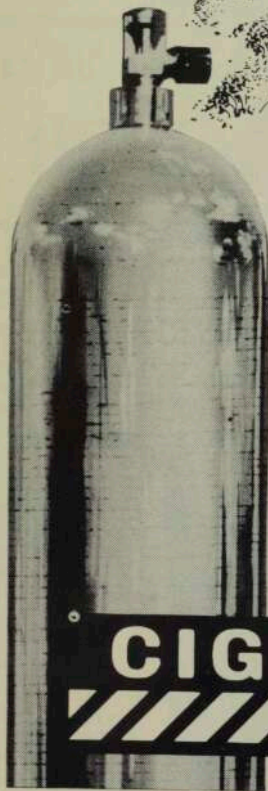
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Up Front with the Publisher

LEN USHER has many strings to his bow. Among other things he is Mayor of Suva, and organising director of the Pacific Islands News Association, and both these interests were involved the other day when he had cause to write to the Fiji Sun, Suva's afternoon daily, complaining about a wrong impression created by the Sun's presentation of a report on the installation of the Suva City Council's power generators.

Usher wrote that the wrong impression was given by the use of headlines and an introductory paragraph "quite unjustified by the contents of the report that followed".

He then took the opportunity to point out that press freedom was now in great danger throughout much of the world through a direct attack initiated by certain Asian and African dictators to replace independent international newsagencies in their countries with a "news" organisation which will swap government propaganda statements. The Third World nations would thus be able to get only the version of the news put out by people such as Idi Amin and his like.

What has this to do with sensational and misleading newspaper headlines in Fiji, Usher asked.

The answer, he said, was that "every inaccurate report, every sensational and false headline, every angled photograph, caption or broadcast news item" damaged the faith of readers or listeners in the press and "diminishes the pattern with which free citizens will be prepared to defend the continued existence of freedom of expression".

He added, "Every time somebody feels justified in saying 'You cannot believe newspaper or radio reports', or 'They'll just print anything to build up sales and make money', some of the foundations of freedom of expression are eroded".

It is a valid point at any time, and

certainly at this moment, when press freedom is under sustained attack.

YOU WILL see a formal announcement in our book pages this month from the Council of New Guinea Affairs, reporting the death of their quarterly, New Guinea, after 10 years. There will be many who will be sorry to see it go, but as Peter Hastings says in the council's announcement, there is not the same demand for such a specialised journal these days.

The New Guinea Quarterly was launched by the council at a time when colonial Papua New Guinea was in sore need of help and understanding from the Australian electorate. People were paying out tax money to help develop that big island without really knowing why, and in my view the New Guinea Quarterly played a leading role in developing an informed public, and thus assisting in the understanding of PNG's problems.

A full set of the New Guinea Quarterly, containing such valuable information written by so many people, will be a collector's item of some significance. Authors have included Sir John Guise, now PNG Governor-General, Sir John Kerr, now Australia's Governor-General, and PNG Prime Minister Michael Somare. In 1969 Leo Hannett can be found arguing in an article for Bougainville independence.

Incidentally, despite a fairly generally-held view, Pacific Publications, the publishers of PIM, were never at any time publishers of the quarterly. Responsibility for that, and all editorial direction, belonged to the Council of New Guinea Affairs, and Pacific Publications merely handled distribution and advertising on its behalf. Peter Hastings was the editor for the entire life of the fine publication.

— Stuart Inder

PACIFIC ISLANDS MONTHLY, OCTOBER 1976



..birds of paradise sighted in
KAGOSHIMA & SYDNEY

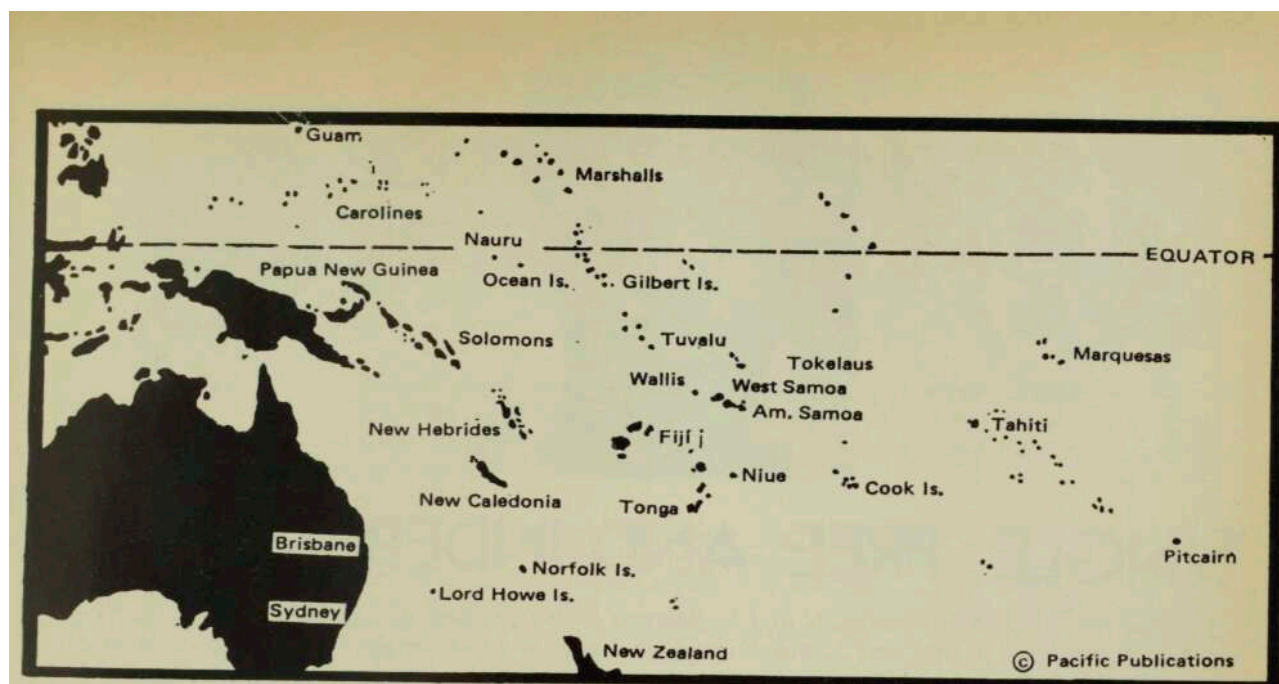
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AIR NIUGINI



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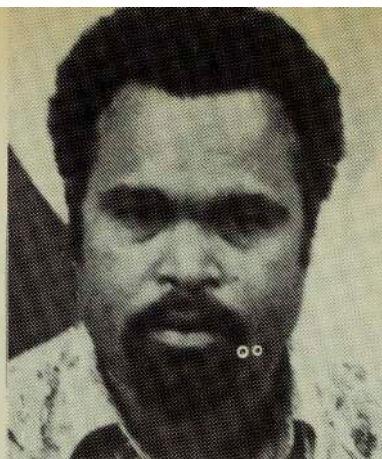
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OUR COVER

This wide - angled view of smiling Papua New Guinean youngsters is PIM's birthday greetings card to Papua New Guinea, - as a nation - one year old on September 16. Like our September issue, the cover picture comes from the camera of Roderick Hulsbergen, whose book Torres Straits: The Last Paradise, has just been published. September 16 is also the birthday of PIM's founder, R. W. Robertson. He is now 91.

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PACIFIC ISLANDS MONTHLY, OCTOBER 1976



'SINGLE, FREE AND INDEPENDENT'

Papua New Guinea celebrated its first birthday as an independent nation on September 16. How has the country fared in that first 12 months and what will the future bring? Prime Minister Michael Somare, in this Independence Birthday message, believes the first year has been a good one, bearing in mind the many problems facing the new nation. With an air of restrained optimism, he believes the next 12 months will see "many hopes fulfilled and ambitions realised" — "if the national spirit remains as it has been for the past year".

"One year after the Australian flag was lowered in our country for the last time and our national flag raised in its place it is a good time to reflect on the events of our first year of independence and look forward to the next.

"When I look back to this time last year it seems that we started our first year of independence with a mixture of problems and hopes. Some of the problems we faced on September 16, 1975, seemed to challenge our future success as an independent nation. Outsiders must have wondered how we would face the problem of strong regional pressure for real involvement of all people in government and decision-making.

"Others pointed to world economic problems and asked how PNG as a new independent nation would survive in a depressed economic situation outside our own direct control.

"This time last year, too, it seemed that a national strike could threaten our economy at a vital time. At this time, other countries watched and waited to see how we would handle our international negotiations and our commitment

to develop our resources, while at the same time, retaining our control over them.

"Personally, I did not doubt for a minute PNG's ability to handle these problems but looking back on the final months of last year it did seem that some of these problems would test our every strength. Today September 16, 1976, not all these problems have been overcome and not all of our hopes have been realised. It does not matter how many problems we solve there will always be more, and with each succeeding generation in PNG there will be fresh hopes and new ambitions.

"But, at the same time, progress has been sure and steady. The first provincial governments are now being established. We can be hopeful that the worst of the world economic recession is over and know that through this period our own currency, the Kina, held steady and only recently was revalued.

"I believe the near future will bring us positive commitments and plans in resource development. In these, and other areas, I believe we have won the respect of the world with our proven ability to peaceful-

ly resolve problems at home and deal fairly in our negotiations with others.

"Our success, in part, has been due to the national spirit of the people of PNG during our first year of independence. As Prime Minister, I believe that the nation is indebted to all those people who showed this spirit of responsibility in a sometimes frustrating and difficult year.

"Next year, there will be more frustrations and more difficulties but I believe that if the national spirit remains as it has been for the past year, then there will be many hopes fulfilled and ambitions realised during the coming months.

"Less than a hundred years ago our country was divided between many villages, each with their own small area of land. During the past one hundred years we have seen several different administrations who have on maps divided our land again to suit their own purposes.

"Today we recognise and respect each other's regional differences and needs. But without a doubt and above all else, we are a single free and independent nation."

THE SCARS OF CHANGE ON PNG'S FRESH, NEW FACE

From GUS SMALES in Port Moresby

One year of Papua New Guinea independence and the five years of intense change which preceded it are marked indelibly on the capital, Port Moresby. Some of the marks — rising crime figures, the frustrations of unskilled drifters, drink problems, occasional racial incidents, and a degree of community inefficiency — are the scars of change.

Balancing them is the emergence of a new Papua New Guinean elite in control, the movement of women into the workforce and community affairs, the acceptance of whites who have something to offer as partners instead of bosses, and the development of a home-grown nucleus of urban responsibility.

But for good or bad, people, buildings, crime patterns, road traffic, social attitudes, the workforce and the very scenery itself have passed through dramatic change.

It comes as a surprise, then, to get out of Port Moresby — which was never typical of the real PNG, anyway — and to discover how little obvious change appears to have taken place in the rest of the country.

The peasant activities of unchanged villages still exist by the sea and on the highland slopes, bowed-down women still cart home the firewood while they keep a simultaneous eye on children and pigs, men with spears still fight and kill over land and flock disputes, white planters still make line in the mornings, and the pace of life and most of its relationships are unaltered.

The egalitarian and much-vaunted Eight-point Plan of the Prime Minister, Mr Somare, would appear to have barely dented the surface despite its sweeping guidelines of social and economic reform. And for every villager, who may now have an inkling of what nationhood and central government are all about, there are still a score who neither know nor seem to care.

In the rural communities and remote settlements central government is still largely recognised at one or another erroneous extreme.

One extreme recognises central government as an all-powerful, god-like but generally benevolent body divorced from rural society. The other

extreme sees it as a sort of big foreign council operating in opposition — or at best in troubled liaison — with the local council.

Far too many Members of Parliament still exercise a sort of mystic bluff over their constituents, not necessarily by intent, but by a combination of circumstances. An unfortunate side to this attitude is that next year's general election could well cost the country some of its more valuable nationalists. Because too many villagers still miss the point of national government, they could well vote out men who have been "spending too much time on big government business instead of our business".

This attitude is unlikely to generally affect the more obvious national leaders, but it could mow down the ranks of the middle-level politicians who are effectively just completing

their apprenticeships and who represent future potential.

There's a tendency, too, among many electors to believe that a request to parliament — usually for a bridge, or a road, or a school — is automatically granted.

If what you ask for doesn't materialise, then obviously the local member forgot to ask for it. So out he goes.

But the more important issue as PNG enters its second year of nationhood is whether or not the absence of obvious change is a bad thing in a new nation. And that, in turn, depends on what were the past circumstances.

There's strong evidence to suggest that the situation reflects a strength rather than a weakness in the consolidation of PNG as a nation.

"Easy, easy," as Mr Somare said in a double answer to his critics of pre-independence days. It was a double answer because it was directed at the radicals who wanted to go faster, and at the conservatives who feared sudden change.

Mr Somare has always had an uncanny ability to strike a middle line which in the long run has proved the best way of getting what he wants. He is still a disjointed speaker, he is still vague about facts and figures (some say deliberately) and he lacks the trendy charisma which is popularly believed to go with new nation leadership.

But for all that — or maybe because of it — he has well-arranged priorities, he knows what he is after, and he knows how to go about getting it.

It would have been very easy in the interests of alleged nationalism, or in response to some political pressures, for the Somare government to have put a great big axe through the entire

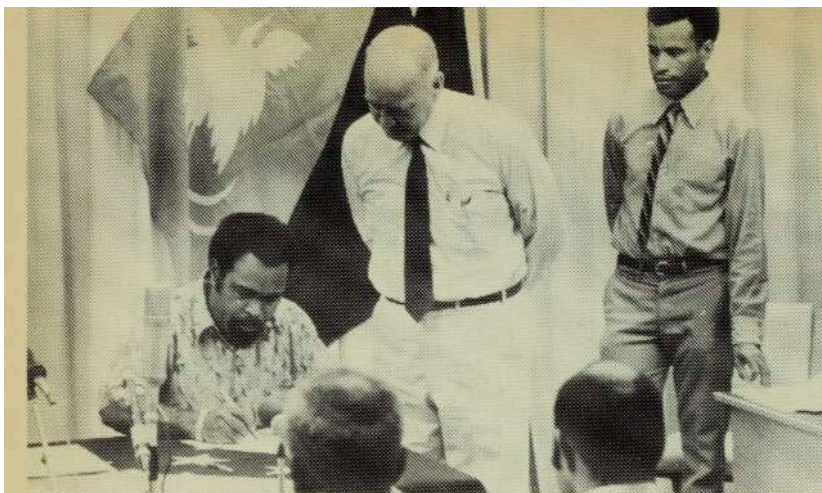
GOING TO CHINA

PNG Prime Minister, Mr Michael Somare, will visit China in October, according to a Port Moresby announcement.

Dates for the visit, which is being made at the invitation of the Chinese Government, had still to be confirmed with Chinese representatives in Canberra, according to the announcement.

Mr Somare will be accompanied by his wife, Veronica, and Foreign Affairs and Trade Department officials.

The announcement said Mr Somare would study rural industries during his China visit, and spend two days in the Philippines on his way home.



This is where it all started — Mr. Somare signs the papers legalising PNG's attainment of self-government on December 1, 1973. High Commissioner Mr. L.W. Johnson looks on.

fabric of PNG in the past year or so.

Outside investors, whites and Asians who regarded PNG as their home, and puzzled or conservative Papua New Guineans themselves waited in some trepidation to see where or how the axe would fall.

Some tough guidelines emerged about foreign investment and involvement and the new "foreigners" were told exactly where they stood, but no axe was ever wielded.

The results have been interesting in a number of directions.

There was an obvious increase in foreign confidence, even if the pickings seemed less attractive. But the real bonus for PNG came in the reaction of many of its own radicals, who suddenly realised that controlled investment meant something for them. There are still radical voices calling for instant economic revolution, even amounting to calls for uncompensated acquisition, but the government is sitting solidly in control.

Mr Alex Gordon, a Scottish-born university lecturer in Port Moresby has publicly advocated, for instance, that all white planters should be tipped off their properties.

Instead of the present government policy paying compensation for any acquisitions, he believes the planters should compensate the government for nearly a century of "disrupting and exploiting the natural economic system".

His remarks prompted an angry critic (another white, but not a planter) to suggest that doctors and health workers should pay compensation "for disrupting the natural environment by reducing malaria and child mortality".

Of all the factors which have

emerged from the policies, the problems, the squabbles and (let's face it) the inefficiencies of the first year of independence, one has emerged clearly as an indication of national strength. This is a basic integrity towards national financial management, coupled with a recognition that no country, politically independent or otherwise, can exist today in isolation.

By adopting this attitude, and coupling it with responsible budget policies, PNG has traded speed for stability in making the wider changes which will surely come.

The forces, which will change the obvious face of society — but even then not as quickly as many people believe — are already at work and are contained in the Eight-point Plan and the voluminous National Constitution (one of the biggest in the world).

In the meantime, content with a type of national and domestic co-existence policy, PNG continues to accept nearly half its budget revenue in untied Australian aid, putting the money into projects which will pay off when aid tapers away.

There have been fears, mainly from foreign investors, that the structure is still shaky because it stands or falls with the Somare government. This is true enough in a superficial sort of way, but it ignores the influence which any foundation government and parliament cannot help but impress on the immediate future of its country.

Mr Somare himself and his hard-core supporters in government may indeed be difficult to replace immediately as people, but there is nothing to suggest that the flavour of national politics contains a significant or even a potentially-significant force of counter-thought.

PNG dots the 'i' in independence

From GUS SMALES in Port Moresby

Being yourself and making your own decisions are no doubt the things that matter when a country achieves independence after years of colonial status. But the activity which often gives the new nationalist his warmest glow is making sure that other people know all about his independence.

The urge to establish an identity and then project an image is one of the biggest side-issues involved in modern, new nation politics. It's something which insists not only must you establish an identity, but the rest of the world must be made aware that such an identity exists.

The result is often an almost artificial adoption of ideas and attitudes and customs. Many of them, no doubt, existed incipiently, others are sought out and enthroned with painstaking care, and some are downright invented.

Relationships which a long-established nation may often have stopped thinking about become major issues, and the whole new national community gets caught up in the game.

Papua New Guinea, in its first year of political independence, has been no exception.

And so it comes about that in Port Moresby today if you're referring to overseas cities you might say simply London or Bangkok or Tokyo — but that's not enough for Sydney or Melbourne.

Trends dictate that you must refer to "Sydney, Australia" or "Melbourne, Australia" or even "Melbourne, the capital of the Australian State of Victoria" as one radio news bulletin pontificated.

It's part of a process of demonstrating that Australia is very much a foreign and separate country, not linked to an independent PNG in any way, and therefore in need of special elaboration.

The Post-Courier newspaper in Port Moresby, the National Broadcasting Commission, and the government information services have all been guilty of the Australian iden-

tification game to a greater or lesser degree.

Air Niugini, too, was, at one stage, advertising flights to "Brisbane, Australia" just across the border, and to "Manila" two countries away.

There's a parallel in the official government sphere in a policy expounded recently by the Foreign Minister, Sir Maori Kiki.

The Swiss Ambassador to Indonesia holds additional accreditation to PNG, but Sir Maori told parliament that ambassadors in Australia would not be permitted to work similar deals.

Sir Maori said "if countries want to be represented here, their representatives must not come from Canberra. They must come from other places. We have to get away from this colonial tie".

This, surely, is the image game at its best — not only must independence exist, not only must it be seen to exist, but it must be rammed down all throats so there can be no mistake about it.

Why an ambassador from the other side of the world should be more or less colonial depending on whether his posting is Jakarta or Canberra is hard to fathom. PNG's almost pathological insistence on advertising its separate identity after 12 months of independence from Australia amuses some Australians.

They see it as a defence mechanism against the buttress of cash and expertise which Australia still provides, and against a heavy continuing Australian commercial involvement. But such criticism tends to be insensitive because it ignores the delicate line which PNG is treading in playing fair with people, black and white, who have inherited a background fraught with frictions.

But, of all the identity props which PNG has leaned on heavily in its first year of nationhood, few seem to have gained wider currency than the "Melanesian Way".

The Melanesian Way is supposed to be the distinctive approach to problems and affairs which sets the Melanesian people apart from others, and which unites them among themselves. It's rooted in history and tradition, say its exponents, and is now coming into its own in the south-west Pacific as the people begin to regulate their own affairs in the wake of declining colonial influences.

The PNG Prime Minister, Mr Somare, is one of the greatest sup-



Sir Maori Kiki

porters of the doctrine that a Melanesian Way exists and that it is coming into wide operation. If he takes a short cut to solve a tricky problem, it's the Melanesian Way at work. But if the solution to another problem becomes so prolonged that nothing much happens at all — well that, too, is the Melanesian Way.

The variations in behaviour patterns and attitudes between some Melanesian communities themselves are every bit as pronounced as those between Melanesia and the rest of the world. There seems little doubt that the so-called Melanesian Way is largely part of an intense search for national identity, which involves creating identity as well as finding it.

A point that it often overlooked, too, is that the creation of an image of nationhood is often part of the process of creating the nationhood itself. This is very true of PNG today, and is probably true of any country which has become a sovereign state by reasonably evolutionary means.

One of the healthiest signs of PNG's identity search is the general absence of crackpot edicts and suspect causes raised in the name of nationalism. Strange edicts and causes have become the hallmarks of new nations where the leaders try to take their people's minds away from some of the less pleasant aspects of what may be happening.

News agencies reported recently, for instance, that the people of Mozambique, now independent from Portugal, were being asked by their president to swat 30 flies a day.

"It's in the interests of national health," the people were told but the cynical suggestion in the troubled country is that if the people are busy swatting flies, they will have less opportunity to think about swatting something bigger.

The Melanesian Way is a far more attractive proposition.

NEW DEAL FOR NEW CALEDONIANS

From a Noumea correspondent

It will be "neither department nor independence", maybe "province or region", there will be "decentralisation and deconcentration of power", certainly not the "internal autonomy" which has been demanded for the past 25 years but rather a case of "camouflaged neo-colonialism".

These, according to your political viewpoint, are possible names for a new set of political statutes France is to draw up for New Caledonia.

Meanwhile, cables to the French President and Prime Minister registering "deep disappointment" and "strong protest" were all Mr Dick Ukeiwe, the president of the New Caledonian Territorial Assembly, could do in face of the latest snub to the Caledonians. The snub came with the cancellation of the repeatedly postponed visit by Mr Olivier Stirn, French Minister for Overseas Territories. Mr Stirn had been expected in Noumea on August 10 to announce replies to the requests by a New Caledonian Assembly mission to Paris in June.

Instead, Mr Stirn's answers came to the Caledonians by radio from Paris on August 7 — Paris is preparing new political statutes to attach overseas territories completely to France in a way that can be changed only with the approval of the whole nation (and not the territory alone).

In addition, New Caledonia will in future elect two deputies to the French National Assembly (there is currently one, a Melanesian autonomist). Furthermore, France will control private (Catholic) education in the territory from March, 1977, in return for financial aid. Other funds will be provided to help balance the territorial budget deficit of about \$20 million per annum.

The anti-administration weekly *L'Unité Calédonienne*, claims the policy of the Paris government has been to "bring the territory to have a budget deficit in order to be able to impose its dictates, as it does today". The paper denounces this Paris

"blackmail" over the deficit and asks why doesn't France pay back the immense loans she had inadvisably led the territory to undertake in recent years.

On the other hand, Governor Eriau expressed his satisfaction at the success obtained by the assembly mission to Paris. However, Melanesian leader Mr Yann Celene Uregei and his Union Multiraciale party denounced the new moves as a "time bomb", destroying the Kanaka people and normal evolution towards independence". Like the autonomists in Tahiti, he called for new elections in the Territorial Assembly before any change in the statutes.

The official reason for cancelling Mr Stirn's visit is that he had wanted to visit all French Pacific territories but that was no longer possible: since the June resignation of Francis Sanford, French Polynesia's deputy to the French National Assembly, that territory has launched into a three-month electoral campaign, which it would be improper for the minister to interrupt.

Meanwhile, in the pro-administration camp, which currently has a majority of one man in the Caledonian Territorial Assembly, the power ball-game between Noumea and Paris continues for the benefit of those who still can be bothered to watch. To revive the game, new journalists are flown in each year to operate local newspapers, radio and TV and give some attempt at fresh commentaries to a contest in which most Caledonians, after 25 years, are either too weary or too scared of "injury" to get involved.

For lack of real action, especially in the continuing economic slump, those selected players still prepared to act out the drama for the benefit of the gallery have resorted to a game of words. Exactly what could Mr Stirn have in store for the island now that he has promised another attempt at drawing up new political statutes?

As Dick Ukeiwe solemnly announced: "In Paris, they are looking for the word and they have asked us to look too. The French language is rich enough for us to find the appropriate word". It looks like another word game that could keep the Caledonians entertained for years. Meanwhile, "since Mother knows best", France rules the waves, and New Caledonia will soon be more firmly attached to Paris.

New Hebrides run around continues

From a Vila correspondent

When will the New Hebrideans grow weary of flying off to Paris, London and New York, trying to urge their country towards independence? Why can't they resign their islands to the generous colonial administrators who want to look after them?

These are some of the questions the cynic must ask after leaders of the independence-seeking National Party sought help from the United Nations in New York and members of the South Pacific Forum as the condominium's first-elected Representative Assembly still remained incomplete and ineffective in September.

The continuing problems surrounding the new assembly were highlighted by the July court decision to rule as void five of six seats from the November, 1975, elections in the electorates of rural and urban Santo. New elections for these seats were thus scheduled to be held by November, once a count of the island's population could be held. Four of the candidates who lost their seats were National Party members — Titus Path, Thomas Ruben, Mary Gilu and Philibert de Montgremier, besides MANH party member, Michel Thevenin.

Noumea's anti-administration

weekly L'Unité Caledonienne was quick to blame the confused electoral regulations for the New Hebrides situation. The paper saw the colonial strategy as being intended to prevent the assembly from meeting as a complete body, and especially aimed at breaking the majority of the National Party.

The New Hebrides joint court actually ruled that some hundreds of votes were invalid due to the wording of a regulation to extend the date for registering voters. As soon as the court decision was known, the National Party sent a telegram to delegations at the South Pacific Forum meeting late July in Nauru, asking them to endorse a declaration of "no confidence" in the colonial administration.

The National Party also urged Forum members' support for its mission to the UN Committee for Decolonisation. One of the objectives of the National Party is to call a referendum before the end of 1976, to have one of the two governing powers withdrawn from the New Hebrides, leaving only one to prepare the country for the desired independence. Members of the minority party UCNH also sent representatives to make its case at the UN.

PONAPE, A FUTURE CAPITAL

The Congress of Micronesia in August voted in favour of Ponape in the Carolines as the site of the future capital of Micronesia.

Debate on the issue has been simmering ever since the Northern Marianas chose to become a US commonwealth, thus removing Saipan, largest and most populous island in the Marianas chain, as a contender.

During the debate in the House of Representatives, Truk representative Refonopei said that, despite his earlier support for siting the capital in the Faichuk area of Truk, he would vote in support of Ponape because a majority of members favoured it.

However, Congressman Polycarp Basilius, on behalf of the Palau delegation, said that because the Palauans favoured a future political status relationship with the USA "which is distinct and separate from that of the other districts of Micronesia", Palau representatives would not vote on the issue.

The three Palau members left the House before the vote was taken.

The four Marshalls representatives declined to take part in the vote on the same grounds as those from Palau. But as they remained in the House during the vote, they were counted, under House rules, as having voted affirmatively.

AN ACADEMIC LOOK AT SOME PROBLEMS OF YOUNG NATIONS

By W. G. COPPELL

The Young Nations Conference, with its theme of Research and Development Planning in the South Pacific, was held at the University of New South Wales over five days late in August, and in its wake it left a trail of questions, the solution of which are of vital concern for the peoples of the Pacific Islands.

It also posed a series of queries, which must now tax the thinking of non-Pacific Islanders, who feel that they have something to contribute to the advancement of the Pacific nations and their peoples.

Now, let's make no bones about it, this was in all its essentials an academic conference, and with it came all those aspects of academic conferences — are the discussions to be concerned with conceptual matters? Are the spin-off products of secondary importance? Are the interests of academia to take a prime position?

This conference was organised by the School of Sociology at the university, with the financial support of a whole bank of funding organisations, the Australian Board of Missions, the Australian Council of Churches, Australian Catholic Relief, Community Aid Abroad, Foundation for the Peoples of the South Pacific, Freedom from Hunger-Action Development, and the Wenner-Gren Foundation for Anthropological Research.

It was a well-presented conference, the papers were published and presented with panache and a considerable amount of money must have been spent on bringing to Sydney and accommodating something like 30 people from the various Pacific countries.

And now, the point must be made — what was the rationale behind calling the conference? The preceding publicity seems to have been directed at a restricted audience. It would appear odd that the organisers did not feel that it was appropriate to bring to the attention of those interested in such an important topic, that the conference was to be held. No advance

notice of the conference appeared in such well-circulated serials as the South Pacific Bulletin, or PIM. It also seems clear that a number of people working in the Pacific, both indigenous and expatriate, were either reluctant participants, or declined to attend. It was almost at the opening of proceedings that Esiteri Kamikamica, of Fiji, challenged the organisers to explain the reasoning behind the bringing together of the people present.

She asked why the Islands people had been brought to Sydney, when most of them had previously had the pleasure of visiting Australia, and she wanted to know why the structure of the proceedings seemed to deny to the participants an atmosphere in which a face-to-face dialogue might take place in the "Pacific way".

Bishop Patrick Finau of Tonga, gave the keynote address and he took to task the notion of the Pacific "young nations" by saying that in fact many of the cultures of the Pacific could look back upon a long history. He also stressed that development planning throughout the Pacific is not uniform, and that the value of Pacific conferences is questionable.

Bishop Finau asked a series of questions about so-called development plans — who gets what and for whom? Will the outcome of planning be for the benefit of the poor, or for

the privileged or to the profit of the multi-national companies operating in the Pacific area?

Bishop Finau reminded his audience that Papua New Guinea was a lone voice at the Habitat Conference when it raised the problem of assessing the value of advanced technology for the developing nations and he asked his listeners to think about the merits of aquaculture, of biogas plants.

As the bishop saw it, it is often inappropriate to make grants and loans to developing nations, and the construction of highspeed highways and air-conditioned buildings may lead to additional problems which exacerbate the local difficulties.

For him there was the concern that the injection of capital, intensive equipment and the supply of customer durables such as the motor car may well widen the gap between the Pacific Islands elites and the masses.

The conclusion of this keynote address was that the real problem of development planning in the Pacific area is the dichotomy between material and spiritual objectives; that man needs to develop a more real heart towards man.

Although the conference had a theme which suggested that attention would be focused primarily upon the issues of research for development planning, it soon became evident that the participants were sharply divided into a number of camps. There were those who were interested in maintaining that researchers should not be fettered by governmental bureaucracies when they wished to undertake research projects in the Pacific and there were others who wanted to see research limited to studies which could be seen to be patently in the interests of the Pacific people.

There was a strong group which persisted with an attack upon the influence of the multi-national companies. For instance, Gerrit Huizer, of the Third World Centre in Nijmegen, on several occasions brought forward



Bishop Finau

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his perceptions of the influences exerted by groups such as Unilever and Phillips and advocated an examination of the aspects of the scope of operations of multi-nationals in the Pacific.

Huizer also questioned the role of the breweries in Papua New Guinea, although several of the Papua New Guinea delegates were more interested in the social effects of the growth of alcoholism, and some suggested that it might be useful to examine the replacement of the traditional pig-exchange system by a beer-exchange system.

It was more from the Islanders that a demand came to look into the value of much of the research which is carried out. Epeli Hau'ofa, of Tonga, said that, in his opinion, research for development was not only useless but in fact harmful. He considered there should be real research into exploitation and corruption by the Pacific Islands' elites and that the research should be carried out by Pacific Islanders, who would be able to make contacts with small, uncommitted groups outside the establishment.

He stated a position, which found support from many of the Islanders present, that, perhaps, the role of the local researcher would be to locate the centres of oppression and exploitation within the Island nations, with outside researchers being concerned with the identification of sources of exploitation from outside influences. Stuart Kingan of the Cook Islands advocated the case for an extension of research into the physical sciences but there was a strong rebuttal of this by Cook Islander Marjorie Crocombe, who saw social issues as being of prime importance.

Stuart Kingan outlined a plan for the establishment of a television network throughout the Pacific.

While all the delegates praised the achievements in education of the use of radio transmissions through the Peacesat facilities, many were not prepared to support the early introduction of mass television.

There was also an uneasiness about the role outside influences might be able to play through television programmes and a need for a very careful preparation of Islands people so that they would understand what the implications of the innovation were.

Lasarusu Vusoniwailala, of Fiji, pointed out that the introduction of



Two Fiji delegates, Michael Leggo (left) and Father Jim Ross, weighing up one of the many papers presented. - Photo: Aust. Information Service.

television would be an example of a concession to "comfort technology", and he considered there was a real possibility of the introduction of television on a universal basis becoming dysfunctional.

A most significant feature of the conference was the strong voice which came from the Pacific Islands women. Boio Daro, of Papua New Guinea, was part of that voice when she maintained that television technology was beyond the resources of Papua New Guinea, because the mass of the people lived outside town areas. She could see television as becoming a town-centres amenity. Boio also focused the attention of the participants upon one of the basic dilemmas of the Pacific, that the more educated some Islanders become the less able they are to communicate with their own people.

One of the issues which eventually received a considerable airing was that of the feedback of research findings to the people most concerned. Several delegates found fault with projects which had not reported back to the groups of people who had been the centres of research and a persistent and vigorous plea was made for the establishment of information clearing-house facilities; a system of reporting back to people in straightforward terms, if necessary in the vernacular languages.

Esiteri Kamikamica thought Island people should be able to establish research priorities in terms of needs of the people. In some instances, she said, governments may not in fact represent the real interests of the people.

Esiteri felt that Pacific Islanders wanted to see worthwhile alternative solutions to problems made available.

She also considered that certain areas of research should be left for Pacific Islanders to deal with in "their own little way", and she put a view,

supported by other Islanders, that perhaps there is often too much emphasis placed upon international, academic standards in the production of research documents. Again, as happened with other delegates, Esiteri returned to the question of communication in the languages of the peoples under scrutiny. As she said "If I don't know the language I am not good enough among my own people".

In some ways this was a bewildering conference. Papers were presented at an almost breakneck speed. In some cases the authors read papers which had been previously distributed, some spoke to their papers, and there was even one instance where the speaker made virtually no reference to the matter within his paper.

One of the oddities about this conference was that there seemed to be no real mechanism to bring to the notice of appropriate governmental or international organisations the findings and recommendations arrived at by the delegates.

The resolutions and recommendations passed at the final plenary session numbered 33 and although many of the items were sound and could be seen as having some effect upon decision-making processes, in other instances it was difficult to see what the practical outcome could be. Certainly, there is much to be worried about in relation to the situation of Islands communities in New Zealand, but it is not easy to see the practical outcome of a resolution, which was discussed "that Island migrants in New Zealand recognise their responsibility to the metropolitan countries." Or, how would a resolution "that the spread of Pacific elitism be halted and Pacific elites made more aware of the consequences of their policies and actions" be put into effect?

PUBLIC ORDER IN PNG: A HOT POTATO COMES OFF THE BOIL

From a Port Moresby correspondent

Papua New Guinea's new Public Order Bill has created something of a furore here. It has been bitterly attacked by the parliamentary opposition and the trade unions.

The students of the University of Papua New Guinea staged a protest march from Koke Market to Parliament House, and were joined by students from the Sogeri National High School, who had started out on foot from their school 40 kilometres out of Port Moresby at one o'clock in the morning in order to reach the assembly point at Koke in time for the march. Other student protests have been staged at Goroka, Lae and Madang.

There are elements of irony in the situation. The original Public Order Act of 1970 was introduced by the colonial administration ostensibly to counter the supposed threat to public order posed by the Mataungan Association on the Gazelle Peninsula. It was supported by the Highlands-based United Party and opposed by the Pangu Party led by Michael Somare.

Now the Public Order Bill of 1976, which is basically a re-hash of the 1970 Act with a few modifications, has been brought down by Prime Minister Somare and is being opposed by the United Party.

The reason for these provisions having to be re-enacted is that under the Constitution of the Independent State of Papua New Guinea any enactment which seeks to impose restrictions on the rights and freedoms guaranteed under the constitution must set out which rights and freedoms are to be restricted, and must be passed by an absolute majority of parliament, that is a majority of the total membership of parliament, not just a majority of those members present when the vote is taken.

Consequently the bill starts with a preamble stating that its provisions restrict or regulate freedom from arbitrary search and entry; freedom of conscience, thought and religion; freedom of expression; freedom of

assembly and association; and freedom of movement. A pretty formidable list, and it's a bit difficult to imagine how the bill's provisions could, in fact, restrict some of these freedoms. But, I suppose that the legal draftsmen have to be on the safe side and provide for all possible contingencies.

Probably it is this preamble rather than the actual provisions of the bill which has caused such a violent and emotional reaction to it. The bill's actual provisions do not differ materially from those of the 1970 Act. Incidentally, it was a reaction from that act which led to the tabling in 1971 of a private member's bill which became the Human Rights Act, the provisions of which were later incorporated, in a modified form, in the constitution.

In the first place, opponents of the bill claim that, in fact, its provisions, originally designed overseas to deal with phenomena such as anti-war demonstrations, have little if any relevance to our own Highlands problem and would not help in dealing with it. If the object is to deal with tribal fighting, they claim, what is needed is an act dealing specifically with tribal fighting.

The present bill, its opponents say, would be dubiously effective for its

declared purpose, but could be used by the government in power to harass and muzzle its political opponents, particularly at election times.

Bowing to the storm, the Prime Minister has postponed further consideration of the bill to the next meeting of parliament, scheduled for November. This delay will give members more time to study it and prepare amendments, and also give the government time to take another look at it in the light of the criticisms which have been levelled at it.

Even with the delay, Mr Somare's chances of getting the necessary 51 votes to pass the bill do not appear to be very bright. Parliament has almost run its course, and many members seem to be tired and indifferent. Attendance in the chamber has reached an all-time low. There are frequent delays due to lack of a quorum; and party discipline is too weak for the whips to be effective.

Whether the bill succeeds or is defeated, it can hardly fail to have an adverse effect on the coalition's chances in next year's general elections; and it is a matter for surprise that a politician as astute as Mr Somare should have taken the risks involved in sponsoring so unpopular a measure.

RON NEVILLE TO QUIT PARLIAMENT



Mr. Neville

Mr Ron Neville, longest-serving white member of the PNG National Parliament, will stand down at next year's elections. A controversy over his application for PNG citizenship was among the factors affecting his decision. Mr Neville told an electorate meeting in September. Australian-born Mr Neville, 47, was granted PNG citizenship at the end of August. University students and some politicians made a fuss about it, but Mr Neville was backed by the Prime Minister, Mr Somare, and Deputy Prime Minister, Sir Maori Kiki — who are on opposite sides of the house to him. Mr Neville has represented the seat of Southern Highlands continuously since the first one-person one-vote elections of 1964.

'WIGS' — OR 'SHOULD JUDGES BE HAIR-CONDITIONED'...

The Chief Justice is reported to have said that the wearing of such robes and headgear was of "long-standing custom" and as such would not be changed during his term of office; when a national Chief Justice is appointed it will be up to him to decide whether the custom will be continued or not. A good judgment, if I may say so, and I am sure that my friend Sir Sidney will not mind if I put him right on one point, for the wearing of legal wigs is by no means a long-standing custom in Papua New Guinea.

Wig-wearing was of course traditional among certain of the Highland men as part of their ordinary dress but the wearing of wigs in the courts of the Territory is a comparatively recent innovation and was first introduced by the late Sir Alan Mann when he assumed the Chief Justiceship in 1957.

Previous to that, judges of the Supreme Court in New Guinea wore robes while barristers appeared in ordinary civilian clothes — and both judges and barristers were bareheaded.

When Sir Alan Mann introduced the wigs and scarlet robes of the judges, members of the Bar wore black gowns and wigs for the first time.

It set a sort of restricted fashion for, not to be outdone in formal millinery, Sir Horace Niall, Speaker in the first House of Assembly in 1964, wore a full-bottomed wig and gown in the Territory's parliament — and the Clerk of the House also appeared in a wig and gown. Four years later, when Sir John Guise became Speaker of the House, he occasionally wore a wig and added to it some original touches of his own by embellishing his formal dress with Bird of Paradise plumes and other indigenous ornaments.

It is possible that the coming of air-conditioning to the Territory had something to do with the institution of wig wearing for the climate of Papua New Guinea is warm enough without the added burden of a mass of curled horse hair perched on one's head. However, the judges bravely endure

The Chief Justice of Papua New Guinea, as PIM reported in July, defended the wearing of wigs by the judiciary after the distinctive headgear had come under attack from Papua New Guineans, one of whom, John Adoe, of Boroko, had described them as "a foreign concept", and "dirty", and should have been thrown out when PNG gained her independence. Now, Keith McCarthy, one of Papua New Guinea's more famous former district commissioners and one-time chief of the Department of Native Affairs, adds his humorous comments.

the discomfort even when they are on circuit and with no air-conditioning or fans to give them relief.

In 1934, I was an ADO and sent to assist Judge Montague Phillips who was investigating a land case at Madang. In those pre-war days New Guinea's highest court was the Central Court. E. A. Wanliss was the Chief Judge of the Central Court and "Montie" Phillips was one of the judges. Phillips, a man with a delightful sense of humour, had once served in the



The late Sir Alan Mann.... he started the whole thing.

Solomon Islands and he told me the story of a judge who had recently been appointed to the Protectorate from England.

The new judge was a portly man with a ruddy complexion and a completely bald head. He possessed great natural dignity and was imbued with a sense of history; in keeping with it he was determined to maintain the traditional dress of the judges in England.

One of the first cases to be tried before him was two men charged with the killing of others during a tribal fight in some isolated part of the country. The accused were from the deep bush — primitive and wild and until their arrest had had very little contact with the white man and his law.

The court was set up in a wooden building with an iron roof and the day was hot and humid; there was not a breath of wind to lessen the heat.

The two prisoners in the dock were wide-eyed with fear and wonder as the judge took his place on the bench, for his stout form was clad in a heavy scarlet robe with patches of what appeared to be *kapulfur* on the wide sleeves and on his head was a tangle of grey curls that reached to his shoulders.

Never in their lives had the prisoners imagined such a figure could exist! The white men that they had encountered were strange enough with their pale skins and white clothing but this magnificent creature looked hardly human — it looked as though a spirit from the nether world had come to judge them.

They were still open-mouthed in wonder when the trial began. In half-an-hour the small court room was like an oven and the bewigged judge was showing signs of it. His naturally ruddy face had begun to assume a purple hue and perspiration was starting to drip from him. But the judge was a determined man and despite his extreme discomfort he carried on.

But, 20 minutes later, the stifling heat of the court proved too much for

his iron will. A witness was in the middle of his evidence when his Honour's complexion was seen to take on the colour of a ripe plum and he suddenly collapsed face forward on the bench.

As he fell forward he made one last desperate gesture and with a sweep of his arm brushed the full-bottomed wig from his head. There, the unfortunate judge lay — revealing a bald head that glistened with sweat.

They brought water to revive him and then had to bring more to revive the two prisoners — they were used to sudden death but this was the first time they had seen a man scalp himself.

I don't know whether this BSI incident had anything to do with it but after the Japanese War, when Sir Montague Phillips became Chief Justice of Papua New Guinea, he never wore a wig.

Personally, I'm rather in favour of

wigs and gowns, for like most of the people of the Territory I think a bit of *bilas* relieves the drabness of modern life. But I have no doubt that the ordinary village man who finds himself in the dock must wonder what is going on when he is suddenly confronted by a man dressed in the fashion of several centuries before. To some it must be terrifying.

As I have said, wigs and gowns in PNG started less than 20 years ago but so far as I know such things as buckled shoes and knee-breeches have not yet been worn by judges. And I've never noticed any nosegays being placed on the bench to purify the air although the closeness of the atmosphere in some of the Territory's courts must at times equal that of the Old Bailey.

As Sir Sidney Frost remarked, it will be up to the national Chief Justice to decide such things when he is appointed.

... 'No', says Fiji's Speaker

The Speaker of Fiji's House of Representatives, Sir Vijay Singh, appeared wigless in Parliament for the first time one day in August.

Sir Vijay had decided to doff his wig — "hot, itchy and deafening," he called it — and following a debate in the House the day before in which opposition member, Mrs Irene Jai Narayan, had attacked wig-wearing on grounds of both comfort and cost.

She said lawyer friends had told her the wigs they were forced to wear in court were hot and humid in the Fiji climate. Other former British colonies that had kept the British parliament and judicial system had done away with wigs, so why didn't Fiji?

Mrs Narayan said she was amazed to learn what it cost to fit a judge with a wig — \$F760 for one of the full-bottomed variety, plus case, and \$F290 for a bench wig.

She added that perhaps wigs might be kept for purely ceremonial occasions because they did, after all, "look very nice".

But government back-bencher Mr Kishore Govind, a lawyer, vowed he

would defend wig-wearing to the last. Wigs were not just decoration; they spelt dignity and did much to create the court's atmosphere of authority.

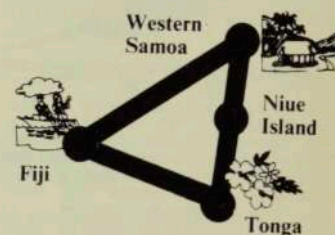
"Do away with wigs, and lawyers would be turning up to court in bula shirts and flip-flops," he warned.

The Prime Minister, Ratu Sir Kamisese Mara, said he went along with Mrs Narayan. He was happy that MPs could now take off their coats in the House on a hot day, and looked forward to the time when they could take off their ties as well.

The Speaker's decision to act unilaterally and leave his wig off has no doubt lent strength to Fiji's anti-wig lobby in the continuing argument.

But a clue to the long-term outcome of the battle was provided by opposition MP Mr Karam Ramrakha, who is also a lawyer. During the debate Mr Ramrakha pointed out that not only were wigs dearer now than ever before, they were also of poorer quality. This was because wig-making was "a dying craft". Only one company in Britain was still making them.

The Polynesian Triangle



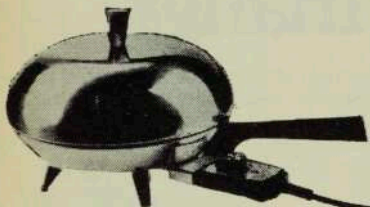
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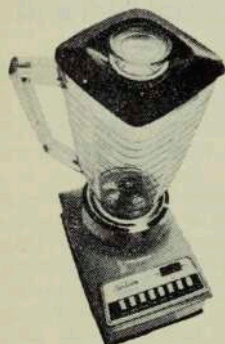
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EDITOR'S MAILBAG

BOTTLE-FEEDING

I was interested to read your report in the July issue, (p 13) titled Bottle-feeding ban in PNG. The main hospital in the Highlands at Goroka has banned all bottle-feeding and is throwing out its own supply of feeding-bottles. This is the first step in a campaign to stop the dangerous trend towards bottle-feeding — dangerous because of the problem of sterilising the bottles, apart from feeding a balanced formula and being able to afford it.

In Australia there is a trend back to breast-feeding, but our hospitals have not followed Goroka's example and changed to cup and spoon feeding for babies who cannot drink human milk.

British researchers have produced conclusive evidence of the unethical marketing methods used by manufacturers in Africa, Asia and South America which they have published in a booklet called *The Baby Killer*. There is also a film on the same subject produced in Kenya. The booklet and film highlight the dangers and costs of bottle-feeding where mothers are unaware of, or are unable to meet, the hygiene and mixing instructions written on the label.

There is still time to remove the idea that bottle-feeding represents progress, and stop the dangerous acceptance of bottled milk as a good substitute for breast milk — which it isn't.

This practice has already killed many children and family incomes and there is not much time left before the practice will be irreversible.

ANNE J. BUNNING
Parkside, S. Australia

FESTIVAL OF ARTS

I was interested to read in the May issue (p. 19) your account of the second South Pacific Festival of Arts held at Rotorua in March this year. There is just one point which I would like to take up with you, and that is the comment at the end of the article in which you say, "Its first aim was to provide a tourist attraction — and that's not the islanders' idea."

As chairman of the organising com-

mittee, I would like to make it absolutely clear that tourism was not the first aim of the festival so far as the organising committee was concerned, nor to my knowledge was it the idea of anybody else associated with the festival. Had it been so, the cost of the festival (which turned out to be considerably less than the \$650,000 originally budgeted) might well have been very greatly reduced.

I think I am too well-known in Pacific circles for people there to believe that I would be interested in the commercial exploitation of their cultures. Polynesian culture has been a life-long interest to me and I would be the last to become involved in its commercial exploitation. As a retired person I could be put to no pressures by the government or anyone else over a matter like this, nor in fact was any such pressure even hinted at. The whole aim of everybody concerned was to provide a venue for the festival and to ensure that the first festival at Suva was not also to be the last. I am sorry that PIM thought otherwise.

We greatly enjoyed our visitors and the effort put into the festival will have been totally worthwhile if they also enjoyed being with us.

NZ J. M. McEWEN
Heretaunga, NZ.
Development

WHAT'S AN ATOLL?

Misled as I apparently was by social scientists who were not so scientifically correct in their geographic terms, perhaps I have caused hurt to "A Much-Pained Reader" of Canberra (PIM, Aug., p25) over my June article on Rennell and Bellona. But, then again, perhaps the hurt is self-inflicted.

"Much-Pained" may be correct in correcting me and Samuel Elbert and Torben Monberg who lived on the "atolls" for months in the 1950s (it was their words I borrowed in those two brief descriptions of the "atolls"), yet . . .

Evidence of the shape of both Rennell and Bellona with their concave centres, their entirely limestone base of which the outer rings, now cliffs, were undoubtedly reefs, shows

they are **raised** atolls. When does a reef stop being a reef and become an island?

Ontong Java, the largest atoll in the Pacific by the Oxford definition, is nevertheless occupied and has agriculture in parts. Part of Rennell's one-time lagoon remains as a very large, land-locked lake. How does that fit?

So much, I hope, for the pedantry of "Much-Pained". I'd rather someone had troubled to argue over the fate of the Rennellese and Bellonese, who may or may not suffer neo-colonialism by their own Solomon Islands Government. We shall have to wait and see if mining occurs, and how it is done.

DENIS FISK.

Lae, PNG.

BEEKEEPER'S OFFER

Through PIM editor's recent radio broadcast, I learned of the need for technical assistance for primary industry on many of the Pacific Islands. Over the years, I have heard reports of the favourable honey-producing potential on some of these islands. Honey bees collect nectar from the blossoms of plants and elaborate this with honey. In the process, cross-pollination, essential for reproduction in many plant species, is accomplished.

I am a commercial beekeeper and honey producer in Australia, and have been involved in the development, introduction and implementation of a number of beekeeping techniques and equipment items. I would be prepared to offer my practical knowledge to an Island government agency or enterprise interested in developing the beekeeping potential locally.

I am interested in, and an admirer of, Island culture, as well as an avid student of isolated, locally adapted strains of honey bees. Therefore, financial remuneration is not of primary concern.

If any of your readers are interested, they can contact me at the address below.

K. J. OLLEY

297 Ipswich Road,
Oxley, Queensland 4075
Australia.

BITING THE HAND . . .

In her rambling and grossly-inaccurate article (PIM, July, p 25),

LETTERS

Grace Mera forgot to mention two major points:

1. That it was the (now despised) Missionaries, who fully educated her and provided her with jobs as teacher and head-teacher.

2. That it is the (now hated) Colonial Administration which enables her to be a member of the

"political jet-set" at the University of the South Pacific in Suva, where the main topic seems to be anti-white propaganda but at the same time enjoying the white taxpayers' money to do so . . .

We can only advise Miss Mera to turn back four pages in the same PIM and read Mr R. Cherry's letter which sums it up quite clearly.

Miss Mera seems to fit the description of "The mouth biting the feeding hand" . . .

EX PATRIATE (White),
Luganville, Santo.

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ARMS FOR IRIAN

Indonesian troops have sealed off an area of Irian Jaya (West Irian) to prevent shipments of communist arms reaching anti-Indonesian government rebels.

The area is described by the Indonesian press as "to the north of Schotjon, near the Papua New Guinea border". This is probably Sekotchiau, about 30 km west of Vanimo.

The press quoted the local commander, Colonel Ismail, as saying that the area had become the main operations centre for the rebels. He said that captured documents indicated that the rebels were expecting arms supplies there from a communist country, but the colonel did not name the country.

He said that though the rebellion had lost its military significance, "they continue to disturb us and therefore they must be crushed".

The rebels, known as the Free Papua Movement, want to set up an independent State of Papua, separated from Indonesian rule.

According to the Indonesian press, 1,500 rebels have given themselves up since last year.

PILOT'S RESCUE

Papua New Guinea's civil aviation rule requiring all aircraft to carry very high frequency survival beacons proved its value again in August with the rescue of the pilot of a crashed helicopter. The pilot, Canadian-born Jan Blancke, crashed in high mountain country in New Ireland. He was on a flight from the Panguna mine site, Bougainville, when his helicopter

developed engine-trouble. The machine, a Bell 47 owned by Airfast Helicopters Pty Ltd of Sydney, was on charter to Bougainville Copper.

Air safety investigator, Mr Don Ende, who led the rescue party, said later: "Without the beacon's signals, we wouldn't have had a ghost of a chance of finding Blancke. These VHF beacons have proved themselves invaluable time and time again".

Mr Blancke, who spent four nights exposed to the mountain cold, survived on standard emergency rations and rain water collected in parts of the wreckage. "The hotel accommodation wasn't too good in the mountains," he joked on his arrival in Rabaul. "There were no bellboys and too many cold showers." He suffered only a slight nose fracture, cuts and bruises in the crash.

Mr Blancke must be starting to wonder whether or not he's accident-prone. This was his third brush with death in two years in PNG. The first was when he fell from the first floor of a motel, and the second in a motorcycle accident in which he was critically injured and taken to Australia in a RAAF mercy flight for treatment.

BIG BLOW

Strong winds sweeping across Anir (Feni) Island, 70 km off the New Ireland east coast, destroyed a church and several houses in mid-August; a radio report from the remote island said the winds were the strongest known in 30 years. Homeless families are being accommodated in a school building. On New Ireland itself — part of northern Papua New Guinea — winds have caused damage in at least two villages.

COPPERS COPPED IT!

Three Western Samoa constables retreated with some loss of dignity when five women assailed them with a bucket and sticks. The police were searching for stolen goods at Mulinuu when the women attacked them. One constable suffered a head cut when a woman hit him with the bucket. During the scuffle, the police lost their search warrant. They returned to their station, reported the matter, and, with reinforcements resumed the search. They were looking for eight big sacks of dried cocoa beans and automobile spare parts, said to be stolen from Burns Philp.

GRATEFUL CONSTITUENTS

Mr Tupui Ariki Henry, Cook Islands Minister of Internal Affairs and son of Premier Sir Albert Henry, has become the owner of a 14 ft outrigger canoe, the gift of his parliamentary constituents on the

island of Mauke, which he has represented for the last 10 years. The gift was in recognition of his services to the island and those services aren't minor ones. Mauke has now got full electricity and water services, a new harbour, an airstrip in the making and a development corporation which exports the products of vigorous beef cattle farming and citrus industries. The canoe is custom-made of Pacific mahogany with coconut fibre lashings.

OUTSIDE THE LAW

Court-martial charges against an Australian naval lieutenant on loan to the Papua New Guinea Defence Force have been dismissed because the court can't apply its service law to Australians. The prosecution alleged that the Australian, Lt. P. J. Smith, as commanding officer, was negligent when the Attack class patrol boat Samarai struck a reef and damaged a propeller. Samarai is a former RAN ship which was a gift to PNG from Australia. Damage to the craft is estimated at \$10,000.

The case, heard in August, represented the first occasion since PNG achieved independence when an Australian officer on loan has faced a court-martial. Although the agreement which protects Australian servicemen from PNG service law was widely known and freely accepted, the implications of the court's decision are likely to raise questions between the two countries.

Some Australian servicemen in PNG see the situation as a denial of their own rights. They claim that court-martial evidence rather than lack of jurisdiction could clear them of possible negligence charges.

Lt. Smith is one of 400 officers and men from all three services who are on loan to the PNG Defence Force. They are serving under an interim arrangement which is in force while PNG consolidates its own defence structure. The arrangement is scheduled to continue for the next five years.

PLASTERED PEDAGOGUES

Teachers in some remote areas of Papua New Guinea are arriving at their schools too drunk to teach, according to an Education Superintendent. In a statement in August, the Provincial Education Superintendent at Lae, Mr Alan Isoiamo, appealed to teachers to recognise their responsibilities, saying that many teachers believed they could walk out of their classrooms at any time and get drunk.

Mr Isoiamo blamed lack of support from rural communities as one factor contributing to a breakdown in school standards in remote areas. He believed too much had been given to the people without any self-help involvement by the people themselves.

CHRISTIAN COOKS

Christianity got a boost at the 11th anniversary celebrations of self-government in the Cook Islands on August 4.

Speaking on the occasion, the Premier, Sir Albert Henry, said: "The white man introduced Christianity to the Cook Islands, but now other white men are trying to introduce anti-Christian ideas. Cook Islanders, however, are convinced that there is no better creed than Christianity, which has given them peace and prosperity."

"The Cook Islands are about the most peaceful and friendly spot in the world today, and that is the way Cook Islanders want to keep them."

Present at the celebrations in Avarua, Rarotonga, were the Governor-General of New Zealand, Sir Denis Blundell, Lady Blundell, and diplomatic envoys to New Zealand from Indonesia, the Arab Republic of Egypt, Malaysia and Singapore.

Sir Denis Blundell pledged the continued assistance of the New Zealand Government to the Cooks until they achieve their final goal of complete independence.

TOKELAU — ONLY

The Tokelau Islands, a New Zealand dependency, will henceforth be known simply as "Tokelau".

Proposing the change of name, the NZ Secretary of Foreign Affairs, Mr F. H. Corner, said: "The Tokelau people customarily refer to their territory as 'Tokelau'. It would be desirable for NZ terminology to be brought into line".

Population of Tokelau was 1603 in September, 1975, compared with 1574 a year earlier.

GRAVES PILLAGED

Cargo cultists on Bougainville are digging up graves and stacking coffins and bodies in a specially built "sanctuary", according to Papua New Guinea police sources.

They believe that their actions will liberate powerful forces to bring them material wealth. Police are concerned at reports that people who refuse to take part in the rites are being tortured. The reports come from Kopani village, about 30 miles north of Kieta in Central Bougainville. The cult is said to have more than 400 followers. A later report said police had arrested and charged 21 men.

FIJI PRESS BAN

Fiji's newspapers were forbidden by the Speaker of the Fiji House of Representatives, Sir Vijay Singh, to publish remarks made in the House in August by Fijian MP Sakiasi Butadroka, leader of the Fijian Nationalist Party, which has the



Mr. Butadroka

slogan "Fiji for the Fijians". Mr Butadroka had been expelled from the House for 48 hours for making a personal attack on Prime Minister Ratu Sir Kamisese Mara and the Speaker while attacking a government bill to make it illegal to incite race hatred. The Speaker, who described Mr Buadroka's comments as "very vicious allegations", banned publication of them, using, for the first time, powers given by parliament to ban publication of language which had been ruled out of order by the Speaker. Later, the Prime Minister said he was amazed that such hatred and venom could be in the heart of a man.

BANKRUPT JUSTICE

Lack of funds is hamstringing the work of law-enforcement officers in the Northern Marianas. Acting Attorney-General Linsey Freeman said in August that marijuana prosecutions in the Marianas will have to cease unless money is made available.

"Neither the attorney's office nor the police department has the money to secure the expert testimony required in marijuana possession cases," he said in a memorandum to the Resident Commissioner, Erwin D. Canham.

Freeman, who is in favour of decriminalising marijuana possession, also sent copies of his memo to Marianas senators. He said he is "confident" that the legislature will enact a law reflecting his views.

Also complaining of lack of funds was Marianas Public Defender James Grizzard who claimed a serious crime problem is being created among Saipan youth by the lack of any rehabilitation programme for youth offenders. They cannot be jailed in Saipan prison because the Trust Territory Code prohibits putting youth and adult offenders together.

"Offenders who know that nothing will happen to them even if they commit the same crime again are not prevented from committing more crimes," Grizzard said.

DEATH IN OWEN STANLEY

Four Australian men died in August when their twin-engined Piper Aztec aircraft crashed in the Owen Stanley ranges about 90 km from Port Moresby. The four who died were the pilot, D. Looker, a Melbourne policeman, his father, R.D. Looker, C.M. George, and G. Spurling, all of Victoria.

The pilot was attempting to negotiate the "Gap", the narrow pass which is a recognised air-route through the Owen Stanleys. Indications are that he became trapped in cloud, and lost sense of direction. The "Gap" is notorious for its cloud build-ups and for the rugged nature of the country beneath. The party had planned a brief visit to Lae, and then intended to fly inland to Goroka in the Highlands to stay with a family friend of the Lookers, Mr Keith Deevers, an airline official.

WOMEN REFORMERS

Nilai Ra Waden Association of Rabaul will press the PNG Government to take stronger measures to stop the growth of prostitution in urban centres.

The decision was among matters discussed at the second national convention of women held at Vunadidir in August. Among other matters on the convention's agenda were the prohibition of the sale of comics and magazines emphasising sex and violence, the complete abolition of gambling, and the return of unemployed persons to their home provinces.

The Law Reform Commission hearing in Goroka has been urged to recommend increases in the penalties for adultery. Mr Julius Mamina, a local court magistrate from Henganofi, has told the commission that the existing penalty of a fine of K6 and six months imprisonment are insufficient.

He also submitted to the commission that local courts be given more power to award compensation money on claims over repayment of the bride price.

STRIKERS FINED

Eight members of the Fiji Municipal Workers' Union are to appeal against their convictions and fines in the Lautoka Supreme Court for strike offences. General secretary Mr Ujagar Singh was fined the maximum of \$500 for influencing workers employed in essential services to take part in an illegal strike at Ba last December. Seven members of the union were each fined \$75 for stopping essential work and furthering an illegal strike.

UNIONIST FINED

A member of the Solomon Islands Legislative Assembly was fined \$55 on three charges in the Gizo Magistrate's Court in August.

Mr Batholomew Ulufa'alu, 37, who represents East Honiara, pleaded guilty to causing bodily harm to Mr Martin Glass,

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PACIFIC ISLANDS MONTHLY, OCTOBER 1976

planning officer of the Western Council (fined \$25), drunken and disorderly behaviour (\$5), and resisting arrest (\$25).

Ulufa'alu is president of the Solomon Islands General Workers' Union.

PNG-SOLOMONS LINK

Papua New Guinea will represent Solomon Islands' interests at the United Nations Law of the Sea Conference in New York, and the Solomon Islands will accept a PNG offer of help with overseas representation after independence.

These are among main points to emerge from a one-day visit to Honiara made in late July by PNG Prime Minister, Mr Michael Somare. In talks with the Chief Minister of the Solomon Islands, Mr P. Kenilorea, Mr Somare agreed that the border between the Solomon Islands and PNG be settled before independence, and that official border discussions should be held as soon as possible.

In another move concerning PNG diplomacy, the Minister for Foreign Affairs and Trade, Sir Maori Kiki, announced in mid-August the establishment of diplomatic relations between PNG and Norway.

GLITTER AT RAROTONGA

Rarotonga in the Cooks has never seen such a galaxy of diplomatic talent as appeared at the beginning of August at the annual dance festival and a craft show. The VIPs included the Governor-General of New Zealand, Sir Denis Blundell, and Lady Blundell, the Indonesian Ambassador, Mr L. Soetikno, the Egyptian Ambassador, Dr I. Sorour, the High Commissioner for Malaysia, Mr K. Tharmaratnam, and the High Commissioner for Singapore, Mr Chan.

SAIPAN TRAGEDY

Yomiko Okasawa, a 10-year-old Japanese girl, was found drowned off the micro-beach on Saipan in the Marianas early in August. She had been bathing with other Japanese students on a touring holiday from Japan. They were swimming under the supervision of teachers who discovered she was missing when a head-count was taken.

YACHTES SKIP BAIL

A French couple skipped bail from Port Moresby in August while facing trial on charges related to the illegal purchase of Papuan artefacts.

The couple, John Gueroult of Noumea and Jocelyn Knezevic of Paris, slipped out of Port Moresby harbour under cover of night in their luxury yacht Thetis II. The charges related to a December, 1975, visit by the couple in which, according to prosecution allegations, they engaged in a "planned buying spree" of artefacts in the Gulf of Papua area.

The prosecution alleged that they left Port Moresby in their yacht last December bound for Vila, but doubled back to the Gulf of Papua to buy the artefacts. They were arrested on a return visit to Port Moresby.

Witnesses from tribes in the gulf gave evidence of having sold figurines with great tribal significance. One witness said she had sold an ancient figurine "to get money for my income tax".

The Public Prosecutor's office in Port Moresby said Interpol had been alerted on the yacht's disappearance but police said no search would be mounted.

Artefacts of the type alleged to have been bought by Gueroult and Knezevic are

known to fetch very high prices on continental art markets.

NO MEDI FOR ISLANDS

Overseas visitors to Australia, and that includes hundreds who go there each year from the Pacific Islands for holidays, will not be covered for medical insurance after October 1 under the national health scheme, Medibank. Previously they had automatically enjoyed that cover. However, new arrivals, intending to settle permanently in Australia will be eligible for Medibank benefits, in the same way as Australian residents — that is by compulsorily joining the government scheme, Medibank, or a private health insurance fund.



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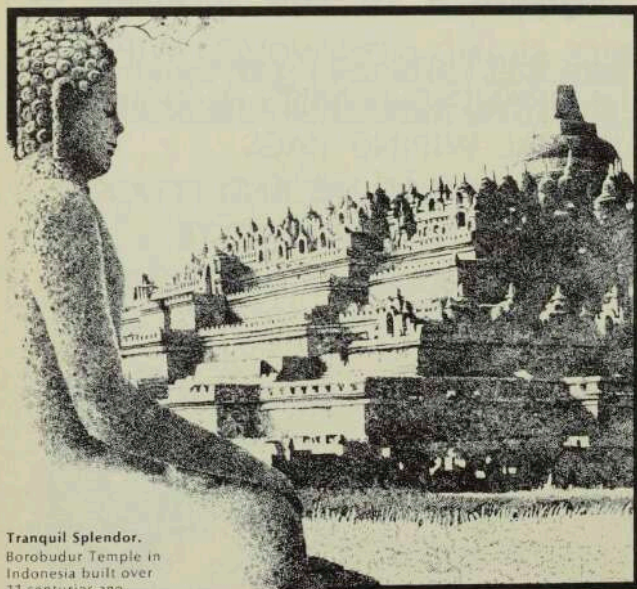
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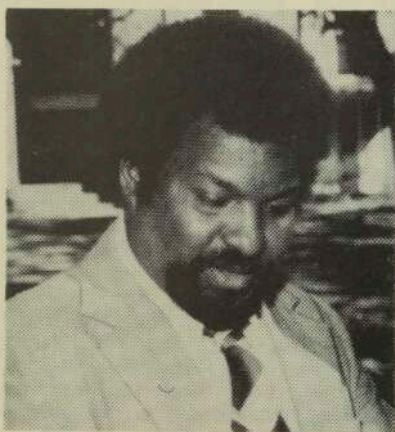
PEOPLE

Rear-Admiral G. de Castelbajac, Commander-in-Chief of French Armed Forces in the Pacific and Commander of the CEP (nuclear test centre), visited Australia for a week in late August, from Tahiti, via New Zealand. Coinciding with this visit, two destroyers from Tahiti, the Balny and E.V. Henry, berthed at Garden Island naval dockyard in Sydney.

The French Admiral had three days of talks in Canberra and met Rear-Admiral W. Gladstone, Flag Officer Commanding the Australian Fleet.

The visit by this highest-ranking of French armed forces' chiefs in the Pacific followed on the June trip to Australia by General Andre Fournier, of Noumea. The visits highlight France's interest in selling uranium technology and armaments to the Australian government.

Rear-Admiral Castelgajac pooh-poohed the reports of alarm caused by the Russian presence in the Pacific, remarking at a news conference in Canberra that Soviet naval activity was not worth noting. It was confined, mainly, to merchant marine and fishing operations. So far as the Indian Ocean was concerned, he said, the French naval presence there was quite important in comparison with the Soviet naval presence.



Mr. Sapias

"Above and beyond the call of duty," runs a typical citation. It could apply to a spare-time job being done around Sydney by Austin Sapias, First Secretary (Information) in the Papua New Guinea Consulate-General. He goes out, usually in the evenings, to publicise his country and its attractions. He has been called on to be guest speaker at service clubs throughout the city and to them he gives a clear and

understandable message about recent developments in Papua New Guinea. He tells his audience about the business possibilities in his home country and he brings home in no uncertain manner the understanding that Papua New Guinea has unique attractions for the Australian tourist.

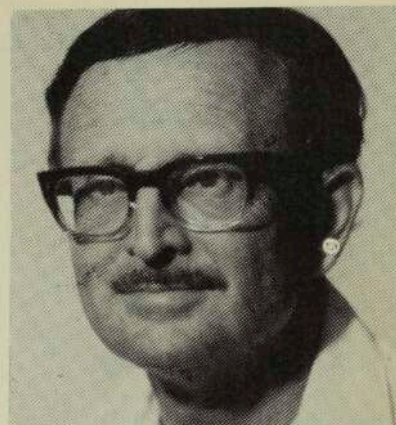
Austin spoke recently at the Pennant Hills Rotary Club, and put his theme into perspective by showing the members an excellently produced film, *The Late Starters*. The film is well conceived and allows Austin to capitalise upon the matters which the film raises. At Pennant Hills he had to deal with a wide range of questions which indicated that his audience viewed prospects in Papua New Guinea over a wide gamut — tourism, hotels, the trade marks law, currency exchange rates, the conditions of roads, strikes by Papua New Guinea workers and even the brands of beer sold. Austin fielded all the questions, with ease and with a good deal of humour. For quite some time after the meeting had formally closed he was still held by a number of those present who were seeking more knowledge about his home land.

Mr Charles Stinson, Fiji's Finance Minister, has become acting chairman of Air Pacific, following the resignation of Captain Peter Howson, of Qantas. There are two other board changes — Mr K.R. Hamilton, the recently appointed general manager of Qantas, joins the board, while Mr R.H. Carruthers succeeds Mr Sam Sali as representative of Western Samoa. Mr Stinson's appointment was made at the request of the Minister of Works, Communications and Tourism, and reflects the Fiji Government's 66.1% holding in the airline. Even though his appointment at this stage is acting only, Mr Stinson without doubt will bring to the task the same zeal he showed when he served as Mayor of Suva for seven years and introduced a number of far-reaching reforms, which caused a few raised eyebrows in some quarters, but which time has shown to be of great benefit to the city.

Dr John Hirshman, for almost nine years World Health Organisation representative for the South Pacific, left Suva at the end of August on reassignment as Director of Health Services for the Western Pacific Region.

Dr Hirshman will henceforth be based in Manila. WHO's Western Pacific region takes in the Philippines, Japan, the People's Republic of China, Korea, Laos, Kampuchea, Vietnam, Malaysia, Singapore, Papua New Guinea and the South Pacific, including Australia and New Zealand. So Dr Hirshman is not complaining that his new beat is too restricted.

In a letter announcing his new appoint-



Dr. Hirshman

ment, he writes: "I have been in the South Pacific, based on Fiji, for eight and a half years, unusually long for an international assignment, but this type of duration is necessary, I feel, for this area. It has been a happy and, I hope, productive time. I have had wonderful collaboration from the Government of Fiji, especially the Minister of Health and the Permanent Secretary for Health, and in fact from all South Pacific administrations. I am sad to leave and will miss my many colleagues and friends but the consolation is that I can still help from Manila and that the links are not cut."

Dr Hirshman will be succeeded by Dr Charles Ross-Smith, who is due in Suva in November. Dr R. De Wilde will act as WHO representative until Dr Ross-Smith's arrival.

Malietao Tanumafili II, Head of State in Western Samoa, late in September was scheduled to make his first visit outside the Pacific area since his country became independent in 1962. He was off to China, which was part of a fairly extensive tour, which would also take in South Korea, Japan, the UK and West Germany.

The Rev Dr Sione 'Amanaki Havea, president of the Methodist Church in Tonga, will go to Suva in January as principal of the Pacific Theological College there. He will be the first Pacific Islander to hold the position, succeeding the Rev Alan Quigley, a New Zealander. Mr Quigley, who has been principal for the last five years, will leave Fiji in December. Dr Havea is well-known in church circles throughout the world. Apart from his academic qualifications, he has been chairman of the Pacific Conference of Churches, principal of Sia-atoutai Theological College, Tonga, a delegate to the Assemblies of the World Council of Churches, and president of the World Methodist Council. He was elected president of the church in Tonga in 1971, and at

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the same time was appointed Royal Chaplain to King Taufa'ahau Tupou. He officiated at the recent wedding of Princess Pilolevu and Captain Siosaia Ma'ulupekotofa Tuita.

Ratu Manoa Rasigatale, from the small Fijian village of Nabuli in the Rewa delta, and Miss Nessie Kafoa, from Koro Island, will marry at the Sacred Heart Cathedral, Suva, in December, in a wedding ceremony which will be performed jointly by a Roman Catholic priest and a Methodist minister. It will be the first joint wedding ceremony in Fiji. The invitation to a Methodist minister to take part is out of respect for Ratu Manoa's parents, who were Methodists, and to Miss Kafoa's father, who was a Methodist before becoming a Catholic. Miss Kafoa is a schoolteacher and part-time student at the University of the South Pacific, studying home economics. Ratu Manoa, a journalist with the Fijian language newspaper, *Nai Lalakai*, is also director, producer and manager of *Dance Theatre of Fiji*. He led the group on a tour of Britain in 1974 and has appeared on stage at the Sydney Opera House and on Australian television.

Dr Tom Davis, Opposition leader in the Cook Islands Legislative Assembly, was discharged from hospital in Auckland recently after major surgery which involved removal of cancerous glands in his neck. As far as was medically possible to determine, he was completely cleared of the disease. He was to convalesce in New Zealand for a month before returning to Rarotonga. Dr Davis was a noted medical officer with the US National Aeronautical and Space Administration before he returned to the Cook Islands a few years ago to enter politics.



Dr. Davis



Bishop David Hand, a new citizen and, next February, first Archbishop of the PNG Province of the Anglican Church.

An Australian-born churchman, who has been granted Papua New Guinea citizenship, will be the first Archbishop of the Anglican Church in PNG. He is Bishop David Hand, who was born in Queensland, educated in England, and has lived in PNG for the past 30 years. He took out PNG citizenship on May 11 this year — his 58th birthday. His new position as archbishop will be created when PNG becomes an autonomous province of the Anglican Church on February 28 next year. The Archbishop of Canterbury, Dr Donald Coggan, is expected to attend the inauguration of the province. PNG, at present, is part of the Queensland Province of the church, and will enter its autonomy as an Anglican province with about 12,000 members.

Bishop Hand will retain his present position as Bishop of Southern Papua, and will continue to live in Port Moresby. He was the youngest Anglican bishop in the world at his consecration in 1950, and he pioneered the extension of the church to the Highlands interior of PNG. He also revived Anglican projects which had been started in the 1930s in the northern islands of PNG but had lapsed because of the Pacific War.

He created wide interest in 1972 when he and the Archbishop of Sydney, Dr Marcus Loane, walked the wartime Kokoda Trail.

And, only a few weeks ago, he created more interest, declaring at the National Synod of the Anglican Church at Popondetta that the PNG Public Service should be cut by half. Those remaining in the service should take a 50 per cent cut in their salaries, he added.

The pay cuts should also include MPs as well as public servants, said the bishop who told the synod that, despite many claims being made to the contrary, PNG was not developing sufficient self-reliance. And that applied to the church as much as to the government and the Public Service.



TROPICALITIES

A cooked result in the Cooks?

"The important thing is not to win but to have taken part" — so says the Olympic motto given to the world by the father of the modern Olympic Games, Baron Pierre de Coubertin.

At Montreal this year some Olympic contestants showed they've forgotten it. But certain people at Rarotonga, Cook Islands, have apparently never even heard of it.

The annual Cook Islands Constitution Dance Festival held in August wound up in an unholy row after the judges, without public announcement, changed the rules under which the festival had previously been held.

Under the old rules, devised around 1970 by a visiting Australian husband and wife team of dance specialists, Beth Dean and Vic Carell, 100 points were allotted for each of the four sections; drum dance, action song, legend and ute (improvised song contest).

But this year the number of points allotted for the ute section was unceremoniously upped to 600.

Main practical consequence of this change was that instead of emerging as outright winners, the widely-acclaimed team from Manihiki Island finished up drawing as equal winners — and sharing the coveted Air New Zealand trophy — with the team from Mauke Island.

Now Mauke Island is the constituency represented for the past 10 years in the Cook Islands Assembly by Tupui Ariki Henry, Minister for Internal Affairs, who was also chairman of the committee in charge of the constitution celebrations.

Reacting to the public outcry which followed announcement of the result, Tupui Henry admitted that he had indeed asked the judges to change the figures. He had magnanimously requested them to make it a draw because their original figures had given his electorate of Mauke victory by four points over Manihiki. (His statement didn't stop local sceptics

from saying that if he hadn't taken this step the whole thing would have created an even greater stink than in the event it did.) Tupui Henry made no mention at all of the original change in the rules without which Mauke wouldn't have come within cooee of winning anyway.

Just to underline this point, a reader of the local daily, Cook Islands News, took the trouble to work out what the results would have been if the original system of points allotment had been followed. The figures, as published in a letter to the editor, showed Manihiki a clear winner with 360 points, Tupapa-Maraerenga Youth Club second with 351, and Mauke a very poor third with 240. It will probably surprise nobody who has stayed with us up to this point to learn that the ute section, whose importance had been multiplied sixfold by the change in the rules, was the only one of the four in which Mauke got more points than Manihiki — 85.6 to 81.7, counting under the original system.

'Nuff said? Not quite. To express the mood of the Rarotonga man in the street about the whole affair, we will leave the last word to the Cook Islands Daily News, which reported on August 12: "Donors today made a gift of money totalling \$100 to the Manihiki Dance Team in recognition of their excellent performances during this year's Dance Festival Competition. The donors, who wished to remain anonymous, also stated that the donation reflected their opinion as to who should have won ..."

Solomons' Kakamora Reporter dies

A combination of too few journalists and too many printers' bills has killed the independent Solomon Islands monthly the Kakamora Reporter — at least for the time being.

The paper's editor, Mr Henry Raraka, an industrial relations officer

with Brewer Solomon Associates, has said he is too busy with his job to put the necessary time into the paper. He had been producing it with a group of people on a part-time basis.

He didn't know whether the paper could be revived at some time in the future.

Some people were critical of the Kakamora Reporter, saying that it presented only one man's view.

But, as the only independent newspaper voice in the Solomons, it certainly filled a need. There is considerable dissatisfaction with the News Drum, now the only newspaper in the Solomons.

Many people have told Mr Raraka they are sorry the Kakamora Reporter has stopped publication.

Mr Raraka agreed that this period of political transition in the Solomons cries out for an independent newspaper, but repeated that the work-load and the debts were just too great for his paper to keep going.

How pretty mermaids are made?

Has plankton a future as a beauty aid?

What makes us think it might have is the recent appearance in Papeete, Apia, Suva and Sydney of Julia Papasov, a ravishing Bulgarian honey-blonde who practically lived on the stuff during a 96-day crossing of the Pacific in a lifeboat with her husband Doncho.

What is certain, if you can manage to get it down — it's "stinking and horrible to eat", according to the Papasovs — is that plankton is a great slimming diet: Julia lost 7 kg on the voyage, and her husband twice as much.

But, although food scientists have a power of work to do before we'll be sitting down with relish to plankton-based breakfasts, this aggregation of minute organic substances which abounds in the oceans of the world *can* sustain human life — and that is

what the Papasovs were out to prove.

Their expedition, sponsored by the Bulgarian Government and UNESCO, also had other aims. These included the study of psychological and physiological reaction in conditions resembling those of the shipwrecked, the development of ideas for possible improvements in lifeboat design, and research into oceanic pollution.

As to their reactions, the Papasovs say they did not reach the limits of their capacity for endurance. This was despite a damaged rudder (a sea lion charged it off the South American coast), a mast smashed in a storm, and injuries suffered by Julia when the boom of their sail hit her on the head and KO'd her.

On lifeboat design, they say the conventional floating anchor fitted to modern lifeboats is no good.

On oceanic pollution, they say the Pacific is much less polluted than the Atlantic. (They should know, because they crossed the Atlantic in 1974 in similar conditions to their latest voyage.) But they warn that this desirable situation will not last forever if countries bordering the Pacific fail to act to combat what pollution there is.

During their stay in Sydney, the Papasovs asked PIM to pass on their warm thanks to all the good friends who helped them and looked after them during their landfalls at Papeete, Apia and Suva. They say they are looking forward to meeting them all again on their next voyage.

In 1978 they plan to sail clean round the world. But this time they'll be taking their daughter Yana with them as "crew". They reckon she'll be old enough by then. She'll be five.

Anyone know this old badge?

Does any old Papua New Guinea hand know anything about the badge illustrated above?

The pictures were sent to us by Dr W. Mira, of 15 Harrow Road, Bexley, 2207, Australia, who is working on the offbeat job of compiling a history of the coins, currencies, badges, medals and so on of Papua New Guinea.

The badge is 1¼ inches in diameter, made of brass, and was obviously worn strung around the neck. The inscription on the back reads "LULUAIS DISC T.N.G." Use of



the term "T.N.G." dates it after 1921.

The Australian coat of arms on the front is of a type not used after 1938. The style is definitely of the twenties. The corrosion on the back of the badge, probably due to perspiration, indicates that the badge was actually worn, and is not just a prototype.

Anyone who can supply Dr Mira with information on the badge, or on any other aspect of his field of interest, would be making a positive contribution to this little-studied side of regional history.

How to get the job done!

Transformation of island councils and village committees in the Cooks into private corporations has been suggested by the Cook Islands Minister of Internal Affairs, Mr Tupui Ariki Henry.

In the Assembly in late July, the minister said that instead of relying on grants, the councils and committees should play a larger role in economic development. They should be earning revenue from the planting, marketing and processing of their fruit and other products.

Attacking alleged waste in the Public Works Department, the minister said consideration should be given to splitting up the department into private institutions. He pointed out that the quarry and block-making plant had worked well under Mainline, but once they went back to Public Works "they went dead".

"If these activities are producing when a private man is operating them, then we should consider putting certain areas of public works into private enterprise," the minister said.

He added: "I have great faith in private enterprise, because it gives that in-built incentive to do something

for yourself. If we can't get that under the present system, then let's give these people the chance to run it themselves".

French sigh for l'amour

Overseas visitors arriving in Noumea these days should be prepared to face the popular journalists' question of the moment: "What do you think of the French presence in the Pacific?", writes a Noumea correspondent.

Understandably, the visitor's response could be affected by the number of impressively uniformed French gendarmes and customs men surrounding him on his arrival at Tontouta international airport, the number of military men passing through the airport or the number of French paratroopers casually dropping out of the sky from their powerful new Puma helicopters.

Still, the question will be there. In late July, Senator Bob Cotton, Australian Minister for Industry and Commerce, was asked at a press conference what he thought of the French presence in the Pacific. Senator Cotton was in Noumea on his way to a meeting of the South Pacific Forum in Nauru.

He had already been questioned over what French journalists described as "the exclusion of France" from the meeting, but it was his approval of France which provided instant headlines in Noumea.

"As a member of the Australian government", he was quoted as saying, "I welcome the French presence in the Pacific. France is a valuable neighbour that has contributed much to the development of the Pacific, and if I didn't think so, I would not have gone to Nauru via Noumea". His

remarks were published by the French news service in the New Hebrides.

Shortly afterwards, two members of the French embassy in Tokyo visited New Caledonia. They included Mr A. Laget, who had visited Singapore, Sydney and New Zealand as part of a study of land, sea and air transport systems in the area. Asked whether he had felt any uneasiness introducing himself as a Frenchman in English-speaking countries, the French official was quoted in the Noumea press as saying: "Not at all. I did not feel any objections to a French presence in the Pacific."

An editorial in a Noumea daily has described the, reportedly, changed attitude in Canberra as an "Australian about-face". The paper claimed Australia was following the new attitude from Washington, since the USA now took a new view of the French nuclear force "which could always serve as a valuable support". The editorial pointed out that France has not yet entered the South Pacific Forum but that "efforts are being made in this direction".

Bouquet for Nauruan stamps

The special Nauruan stamp issue for the recent South Pacific Forum meeting hosted by the republic's government has been warmly praised by its British printers.

Mr Bill Peeling, managing director of Format International Security Printers Ltd of London, said: "I have absolutely no hesitation in saying that the new Nauruan stamps in honour of the South Pacific Forum are the most attractive we have printed for a long time."

Designs of the four stamps in the issue are based on Nauruan flowers, a globe showing the Forum's area of operations, and some of the Nauruan services to the countries within the Forum.

Denominations and descriptions are:

10c — Pandanus mei, Nauru Pacific Line M.V. Enna G. and map of shipping lines (NPL in blue, others in red). 20c — Tournefortia argentea, Air Nauru B737 and F28 aircraft and map of airlines (AN in blue, others in red). 30c — Thespesia populnea, satellite earth station on Nauru. 40c — Cordia subcordata, produce of the South Pacific Bureau of Economic Co-operation.



So, it's not tea drinking!

Papua New Guinea's public servants copped a few brickbats in August as both the Minister for Finance, Mr Julius Chan, and one of their own unions attacked the way many of them go about their work.

"Are you really serving your country, or are you just interested in picking up your pay cheques?" Mr Chan asked a group of public servants assembled for a Port Moresby conference.

Speaking in Lae, Mr Bernie Oberleuter, president of the Provincial Public Service Association, was on the same tack — but a lot more specific — when he said of some local public servants: "They decide to take payday off, and spend the day getting drunk."

Mr Chan told the Moresby meeting: "The bulk of public expenditure in the budget goes on salaries for public servants, and these are paid for by taxation imposed on the people, by the generosity of other countries, and by loans which have to be repaid in the future."

"This means that from the very outset the public service is a financial burden on the community and if it is to justify itself it must give back to the community benefits which are at least as great as the burdens it imposes ... Are you earning your keep?"

Main theme of Mr Chan's address was that public servants must work to involve the people in rural development projects. "Such involvement of



Pictured above are two of the new stamp issues which continue to flood out of the Island nations of the Pacific.

At left is the series released by the Fiji Post Office on September 1 to commemorate the 25th anniversary of the nation's flag-carrying airline, Air Pacific.

The series depicts various types of aircraft used by the airline. Top to bottom: De Havilland Drover (4c), BAC 1-11 (15c), Hawker Siddeley (25c) and Britten Norman Trislander (30c).

The stamps at right are the annual Christmas issue for 1976 from Western Samoa, due for release on October 18.

Released on July 4 by the Pitcairn Islands Administration was a new series of four stamps commemorating the US Bicentennial. Depicted on the stamps were Fletcher Christian, HMS Bounty, George Washington and the Mayflower.

the people will contribute more to the success of a project than all other factors put together," he said.

He concluded: "When we talk about management in the abstract, it often sounds very vague and also very complicated. But in practice, management is very straightforward. It simply means knowing what you are trying to do and knowing how to do it. To be successful, a manager has to know the people he is dealing with and the environment he is operating in. He needs to be able to think clearly, to work hard, and to use initiative, judgment and common sense ..."

Mr Oberleuter, for his part, is doing his bit to that end: he's setting up a union inquiry into that little matter of his members who allegedly spend their paydays on the booze.

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SEARCH FOR A NATIONAL LANGUAGE FOR PNG

From PERCY CHATTERTON in Port Moresby

The question of a national language for Papua New Guinea is periodically taken out and dusted, and then put back into the "too hard" tray. Mostly, when it is taken out for dusting, the initiative comes from enthusiastic academics in Canberra, Honolulu or wherever, for whom New Guinea Pidgin seems to have an irresistible attraction.

But at the present moment, a bit of high-pressure salesmanship for Pidgin is going on at Papua New Guinea's own university. The paragraph headed "Pisin em i winim ol" which leads off *Tropicalities* in the July PIM shows very clearly what is going on, though the writer of the par is apparently unaware that in Pidgin "ol" does not mean "all".

PIM's paragraph quoted Professor Tom Dutton, Professor of Language at the PNG University, as saying Pidgin should be PNG's natural language.

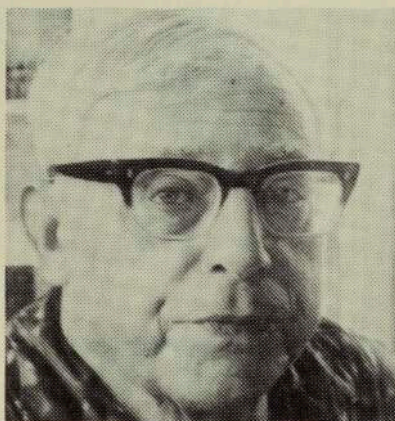
Should non-nationals butt in on this controversy, or should it be left to the nationals?

It seems to me reasonable, and indeed helpful, when non-nationals contribute factual background information on linguistic aspects of the problem or on the way in which new nations in other parts of the world have attempted to solve it. But when it comes to taking sides, I think that that should be left to the nationals.

The trouble with the academic linguists' approach to the problem is that they assume that it is, or should be treated as, a purely linguistic one. In fact it isn't, and can't be. It has political and emotional overtones rooted in PNG's traditional and colonial history which just can't be ignored.

Prime Minister Somare is realistic enough to recognise this, and recently restated, in effect, the three language policy established by the colonial administration in the 1960s. This declared English, Pidgin and Hiri Motu to be the country's "official" languages, and arranged for simultaneous translation of House of Assembly debates and translation of basic documents into these three languages.

Since Pidgin is historically the lingua franca of New Guinea and Hiri Motu that of the smaller and less-populated Papua, it is not surprising that Pidgin soon became the major medium of parliamentary debate, and Papuan politicians were forced,



Percy Chatterton

ed, by the hard realities of parliamentary life, to make use of it.

But outside parliament, the three languages have quietly found and settled down at their own levels and in their own areas of usefulness and usage.

Of the three, Hiri Motu has clearly no chance of becoming the national language of a united Papua New Guinea; and even if Miss Abaijah's dream of an independent Papuan nation came true, it is quite possible that Papuans would opt for English rather than Motu as their national language. While Hiri Motu will continue to be used as a regional language, at least in Central and Eastern Papua, the choice for a national language for the whole of Papua New Guinea will lie between English and Pidgin.

Non-Papuans, brown and white, often misunderstand the attitude of Papuans to Pidgin, mistaking tolerance for acceptance. In Port Moresby many Papuans, and more than a few New Guineans, have some knowledge of all three official languages, and use whichever one is the most appropriate for the situation in which they find themselves.

Papuans have no hang-ups about using Pidgin when talking to New Guineans, but normally speak either English or Motu when talking among themselves. But a very large number of Papuans, including many who do not support the extremist stance of Miss Abaijah, would object strenuously to Professor Dutton's proposal (if indeed he has been correctly reported)

that on one day each week they should be obliged to speak only Pidgin.

Does Professor Dutton envisage that those who refused to do so would be thrown into prison or fined? How Josephine Abaijah would love that; it would be worth thousands of votes to Papua Besena candidates in the next general election. I'm quite sure that the Prime Minister, ruefully remembering the recent Central Province by-election in which the Papua Besena candidate romped home to win and the Pangu candidate ran fourth, would not want that to happen.

Voluntary Pidgin? Fair enough. But compulsory Pidgin would promote not unity but disunity and possibly violence.

And what about those who don't know Pidgin?

Enthusiasts for Pidgin tend to exaggerate its universality. The Bureau of Statistics does not support them. In 1971, an overall 45 per cent of the total population of Papua New Guinea over the age of 10 claimed to be able to speak Pidgin. But the variation on each side of this mean was enormous, ranging from 93 per cent in New Ireland to 8 per cent in the Milne Bay Province.

The statisticians would probably be the first to warn us not to regard these figures as too accurate, and they are five years old anyway. But they are the best available and a better guide to the true situation than figures pulled out of the air by pro-Pidgin propagandists.

In a country which likes to order its affairs by consensus, the choice of a national language by the will of the majority imposed on an unwilling minority would not only be un-Melanesian, but extremely unwise, probably dangerous, and possibly disastrous.

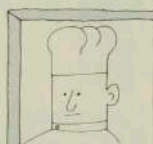
Nor do we even know for certain that Pidgin would be adequate to fulfil all the demands made on a national language. For some it would be admirable.

After 52 years in Papua I naturally tend to be a bit anti-Pidgin, but I don't mind confessing that I often read short stories, plays and poems written in Pidgin with great delight. In creative writing I believe that it has a great future. But whether it is an adequate vehicle for conducting the business of a modern nation in the fields of

Here are 26 good reasons why Daikin makes hundreds of different airconditioning systems.



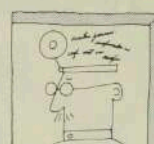
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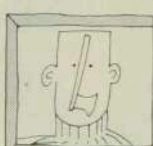
Industrialists
No-sweat factories produce more products.



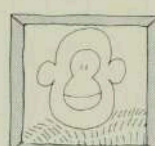
Jewelers
And a jewel of a way to keep cool.



Kissers
Temperatures may rise but Daikin stays cool.



Lumberjacks
Cool tractor cabs cut the heat of the blazing sun.



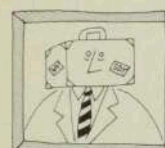
Monkeys
Maybe the zoo; definitely pet shops.



Northerners
Come inside to guarantee warmth.



Operators
And switching installations hum when cool.



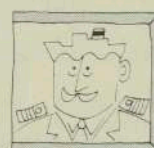
Passengers
Ride with stowaway Daikins.



Quaffers
Beer sips better and customers stay longer when cool.



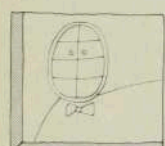
Restaurateurs
Kitchens and dining areas cooled and warmed.



Skippers
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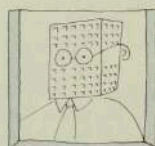
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government, administration and commerce is another matter.

Speaking out of my eight years experience in the House of Assembly I would say that Pidgin as it is at present is certainly not adequate.

"Ah", say the academic linguists, "but it could be made adequate by a controlled and guided infusion of neologism". They, presumably, would do the guiding.

Well, they may be right. But if they are, let them get on with the job and give us a chance to evaluate and try out the new vocabulary they come up with. In the meantime we would be unwise to burn our boats before we are sure that our Tom Dutton life-jackets will keep us afloat.

When we turn to the question of the language of education, we find the situation even more bedevilled. In pre-war Papua there were no government schools and most mission schools operated in the local vernacular, with a modicum of English taught as a subject wherever possible. In pre-war New Guinea most schools operated in Pidgin, though I believe there were one or two government schools in the Gazelle Peninsula where English was taught.

In post-war Papua New Guinea, the Department of Education adopted an all-English system, which has now been in force for nearly 30 years. I have always regarded this system as unsound, but there can be no doubt that it has been what the customers (that is, the pupils and their parents) wanted and still want, even though the image of English as the open sesame to the white man's affluence has become a bit tarnished.

To convince them that they have been wrong all the time would be pretty difficult, and they are unlikely to be won over by the argument (in hard fact a very dubious argument) that education in Pidgin would be cheaper.

Ideally, the initial school language should be the language of the home. In many rural areas this would be quite practicable, but it would no longer be so in urban situations.

In Port Moresby there are many homes where the home language is that of the village from which both parents come. Where the parents come from different parts of Papua, the language of the home is likely to be Hiri Motu. Where they come from different parts of New Guinea, or where one parent is a New Guinean and the other a Papuan, the language of the home will probably be Pidgin.

But it must not be overlooked that in a steadily-increasing number of homes, in which both parents have received a secondary or tertiary education, the language of the home is English. This is almost invariably the case when the parents come from different language areas, but it is also true in some cases in which the parents

have a common vernacular. I know a number of Papuan parents who have a common vernacular but who speak to each other in English in the home, "for the sake of the children" as they put it.

The plan breaks down when granny comes to stay, but is resumed when she goes home. It seems unlikely that such parents would take kindly to sending their children to a school operating in Pidgin.

They could be right too. Even making the utmost allowance for the improvements which have been made in language teaching over the years, I believe that many teachers would regard it as educationally unsound to postpone the start in English until the educand knows whether he will need it or not.

On the other hand, Professor Dutton is undoubtedly right when he claims that those pupils who don't go beyond primary school have largely wasted their time in their laborious pursuit of English.

'Discrimination' cry expats

About 350 angry Britons and New Zealanders working for the PNG Government want their own governments to intervene in a wages dispute. They're angry, in the first instance, because they get less pay than Australians in PNG — and they weren't told this when they signed up.

But now they're angrier still because the PNG Government has refused to allow an increase granted to them by arbitration.

The public servants accused PNG of political expediency, of abdicating its industrial integrity and of repudiating established employer-employee responsibilities.

"This leaves us free to take the issue to our own governments," Mr John Edge, a spokesman for the group, said.

The controversy, which could affect the recruiting of specialised skills from overseas, is one of a series stemming from PNG's strange four-tier wages structure. Overseas public servants are recruited on the basis of attraction related to their homeland wage scales.

This gives Filipinos working in PNG a higher wage rate than PNG nationals, but the Britons and New Zealanders get more than the Filipinos, and the Australians get the most.

How to resolve this dilemma? Plato came up with one answer — breed your elite! But this solution is unlikely to appeal to egalitarian Papua New Guinea.

One further point must be made.

Our former "Primary T" schools have now been renamed "Community schools", and stress is being laid on the responsibility of the communities they serve to support them. Fair enough too. But if these schools are to receive community support, the community may not unreasonably demand a say in choosing the language in which the community children are to be educated.

I'm afraid that even in the case of the Kilakila Community School, of which Professor Dutton was once a highly-respected and very able headmaster, it cannot be assumed that the community it serves would be prepared unhesitatingly to accept his advice in making their choice, especially if his advice was to choose Pidgin.

Filipinos working in PNG have already claimed "an outrage to our national dignity" and have asked President Marcos to intervene on a government-to-government basis.

More than 300 public servants have been brought from Britain and New Zealand over the past two years as teachers, lawyers, engineers, accountants and technicians.

An arbitration tribunal recently granted them increases of up to K2400 on grounds of need, although the total wage scale was still lower than what Australians get.

But the Minister for Labour, Mr Gavera Rea, announced that the award would be disallowed by the government. He said an inquiry would be established to review the whole question of overseas recruiting.

On behalf of the bitter Britons and New Zealanders, Mr Edge said the government had demonstrated it would ignore any decision that did not suit it, even when the decision came from its own industrial structure. He believed PNG had effectively removed itself from the market of being able to attract the expertise it needed from overseas.

He claimed that some Britons and New Zealanders could no longer survive financially in PNG, and that their contracts should be ended with termination benefits.

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Another PNG birthday — Scouting's 50 years old

By TONY REED, Deputy Chief Scout
Commissioner for Papua New Guinea.

Fifty years were swept away in August when an ageing but, nevertheless, agile missionary got together with four or five of his "old boys" at the *Skaut Hegogo* in Port Moresby.

Percy Chatterton, long-time resident of Papua New Guinea, along with over a thousand scouts camped at more than half a dozen centres, was celebrating the 50th Anniversary of Scouting in that country.

This large, extended family had been joined by 29 brother scouts from Australia who had travelled to Papua New Guinea to take part in the week-long 50th Anniversary celebrations.

Percy was noticeably touched by the big **BRAVO** given him by the Moresby scouts as the founder of Scouting in Papua New Guinea and the leader of the first troop in Hanuabada in 1926.

A few days earlier in an interview on the NBC, he had recalled to Joe Kivori, a present-day Scout Headquarters Commissioner, the problems that confronted that first troop back in 1926.

Camping in those days was to "get on a truck with all the gear and drive there" affair as it is today, but a solid walk with all the rations and other paraphernalia from Port Moresby to the Laloki River and back again when it was all over.

"Mums", it appears, were just as worried in those days for the welfare of their children as they are today and did not allow the youngsters to accompany their older brothers on this new-fangled thing called a scout camp.

Winking lights across Port Moresby harbour at night were not the flashing eyes of some departed spirit but young scouts practising their morse signalling, an exercise that later proved invaluable as an en-

tree to the Australian signals units during World War II.

Back to the present day. On the first Sunday of the camp, after the Chief Scout, Sir John Guise, had officially opened the *Skaut Hegogo* over the national radio network, the scouts themselves were able to speak to other scouts all over Papua New Guinea.

Amateur radio "hams" who in most cases had set up their equipment at the camp sites, made their transceivers available to the boys so they could swap names, troops, activities and stories with their counterparts in other centres.

Scouts in Madang told scouts in Lae and Port Moresby how they had to rush off and tie down their tents as they were in imminent danger of being blown away by strong winds that were blowing through the camp.

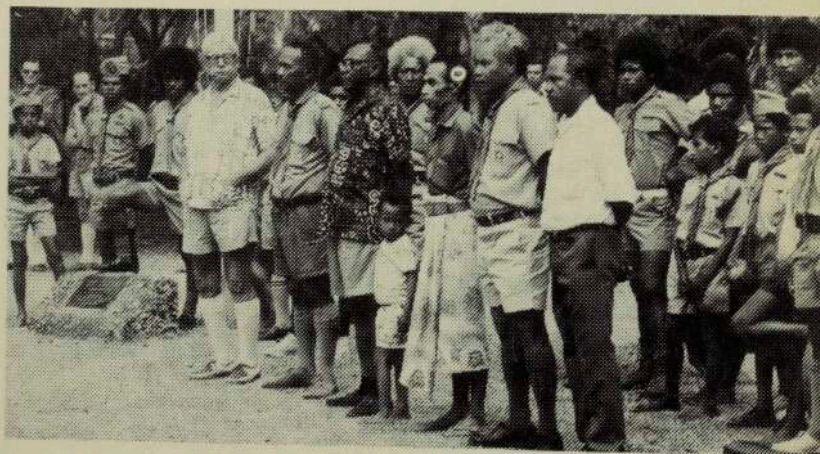
Scouts in Kerema and Rabaul chatted with *wantoks* in each other's camps bringing the whole *Skaut Hegogo* together as a truly national event.

The term *Skaut Hegogo* was coined as a local equivalent of the world famous "jamboree", *Skaut* being the Pidgin word for Scout and *Hegogo*, a Motu word meaning gathering or meeting. Thus *Skaut Hegogo*, scout meeting or jamboree.

Papua New Guinea being Papua New Guinea, the terrain, the communications network and straight-out economics made it virtually impossible to hold one big jamboree for the whole country in one centre.

National Headquarters hit on the idea of holding a number of separate camps simultaneously and trying to co-ordinate at least some of the activities so that at certain times all the scouts were taking part in the same thing.

Thus, on the opening day, after the official opening by the Chief Scout, the radio link-up provided the first integrating activity. Later in the week all camps held *Hegogo* games so that scouts at Kimbe should have been



Percy Chatterton with (from left) Raho Misi, Dago Morea, Morea Hila and Kevau Inogo, four of the first troop formed at Hanuabada parade at the *Skaut Hegogo* camp.



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competing in the same events as those at Goroka or Rabaul.

A national campfire, an off-site day and an open-day when parents, friends and anybody who was interested were invited to come along, were all part of the activities. They looked at the camps and watched special demonstrations, and it all helped to make the week a great success.

At many camps the culminating event was the burial of a time capsule. In Port Moresby, apart from documents, papers and other present-day artefacts, all the names of present-day scouts were also buried, hopefully, to be resurrected in the year 2000!

Apart from the Skaut Hegogo, a number of other activities are planned during the coming 12 months to emphasise this 50th year of Scouting. A national church parade will be held later in the year and it's a fair bet that, possibly, the largest congregation will be seen at the church in Hanuabada where it all started.

The Posts and Telecommunications Department have issued special 50th anniversary commemorative stamps in 7 and 15 toea denominations. These are bound to become collectors' items amongst scout philatelists.

A special anniversary badge has been issued and all scouts in PNG will be allowed to wear it for this 50th year.

So much for the first 50 years. What of the future?

Papua New Guinea is a young country. Young in as much as it recently attained independence. But more important it has a young population — over 50% under 20 years of age.

Many people are looking to organisations like the Scout and Guide associations to provide a meaningful contribution to the training and direction of youth.

Not the least of these is the Governor-General, Sir John Guise, who has accepted the warrant of Chief Scout. Already he has instigated action to set up youth-training projects and is publicly encouraging both government and the private sector to put their money and their resources where their mouth is and stop talking about how someone else must do something for the youth of the country and get down and do it.

With this kind of support the next 50 years of Scouting is assured.

Tie in with SE Asia, Islands told

A call for closer co-operation between South Pacific Forum member countries and members of the Association of South East Asian Nations (ASEAN) was made by Senator John Knight in a recent address to the North Queensland Branch of the Australian Institute of International Affairs.

Senator Knight, who before his election last December had a decade of service with the Australian Department of Foreign Affairs including three years in Suva, stressed that in many areas the two groups of countries were seeking similar ends.

He said: "There is scope for closer co-operation between the two organisations. At an official level, the Forum, of which we are a member, might consult more closely with ASEAN as they develop their programmes; as they seek to do something about the prices of tropical agricultural products; as they seek markets for their products; as they try to develop more effective shipping arrangements and manageable freight rates; as they attempt perhaps to set up their own shipping lines; to combine in establishing air services; to provide more effective regional communications; to establish relevant industries; to provide better employment opportunities and public health services".

Australia had "a great interest and inescapable involvement both in the South Pacific Forum and ASEAN areas," said Senator Knight.

"All of us could benefit if the efforts of these two regional organisations could be extended to consult together to see where common problems might be jointly dealt with or particular expertise and technology shared.

"It is an area where regional co-operation could be effectively but informally extended in what are two adjacent regional areas of great importance to Australia."

Discussing the Asian-Pacific regional context of Australia's relationships, Senator Knight said the South Pacific Forum area represented "the first and most important element

— most important because our involvement is most direct and substantial".

He went on: "Australia's involvement in business, investment, banking, trade, communications and other matters is substantial. It is an area to which we must continue to give closer attention. There has, in the past, been a tendency to neglect the area for a number of reasons. It is not a major industrial or resource supplier. It has not been a centre of conflict. It does not possess large numbers of people. But it is an area in which Australia has close friends with whom we share much in common, and in which we have certain obligations, because of our own substantial involvement."

Senator Knight said that Australia's participation in the South Pacific Forum, initiated in 1971, "is of importance to us and our neighbours in the area".

"We have a lot to gain, more perhaps than other members of the region. I refer particularly to countries other than New Zealand and Papua New Guinea because, with those two, we do have special and long-standing relationships.

"But we must build closer and stronger ties with the governments of Fiji, Tonga, Nauru and the emerging nations — the Gilbert Islands, Tuvalu, and the Solomon Islands. These are all countries who are close to us and with whom we can readily build strong and lasting ties.

"It is worth noting that the government has this month participated in the first of what are to be regular high-level official talks with the Government of Fiji. This is a further important step in acknowledging the significance to Australia of the Island nations of the South Pacific.

"It is also worth noting that while our attention has been so firmly focused on the Indian Ocean recently, there have been reports of the Soviet Union providing aid to Tonga and perhaps obtaining some facilities there or elsewhere in the region. This only serves to emphasise that we ought never take the South Pacific for granted."

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W. Samoa is putting a bigger foot in New Zealand's door

From FELISE VA'A in Apia

From the look of things, Prime Minister Tupuola Efi is determined to make a mark for himself in the field of foreign relations. This is all evident in recent government decisions and operations.

Since Tupuola came to power, the government has recognised the Soviet Union and Egypt. Last year, the Tamasese government recognised Communist China.

And now plans for a Western Samoa High Commission in Wellington, and a consular office in Auckland are in the final stages. Both of these will be established before the year is out. When Finance Minister Vaovasamanaia Filipo presented his supplementary budget to parliament recently, \$51,000 was provided to pay salaries and other expenses at the high commission. The property had already been bought by a previous government.

Observers are wondering why the government is bent on establishing diplomatic posts in New Zealand. After all, New Zealand, under the Treaty of Friendship, is doing a superb job of representing Western Samoa in the international arena. And this applies to Samoan affairs in New Zealand, too. Also, why spend so much money on these posts, as Tupuola himself has admitted, when the country is in such poor financial condition?

The big question mark for many of the Western countries is Western Samoa's attitude towards the Soviet Union. Recently, a Russian delegation headed by G. V. Zhigalov, deputy minister of the USSR Ministry of Fisheries, visited Western Samoa to discuss areas of co-operation between the two countries. So far, not much is known about the nature of the talks, especially as both parties decline to comment. Fisheries, however, played a prominent part. A communique released after the talks stated that "the parties have noted the presence of mutual interests for co-operation as



Tupuola Efi

well as a possibility to conclude an agreement on co-operation in the field of fisheries on equal and mutually beneficial grounds".

At a parliamentary reception for him in New Zealand in July, Tupuola spelt out his policy on relations with foreign powers. Said he: "China and Russia are realities which even we in the Pacific, small as we are, need to relate to. But I would like to make the point that when we relate to actual or potential realities, we are not thereby expending all and tried relationships".

He is, obviously, referring to New Zealand, Australia, Britain and other Western powers. Recognition of the communist countries does not involve the severance of friendly ties with Western countries, he is saying. Tupuola is thereby putting himself in the conservative tradition of Western Samoan foreign policy. It is a realistic approach. However, one wonders how communist influence would eventually begin to tell on future development of Samoan foreign policy.

In the same speech, Tupuola referred to the close ties between Western Samoa and New Zealand. There are differences between the two countries, he said, but these were healthy. He added: "We tend to look on these differences as a family affair.

And I want to serve notice on whoever entertains notions of exploiting a family difference, it is bad judgment for an outsider to interfere".

Tupuola is certainly right about the closeness of the ties between the two countries. In aid, for instance, New Zealand gives Western Samoa grant assistance of more than WS\$2 million a year, and this is expected to increase.

However, it is poor judgment on Tupuola's part to call New Zealand and Western Samoa "a family". Both are separate countries with separate interests. Both have separate traditions and separate destinies. New Zealand is aiming to be a highly developed country, with the consequences that go with it. Western Samoa is aiming to hold on to its rich cultural traditions within the framework of progress. The Treaty of Friendship is a two-faced weapon: it helps Western Samoa but it also perpetuates the secret objectives of New Zealand imperialism.

It is the two-faced nature of the treaty that Bob Muldoon is exploiting. On immigration, for instance, remarks that the Samoans should be sent back to their coconuts could be construed as that Samoans should be sent back to the colonies.

Western Samoa's relations with Australia are also very close. Australia currently gives aid to Western Samoa of more than \$2 million a year. Australian aid has been instrumental in the development of the roading programme, which is still continuing and will extend beyond the present decade. More recently, Australia has made available WS\$2 million for a vehicular ferry to be delivered in mid-1977 and WS\$5 million for a workshop complex near Apia. The Samoan Government is planning to ask for more aid for agricultural development. Already, a \$1.5 million cocoa rehabilitation and development project has been presented to the Australian

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authorities for the possibility of aid.

To date, not much is known about Prime Minister Tupuola's discussions with New Zealand's Bob Muldoon and other leaders. The topic of most concern to Tupuola was and remains immigration. The National Party's new immigration policy has made it extremely difficult for Samoans to go to New Zealand on a three-month visa and there is speculation that Western Samoa's annual quota of 1500 immigrants to New Zealand may be drastically reduced.

The new regulations have adversely affected the economic aspirations of many Samoans, hence the outcry in Western Samoa against them. But since, in any case, most families in Samoa already have members in New Zealand and in other countries like the United States it is doubtful if the new New Zealand regulations will have a very serious economic repercussion.

This can be illustrated by the fact that many of the Samoans who go to New Zealand on a three-month permit go there to earn money for short term projects in their villages. They are not people who go there starving. Also, they are not people who go there cultureless. For in truth Samoans are extremely cultured — in their traditional way. What makes them appear cultureless is cultural conflict.

It is a good bet, however, that Tupuola did not gain much on the immigration issue. It will not be easy for the National Party to go back on its mandate. But what may be a loss could eventually turn out to be a gain — for Samoa. For if Samoa is sufficiently industrialised, and this will happen, then she will need all her people to work here. This, in turn, may cause a serious labour problem in New Zealand. So who stands to gain?

Tupuola is wrong in suggesting that Samoans are the victims of prejudice over the immigration issue. It is more than that. They are being used as a political football — as a scapegoat for a much larger problem: New Zealand's social morphological revolution, to use sociologist Philip Hauser's term.

If the Samoans are being victimised, they are also to be blamed because they are meeting the white men on their own ground. There is much to be said in sticking to our old "Pacific way". And this means, talk frankly. Don't beat around the bush, and this is good advice for Tupuola, too.

Australia's man and 'those Reds'

From ROBERT KEITH-REID in Suva

Australia's new man in Suva seems anxious to stave off the idea that his country is beginning to see Russian and Chinese comrades lurking in every South Pacific Island coconut grove.

Nevertheless, cautions Mr Gordon Upton, who, in August succeeded Harold Bullock as Australia's High Commissioner to Fiji and Tonga, there's no denying that attention of the type Moscow and Peking is aiming at the Islands has, in other parts of the world, had "de-stabilising effects".

"And that", he says, "would be of legitimate concern not only to Australia and New Zealand but to the governments of the Pacific Islands themselves."

Mr Upton, reputedly one of the Australian diplomatic service's most senior men, has taken up his latest posting at a time of a potentially interesting turn of events in international politics as they affect the Pacific Islands.

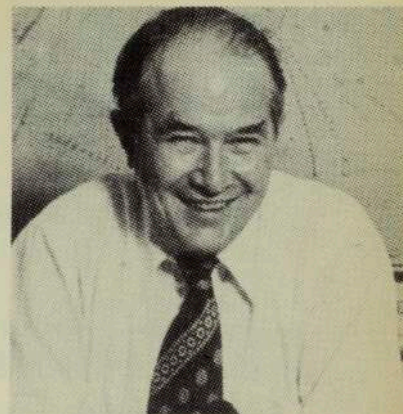
Russian overtures heard in Apia and Nukualofa, and the sudden blossoming of a Chinese Embassy in Suva have made Canberra and Wellington wonder whether such cozy little club arrangements as the South Pacific Forum are really the be-all and end-all of their dealings with the South Pacific's newly independent states.

As far as Fiji journalists are concerned, the overtures are a godsend.

Invited along to meet the new High Commissioner, they for once had something other to question him about than the hoary topics that are usually repetitiously dominant in Fiji-Australia affairs — trade, aid and the irritations of Australian immigration policy.

Mr Upton spent most of an hour-long session with them chuckling or shrugging off suggestions that Australia was suffering from a sudden bout of hysteria over Sino-Soviet intentions.

No, he said, he definitely didn't en-



Mr. Upton

visage the sudden advent of regular South Pacific cruises by Soviet naval fleets.

Nor did he go along with the theory that Tonga and Western Samoa were using Russian advances as a useful bogey for levering more aid out of his own country.

After his first contacts with Fijian and Tongan leaders he could say: "I didn't draw the inference that this sort of tactic was in the forefront of their minds."

"I wouldn't assume that they would take that sort of approach."

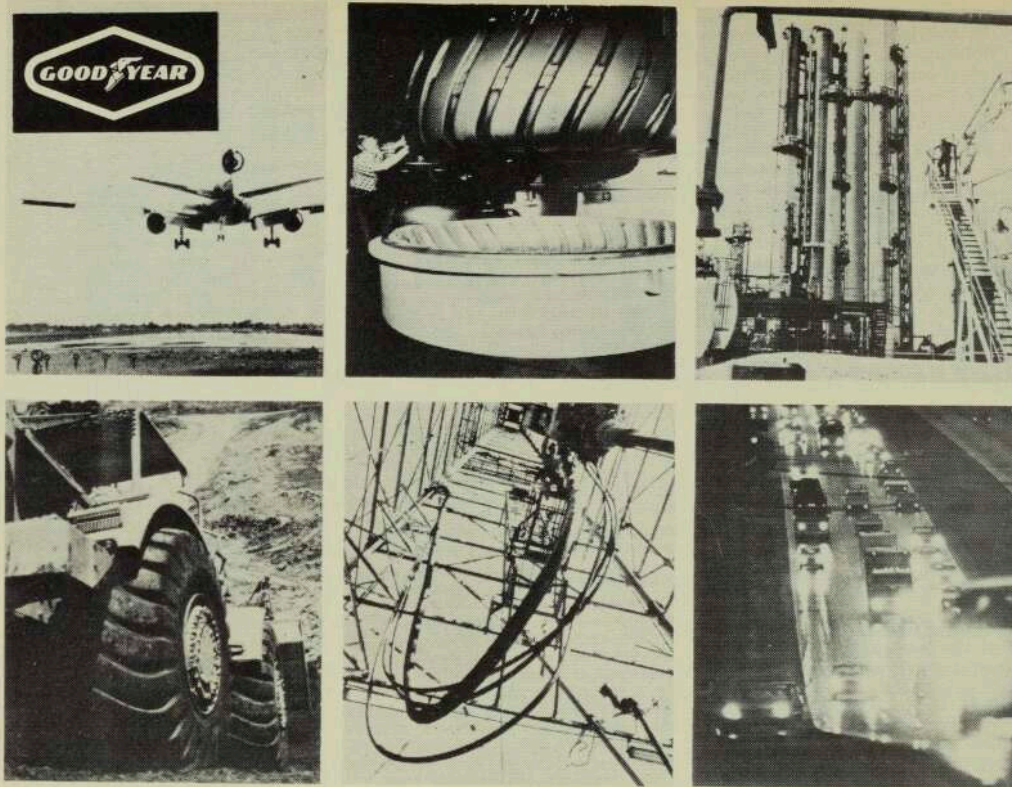
He viewed conversations that Russian delegates had had in Nukualofa as "very preliminary, exploratory and non-committal" and that the idea that the Tongans, in entertaining them at all, were signalling for bigger Australian handouts as being a "little hypothetical".

Nevertheless, he said, "I think the Australian Government has a legitimate interest in the activities by big powers in this part of the world. We have an interest in seeing what sort of activities they would undertake — whether they would have a de-stabilising effect. But at this stage it's just a matter of taking note that there is an increase in Russian and Chinese interest, and seeing how it develops".

Mr Upton was emphatic that a recent Australian decision to boost aid for the Pacific Islands had nothing to do with the Russian approaches.

"I would not interpret it as a reaction to Soviet or Chinese activity," he said firmly.

And, as for a suggestion that Australia might try to pressure the Pacific Islands into steering clear of Russian or Chinese involvements by cutting back its aid to them: "It becomes a little bit hypothetical. It is



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a long way from anything like that happening. We, as of this moment, are expecting Australian aid to increase, and nothing has happened, and we don't really foresee anything happening, that would make us change this view."

As far as Australia was concerned, there was nothing tangible in either Russian or Chinese moves to worry about.

And even if there were, he didn't think they would make the South Pacific a place of more importance to Australia than it already was.

But the High Commissioner admitted that Australia's mind was more bent towards the Pacific Islands than had been the case. The Islands were in an arc that was getting more priority now that such preoccupations as Vietnam had gone.

For their part, he imagined that the small countries regarded Australia "as a country which must play its part in solving development problems in this part of the world".

During his term in Suva, Mr Upton expects to see defence co-operation activities with Fiji expanded.

This year, he pointed out, more than 20 Fiji military men had gone to Australia for training and a RAN lieutenant-commander had been posted to the fledgling naval squadron established in Fiji to patrol fishery zones.

Did he think Australia might like something from Fiji in the way of facilities to enable the Australian Navy and Air Force to extend the range of their patrols?

"It's premature to speculate on those sort of things," was his reply. "Certainly there has been no discussions along these lines to my knowledge. I think at this stage it is a very speculative and hypothetical question. I really couldn't comment."

He was careful to point out that when it came to thinking about the Pacific Islands, Australia's new Prime Minister, Malcolm Fraser, had, despite pressing domestic political worries, made a point of attending the South Pacific Forum meeting at Rotorua last March as his first overseas trip as PM.

Furthermore, regular meetings between top Australian and Fiji civil servants inaugurated this year to iron out some of the problems between the two countries was an arrangement Canberra had "with really no one else".

Mr Upton's record in his country's

diplomatic services stretches back 31 years and bears out the story of his seniority in it.

He's served in North America, Asia and Europe. More recent appointments were High Commissioner to Sri Lanka from 1966 to 1970, and deputy head of mission in London. Before arriving in Suva he was number-two man in Washington.

It could be theorised that his arrival in Suva from Washington, London and Colombo is a bit of a comedown for him.

On the other hand perhaps Canberra, sensing that the pace of South Seas diplomacy might be hotting up, might have decided that a

senior man in Suva is needed to help counter any possible sinister moves.

The city's diplomatic circles are certainly becoming more entertaining. For a start the Chinese appear to have brought in cold war tactics.

The American Embassy asked the Chinese to its big 200th independence wing-ding but they did not even acknowledge the invitation, let alone turn up at the reception.

Soon afterwards, the Embassy of the People's Republic held its first reception — in Suva's New Peking Restaurant — and the Americans were not invited. US Charge D'Affaires Vance Hall was reportedly vexed at the snub.

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In praise of tinned fish — a quote from Fiji Prime Minister Ratu Sir Kamisese Mara when opening a new tuna canning factory at Levuka and reported in The Fiji Times:

... There is another small point linked with Fijian custom. Perhaps it sounds rather trivial but none the less real. Presentations of food are an integral part of our custom for many occasions. Nearly always that food has to be divided into a number of shares. A carton of 48 tins of fish is infinitely easier for Tuirara to distribute in proportions that all can see to be fair ...

One method for rehabilitating lawbreakers as reported in the PNG Post-Courier:

A local government councillor wants prisoners to work in the streets "where people can see them". "This will make them feel ashamed, and they won't give us any more trouble," Mr Gau Henao told a conference in Port Moresby.

And a comment on Mr Henao's suggestion in the PNG Post-Courier the following day:

... Shame is often transitory and evidence suggests that many who commit a crime against their fellow men are so un-humiliated by the punishment they err again and again. Sadly they often acquire greater stature in the eyes of their colleagues

From the Samoa Times:

Close to 500 people were served by two doctors at the Apia Hospital yesterday, and many complained of the long wait they went through before finally making it to a doctor. Many claimed that they started waiting from about 10 o'clock until well into the afternoon ... One of the doctors said the main cause of the inconvenience was the way the system operated. "There are at least 32 doctors at present, but the way they are allocated to the various wards is so poor that some are carrying a heavy load while others who are on duty in other wards sit and play draughts in the common room most of the time," the doctor said.

Potted history of New Hebrides National Party leader by Father Walter Lini at the meeting of the Legislative Assembly as reported in the New Hebrides News:

It is now 70 years since the ambiguous document called the Anglo-French mixed-fruit-salad (or Protocol) was declared and signed by our metropolitan godfathers. Seventy years of Joint Colonial influence that saw a very slow phase of social and economic and political progress ... Really one cannot help feeling that surely for a single country to be administered by two nations would achieve more in less years than some countries in the Pacific ... the end result of it is that the indigenous people are its victims. Perhaps this situation is best summed up by a colleague of mine when he spoke of this joint influence, and I quote, "You have brought us this far, you have made us work here, now get us out of this hell!"

So now you know ... NZ Prime Minister Mr Muldoon's view of the Russians' entry into the Pacific as reported by the Tonga Chronicle:

"I suggest that you treat with a grain of salt headlines suggesting uneasiness between New Zealand and Australia and our Pacific neighbours", he said (in a speech at the Auckland Lions Club). "The South Pacific Forum proved each time its members met that 'when the chips are down, old friends are the best friends'."



**FROM THE
ISLANDS
PRESS**

Gilbert Islands Atoll Pioneer, reporting visit of French frigate:

And so ... we have had the French, the Papua New Guineans, the New Zealanders, the Americans, etc ... but not the British. They are not sinking are they?

The pitfalls of translation as revealed by the PNG Post-Courier in an article on translating the New Testament into Pidgin:

What's the Pidgin word for "love"? The translations of the New Testament, the "standard" Pidgin work, opted for "givem bel" — and hit a lot of problems. In some areas, it was discovered, it has the connotation of "make pregnant". The consequences of that, some church people felt, could be disastrous! So a revised edition of the "Nupela Testament" is currently being printed, using "laikim tumas" as the main equivalent of "love".

From the Samoa Times:

A young girl was seen being taken by force aboard one of the local boats tied up behind Treasury and the matter was reported to the police. Constables arrived shortly after and a man jumped into the sea at their approach. The agents of the law took after him in a rubber dinghy. When they nearly caught up one of the policemen jumped in and upset the delicate balance of the tiny boat and gave the other two involuntary baths as well. When the sun went down in the western horizon the sea chase was still on with the seaman easily eluding the efforts of the wet, tired minions of the law.

From The Fiji Times:

The question of lowering the voting age from 21 was one that needed the most minute examination, the Attorney-General, Sir John Falvey, told the Alliance on Saturday. He said the matter needed study by a statistician or an actuary, while the Alliance had to consider whether it might damage itself by extending voting rights to younger people. The party was not denying the political aspirations of the young. But lowering the voting age was "a very serious matter, a very difficult one and it could be a fatal one".

A suggestion from Nauru's President Hammer DeRoburt speaking in the Gilberts House of Assembly and reported in the Atoll Pioneer:

... small nations like ours must unite if we are to be heard fairly ... a joint representation of both Nauru and the Gilberts and, if possible, the Solomons, Tuvalu and the Marshalls as well would merit different considerations (in the United Nations) ... to ensure that the common interests of the peoples of the Central Pacific were not sacrificed by default ...

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MAGAZINE

Nearly half a century has gone by since the New Guinea goldrush days which changed the life-style of so many people in the hitherto inaccessible parts of the country. Labour recruiters toured the villages and brought strange, new ideas to the people. They found themselves working for wages in the company of white men. Bert Weston, once a labour recruiter and now living in New South Wales, tells his story below of the goldrush days when attitudes were so much different from those expressed in today's independent Papua New Guinea.

TOUGH TIMES FOR ALL IN NEW GUINEA'S GOLD RUSH

By BERT WESTON

Until the opening of the Edie Creek goldfield area in the late 1920s the recruitment of native labour on the coast from the Papuan border up to and around the Huon Gulf had not been very intensive; there were no copra plantations except at Malahang and Singaua near Lae, both of limited output, and planters in New Britain and New Ireland had no need to go so far afield for their workers.

Some recruiting was done up the Markham Valley. Natives from its open grassy plains were tall and healthy, arrogant but good and cheerful workers if properly treated and handled. However, to come across by schooner from New Britain as a prelude to tramping up the Markham Valley had one drawback — the lack of a safe anchorage in which to leave the vessel pending return to Lae with a line of recruits.

The first influx of miners and adventurers to Edie Creek, Wau and Salamaua, after news of the richness of the field had leaked out, was largely made up of plantation owners from other parts of the Mandated Territory. Copra prices were not good and with prospects of rewards for the early birds many of these men headed for Salamaua in plantation schooners with some of their labourers.

However, more and more prospective gold miners began to arrive from Papua and Australia and of course these men did not have the advantage of owning a line of "boys" to work as carriers of their stores and tools from the coast to Wau as a prelude to switching over to active mining work on a claim.

Realising that it was hopeless to attempt mining without native labour, there began a scramble for labourers. Those with money were able to "buy" a team from recruiters and from miners' agents such as Gregor Macdonald and Clem Hendry at Salamaua.

Those without capital, and there were many of those, had to sally forth into the

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interior and do their own recruiting. Few of the dwellers around the coastal areas of the Huon Gulf wanted to exchange the easy life of fishing and the warm sun for the hard work of pack-carrying for days in arduous conditions between Salamaua and Wau and working in near-freezing weather at Kaindi, as they called Edie Creek.

Large numbers of recruits began to arrive from the Sepik, Wewak and Aitape districts. These were collected by professional recruiters whose story was that "boys" were wanted for good and easy jobs with an employer named *kompani*. With no idea as to their destination or fate, they were marched aboard schooners, and later, steamers and shipped around to Salamaua for acquisition by eager employers. With no way of escaping and heading hundreds of miles back home, they either resigned themselves to mining and carrying or else died by the dozen from cold and malnutrition.

The Upper Markham area became the favourite hunting ground for labour and some of the more successful miners became noted as Markham specialists. They could move into an area where others had failed to get a single recruit and return to Lae with several dozen willing natives.

Among these men were Tex Thomas, Bill Chapman, Jack Murcutt, Snowy Thompson, Bill Simpson and myself.

It was good strategy to enter an area one jump ahead of an administration patrol officer on the annual collection of head tax, or when tribal warfare was threatening or in progress, and, better, still, when a previously closed area was thrown open for prospecting and recruiting.

In the villages along the valley floor, which had been supplying recruits for gold-mining for some time, there was little finesse required. After a spell back in village life most former "workboys" were ready to re-engage for a further term especially with a miner whom they knew and liked and whose reputation for being a generous employer was well known.

However, back in the mountains and off the beaten track in villages not previously recruited from it was necessary to really work to entice "boys" to enlist.

A supply of trade goods such as bush knives, tomahawks, mirrors, mouth organs, jews harps, razor blades, cheap calico, beads, salt, matches and shillings were a *must*. And then, it was useless unless one had a "boy" who could *turn im tok* as an interpreter together with a "boss boy" skilled in putting across an impressive tale with the accent on "impress".

On arrival at such a village, it was a matter for the recruiter to settle himself in whatever hut or shelter was available; the headman would soon appear and would at once be sweetened up with a handful of coins and some trade goods and then it would be left to the "boss boy" to circulate and spread the story of the wonders of the outside world in the way of cars and ships, houses and shops.

From time to time over a period of several days, a hesitant volunteer would be brought along and the deal clinched by placing a few shillings in his hand. This was regarded as closing the deal irrevocably and with much weeping and

wailing on the part of female relatives he would finally march out with his new owner and fellow recruits quite happily.

Second thoughts often crept in when the party emerged from the familiar mountains into the grasslands of the valley and this was when chains and padlocks were at times brought into use on the way down to Lae to prevent homesick ones from doing a night-time-break back home.

Once arrived at Salamaua and its novelties, issued with bowl, spoon and blanket and introduced to such delicacies as tinned fish and meat, rice and trade tobacco, the next step lay in facing the Native Labour clerk who would check over the utensils and blanket and then through an interpreter obtain the bewildered native's consent to "make paper" which was clinched with his fingerprint on the contract form.

Contracts for a first indenture had to be for a period of three years. Afterwards, a "boy" could sign on for one year terms if he so wished. Many of the coastal natives preferred to "work moon" on a casual basis, no contract involved and free to leave at any time but still on the same pay-rate of six shillings a month for ordinary labourers and 10 shillings for mining and carrying.

Half of this would be paid in cash each month and the remainder held deferred until the expiry of contracts when they would be paraded again at the District Office and the money, less than £10 for three years work, paid over under the eye of the clerk.

Usually, the local Chinese trade store owners would be hovering in the background and would bear off the newly-rich to their places of business extortion and in a few hours would possess all the cash and the "boys" would be left to return to their home villages with a trade box containing a few cheap items of trash.

The usual procedure after air transport from Lae to Wau had started was for a miner needing extra labour to fly down to Lae with several of his best "boys" and then cross over to Salamaua to stock up with provisions and trade goods which the stores would make up into carrying packs, using copra sacks.

On return to Lae, it was customary to hire a few extra local carriers to augment the team and then he would move off. Civilisation ended at the end of the airstrip and the party would enter dense jungle to follow a narrow footpath connecting Lae with Gabmatzung Mission about 30 miles inland and at which point the rain forest ended and the open grasslands began. This was an eerie walk, in semi-gloom with tall trees meeting overhead and echoing with the raucous squawks of hornbills and cockatoos.

An alternative mode of travel over this first stage lay in hiring several canoes from Labu village. The men of this place were Markham River experts who would travel



New recruits going to work the hard way.

upstream by poling the canoes in the slack water along the banks all morning and then, when the strong sea breeze began to blow up river in the afternoon, the matting sails would be hoisted and, in spite of the fast current, good progress would be made.

However, this was more than a full day's trip and entailed an overnight camp in a small backwater. The rate of hire was \$2 for each canoe and crew for the trip.

So many times have I seen an Edie Creek miner start off from Lae in like fashion, and about a month later have seen the same party emerge from the jungle with a few recruits. He was often gaunt and hollow-eyed from malaria, hobbling on ulcer-riddled legs and sometimes being carried on a bush litter.

At times, a recruiter or prospector, too ill and exhausted to face the last stage to Lae, would pay a few shillings to the men of Gabsonket village, near Gabmatzung, to build several rafts of driftwood and on these "beds" all would do an easy five-hour float down to the river's mouth near Lae.

Several arrived in such bad state that they died soon after reaching Salamaua from blackwater fever and debility, one of these being Keith Sutor, a member of a well known NSW grazing family.

In 1931, Jack Shrubsole and partner Harry Lilley arrived at Gabmatzung after a fruitless trip up the valley; Lilley was too sick to travel further, died and was buried there.

Every man who has trudged those weary miles would comment on two things, one being the fear of fording the Leron River in flood, which was a common occurrence. Some would camp on the river bank for several days, afraid to venture in; it is certain, and this applies to the writer also, that quite a few Europeans would have drowned in crossing only for the help and

skill of faithful retainers.

The other comment concerned the "Pyramids", the row of saw-toothed peaks overlooking the Leron River where it emerged through its hilly portals on to the plain.

Tramping up from Lae and on breaking out on to the plain, these peaks would show up dimly in the far distance and it took two days walking to come abreast of them. How often has it been said that "Those bloody Pyramids never seem to get any closer".

The first time I flew from Lae to Kaiapit after some years of doing the journey on foot, I asked Dick Mant, pilot of the Dragon biplane I had chartered, to fly as close as possible to the face of those cursed pyramids so that I could sneer at the things. He scared me stiff by almost brushing them with the wingtips.

One of my own alternative hunting grounds lay along the coast from Lae to Finchhaven. I would do a three-day march to Finch, calling at villages such as Apo, Hopoi, Bukausip, Bukaua, Tamigadu, Oligadu, Buki, etc and making my wants known.

On the return, I would gather up any recruits who had made up their minds to join me, usually with a sprinkling of former employees, and would be carried from village to village by relays of their large Tami canoes to eventually end up back at Lae.

From one of these villages came Yakenewin (Ysom) my "boss boy" of over a dozen years of faithful service, intelligent, resourceful and my staunch right-arm. He joined me as a teenager and became one of the very few "boys" who, under my tuition, could read and write English to a moderate degree.

During the Japanese occupation of Salamaua and the battle for the ridges in



Edie Creek's settlement in its hey day.

that area, he performed valiantly as a scout and guide for the Allied troops and did his share in wiping out Japanese stragglers.

After recapture of the township, I heard that he was living in Logui village, located some miles south of its original site at the mouth of the Frisco River, and that he was sick. I lost no time in going to see him and found him a shadow of his former powerful physique, just a walking skeleton and obviously suffering from lung trouble. Our meeting was a memorable and touching event. He told me that hunger and exposure, fear and stress had made him *no gut*.

A few days later, I returned to my unit at Buna and at once sent one of the corporals with a sack of meat and flour, sugar and milk, medicines and warm clothing by first available boat to Salamaua for my valued friend. He died some months later never to be forgotten.

Very early in the war I made a recruiting trip up the valley. After landing at Kaiapit and before heading off on foot, I decided to pay a visit to the Lutheran mission house located on a hill above the village and church.

Dressed in khaki shirt and shorts and carrying a rifle, I stepped on to the verandah where I was confronted by the wife of the resident — Mr Streicher — cowering back in one corner in a state of terror, and with two young children peering from behind her skirt, in the age-old attitude of the mother protecting her young from the hands of the licentious soldiery.

Weir ist mein mann? she gasped with eyes almost starting from her head.

In view of the situation, I hurriedly departed and on the way downhill met one of the native teachers on the way up and from him found that Mr Streicher had gone down to Lae to report to the Administration as required to do every few

weeks by enemy aliens. He also told me that he was due to return that day and that Mrs Streicher had a very sick baby.

He returned as expected and that afternoon came to see me in the *haus klap* in the village and explained that his wife thought I was a soldier sent to arrest her and that her husband had been arrested on arrival at Lae. He insisted that I be his guest for meals and a bed for the night.

Two weeks later I was back with a line of "boys" from the upper Markham and called in at the mission house to be told that the baby had died that morning. I spent the afternoon helping the father make a tiny coffin which we painted white and next morning, together with dozens of his congregation, I attended the funeral in the cemetery beside the church down on the flat.

After helping Mr Streicher with the funeral of their baby he lent me a horse to ride to Gabmatzung en-route to Lae. After a bareback ride all day, I arrived very sore and weary. The resident, Mr Horrold, was most hospitable and fixed me up with a bath, meals and bed. He spent the evening marching up and down before a large picture of Hitler and fulminating against Winston Churchill and King George. As his guest I kept quiet.

On an earlier occasion, I was walking a line of recruits down to Lae; as it was a full moon and as I was in the early stages of a dose of malaria I decided to push on as far as possible in the cool night air.

Approaching the Erap River, and in an area studded with fire-blackened tree ferns standing up about six feet high in the kunai grass, and near where I had been attacked some years before by natives from the Munkip villages back in the hills, Yakenewin tapped me on the shoulder and, pointing to one side, said "*Kanaka i stand up long grass*". In a half-daze I replied "*Im i no kanaka, diwai tasol*". He

insisted that there were natives with spears standing about in addition to fern tree trunks so I raised my rifle and fired straight into the body of the nearest black figure.

It remained upright but half a dozen adjacent black tree stumps smartly sank down out of sight in the long grass.

One Christmas I made a trip by launch down the coast past Morobe to the Papuan border just as a holiday jaunt. On the last night before turning back I anchored in the Eia River at the village of the same name. Here I was besieged by dozens of natives wanting to come back to Salamaua to work for me. In that remote place there were few who had ever been away to work but they all had heard of me. A valuable asset of any employer of native labour was possession of a readily identifiable name bestowed by the natives such as *Masta Big Bel*; *Grass i white*; *Hand i broke*; *Masta long long*, etc., etc.

The nearest they could get to pronouncing my name Weston was *Masta Weitsan* and that was the Pidgin name for a beach, ie white sand. And so my fame had gone as far afield as Eia and hence the rush to join me. With no pressing need for more "boys" I rejected all offers except for one small lad who hung around like a shadow. Eventually, I bought him from his parents for £1 and took him home to be trained as a house *monki*. He was too light-fingered and bright to be a success and when some months later his parents paddled a canoe all those sea miles up to Salamaua asking to have him back I was glad to hand him over.

Looking back, and in the light of the way in which the natives have been educated and protected since the war, I feel that, with a few exceptions, the average Australian was kind and considerate to his indentured labourers. It paid him to be so as sick and unhappy workers were a liability.

Recruited in large part from conditions leaving much to be desired in the way of health, sanitation, nutrition and freedom from fighting it was remarkable how a few weeks of ample food, medical attention and new surroundings would change them mentally and physically.

It may be of interest to add that in my boyhood in NSW the Australian native was usually referred to as a *blackfella* which had superseded the term *myall*; later it became *abo* as it still remains together with the term *boong*.

In New Guinea before the war, the natives were largely referred to as "coons" in a good humoured sort of way, or even "slaves". Village natives, especially those who had never been recruited were contemptuously known as "bush kanakas".

Came the war and the Australian troops brought with them the word "boong" which was applied to all Papuan and New Guinea indigenes. The return of the 7th

and 9th Divisions from the Middle East and subsequent presence in New Guinea brought another change and all natives were referred to as "wogs" and addressed as "George".

This must have raised a few hackles and presumably at the request of ANGAU it was promulgated in routine orders that the various imported designations be dropped and the natives were to be referred to as "boys" and addressed as "boy" and not "George".

In the early days of construction of dredges at Bulolo, teams of boilermakers were brought up from Sydney and housed in hutments there. Trouble arose which ended in the dismissal and return to Australia of several militant unionists who objected to having a native employed in the so-called menial chore of sweeping out their rooms and making beds. Giving the boy a cigarette and a chair they would invite him to sit down and take it easy while they did the sweeping and bedmaking; an attitude not welcomed by the management of BGD in handling a labour force of many hundreds.

In many ways, a native would be unpredictable. At one time, in a team of about one hundred, I was plagued by one lazy and insolent hulk who had been on the receiving end of dozens of thumps and punches and whippings — to no avail.

The annual inspection of labour lines by an Assistant District Officer came along. My "boys" were lined up and after a check was made of blankets and other issued gear and pronounced OK he then asked if they had anything to say or any complaints. There was much hanging of heads and shuffling of feet until this fellow jumped forward and pointing a quivering finger at me roared *Mi laik tok*. I thought that the fat would be properly in the fire when the ADO said "All right boy, you are talking to the kiap now, don't be afraid to

speak up".

Mi laik tok long this fella masta, he bellowed, fixing me with an eye like a mad gander, *this fella masta numba wun masta tumas*.

The entire line of boys went into shrieks of laughter while I almost collapsed with relief.

Punishment of houseboys was usually carried out by the lady of the house and with a length of round rubber shock absorber cord as the instrument, it was preferable to the use of the length of *kunda* (cane) as it left no marks.

One of the strict disciplinarians was Mrs Eekhoff and it was no uncommon sight to see this tiny and elderly lady belting the daylights out of a hairy-chested household wrongdoer to his screams of *Missis you no can killem me*.

This word "kill" had newcomers to Pidgin puzzled. As a word on its own it meant merely to punish or hit and I was rocked when I first ran into it. A "boss boy" came to tell me that one of the labourers had stolen some rice and that he had killed him. To my look of horror he hastened to assure me that he *No killem im i dai pinis, mi killem im tasol*.

The pre-1914 German planters and employers were hard taskmasters and yet this was apparently not resented. On the contrary, most of the older natives who had experienced their rule would often say *Australian masta i easy tumas, German i strong fella, i savee fightim boi allatime*.

Here, I may be touching on tender ground but it can be regarded as based on my observations and opinions with regard to the attitude of the German inhabitants of the Morobe District during my 14 years residence at Salamaua.

Following World War I most of the enemy population, largely with plantation interests, were stripped of their possessions and deported to Germany. Missions were

allowed to remain and prior to the Edie Creek goldrush the entire Morobe District was practically a German Lutheran preserve with mission stations dotted between Finchhaven, Hopoi, Malahang, Boana, Kiaipit and Malolo.

It always seemed to me that there was a degree of natural resentment when the area was flooded with goldmining interests and natives were taken away from mission influence to work for former enemies. The money they earned was welcome if spent in mission stores, but the Chinese gathered in much of it.

There was a general impression that the mission staff were not so much concerned with their Fatherland being a defeated nation as they were with the necessity for them to accept the Australian Administration after many years of German colonial rule.

Frequently on boat day at Salamaua, the large mission schooner Bavaria would arrive from Finchhaven to collect mission personnel arriving or bringing others going south on leave and to pick up goods from the ship.

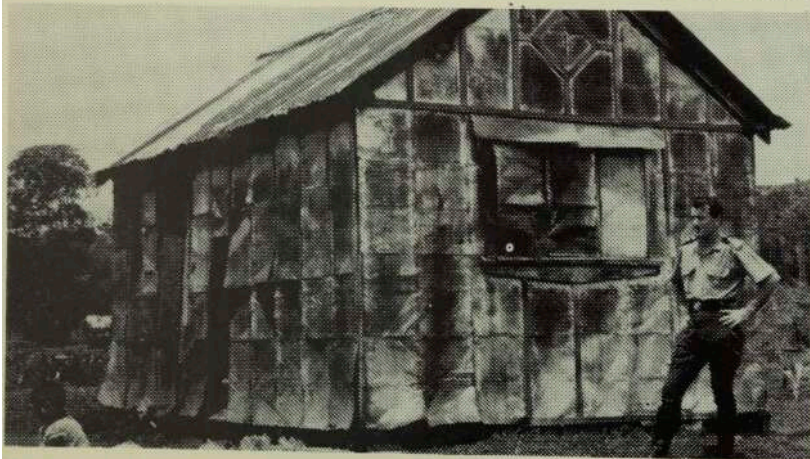
The men in helmets and long white coats and the women in white habits would visit the stores for supplies but kept strictly aloof from the Salamauaites except for their agent, Gregor Macdonald. In all my years there I, in common with most others, never had speech with them.

However in the late 1920s at Lae, then with a white population of 18 men, all engaged in aviation, it was one of our few diversions on a Sunday afternoon to walk and wade to Malahang mission — there were only two motor vehicles in Lae, used to cart cargo from the landing area at Voco Point to the drome — and to be entertained to a high tea, the table loaded with dishes cleverly contrived from local sources of supply by the usually non-English speaking mission women.

On the advent of World War II there was a quick gathering in of Teutonic residents from missions of every denomination in the Mandated Territory. By some decision of the authorities and Intelligence, some were deemed fit to remain and carry on the missions in a limited way and others were shipped out under military guard to spend the war in internment camps.

My wife and daughter went south in Macdhuil soon after the start of the war and the ship called at Finchhaven especially to take aboard the internees who left to the accompaniment of many Nazi salutes and Heil Hitlers between them and those remaining ashore.

Three former plantation owners, Otto Soltweidel and Oscar and Bruno Schwarz remained in the country, worked gold on Edie Creek and were popular members of the Morobe community.



One of New Guinea's most famous lockups, the "haus tin biscuit" at Edie Creek. It was still standing several years ago. At right is S/Inspector Graham Bourquin, who was stationed at Wau. — Photo: M. R. Hayes.

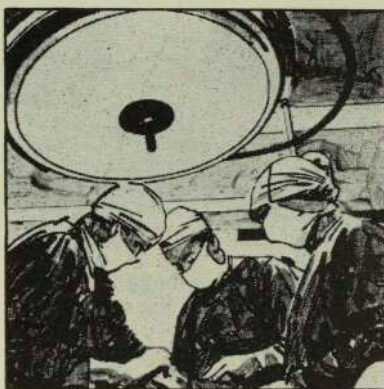
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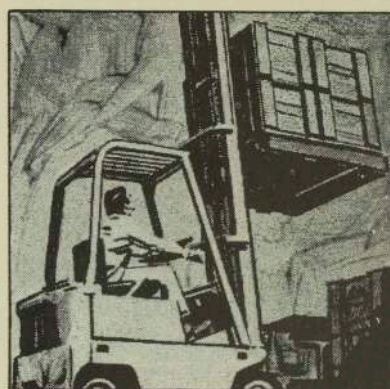
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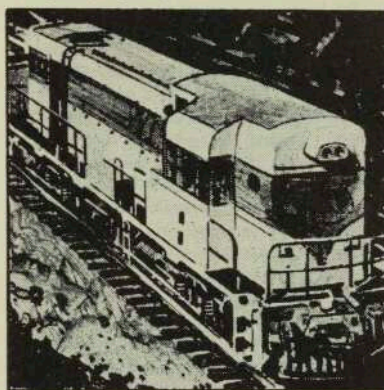
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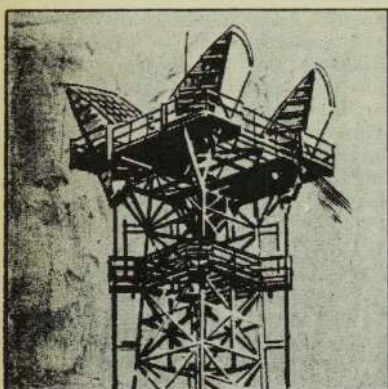
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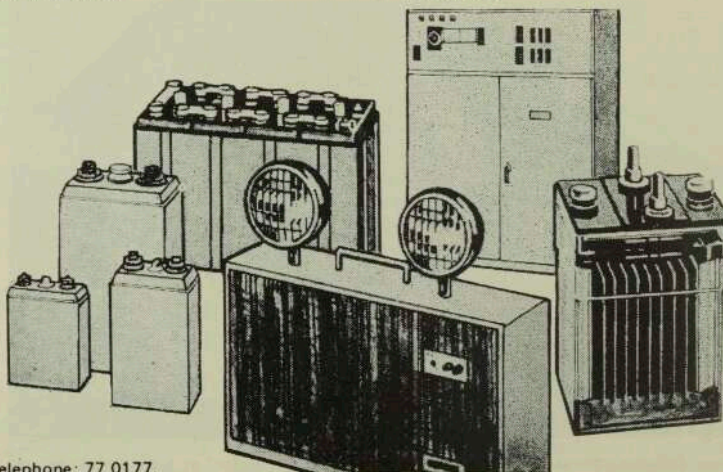
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HOW THE MELANESIANS CHANGED PORT MORESBY

Some years ago, Canon Ian Stuart gave us his *Port Moresby, Yesterday and Today*, a comprehensive survey written in an easy, informal style which masked the fact that a great deal of patient and meticulous research had gone into its preparation. Now we have a second major work on Port Moresby, Nigel Oram's *Colonial Town to Melanesian City: Port Moresby 1884-1974*.

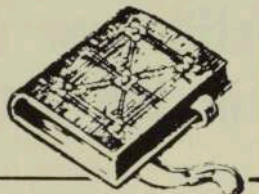
Ian Stuart was content to give us an account of the colonial town and the Europeans who made it and lived in it. Nigel Oram covers the same ground again, but, as his title indicates, makes his major theme the impact on the city of the ever-growing Melanesian element in its population.

He begins, even further back than Ian Stuart, with an account of the Port Moresby area and its people in the immediate pre-contact period, and then goes on to describe the period 1873-1888, covering the arrival of the first missionaries, the proclamation of the Protectorate and, four years later, the annexation to the British Crown. The two short chapters in which this ground is covered are marvels of succinctness and accuracy, marred only by the intrusion of a slip of the pen, or perhaps a printer's gremlin, into a footnote to page 23, where the Somare government is given the credit for having been in office for 34 years!

Two fairly lengthy chapters on the period 1889-1941 and a short one on the Wartime Interlude 1942-45 cover much the same ground as Ian Stuart's book. But at this point, as Ian Stuart prepares to round off his story, Nigel Oram gets into his stride, and the remaining two-thirds of his book are devoted to the period 1946-1974.

I must confess that I found the second third of the book, dealing with Port Moresby's post-war expansion and the characteristics and social organisation of its population, rather heavy going. This indigestibility is due in part to the plethora of statistics with which we are bombarded. Moreover, many of them take the form of percentages, a type of

BOOKS



statistic of which I am always profoundly suspicious.

In addition, both here and in other parts of the book there is a tendency to use the jargon of social anthropology. This will not cause Nigel Oram's academic colleagues any worry, but one hopes that this important book is going to be read by many non-academic readers involved in the problems of urbanisation.

Such readers would probably welcome a footnote to page 156 explaining the meanings of the words "affinal" and "cognatic"; while they will be completely mystified by the sentence "In terms of Tonnie's

dichotomy, European relationships are of a *gesellschaft* rather than *gemeinschaft* type".

However, a bit of gobble-de-gook here and there is amply atoned for by bon mots such as "Happily, unrealistic administrative policies were tempered by inefficiency". Nicely put!

The remaining chapters on Race Relations, Shelter (ie Housing), The Administration of Port Moresby, 1945-1974, and finally Administrative Institutions and Urban Society are uniformly excellent. I myself was especially interested in the chapter on housing, as I became involved in this aspect of urbanisation during my eight years in the House of Assembly as member for Moresby.

Nigel Oram modestly plays down the very major part he himself has taken in re-shaping our thinking on Port Moresby's problems during his years here, first with the New Guinea Research Unit of the ANU and later as a Fellow of the University of Papua New Guinea.

One of Nigel Oram's major con-



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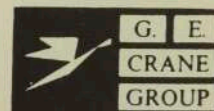
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PORT MORESBY

cerns has been the de-centralisation of municipal government to the "ward" level. While some progress has been made in this direction, the process is far from complete, and in particular the idea of using the ward organisation as a unit in the maintenance of law and order has been shied away from. Perhaps one day we shall realise that Nigel Oram was right about this, as he has been about so many things.

This is a book which should be "read, marked and inwardly digested" by all who are involved in any aspect of urbanisation, whether in Port Moresby or the Pacific or anywhere else in the developing world.

Our thanks must go to Nigel Oram for writing it, and to the ANU Press for giving it to us in so attractive a format — a pleasant change indeed from those "way out" dust jackets which this press has been inflicting on us during the last few years.

— Percy Chatterton

(COLONIAL TOWN TO MELANESIAN CITY: PORT MORESBY 1884-1974. By Nigel Oram. Published by Australian National University Press, Canberra, ACT. \$10.95.)

SOUTH SEA JOURNEY: A 'PAINLESS' ISLAND TOUR

If my heart sinks at the thought of reviewing yet another outsider's book on the Pacific Islands, once read the least that can be said about George Woodcock's *South Sea Journey* is that he obviously did his homework. He also manages to make the reading painless, even for a reviewer who cut teeth on the Islands 30 years before he saw them.

Woodcock is a Canadian who, in the literary sense, has specialised on "journeys" into such places as Tibet, the Amazon, Andes, etc. The Pacific therefore must have been something of a pushover. He went there (with his wife) as part of a Canadian TV expedition which occupied some months in 1972, visiting Samoa, Tonga, the Gilberts, Fiji, New Caledonia, New Hebrides and the Solomons. This itinerary, while it had some notable omissions, covered the three varieties of Islanders — Polynesian, Micronesian and Melanesian — and it is people rather than places who interest this author.

As a latter-day visitor, perhaps as a

Canadian with no emotional involvement in the past or present of the area, he tends to be more sympathetically receptive in the territories now free of European administration. Nor does he dwell on the ludicrous and one gets the distinct impression that he doesn't see any of these islands as fun places, as they were, and at times, still are. He is, like all right-minded outsiders, deadly serious about and disapproving of the governmental goulash in the New Hebrides — one of the few aspects of life in the Pacific in these times that makes me feel that all is not lost, although it is heading that way. But then I've never considered the Islanders have done much for themselves by swopping *dolce far niente* in the sun for the boring business of universal suffrage.

In Samoa, the Woodcocks stayed at Aggie's, ranged widely over Upolu, paid a hair-raising visit to Apolima and experienced less *dolce* than *far niente* on Savaii.

All arrangements had been made by an official for their reception on the big island; they set off in a "ramshackle" plane (with no seat belt) on schedule and landed at a deserted bush strip. The promised car did not eventuate, there was no place to go, the plane took off and they were left to fry in the heat. They took the first available flight back to Apia. Someone had blundered.

Woodcock found the Tongans always impeccably friendly to strangers but believed that there was a relationship between their walled-in *fales* (in contradistinction to the open-sided Samoan ditto) and their general attitude. They seemed, he thought, always to be on guard which was understandable "since such guardedness was what had saved them from being submerged by alien influences".

Due to the usual Island difficulty of getting transport to any given point just when required, they never got off Tongatapu to the other Tongan Islands but made the most of what was available, including an audience with King Taufa'ahau. For this they went first to the palace office largely in order, Woodcock suspected, that the King's secretary could assure himself that he was wearing a tie, the

Those cruising folk from Hicksville

Maybe there is something significant in the fact that Cruising the World in High Style, by John and Naomi Loux, is published in Hicksville, NY.

John and Naomi are simple American folk who'd never been on a cruise before they embarked on a 93-days voyage on a Swedish luxury liner from New York. He compiled his diary of their experiences, the only difference between it and a million other trip-diaries being the fact that they managed to have it published.

Nothing is too trivial to be mentioned (for their first luncheon on board they chose thin slices of tender beef sautéed with onions, grape cocktail, cream of broccoli soup, iceberg salad and cheesecake); John was determined not to be trapped into any cocktail clique (very sensible); and Naomi was so affected by the wonder of it all she sometimes burst into verse:

Look at that blue sky;

Look at that blue sea.

Is that you?

Is this really me?

This was off Cape Town.

John's odd little book (it has nothing about the Pacific) at least serves as a warning of what you can expect if you embark on a cruise ship full of Pasadena widows and other assorted humans bent mostly on running up records on how many times they've visited any given exotic spot.

As such, it's a wonder shipowners don't try to have it suppressed. — JT

(CRUISING THE WORLD IN HIGH STYLE. By John and Naomi Loux. Published by Exposition Press Inc, 900 so, Oyster Bay Road, Hicksville, NY, 11801, USA.)

principal requirement for a foreign visitor.

They were then issued into the King's massive presence. "He welcomed us," says Woodcock, "in the breathless drowned voice of the obese, shook our hands and motioned us to two armchairs whose legs had been trimmed so that when he sat on the sofa, which he filled as if it were an ordinary armchair, we were three inches below him. It was important that we should sit first so that at no moment were our heads higher than his. At first one was almost obsessed by the King's mere physical presence and there are some people who never get beyond this stage."

In the Gilberts, the Woodcocks saw more of the watery colony than most casual visitors, took off from Tarawa in one of the local small ships for visits to, or hanging off, Maiana, Abemama, Beru, Nukunau and Tabiteuea.

Journeys to New Caledonia, New Hebrides and the Solomons followed, passing back and forth through Nadi or Suva but having used 300-odd pages on the other islands, Fiji leaves Woodcock fairly mute. Perhaps this is not surprising. Fiji now has diminished curiosity value — no Big Nambas, recalcitrant Malaitamen, atoll dwellers or obese Polynesian monarchs. It has, therefore fewer angles for a free-wheeling writer to develop.

South Sea Journey is informative and never dull on any of its 340 pages. An excellent introduction to the Pacific of the 1970s, its only drawback the fact that not many who would enjoy it or find it useful will be able to afford to buy it — and thereon hangs an anomaly.

Pacific Publications received two copies of this book, one direct from the publishers, Faber and Faber, in London, with a price-tag of £7.50; the other from the Oxford University Press in Australia who are the local distributors, with a "suggested price" of \$21.50. Now we all know that the British quid had fallen on evil times so that £7.50 does not convert to \$A21.50 and hasn't for a very long time — \$A11 would be nearer the mark. South Pacific book buyers, therefore will take a lot of convincing that it costs \$9 per book to get it to Sydney, even in these days of runaway freighting costs.

This sort of cost-plussing is tough on the author, as well as on the reader.

Judy Tudor.

The story of Sogeri High, the school with charisma

A foreword by Sir Maori Kiki gives great authenticity to Pukari, voices of Papua New Guinea, which tells the story of the Sogeri Senior High School. For Sir Maori is one of a number of distinguished gentlemen who attended the school at Sogeri, many distinguished only by the fact that they became teachers and went to remote areas to carry education to their fellow countrymen and whose names are forgotten long ago except by the village children they taught.

Sogeri was founded as a school by General Morris, a fact which is not mentioned in Pukari, and was reluctantly continued after World War II, during which it was founded, by the Director of Education, W. C. Groves, reluctantly because he envisaged it as a senior school for all Papua New Guinea, which it is and was, but felt that a more central location was desirable. Groves met with opposition from the then Administrator, from Canberra and from his own staff. This opposition was because, already, even at that early stage of educational development in Papua New Guinea, a sentiment had grown up around the Sogeri School. Even then, there was something different about that school, something of personality, some sort of charisma which made Sogeri distinct from

any other institution anywhere in the country. But few remember that it had a war-time history as well as a post-war history.

Many visits did I pay to Sogeri, and many week-ends from Moresby did I spend there, and took many visitors there. For Sogeri I have a very deep affection, for the school and for the land about it. I can

So it is with joy that I welcome this publication by Tofua Press which gives some idea of the important work being done at that high school, and the contributions to Pukari by the students themselves, gives it a uniqueness worthy of the traditions of Sogeri.

Sogeri has had much fame in the past, and this publication might encourage a student at some time to write a thoroughly-researched work on the history of Sogeri Senior High School.

Pukari was written and illustrated by the students in the expressive arts courses of Sogeri Senior High School. One of their teachers, Barry Ison, completed the material and wrote an introduction. Pukari came about as a result of a chance visit to Sogeri by Helen Raitt, a publisher, in the summer of 1973. When she saw the accomplishments of those students, she asked them to send her samples of their work and so Pukari resulted. The June issue of PIM contained some biographical details of Helen Raitt (p 57).

Sir Maori Kiki says in his foreword that the Pukari was chief in the Gulf District. It seems, he says, appropriate that this name should have been chosen for this book as the chiefs in the Gulf District were responsible for teaching, upholding and encouraging traditions. The title page tells us that students of Sogeri High School relate, in Pukari, their traditions, interpret old designs, comment on their society, create new ideas, for that is the way of Pukari.

I don't like the shape of the book, broader than it is long. This makes it hard to handle, but publishers seem sometimes to forget that a book has to be handled. Also, I don't like the glazed surface of the cover which makes it slippery. These features, in my opinion, detract from an admirable book, one which is really worthwhile and gives a broad view of development and tradition in Papua New Guinea, songs, music, stories, history and interesting illustrations. A proud record of a great school. Is there a man, who, having been a student there, is not, like Sir Maori, proud to say, "I went to Sogeri!" These will appreciate this book.

— Peter Livingston

(PUKARI, published by Tofua Press, 10457-F Roselle St, San Diego 92121, California USA. Price \$US5.95).

For the children

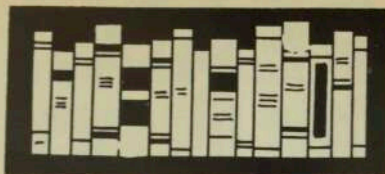
A new magazine published in Suva, at a first glance seems suitable for a child of seven or maybe eight. But, as the old saying goes, "Don't judge a book (in this case, a magazine) by its cover", and, after having eyed it in more detail, I found it most interesting, not intellectually stimulating, but interesting.

The publication in question is "The Pacific Islands Children's Magazine". In the first issue, it gives a factual account of Australian Aborigines, a description of weather station, a passage from the Bible, a short article on Lingula, a sea animal, a Fijian legend, interesting advertisements and a host of other things, including safety first, and a page for amateur meteorologists. There are also simple, but informative, illustrations throughout the magazine. It's also running a competition for a name for it.

The price, 20c, is more than reasonable for such a well-put-together journal.

John Baxter (aged 12)

(THE PACIFIC ISLANDS CHILDREN'S MAGAZINE, published by Lotu Pasifika Productions, 20c).



BOUGAINVILLE BULLETIN

It is one of the encouraging aspects of the academic growth of the Pacific nations that more and more scholarly publications are emanating from within the countries themselves, the universities, institutes, museums and libraries are now beginning to stamp their marks upon the academic scene, often with marked success. There is so much to be researched and recorded about the Pacific and it is to be hoped that less and less in the future will distant universities in North America and Europe be the source of research writings on the Pacific.

The New Guinea Research Unit of the Australian National University is a prime example of the form of co-operation which rightly exists between an island community and a major education institution in one of the larger countries in the Pacific area. Since 1963 the Unit has produced a series of Bulletins, ranging over a wide gamut of fields of interest concerning Papua New Guinea. A distinguished group of authors have placed their names on these publications and it is to the credit of the Unit that the quality of the Bulletins, in academic content and in technical presentation has continued to grow.

There can be no gainsaying the fact that today these publications would rank as highly as any others of a similar origin produced anywhere. They are well-documented, fully-illustrated and concerned with topics, which must command the attention of many who are not of the academic frame of mind.

Bulletin No 62 — Road and development in Southwest Bougainville, by Marion W. Ward, is the latest of these Bulletins to come to my notice. Apart from its undoubted academic merit, Marion Ward's work is a most useful general information source for anyone who is interested in the history and current development of Bougainville, particularly the southwestern region. The Research Unit issues an average of four to five

Bulletin No 62 — Road and Development may be purchased for \$A10.00 and at that price they should be the prey of the bargain-hunting Pacific hand, and bibliophile

— W. G. Coppell
(ROAD AND DEVELOPMENT IN SOUTHWEST BOUGAINVILLE. By Marion W. Ward. New Guinea Research Unit Bulletin No 62. Australian National University, Port Moresby and Canberra. \$2.00).

NEW GUINEA QUARTERLY

The Council on New Guinea Affairs has decided to discontinue publication of its quarterly journal — NEW GUINEA. It regrets this step after 10 years of publication but printing costs have escalated rapidly in the last 12 months and the journal, with no advertising prospects and a small, specialist readership, can only continue publication by means of increasingly uneconomic subsidy.

The council wishes to apologise to subscribers who have been disappointed by the failure to produce a fourth and final issue for 1975-76 and to thank subscribers and contributors over the years for their valued support. Any enquiries should be made to the Council, Box 739, GPO Sydney, 2001.

PETER HASTINGS
Editor

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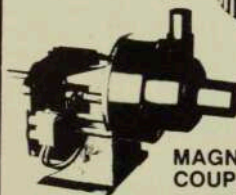
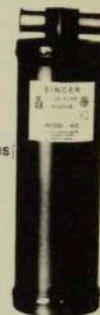
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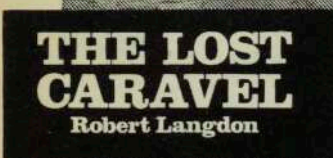
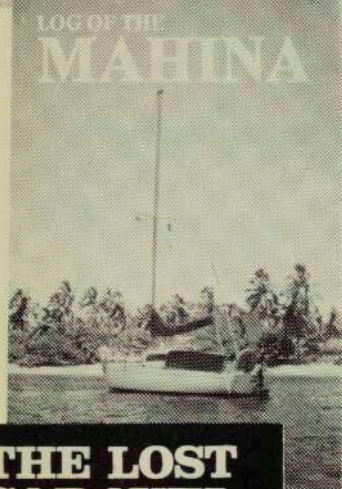
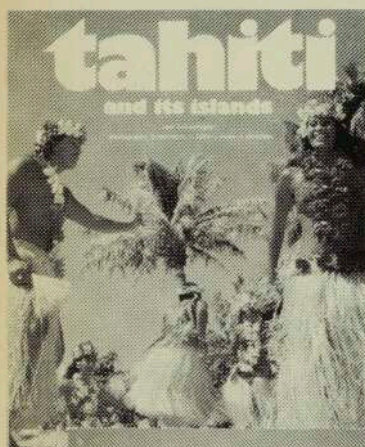
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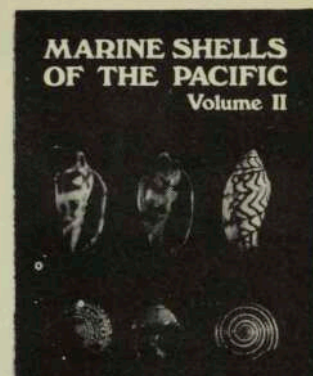
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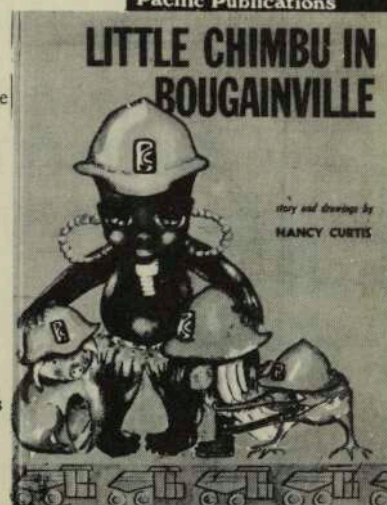
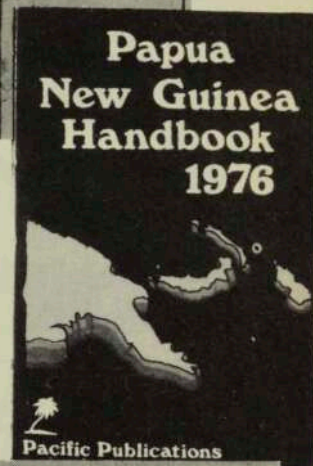
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A NATION'S HEART BEATS UNDER 'LONELY VALLEY'

On the small field in the centre of the township a handful of young men play touch rugby.

A few Tolais from the Gazelle, a sprinkling of Papuans from Marshall Lagoon area, one or two Highlanders, a couple of Morobes.

Their tee-shirts carry the emblem, "Lonely Valley Sports Club".

The place is Yonki Township, support centre for the Upper Ramu Hydro-electric Scheme, in the Ramu River valley of the Eastern Highlands. The time is early 1976, the valley is again lonely, the future of Yonki township is uncertain, and by 7 o'clock at night the only sounds come from the nearby Highlands Highway.

But just two short years ago, Yonki township and the "Lonely Valley" were probably the busiest places in Papua New Guinea. Yonki was then home for up to 1,000 men, women and children, all involved in some way with construction of Papua New Guinea's most ambitious project, the hydro-electric scheme.

More specifically, they were building the Ramu I power station, 231 metres underground, which will eventually have a generating capacity of 75 megawatts.

The population of Yonki came from all over the world . . . Korea, Yugoslavia, Australia, New Zealand, England, Germany and, of course, Papua New Guinea. It was, without doubt, the most integrated work-force ever assembled here, and one which worked without the tensions and conflicts one might well expect in this day and age.

They were at it 24 hours a day, especially the Koreans and Papua New Guineans, excavating the shafts, tunnels and machine hall. It was dangerous work too, for the project area is in the country's earthquake belt, and falling rocks or a torrent of icy water were always a possibility.

The Ramu I project converts the energy of water flowing down the Upper Ramu River into electrical energy to serve the towns of Lae, Madang, Kainantu, Goroka, Kundiawa and Mt Hagen. The project site is close to the Highlands Highway about 200 kilometres from Lae and 23 kilometres from Kainantu.

Originally, the land involved was owned by three expatriates . . . Peter Zuccollo and Lionel Oxlade, who had cattle runs, and Duffie Kent-Biggs, who owned a coffee

plantation. Of the three properties, only the Zuccollo place has been altered.

On this land stands the township of Yonki, named after the 2,000 metre-high Yonki Dome situated to the west.

Further down the Ramu Gorge is the actual site of the surface components for the power station. The other two properties will be flooded when a storage dam is built near Yonki township to provide a year-round supply of water for the completed Ramu I power station.

The Electricity Commission is maintaining the Oxlade cattle property. It has leased the Kent-Biggs coffee plantation to the Kainantu Local Government Council.

No date has been set for construction of the storage dam, and, initially, Ramu I power station will run only three of its five 15 megawatt generators.

There has been great interest in the Ramu Gorge hydro site for more than 30 years. Back in 1946, when Lae was beginning to develop once more after its demolition in the Pacific War, its planners foresaw a great industrial potential and the accompanying need for a ready supply of cheap electricity.

In the 1960s, a more thorough investigation of the Ramu Gorge was carried out and a plan devised to supply electricity not only to Lae but also to the Madang and Highlands centres.

A World Bank mission visited Papua

New Guinea in 1971. After considering a plan presented by the Electricity Commission and Papua New Guinea Government, it agreed to a loan of \$A20 million to help finance the scheme.

The project called for:

- A diversion weir on the Upper Ramu river where it begins a 763 metre drop into the Ramu/Markham valley, to store water for turbines built into an underground power station;

- A power station 230 metres underground with capacity to house five 15 MW generators connected to the surface by a high-pressure shaft and access shaft;

- A surface-control building of reinforced concrete incorporating passenger and materials hoists, with facilities to control operations in the power station;

- Tailwater tunnel 2,300 metres long to take water which has been through the turbines back into the Ramu River at a point one-third of the way down the gorge;

- About 500 kilometres of high-voltage transmission lines and associated transformers linking the power station with various towns;

- A township to house hundreds of people who would be associated with construction and provide workshop and office facilities and,

- A network of access roads from the Highlands Highway to the town and project sites.

Between late 1970 and early 1972, con-



Yonki, 'capital' of Lonely Valley grew up overnight.

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tracts for these individual projects were awarded. First on the job was Lucas and Ducrow, a Lae-based company, who had the K170,000 contract for access and town roads. They were soon joined by another locally-based enterprise, Morobe Constructions, with a contract to build offices, a mess hall and canteen, single officers quarters, a school and general domestic housing at a cost of K1.3 million.

By the time the main contract for civil works including the diversion weir, pressure and access shafts, underground power station, tailwater tunnel and surface control building had been awarded to the South Korean company, Hyundai Constructions, the "Lonely Valley" had changed.

The Koreans had K13.1 million to spend and lost no time in making the valley echo to the din of their heavy equipment. They came with years of experience from similar projects in remote and mountainous parts of South-east Asia and took to the precipitous gorge country like fish to water.

Their fearless tunnelling and digging in the shafts and tailwater tunnel also raised many an experienced eyebrow. Many times during the 12 months it took to complete the tailwater tunnel, drilling teams were literally washed from their platforms as tonnes of water broke through from sink holes in the mountains above them.

It is remarkable that there was only one life lost during the whole six-year duration of the initial phase of the project.

After the Koreans came two groups of Australians who had won contracts for the construction of the Ramu switchyard and zone substations and for erection of towers and transmission lines to connect the project with Lae, Madang, Kainantu, Goroka, Kundiawa and Mt Hagen.

Between them, the two contractors, T.A. Mellen Pty Ltd and Electric Power Transmission Pty Ltd, both of Sydney, handled contracts worth K7.4 million and provided what could become one of the most vital links in Papua New Guinea.

Finally, when the Koreans had almost finished their part of the project, the Yugoslavian firm, Progress International, arrived with their intricate turbines, generators and alternators which had been specially manufactured in Europe to fit into the overall design of the underground power station.

Their contract was worth K2.75 million and will not be completed until all three 15 MW generators in the initial phase of the project are installed, tested and working to perfection.

The Yugoslavs are hard at work on the last of three generators and should have it ready for commissioning by the end of this year.

Only three Koreans are there now, a

rearguard to tie up any loose ends affecting their contract.

The Koreans have left a magnificent feat of engineering behind them.

When the Ramu is in flood engineers estimate that about 3,000,000 litres of water pass through the diversion weir every minute of the day.

Half a million litres more is swallowed up by the pressure shaft over three metres in diameter leading downwards to the turbines.

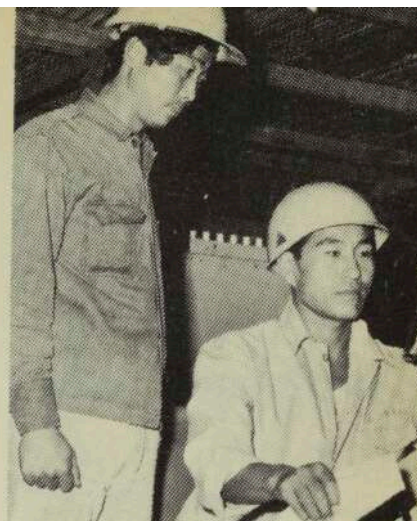
It is a truly awesome sight to stand above the radial gates of the weir and watch such a huge volume of surging boiling water roaring away down through the gorge. Below ground, the machine hall is an equally breathtaking sight, with towering walls of white and grey marble over 20 metres high.

The concrete floors and steps glisten with chips of gold (perhaps it is fool's gold) which came with the river sand used in the giant cement mixers on the surface. And all 24 hours of the day the turbines scream as they spin the generating apparatus at 750 revolutions a minute.

Except for a few highly-skilled expatriate engineers, the Ramu I power station is run by Papua New Guineans — young men like Sevasoa Maso, an electrical engineering graduate of the Lae University of Technology who has also studied in Australia, and Donald Manoa, another engineer who has been training with the Electricity Commission since graduating from Lae in 1972.

Both share responsibility for the smooth running and efficiency of the power station and Yonki township, and for the well-being of their employees.

The true importance of the Upper Ramu



'A magnificent feat'..... three of the Koreans who worked on the project, Yun-Dong Soo (left) and Kim Woo Bag.

hydro-electric scheme may not be fully realised for some years to come.

Papua New Guinea is a young country still finding its feet and feeling the effects of world-wide economic problems, but the government looks forward to an upsurge in industry and manufacturing in the coming decade and it will be power from the Ramu that will make this possible.

There are plans too for a trans-island line connecting the national capital Port Moresby to the scheme.

So the tee-shirts might call it "Lonely Valley", and on the surface it could look that way. But underneath, where the unseen water drives the turbines at a frightening speed, it is a different story.

In a few short years it could be the true heart of the nation.

THE GILBERTS LOOK TO JAPAN

The Chief Minister of the Gilbert Islands, Mr Naboua Ratieta, has said his country will look to Japan for help in the development of a fishing fleet.

The Gilberts are due to become internally self-governing on November 1. Full independence from Britain is expected to come in 1978, coinciding with the last months of mining of the phosphate deposits on Ocean Island.

Mr Ratieta said he saw fishing as the main source of future revenue. He had already had talks with Japanese representatives about possible expansion in this field.

He added that at present some 50 Japanese fishing vessels were operating without authority in Gilbertese waters, taking home about 30,000 tons a year. There were also about 50 boats from Korea and Taiwan operating among the islands.

Advance of the Gilberts to self-government and independence will not be without its rough patches: the Fiji Council of Trade Unions announced in July that it would interrupt air services to the Gilberts as a protest in support of the Banaban people, who are seeking separation of their home island, Ocean Island, from the Gilberts administration.



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The Port of Refuge.

TONGA TOURIST GROUP IN FINANCIAL TROUBLE

The ailing Tonga Tourist and Development Company Ltd was placed in liquidation by order of the Supreme Court of Tonga in July. The company, which owns and operates the Port of Refuge International Hotel at Vava'u, the Tonga internal air service and a ground tour operation had been in financial difficulties for some time following the failure of its parent operation in Australia, Pacific Resorts Pty Ltd.

Following the hearing of a petition on behalf of another NSW company, Fred Lee Pty Ltd, itself in liquidation, the court appointed Mr William J. Hamilton, a chartered accountant of Sydney as provisional liquidator.

Mr Hamilton is preparing a scheme of arrangement for the approval of the Tonga Court whereby he will endeavour to dispose of the company's assets as a going concern and be able to pay out its creditors in full. He has taken charge of the company and is continuing to run both the Port of Refuge Hotel and the air service and has been instrumental in granting both a new lease of life.

The company was formed by two Australian businessmen, solicitor Mr R.W. Moin and building contractor, Mr D. G. Sundin, together with two Tongan partners, Herbert and Ralph Sanft in 1970. Mr Sundin subsequently sold out his shareholding to the Moin family in 1974 and they, at the time of liquidation, held the majority of issued shares.

The Port of Refuge, a 29-unit international standard hotel, was opened

in October, 1972, by King Taufa'ahau Tupou IV. Built and furnished to attract the "discerning" international traveller, it is half-a-mile from the township of Neiafu, capital of Vava'u. It has a commanding view over the magnificent Vava'u harbour and features water-oriented activities.

Since its opening, it has enjoyed a steady but low occupancy and from those who have journeyed off the tourist track to Vava'u it has earned the reputation of being one of the finest resort hotels in the Pacific.

The air service, essentially a charter operation though flying fixed schedules over most of its internal sectors, began operations on the day the hotel opened using Britten-Norman Islander aircraft. The Vava'u airstrip was built by D. G. Sundin Pty Ltd, the hotel construction contractor for the Tongan Government.

Since the commissioning of this strip (1972) two further airfields have been opened within the group, Eua (1973) and Ha'apai (1975) and these are all serviced on a regular basis by the internal air service.

Tonga Tourist and Development Company has borne, without government subsidy or concessions, the considerable losses involved in setting up these services, the airline and its initial running expenses.

Despite several setbacks with aircraft problems and a shortage of fuel on occasions, the service had become a viable operation. Of the two Islander aircraft owned by it, neither

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is flying at present and the service is being maintained by a leased Piper Aztec. One Islander developed fuel problems while on a test flight and was force-landed on a somewhat remote beach on Tongatapu where it remained for the several months it took to construct an access road to the site to enable it to be recovered overland.

This aircraft, though still in flying condition, is grounded at Fua'amotu airport awaiting inspection and recertification.

The second Islander was totally destroyed in December, 1975, after being stolen and crashed by two Tongans who, under the influence of alcohol, forced access to it and, after managing to start the engines, attempted to fly it.

The provisional liquidator is continuing to run the air-service normally and has entered into negotiations with two major companies involved with airline operations. However, any arrangement made by him would be subject to the agreement of the Tonga Government, which has been procrastinating for years over the subject of airlines, services and air rights involving Tonga.

Tonga Tourist and Development

Company also had the rights to build a further hotel on the main island of Tongatapu. A site at Ha'atafu, a beach area some 13 miles from the capital, Nuku'alofa, had been leased and plans approved for a 160-room development.

Site work initiated in late 1974 was suspended before prime construction could commence. As there was a performance covenant as a condition of the lease on this site it will now probably revert to the Tonga Tourist Authority, under whose control the lease was placed.

Whatever the outcome of the air service negotiations and entering the Port of Refuge for sale, it is hoped that the provisional liquidator can keep both these valuable assets to the kingdom and tourism operating for the benefit of all concerned.

Meat merger to cut PNG imports

New Guinea Industries Pty Ltd, the big Morobe cattle producer, and the province's biggest manufacturer of meat products, Sylvan Smallgoods (NG) Pty Ltd have merged.

Aim of the merger, according to

NGI's managing director, Mr William McLellan, is to replace imported meat products on the Papua New Guinea market as soon as possible.

The new company has its eyes particularly on Bougainville, PNG's major smallgoods market, and on the huge potential market in the Highlands.

The merger gives the PNG Investment Corporation an equity in Sylvan for the first time through the equity it already holds in NGI.

PNG's Development Bank forges ahead

Steady progress in localisation was the dominant theme of an August press release on the past year's activities of the Papua New Guinea Development Bank.

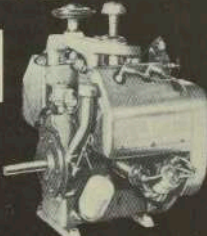
Among points noted in the release by the managing director, Mr Alan Redman, and PNG's Minister for Finance, Mr Julius Chan, are the following:

- A higher proportion of the bank's loan money went to Papua New Guineans than ever before — K7.2 million, compared with K5.8

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million the previous year. Two years ago, the amount lent by the bank to Papua New Guineans was only 40% of its total lending; this year it had been 66% of a greater total amount;

- The average size of loans to Papua New Guineans rose from K2,677 the year before to K4,115, indicating a trend to the ownership by nationals of larger enterprises. These were mainly in rural commercial activities, such as hotels, wholesale and retail trade, transport, boats and some manufacturing enterprises;

- Localisation of staff rose from 79% to 83%, and,

- Loans for agricultural development totalled K2 million, the highest for any year except 1971-72 when the total was boosted by loans for oil palm.

Summing up, Mr Chan said: "The Development Bank has now become self-sufficient, and will continue to assist the people without the necessity of further capital grants from the government in the immediate future. This will increase the funds available to the government for other development purposes."

"The Development Bank has now loaned K60 million for the development of PNG. I congratulate its staff on this year's performance."

Bad news for Fiji tourism

Australian tourist traffic to Fiji could be hard hit by new cut-price air fares to the United States announced by Qantas.

From December, Australians will be able to buy a 16-day package holiday in America for \$890. Current economy return fare is \$1,370.

The Australian airline said it hoped the new fares would boost its present passenger loadings to the States by as much as 55%.

It has also said it plans later in the year to make similar cuts in fares to South-East Asia and Europe.

At talks in January, the Fiji Government rejected Qantas proposals for a revision of package holiday fares as being against the interests of Fiji's tourism at that time. Qantas officials visited Suva in July to reopen talks with the government on the subject.

- A bright spot! Towards the end of August, Qantas flew 1162 people to Fiji, the most the airline has ever flown to a single destination in one day.

Nauru has its own bank

Nauru's national bank, the Bank of Nauru, is expected to open its doors on October 1. This was announced in the Nauru Parliament in August by President Hammer DeRoburt. He said the new bank, whose establishment follows lengthy discussions with senior representatives of the Bank of New South Wales and the Australian Government, will be a commercial rather than a reserve or central bank.

The President said agreement had been reached with the Australian representatives for the continued use of Australian currency in the republic after the bank begins operations.

PNG-Indonesian trade link

Now that Papua New Guinea and Indonesia had established firm diplomatic relations, it was logical to negotiate a bilateral trade agreement as soon as possible in the view of Mr R. B. Thurecht, president of the Port Moresby Chamber of Commerce. Mr Thurecht, returning after a week in Jakarta, said he was surprised to

note the number of companies there producing goods, which PNG imported from Japan, Hong Kong, the UK and the Continent. He was also surprised to find that Indonesia imported coconut seedlings, coffee, cocoa and tea, which were the main products of PNG, from elsewhere.

Mr Thurecht said it was obvious the two countries could help each other. To make trade easier, however, Indonesia would need to ease import restrictions.

The PNG Ambassador to Indonesia, Mr R. V. Kumaina, said PNG might be interested in importing Indonesian textiles as Indonesian products were relatively cheaper than those of other countries.

Ok Tedi may rival Bougainville

The Ok Tedi in the remote Star Mountains of Papua New Guinea, may be better than Bougainville Copper's mine at Panguna. The directors of the Government-owned Ok Tedi Development Co reported recently the Ok Tedi ore averages 0.75 per cent sulphide copper (0.85 per cent total copper), 0.012 per cent molybdenum and 0.653 grams of gold a tonne. In comparison, the Bougainville Copper mine contained about 840 million tonnes of ore averaging 0.46 per cent

ISLANDS TRADER FISHES FOR SMALL ONES

To Sydney-based Islands trader, Peter Fischer, small fish are sweet. He sees no future in chasing trade where big business is established.

"I am small, working small markets where big people don't go", he says. "That is how I worked my business up, by going to small markets, or to big markets where big people don't go". And that means everywhere — even Ethiopia.

Mr Fischer, who has been an Islands trader for about 10 years, has concentrated his main activities in Micronesia, building up a business in many lines, but chiefly Australian foodstuffs. Now he finds Micronesia is becoming "overrun" so he is seeking his small markets elsewhere. Not that he intends to abandon Micronesia. He has too many friends there.

His markets in Micronesia have become more difficult because Australian goods, which were once comparatively cheap, are now dearer than United States goods. He has had to raise his prices to keep up with cost

increases in Australia, and this has allowed US goods to get in at lower prices.

Not that he is bitter — he accepts this as a fact of business life. In his search for small markets he left Australia late in August for Vancouver and Alaska. From Alaska he planned to fly to Bermuda and Nassau, then across to San Francisco and Honolulu. From Honolulu he intended to return to Australia via Micronesia.

He likes travelling and will take up markets anywhere. In fact it was through travel that he became an Islands agent. He had gone from Australia to the Pacific area for a holiday, and was asked to buy something for a particular firm. One thing led to another, and now Peter Fisher Trading Co is well known in several parts of the Pacific, as well as Micronesia.

Mr Fischer, formerly a RAF non-commissioned officer, came to Australia in 1954. He was an importer for several years before changing his business into that of an Islands trader.

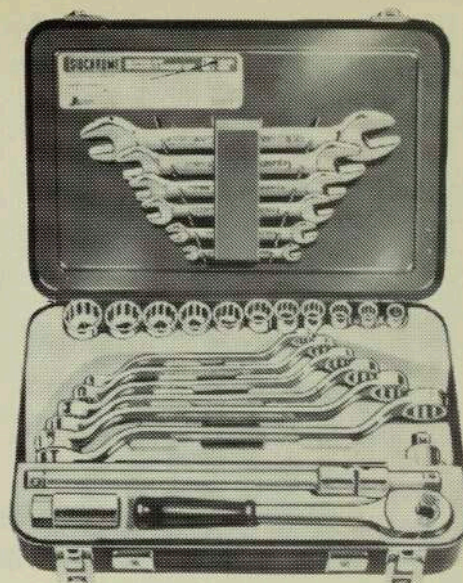
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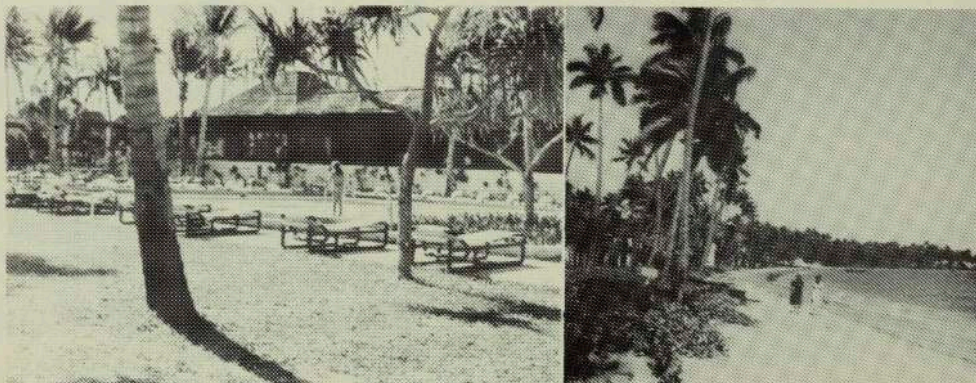
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copper and 0.51 grams of gold a tonne.

The planned open pit at Ok Tedi also contains 25 million tonnes of gold ore averaging 2.861 grams of gold a tonne. Beyond the planned pit limits there are about 55 million tonnes of ore, averaging 0.57 per cent copper, and in the adjacent underground ore body at Gold Coast there are 26 million tonnes of high grade ore averaging 2.33 per cent.

The directors said results showed a satisfying increase in mineable reserves from the pre-1975 estimate of 137 million tonnes, averaging 0.88 per cent copper. Reserves were now sufficient to justify a planned throughput of 40,000-50,000 tonnes of ore a day. At that rate of production, the mine should be "reasonably profitable". Gold values were marginally higher than those of Panguna, and were sufficient to act as a cushion in times of low copper prices.

Depending on further arrangements to develop a consortium, which may include BHP, there will be further exploratory drilling, followed by a full feasibility study, and depending on the results of that study, mine development. Current indications are that the first ore could be mined in 1984.

Royal Engineers work on Pitcairn

A party of British military engineers is at work on Pitcairn Island to help the islanders improve marine landing facilities and draw up plans for the building of an airstrip.

The party of six Royal Engineers, led by Captain Hugh Cowan, includes three divers. Tasks of the team include deepening and clearing the approach to the jetty, extending the jetty itself, repairing and improving the slipway, improving the road from the landing, and preparing plans for future work, including the building of two breakwaters.

An airstrip on Pitcairn would provide an air link with Mangareva, in French Polynesia which has the nearest airfield.

Islanders are actively helping in many aspects of the work.

The Royal Engineers, who arrived in May, are expected to remain on Pitcairn until January, 1977.

● The European Economic Community will pay Fiji a minimum guaranteed price of \$F304 a ton for sugar in the coming season. The price operates from April, and is \$60 a ton higher than the 1975 guaranteed price. However, in 1975, because of a world shortage, the EEC paid more than \$500 a ton. Fiji sales in 1976 are expected to yield about \$70 million, compared with \$100 million in 1975. Growers will receive \$20 a ton for their cane.

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Always remember to cherish your entire complexion each day with gentle Oil of Ulan for its gentle care can help preserve the velvety soft and fine grained texture which is the criterion of true complexion beauty.



How to help keep your skin lovely in the changing seasons

Changing weather patterns can add to the problem of maintaining the skin's vital balance of oil and moisture at its most suitable level because each day you venture outside, the natural beautifying fluids are evaporated from your skin and this means that you should be conscientious in pampering your complexion and supplementing the natural supplies with the tropically moist Oil of Ulan to help avoid accentuated signs of a prematurely older look.

☆ ☆ ☆

Gently smooth the Oil of Ulan moist oil blend into any rough skin or tiny lines so that your complexion will be smoothed, look less aged and also bear protection from excessive dehydration. This is particularly applicable in delicate areas such as around the eyes, mouth and brow which, if kept soft and supple, will protect their beauty from environmental hazards.



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PACIFIC TRANSPORT

AIR PACIFIC AND AIR NIUGINI PLAN WIDER WING SPREADS

Some of the problems facing Air Pacific and its possible future role were outlined in the Fiji House of Representatives by Finance Minister Charles Stinson, a couple of days after he became acting chairman of the airline. Replying to questions about a government proposal to invest a further \$500,000 in Air Pacific, Mr Stinson said the future depended on a review of its structure which will be undertaken by independent consultants.

Air Pacific might be forced into the position of getting long-range jets, such as the Boeing 707, and renegotiating the pattern of its routes to take in direct flights to Sydney and Auckland. But the airline's big problem was the heavy interest burden in repaying loans raised to buy new aircraft.

Mr Stinson said Air Pacific lost \$923,000 between April, 1974, and March, 1976. It needed the \$500,000 to get it out of serious cash problems. Fiji would invest another \$500,000 in Air Pacific in 1977. Three other airlines, with interests in Air Pacific, refused to increase their investments. These were Qantas, British Airways and Air New Zealand. Apart from Western Samoa, other Pacific Islands governments were considering whether to increase their shareholdings.

Air Pacific was not alone in losing money. Qantas and Polynesian Airlines suffered losses last year. Air Lauru had "extremely heavy" losses.

Mr Stinson said Fiji's hopes of making Air Pacific a regional airline had not had a smooth passage. Other shareholders were being asked to show their loyalty. Mr Stinson said practically all general staff of Air Pacific were local, and good progress was being made in training local pilots.

Meanwhile, Air Niugini has been granted rights to operate services to Sydney. The first flight is expected in

November. It will probably be an extension of the Port Moresby-Brisbane service.

Under a new draft air services agreement between Papua New Guinea and Australia, Air Niugini has rights at Cairns, Brisbane and Port Moresby. In return, Qantas has traffic rights at Port Moresby and another port to be nominated later. This could be Nadzab, near Lae.

Port Moresby at present has the only airport in PNG capable of handling Qantas jet aircraft. It can handle any aircraft, except the supersonic Concorde, but Nadzab, at present,

could not handle Qantas Boeing 707s or 747s.

The emergence of the agreement has raised speculation that Qantas may be on the verge of an operations business deal with Air Niugini.

When Air Niugini went international late last year, Qantas was one of several operators which offered wet charter deals. But the contract went to the British charter specialists Tempair, based in UK and Hong Kong. Tempair is believed to have offered the best price.

Air Niugini, at the end of August, decided to buy a Boeing 707, with

NEW SHIPPING LINK FOR PACIFIC

A new, fully containerised shipping service from Sydney to the Solomon Islands and the United States Trust Territories in August has opened new trading links between the South and North Pacific.

The Daiwa links introduced the first containerised service to the region following investigations by a trade mission from Micronesia to the Solomons and other major ports earlier this year.

Mr John Robinson, general manager of Oceania Lines, earlier said in Honiara that if there were east-west trading links in the Pacific, there should also be north-south trading routes.

The introduction of the containerised service direct from Sydney to Honiara, Koror, Guam, Saipan, Truk and Ponape gives much encouragement to businessmen in the Solomons who will, eventually, export raw materials to neighbouring territories.

The Solomons would certainly export timber, copra, and rice to the USTT. As a member of the trade mission put it: "The Solomons export to

the USTT is a guaranteed one". USTT urgently requires rice, copra and timber. In the past few months Foxwood Timber Company has increased its timber production to meet local demands with surplus for export.

Brewer Solomons Associates, a subsidiary of C. Brewer and Company of Honolulu is producing first-grade, vitamins-enriched rice. With the completion of the new rice mill scheduled for the end of August, the factory will be able to produce 70 tonnes of polished rice a day. The new mills will have a capacity of six tonnes of paddy rice an hour compared with the old mill which has a capacity of 1½ tonnes an hour.

Brewer Solomons Associates has made its first trial shipment of BSA rice to Palau, in the Carolines in the Palau, the first containerised vessel to call at Honiara.

One thousand tonnes of copra was also sent to Saipan in the same vessel. The Palau, of 6393 tons, has a capacity for 164 containers, of which 24 will be refrigerated 20ft containers.

Palau leaves direct from Sydney every 35 days.



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spares and additional navigational equipment from Qantas at a cost of \$K5 million. Air Niugini hopes to have the aircraft in operation in January or February, 1977. With route expansion to Sydney later this year, Air Niugini is expected to need another big aircraft.

Air Nauru will be given rights at Momote on Manus Island in PNG for flights to Nauru. Previously Air Nauru was allowed a technical stop there only. That did not allow it to pick up or set down passengers.

The draft Qantas-Air Niugini agreement, which has to go to the Australian and PNG governments for approval, probably merely a formality, divides the traffic between the two countries at a profitable level. Previously the balance was 70-30 in favour of Qantas.

Air Niugini will open a sales office in Sydney with Mr Brian Costello as sales manager. Mr Costello was formerly PNG sales manager for Ansett.

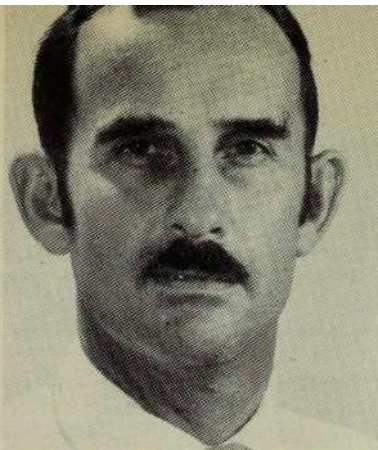
A number of countries are seeking traffic rights in PNG, but the PNG Transport Minister, Mr Jephcott, is not saying too much at present because he does not want to undermine his country's stand in negotiations. One applicant is almost certainly Air New Zealand. New Zealand has quietly been building up its links with PNG and it is natural he should seek air traffic rights.

Six representatives from Fokker-FW, Holland, visited Papua New Guinea in August to study the possibility of Air Niugini using the 28 Fellowship jet aircraft on domestic and short-haul international routes.

A spokesman for Air Niugini said that there were no immediate plans to buy the 64-seat Fellowship. But the airline needed to keep abreast of technical developments in short-haul equipment for forward planning.

The Fellowship may prove suitable for such trips as Port Moresby-Mairns, Moresby-Honiara, Moresby-Pieta, or Moresby-Rabaul, the spokesman said.

The Fokker team also liaised with the Creative Arts Centre in Port Moresby on plans to redesign the cabin interiors of the airline's 10 Friendship aircraft. Each plane will have its own traditional PNG design on seat covers, bulkheads and panels. In each case the designs will represent a particular province of PNG.



Mr. Jephcott....Not saying too much.

Continental wins new air route

Continental/Air Micronesia has been awarded the Saipan-Japan route. President Ford's approval of a unanimous recommendation from the US Civil Aeronautics Board ends years of wrangling between Continental/Air Micronesia and Pan American World Airways which often degenerated into plain mud-slinging. The matter was pushed back and forwards by various agencies dealing with the application.

Mr Robert F. Six, chairman and chief executive officer of Continental Airlines, said it was the most important event for the airline since it started service more than eight years ago. The economic growth of Micronesia was largely dependent on the development of tourism from Japan, which, in turn, rested on single carrier service between all districts of the US Trust Territory and Japan.

The new link will foster development of tourism throughout Micronesia. Continental/Air Micronesia links the Trust Territory with Guam and Honolulu.

NZ TURNS DOWN TONGA-SAMOA PLAN

The New Zealand Government has rejected an air route proposal made by the National Airways Corporation for the Western Samoa Government. Representatives from the Ministry of Transport and the NAC in Wellington recently visited Western Samoa to discuss the NAC report on the proposal with Samoan and Tongan leaders.

A spokesman for the Ministry of Transport said in Wellington that the ministry had rejected the report because it was worried that the two groups could not run Polynesian Airlines alone. Western Samoa and Tonga had intended to run a "mini" regional airline covering Samoa

Tonga, Niue and the Cook Islands. They also planned to take over flights from Auckland to Apia if Air New Zealand stopped its services between Auckland and Pago Pago.

A spokesman for NAC, Mr Paul Winter, said he was not upset by the NZ Government's refusal to accept the proposal. The report was merely provisional. Certain areas still needed to be looked into carefully. They were mainly political and immigration. It was up to the governments to decide what to do about the airline. NAC was merely acting as consultant, but was prepared to advise if asked.

NAURU TO SUE NZ MARITIME UNIONS

Nauru plans to sue New Zealand maritime unions for losses suffered when its cargo ship Enna G was tied up in Wellington for months recently by a union black ban on her.

The move has been announced by President Hammer DeRoburt. The case is expected to be heard in the New Zealand Supreme Court later this year.

The dispute with the unions arose over working conditions of the ship's crew of Fijians and other Islanders.

HARD WORKERS ON SUVA WHARF

Work on the wharves at Fiji's three ports of entry, Suva, Lautoka and Levuka, will all be under the control of the Ports Authority of Fiji from October 1. The authority took over Suva wharf on July 1 in a "smooth and orderly" operation. Since then there had been an increase in productivity. In the first week there was a record of 21 containers an hour unloaded from the Paralla. The Union South Pacific, another container ship, was unloaded at a record rate of 240 tons an hour the same week.

The authority has a permanent work force of 383 labourers for overseas ships, and 110 for local shipping. Two authority executives, Mr Henry Jones, head of the labour section, and Captain Fritz Falkner, Suva wharf manager, have attended crash courses on stevedoring at the Port of Singapore Authority's training department.

SUVA GIRLS AS NAURU AIR HOSTIES

Two Suva girls have been selected as the first Fiji-born hostesses for Air Nauru.

They are Mavis Toganivalu, 20, and Maria Hazelman, 19. Both are single.

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A new airline which offers you the new kind of island happiness and hospitality. With all traditional courtesy and dignity.

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We know the South Pacific its our home.



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0721

TRANSPORT BRIEFS

● Mr Taniela Veitata, adviser to the Fiji Seamen's and Dockworkers' Union, is rapidly earning for himself the unofficial title of Fiji's "Mr Waterfront". He was recently appointed a member of the Fiji Marine Board, which will help to widen his influence in Fiji maritime matters.

● Air New Zealand has ordered another DC10, which is scheduled for delivery in the last quarter of 1977. It will be the eighth DC10 in the Air NZ fleet. Air NZ also operates seven DC8s. The airline links Auckland, Wellington and Christchurch with Papeete, Honolulu, Los Angeles, Hong Kong, Singapore, Melbourne, Sydney, Brisbane, Norfolk Island, Noumea, Nadi and Pago Pago.

● Shipping freight rates between New Zealand, the Cook Islands and Niue are to be raised, according to an announcement by the three governments.

Extent of the rise was not revealed. Freight rates for the routes, which are served by the ships Lorena and Toa Moana, were increased by 25% last year.

● A 54 ft cargo and passenger launch, the Tokomea, recently joined the Tongan merchant fleet. It was commissioned by Crown Prince Tupouto'a. The launch was formerly the Lady Sail and was owned in Samoa. The new owners, Maka Tu'ihalamaka and Alifeleti Tonga, paid \$US40,000 for her. The name Tokomea is from a well known scenic view on Lofanga in the Haapai Group. The Tokomea, which can carry up to 100 passengers, will operate between Tonga and Pago Pago. The master, Siosi Tamanika, will have a crew of nine with him.

● British Airways is pulling out of Air Pacific. It has offered its 10 per cent holding for sale at \$F250,000. The major shareholder in the airline is the Fiji Government, with a 62 per cent holding. Qantas, Air New Zealand and British Airways each hold about 10 per cent holding. The remaining 8 per cent is shared among Tonga, Gilbert Island, Tuvalu, Western Samoa and Nauru.

● New navigational aids are being installed throughout the Marshall District of the US Trust Territory. The first two of 22 are already operating on the reefs of Arno and Mili.

CRUISING YACHTS

● **DON QUIXOTE**, 23 ft Islander sloop swing keel trailer sailer, was a recent arrival in Tonga, from Sacramento, California, via Maui, Fanning Island and Pago Pago. She is crewed by owner Jack Wentworth and Richard Fehlman, who are on their way to Blenheim in NZ, via Minerva Reef. They spent some time cruising in Tonga waters.

● **TWO SISTERS**, 32 ft sloop, with owner Peter Ell, was scheduled to leave Niue Island late in August for British Columbia. Peter, one of the driving forces in the Niue Island Blue Water Yacht Club, intended to take with him John Hill, former airport director, on Niue, and Sione Makefa. Intended points of call are Pago Pago, Pukapuka, Christmas Island, Fanning Island, Palmyra Island, Hawaii, Vancouver and Prince Rupert.

● The Niue Island Blue Water Yacht Club was visited by 24 yachts up to August 15, two more than the record number which had previously arrived in a year. More are expected before the hurricane season starts. The visitors to August 15 were **Shibui**, from Honolulu (Park and Gloria Shorthose), **Morning Star**, from California (Ray and Shirley Triplett), **Tabitha**, from Connecticut (Jim and Carol Moore), **Tyee**, from Seattle (Betty and Bill Whipple), **Stuff**, from California (Michael Rabinovitz, Diane Honmeyer and Jane and Andy Bell), **Peregrine**, from San Diego (Richard Jensen, Trevor Davies and Carol Robinette), **Onza**, from Los Angeles (Larry Horowitz, Vera Krivonos and Tim Revecomb), **Two Sisters**, from NZ (Peter Ell), **Christophe**, from France (Jean Colleuil), **Super Shrimp**, from London (Shane Acton), **Puffin**, from San Francisco (Don and Kathy Walker), **Resolve**, from California (Sy, Vicki and David Carkhuff), **Palantir**, from Dundee

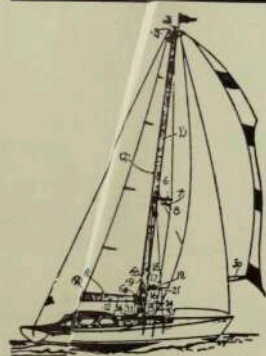
(Jinty, David, Kirsty and Cathy Rorke), **Mistonflet**, from Switzerland (Alain and Mary Anne), **Odyssey**, from Bellingham, Washington (Gary and Kirsten Moore), **Tangaroa Toru**, from Canada (Ken and Robyn Robertson), **Southern Cross**, from Pennsylvania (Neville and Louise Lewis), **Mud Slide Slim**, from England (Dick and Glenys Crone and Tony Barber), **Mercator**, from Victoria, British Columbia (Doug Barron and Maureen Abbott), **Manathine**, from Victoria, BC (Sir Rodney Knight), **Bonzo**, from England (Richard and Elly Wilson), **Sinabada**, from Gladstone (Sid and Barbara Nettleton, and Paul), **Solent Dove**, from England (Peter Barnes) and **Curclew**, from England (Jim and Pauline Carr).

Peter Ell, the club's correspondent, told PIM they attributed the large increase in the number of yachts visiting Niue to the publicity they got from PIM. Peter added: "Make sure word gets around that visiting yachts can buy victuals, all kinds of canned goods, frozen food, ice-cream, fruit, rice, potatoes and hardware such as batteries from Russell L. Kars at Alofi Barbour — all at wholesale prices!"

● **SYBARIS**, 30 ft steel sloop, left Sydney early in July for a five years world cruise. She was carrying Roger Hobbs, geophysicist, and Catherine Harper, geologist. Their first stop was to be in the Cook Islands.

● **BUNYIP**, 42 ft sloop, was wrecked on Kibobo Island reef, off Vanua Balavu, Lau, in Fiji, on August 22. On board were owner, Mrs Roslyn Woodhead, an Australian, who had been living in Christchurch, the skipper Edward Anderson, of San Francisco, Gordon Usher, of Portland, Jana Palm, of Nevada, and Susie Rose, of California. Mrs Woodhead had sunk her life savings into the yacht, and planned to make a slow cruise round the world. An attempt will be made to salvage the \$40,000 sloop and equipment. **Bunyip** was on her way from Apia to Suva when she struck the reef.

● **MISTY**, an American 40 ft trimaran, arrived at Rarotonga on August 8 from Bora



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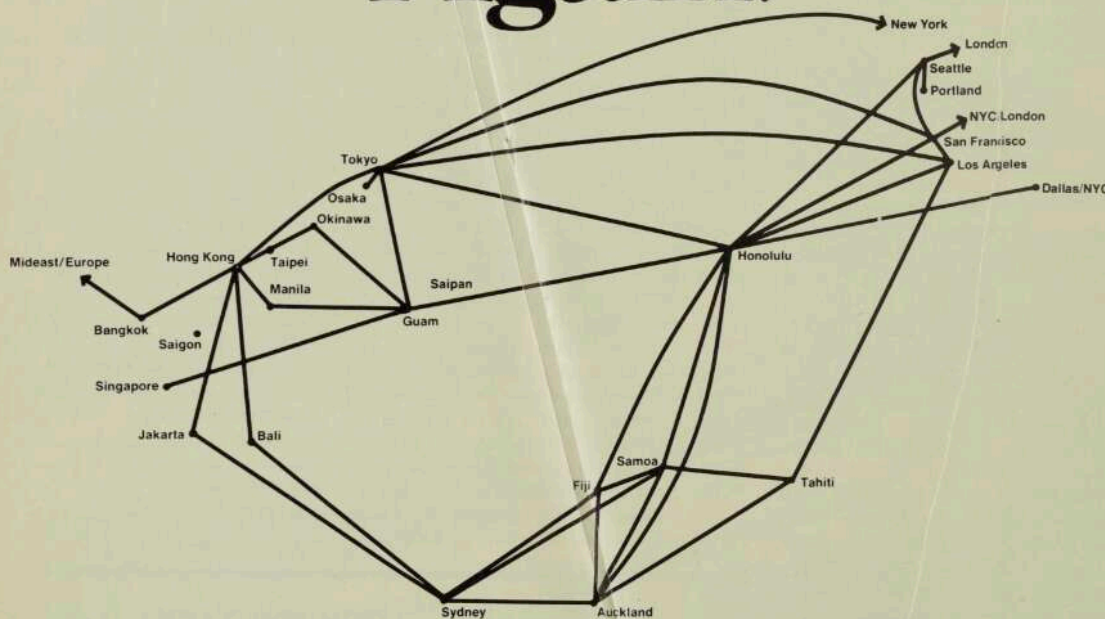
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Bora bound for Pago Pago, with Captain Floyd Moore, Megan Slikas, Laura Moore and Paul Mueller, all US citizens.

● **QUINQUEREME**, 36 ft sloop registered in Liverpool, UK, arrived at Rarotonga on August 10 from Bora Bora and bound for Tonga. On board were Captain Roderick Moody, British, and New Zealanders J. Brooke White and her young daughter, Echo Brooke White.

● **CON TINA**, Cal 2-46 cruising ketch built by Jensen Marine in 1974 and registered in Newport Beach (Calif) sailed into Tahiti on June 27, carrying owners Dr Peter Ford Eastman and wife Betty; also Bo Blakey of San Diego. The Eastmans began their voyage from California and visited the Marquesas and Tuamotus, where PIM's Tahiti correspondent joined them for their sail to Tahiti. Their plans will eventually take them around the world after a leisurely visit in French Polynesia.

● **CHENOA**, 42 ft ketch from San Diego, owned and built by Sietse P. Boersma, left California in March and cruised to the Marquesas and Tuamotus, before arriving in Tahiti on June 4 for a several weeks visit. Sailing with Peter were wife Lydia, daughter Walicke, 7, Franklin Boersma and Ramond Humphries. On arrival in Tahiti Raymond left for New Zealand by freighter and was replaced by Ron Herndon of San Francisco. Chenoa will visit the Cook Islands and Niue on her way to Samoa where the owner will seek employment.

● **DIFFERENT DRUMMER**, Islander 40 ft ketch from Honolulu, made a return trip to Tahiti on the way home from New Zealand. Owners Paige Vitousek and Bob Rediske visited French Polynesia in August, 1975, enroute to New Zealand, where they spent the hurricane season. In April, Bob, along with crew members Jeff Hassell and Ross Harold, set out from New Zealand but encountered terrible storms with 90 knot winds and 30 ft seas and had to turn back. They left again a month later and visited Rarotonga before arriving in Tahiti on June 8, where Paige joined them. Different Drummer left again on July 9 with Bob, Paige, Jeff and two New Zealanders, Jack Thomson and daughter Karin. They planned to visit the Marquesas before returning to Hawaii.

● **DRAGON**, 55 ft steel cutter from St Thomas, Virgin Islands, left home in January, 1976 and sailed to Tahiti via the Panama Canal, Galapagos, Marquesas and Tuamotus, arriving on June 2 at Papeete. Owner John Hwang of China, Holland and the US was accompanied by Jacquie Hunt of Chicago and Jack Nelson of the Galapagos. Their plans were to sail to Bora Bora for the Bastille celebrations then head for Samoa, Fiji and New Zealand as next stops on their world cruise.

● **HORIZON**, Morgan Out Island 41 ft ketch from Los Angeles, spent a few weeks in Tahiti in May before continuing the voyage home via the Tuamotus and French Polynesia. Betty Hinz, who had visited French Polynesia in July and August, 1975, spent the hurricane season in New Zealand, then sailed to Raivavae in the Australs in April, 1976. Sailing with Horizon to Hawaii was Mark Tibbits of Australia.

● **LEONA III**, 36 ft ketch registered in the UK, arrived at Rarotonga on August 10 from Bora Bora and bound for Tonga, with Captain George F. Durant and Hendriena Durant.

● **PENDRAGON**, 42 ft NZ ketch, arrived at Rarotonga in August 18 from Whangarei, NZ, with David and Elizabeth

Waters, both journalists. Last port of call were Tahiti and Bora Bora, and they were bound for August 25. They took part in the 1973 Auckland-Suva yacht race and then sailed to the UK via South Africa and Brazil. Their voyage from the UK to NZ started in October, 1975, and took them to the West Indies, then through the Panama Canal to the Galapagos, Marquesas, Tuamotus and Tahiti.

● **CARCHARIAS**, 53 ft Canadian sloop, with John and Peggy Grey, arrived at Rarotonga on August 18 from Tahiti and Bora Bora. Plans were to visit American Samoa, and possibly Western Samoa, Tonga and Fiji, and then Whangarei in the North Island of New Zealand. The Greys' cruise

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started the first leg of their trip from Poole (UK) and the Mediterranean and *Adna* took them to across the Atlantic to the Caribbean, and into the Pacific via the Panama Canal. While sailing to Vancouver, via Hawaii, they were struck by a hurricane but *Carcharias* had only minor damage.

● **WINDWAGGON III**, 68 ft cutter from Newport, Oregon, owned by retired lawyer Dick Tretheway and wife Sandy, arrived in Tahiti on April 12 where they planned to stay until October before heading for Tonga, Fiji and New Zealand. With them is Hans Millenaar of Pasadena (Calif). The 55 ton boat is steel-covered with concrete and is 16 ft from the keel to the super structure. There are 800 sq ft of living quarters including three private staterooms, a saloon with an electric organ, a galley with full-sized washer and dryer, propane cooker, 15 cu ft freezer and 8 cu ft refrigerator. There is a complete workshop aboard with an 11 ins metal lathe as part of Dick's proud possessions, an auxiliary generating plant, and an air compressor for scuba divers. *Windwaggon II* was battered on the reef in Rarotonga in 1973 and the new one was built in 11 months.

● **SOUTHERNORE**, 32 ft sloop from

Sydney, arrived at Rarotonga on August 23 from Papeete, bound for Suva, with Tony Pearce (captain), Francis Gugich and Linda Marere.

● **CARINA**, 24 ft cutter from Honolulu, has been in Tahiti since March 18, with Canadians Connie and Eric Flewelling. They bought *Carina* in California and sailed to Hawaii in February, 1975, for a nine-month visit, then left for the Marquesas and Tuamotus. Their plans were to remain in Tahiti through the Bastille (July) celebrations, Hawaii, Western Samoa, Fiji, Sydney, Lord Howe Island and New Zealand, where she rested for the summer months. Leaving New Zealand on April 6 owners Lynn Wallen and Trevor Stickler, along with Anders Bolsen of Denmark, visited Raivavae before sailing to Tahiti. After a brief visit they left for Ahe in the Tuamotus, the Marquesas, Hawaii and home to Vancouver.

● **KI' IHELE**, Cal-40 owned and captained by G. T. "Van" Ingen of Hawaii, left Hawaii in late May and arrived in Tahiti on June 16. His plans were to visit French Polynesia then sail back home in early September. With Van in Tahiti were Jan Le Dux, George Kenning and Egon Rassow.

● **HELLY**, 38 ft sloop, arrived at Rarotonga on August 17 with Australians Douglas and Josephine Winkler, both of

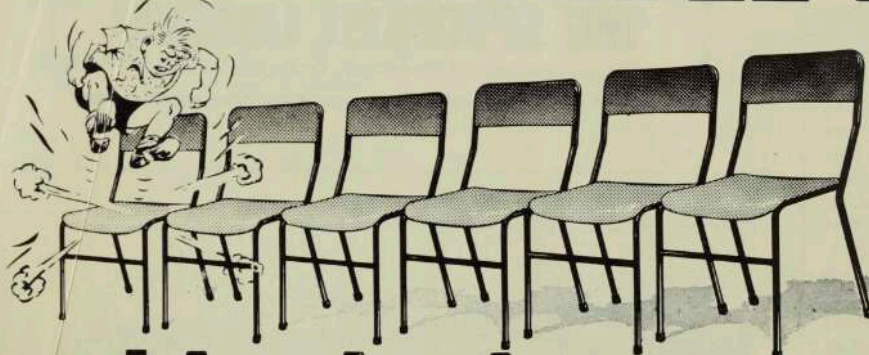
Sydney. During their six-month Pacific cruise they have called at Hawaii (where they bought *Helly*) and in which they sailed to Tahiti, Moorea and Bora Bora. From Rarotonga they planned to sail to Tonga, Fiji, New Caledonia, then back home to Sydney.

● **NATURAL HY**, 36 ft sloop from Vancouver, left Canada in August, 1974, for then continue their three-year circumnavigation. Their next ports of call were to be Rarotonga, Tonga, Fiji, New Zealand and Australia.

● **COPY CAT**, 43 ft catamaran registered in Vancouver, arrived at Rarotonga on July 28 with owner-captain Lyle Chase and Carol Chase. Their voyage started in September, 1975, and has taken them to the Marquesas and Tuamotus. Plans were to visit Samoa and Fiji before arriving in New Zealand in November.

● **FANTASIA**, 32 ft American cutter, arrived at Rarotonga on August 3 with owner-captain Win Charlebois and Linda Hoppel and their two cats. They came from Tahiti and Bora Bora after spending a year in French Polynesia and hoped to visit some of the other Cook Islands before calling at Niue and Tonga and spending the hurricane season in New Zealand. Next cruising season they plan to visit Fiji and Micronesia.

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WHEN QANTAS FLEW BY THE SEAT OF ITS PANTS IN PNG

By JOHN BEHR

Qantas in the years from 1946 to 1960 played a major part in establishing an air network throughout Papua New Guinea and surrounding islands — an area then known simply as the "Territory".

Today the independent nation of Papua New Guinea embraces what was formerly the Territory. It has its own airline now, Air Niugini, heir to the developmental work of Qantas and later TAA and Ansett.

But back to 1945, when the tide of World War II had rolled away from the Territory and all that remained was the debris of war scattered from Port Moresby to Lae and Rabaul and from there to Bougainville.

Coastal towns had taken a battering, some had virtually ceased to exist, harbours were strewn with the wrecks of ships, wharves had been damaged or destroyed, housing was at a premium, exploration and development had stopped for the duration of the war. There were still many unexplored areas that were virtually inaccessible. Maps were inadequate and left many blank spaces.

The Territory was gradually returning to civilian control — the administrator, Colonel J. K. Murray, faced the daunting task of restoring law and order, a task made more difficult because of the lack of proper and regular air transport in a country that was then and still is today so dependent on effective airline systems.

To facilitate transport between Australia and the Territory, Qantas had started services out of Sydney to Port Moresby and Lae, in 1945 — a service that later became known as the "Bird of Paradise" route. But within the Territory there still was the urgent need for air transport to carry freight and passengers.

Colonel Murray at the time said: "There is only one way to rehabilitate this country and that is through the agency of air transport. We must act quickly."

After contacting the Department of Civil Aviation in Melbourne, Colonel Murray asked that a Qantas manage-

ment team should come to Port Moresby for a conference to see what could and should be done to establish an adequate air network.

Early in 1946, the late Sir Hudson Fysh, then chairman and managing director of Qantas, the airline's general manager, H. H. Harman, and Captain D. O. (Orme) Denny, an old New Guinea hand and pioneer, flew to Port Moresby to meet Col. Murray and administration officials.

Sir Hudson, with his wife and Qantas staffmen, visited Port Moresby and Lae again later that year for "another look round". At the time he said: "I will always remember the sunken Burns Philp ship, Macdhui, lying on its side in Port Moresby Harbour and how at the Lae airstrip our pilot had to dodge the rearing prow of a sunken Japanese vessel in the harbour."

"Conditions were primitive at Lae.

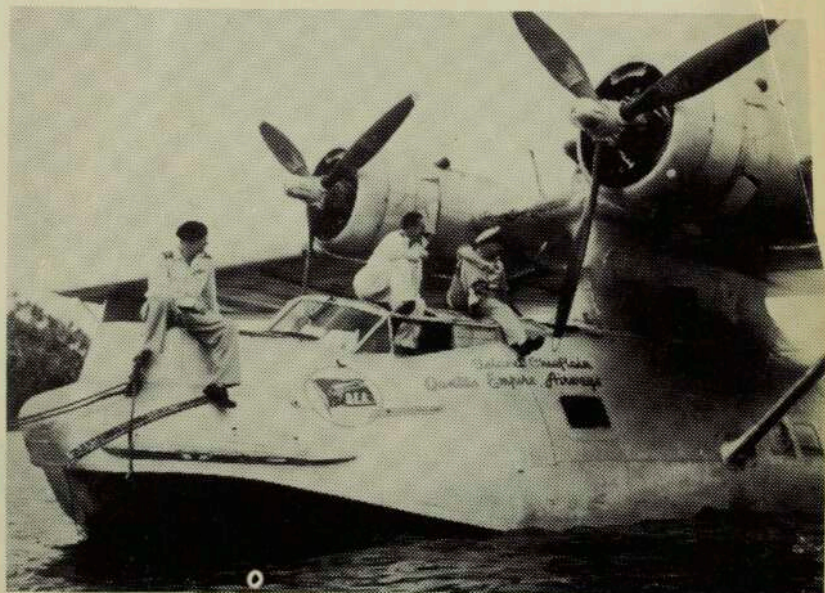
There was a flow of storm water rippling through the damaged Guinea Airways hangar, where a crashed DC-3 leaned drunkenly longside."

Qantas Captain A. Bird gave up to Sir Hudson and his wife his little sisalcraft-lined pack case home — the best that could be made available for the night. This was typical of the accommodation problems Qantas staff faced then, before the airline initiated a major building programme at Lae and other ports.

On November 20, 1946 a Qantas DH-84 Dragon, flown by Captain L. L. McNeill, left Brisbane for Lae which was to become Qantas' headquarters in the Territory.

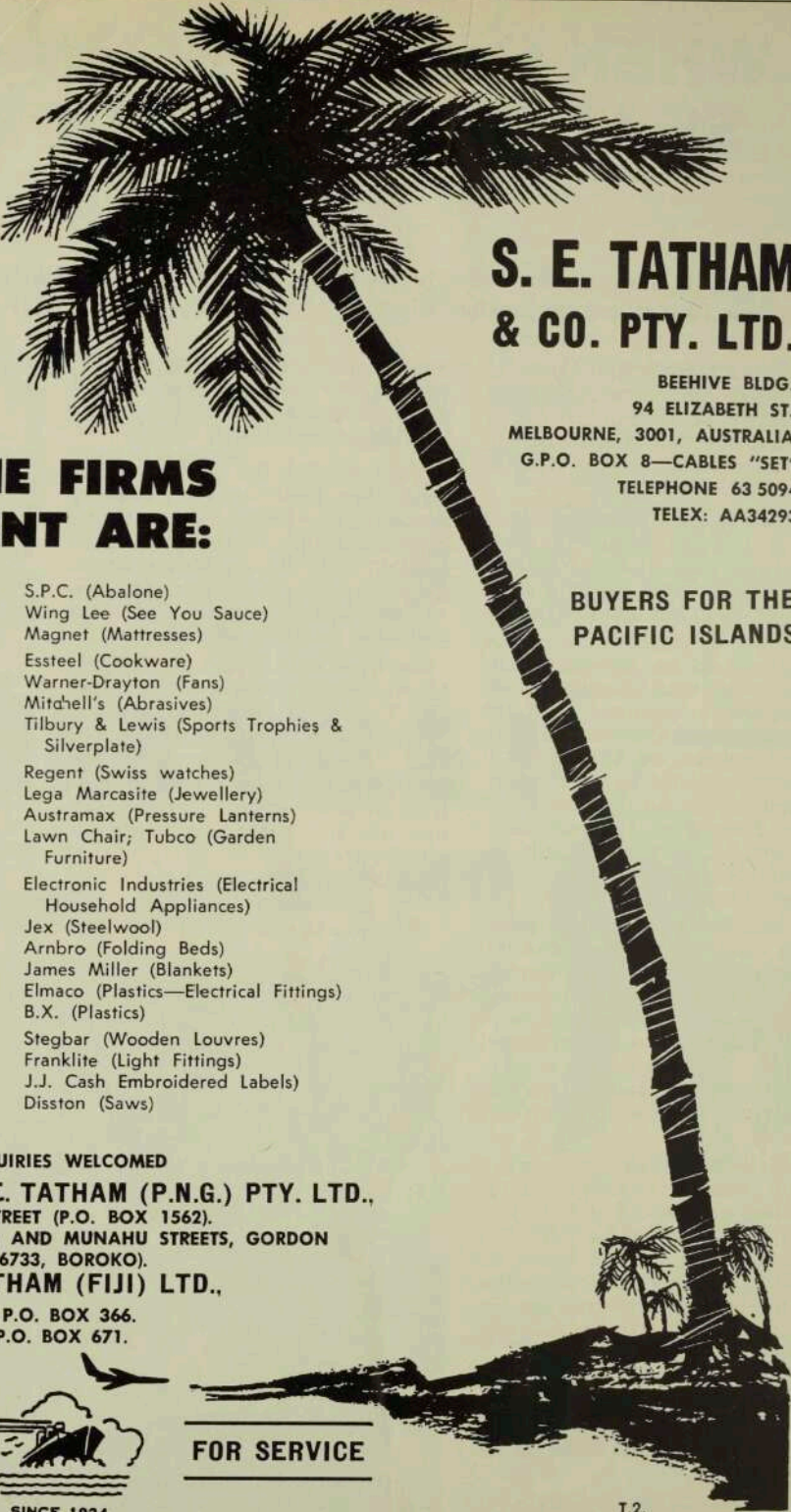
Captain McNeill was being shown around by an old New Guinea hand and pioneer airman, Captain R. O. Mant.

The Dragon was supposed to be available for the Administration and



One of Qantas' two Catalinas at Port Moresby. - Photo Qantas.

PACIFIC ISLANDS MONTHLY, OCTOBER 1976



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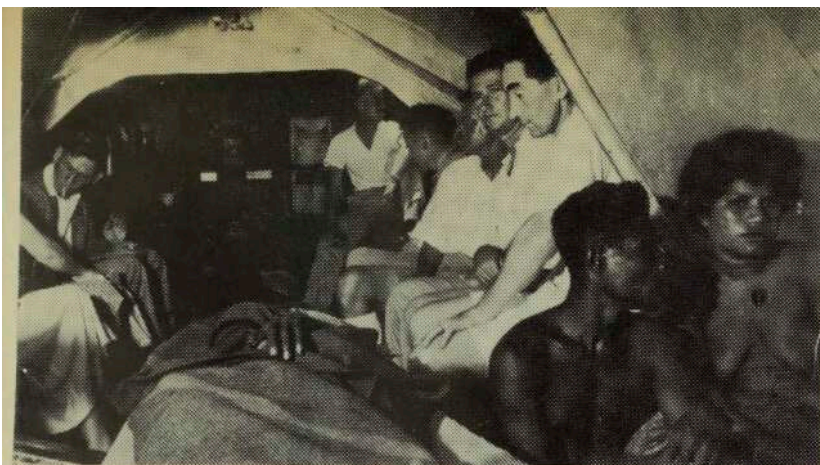
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Travelling 'first class' in a Qantas Catalina in the 1950's - Photo Qantas.

administration officials. It was at that time, probably the most luxuriously-fitted aircraft seen in the Territory — then still a primitive frontier-land. It had a fancy lining in the cabin, plush seats and carpets, curtains, even a wash-basin and other refinements.

Captain Mant was impressed with all the elegance, but less impressed with the performance of the Dragon, which had to be pushed hard to gain enough altitude to negotiate the "gaps" in the mountain ranges.

In 1946, at Lae, Qantas ground staff consisted of the manager, Harold Hindwood, one traffic officer, two ground engineers and a cook. The airport terminal consisted chiefly of an area around a lamp-post at the edge of the airfield. The pool of light cast by the lamp allowed engineers to work on aircraft at night.

Captain McNeill was soon joined by Captain F. S. Furniss with a second Dragon. There was a desperate need for air transport to fly anything anywhere.

So out came all the fancy trimmings in the first Dragon Captain McNeill had flown to Lae. The aircraft was stripped for action, ready for charter work.

The two captains flew charters for missions, planters, miners, surveying geologists, the Bulolo gold fields which had resumed production, and the Administration. They made supply drops to administration patrols, miners and explorers in areas where no airfields existed or were just being built.

Stripping the Dragon of all its trimmings must have been a bit of a blow to Murray and his staff. There was at certain levels at Port Moresby an atmosphere that would have fitted into a Somerset Maugham novel.

Former Minister for Territories, Paul Hasluck, (later Sir Paul) in his

latest book, *A Time For Building*, had this to say about his first visit to Port Moresby, after taking over as minister, in 1951 —

"The Administrator (at that time Colonel Murray) acted like a colonial Governor and was accorded the deference due to vice-regal rank which, in fact, he did not have.

"At his own residence, which to my surprise was called Government House, an aide-de-camp in uniform stood to attention when he moved from his chair.

"At public assemblies he was greeted with God Save the King. He flew the Union Jack on the flagstaff at his residence and on his car and when I asked why he did so, he said that was always the custom at Government Houses and the Australian flag would not be appropriate."

Qantas Captain A.J. Jacobson reported that runways in the Territory were short and narrow — six or seven hundred yards long and about 40 yards wide. Some were at sea level, one was at 9000 ft and more than half were at 5000 ft.

New Guinea pilots required special training no matter how extensive their experience had been in other parts of the world. They had to contend with unpredictable weather, lack of communications and navigational aids and often hostile terrain.

The Highlands had some of the strangest and trickiest airfields in the world. At some, pilots landed steeply uphill, parked at right angles to the runway, after taxiing at full power to reach the top, and hurtled downhill for take-off.

Rapid as one of the most difficult strips was Tapini, in the mountains, 65 miles north of Port Moresby, hacked out of an unfriendly mountain slope.

Pilots had to fly low down a valley,

then make a left-hand turn for a one-way approach. Once committed to land, there was no way back and no margin for error.

The eastern end of the runway was 150 ft lower than the one facing west.

Flying in the Territory then was visual — that meant visual contact with the ground. Cloud banks had to be avoided. There was no night flying.

Qantas gradually built up its fleet as the demand for air transport grew. By 1949, it had a fleet of six Dragons and five DC-3s and established a flying boat network operated with two Catalinas to provide coastal services and provide air links for the many islands, all part of the Territory.

Cargo carried by Qantas included food supplies, equipment, machinery, building materials, livestock and even explosives.

There was the odd unofficial piece of freight — requested a Qantas Catalina pilot in his report for maintenance staff — "please remove crocodile from forward bilge".

There was a constant need for aerial supply drops in remote areas. Qantas crews had become quite adept in dropping supplies with a 98% success rate. In fact they were so successful that Administration staff at Tari, north-western Papua, tried to "dream up something" the Qantas boys could not drop.

Finally, they asked Qantas crews to drop live poultry, hens and a rooster. The method used was ingenious — the hens and the rooster were placed into airline sickbags — one at the top and one at the bottom. Around these were wrapped, loosely, rolls of toilet paper.

The Catalina flew low over the dropping site — the wrappings were meant to protect the *chooks* from the slipstream. As the birds dropped, the bags and toilet paper were torn off. But, by that time, they were low enough to flutter to the ground.

The hens arrived in good order with all feathers intact. The rooster's "parachute" failed, but he made the dining table.

That was certainly not the only occasion pilots had to improvise. Flying in New Guinea they had to be versatile and entirely reliant on their own good judgment. Pilots in those days made out their own waybills and loadsheets, wrote out passenger tickets and took the money.

By 1952, Captain Orme Denny was back in New Guinea as area manager. His task was to make the airline's internal services more self-reliant and

self-contained. His chief pilot was the legendary Captain W. (Forgie) Forgan-Smith.

The airline had a staff of 174 Europeans and a fleet of 14 aircraft, flying to more than 103 ports.

Qantas in that year carried 35,029 passengers.

The Administration had opened up more areas in a country that was in parts still very primitive, where customs and life style of the indigenes had not changed for centuries, where tribal wars were still commonplace. There was still "pockets" where cannibalism was practised.

But development moved much more rapidly. Qantas was able to provide more scheduled services, apart from charter flights, extending throughout the Territory (with extensive penetration in the Highlands). Services were extended to the British Solomons and to what was then Dutch New Guinea.

Qantas did not expect to make much out of New Guinea in the way of profits — its job was largely developmental. At the same time, its directors were concerned about the company's insecurity of tenure in the Territory.

Later events showed that their concern was justified.

As Sir Hudson Fysh put it, in the latter 1950s, when Senator Paltridge was Minister for Civil Aviation and the late D. G. Anderson (later Sir Donald) Director-General for Civil Aviation, increasing pressure was exerted by Ansett to enter the Territory.

Sir Hudson said: "That company (Ansett) had great hopes of extending overseas from Port Moresby to Hong Kong, as they had inherited ANA shareholdings in Cathay Pacific Airways, based in Hong Kong.

"New Guinea had been a magnificent training ground for our young pilots before they entered on our main international routes and we fought hard against losing the New Guinea services.

"It seemed, as in other instances, that the government was determined to do something for Ansett-ANA, a company full of vigour and bent on expansion.

"However, there was the government's two-airline policy to be reckoned with. Ansett-ANA could not go to New Guinea unless TAA did the same thing.

"It all ended with us losing the bat-

tle and the government deciding to relieve us of our services to and within New Guinea."

Qantas was obliged to sell its territorial network, aircraft, equipment, buildings and all other assets to TAA for £700,000 (about \$1,400,000).

Ansett joined TAA in the Territory later through the take-over of Mandated Airlines.

In July 1960, both TAA and Ansett took over from Qantas the Australia to New Guinea Bird of Paradise service. And at 6.30 am on September 1, of that year, Nanandai, a Papuan in Qantas service for many years, lowered the Qantas flag at Lae airport.

A few minutes later, the TAA flag was raised in its place as the airline's first territorial service from Lae to Madang, Wewak, Manus, Kavieng and Rabaul was ready to take off.

The ceremony at Lae underlined the end of the last chapter of a unique period in Qantas' long history. Unique, because in Australia, Qantas had left behind its pioneering days in the 1920s, while in the Territory after the war it had to start all over again, creating a frontier airline.

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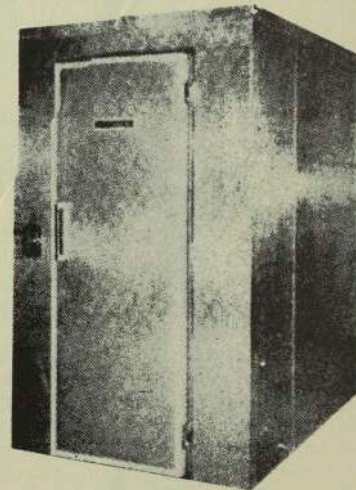
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DEATHS of Islands People

Mr A.S. Bathie

Mr Albert Stuart (Ab) Bathie, who died recently in Sydney, was prominent in the political and civic affairs of Norfolk Island for many years. In 1939, he married Amy Adams, member of the prominent Norfolk Island family. They went to Norfolk for a holiday in 1945, and decided to remain there. Mr Bathie was a horse-breaker and farmer.

He became a member of the Norfolk Advisory Council in 1958, and with one break, served continuously till the 1976 election. In 1960, he joined the administration as part-time liquor-issuing officer.

Mr J.A. Sword

Mr John Alexander (Jock) Sword, of old identity of Levuka, Fiji, died in August, aged 88. He was born in Scotland and went to Levuka in 1915 from NSW. He was an engineer or a mariner throughout his career. He built his house at Levuka on the top of Fission Hill and named it Stirling Castle. The 199 steps leading to it have become a major tourist attraction in Levuka.

Mr R. Karankiri

Mr Rovai Karankiri, MM, who died recently on Bougainville, aged 70, served with well-known coast watcher, Paul Mason, and his party during World War II. As a young man he was a teacher with the Seventh-day Adventist Mission. Tourists from all parts of Bougainville attended his funeral. They included members of the Bougainville SL. A bugler from Arawa police sounded Last Post.

Mr C.P. McCoy

Mr Charles Philip (Philly) McCoy, Norfolk Island carpenter, joiner and boat builder of some note, died late in August, aged 65. He was born on the island and schooled there, but spent some of his youth at Vila. In World War II he served with the 9th Division, 2nd AIF, in New Guinea andorneo. He built a number of fine houses, and hand-crafted some excellent furniture from Norfolk Island timber. He also built a number of

stout boats to withstand a battering in heavy seas. He married three times and had four sons and two daughters.

Mr N. Menzies

Mr N. Menzies, a retired Norfolk Island customs officer, died recently, aged 66. He was a descendant of Bounty mutineers, Christian and Nobbs. He was keen sportsman and a musician of some note. His first wife died in 1956, and he remarried in 1961.

Mrs Ivy Wells

Mrs Ivy Wells, a New Zealander

who, with her husband, spent winters on Norfolk Island for about 30 years, died recently on the island at her home in Taylor's Road. Each year she and her husband arrived in May or June, and returned to New Zealand in August. She is survived by her husband, a son and a daughter.

Mr D. Hickey

Mr Donald Hickey, a baker on Norfolk Island for many years, died recently. He and his wife, Elsie, went to the island in 1936 on their honeymoon, and stayed. He and his wife raised their five children on the island.

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Resident Agents in other Pacific Territories.

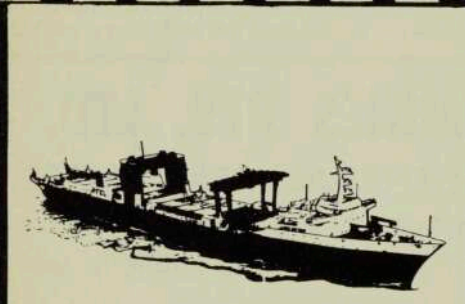


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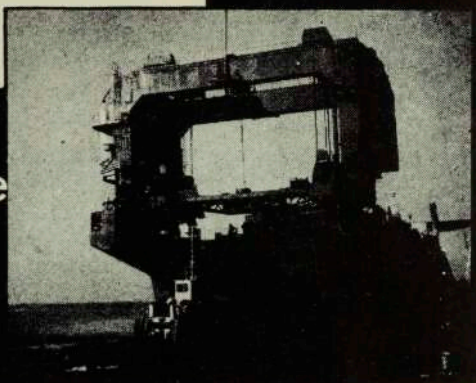
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FARRELL LINES

MANAGING AGENTS: Wilh. Wilhelmsen Agency P/L, 13-15 Bridge Street, Sydney 2000—Phone 20517—60 Market Street, Melbourne, 3000—Phone 613031—344 Queen Street, Brisbane, 4000—Phone 2213316. **MANAGING AGENTS N.Z.:** Dalgety N.Z. Ltd., 119 Featherston Street, Wellington—Phone 738347—41/45 Albert Street, Auckland—Phone 71859. **ISLAND AGENTS:** Robert Laurie (NG) P/L, P.O. Box 1032, Lae, PNG — Phone 423811. Burns Philp (NG) Ltd., P.O. Box 87, Rabaul, PNG. — Phone 922666.

SHIPPING, AIRWAYS

SHIPPING

SYDNEY - NZ - FIJI/TAHITI - UK

Chandris Lines maintains a passenger service from Sydney via NZ, Suva or Papeete every second month.

Chandris Lines maintains a passenger service from Sydney via NZ, Suva or Papeete every second month.

Details from Chandris Lines, 135 King Street, Sydney (232-2455).

SYDNEY - LORD HOWE IS - AUCKLAND - NORFOLK IS - NEW CALEDONIA

Compagnie des Chargeurs Caledoniens operates four-weekly cargo service Sydney-Lord Howe Island-Norfolk Island-Auckland-Norfolk Island-Noumea.

Details: Hetherington Kingsbury Pty Ltd., 37-49 Pitt Street, Sydney (27-1671).

SYDNEY - NEW CALEDONIA

Somacal operates 30-day service from Sydney to Noumea.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301)

SYDNEY - NZ - FIJI - HAWAII - CANADA - US

P & O liners call at Auckland, Suva, Honolulu and Vancouver on eastbound and westbound voyages between Sydney and the US.

Details from P & O Booking Centre, World Travel Headquarters Pty Ltd, 33 Bligh Street, Sydney (231-6655).

SYDNEY - NZ - FIJI - TONGA - N. HEBRIDES - NOUMEA - PNG

SOLOMONS - SAMOAS - TAHITI - HAWAII

Sitmar Cruises operates a year-round cruise programme to include most of the above countries. Details from Sitmar Cruises, 22-30 Bridge Street, Sydney (27-4521).

Royal Viking Line, with luxury cruise ships Royal Viking Sea, Star and Sky, cruises the Pacific from Sydney, Hobart and Cairns calling at most of above countries.

Details from Wilh. Wilhelmsen Agency Pty Ltd, 13-15 Bridge Street, Sydney (2-0517).

P & O liners call at Apia, Auckland, Bay of Islands, Borabora, Honiara, Honolulu, Lautoka, Noumea, Nukualofa, Pago Pago, Papeete, Port Moresby, Santo, Savusavu, Suva, Vavau and Vila on cruises from Australia.

Details from P & O Booking Centre World Travel Headquarters Pty Ltd, 33 Bligh Street, Sydney (231-6655).

AUSTRALIA - NEW CALEDONIA - NEW HEBRIDES

Compagnie des Chargeurs Caledoniens operates three-weekly cargo service from Sydney to Noumea, Port Vila, Santo.

Details: Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney (27-1671).

Sofrana-Unilines ships serve Noumea every three weeks from the main ports along the east Australian coast and Port Vila monthly from Melbourne and Sydney.

Details from Sofrana-Unilines, 37 Pitt Street, Sydney (27-2031), Trans-Austral Shipping Pty Ltd, 570 Bourke Street, Melbourne (67-9162), ACTA Pty Ltd, Brisbane (221-3166), Elder Smith Goldsbrough Mort Ltd, Port Adelaide (47-5688), McIlwraith McEachern Ltd, Newcastle (2-4781), H. Jones and Co Pty Ltd, Burnie, Tasmania (31-1833).

South Pacific United Lines maintain a four-week

cargo service from Sydney to Noumea, Vila and Santo.

Details from Omni Traders & Brokers Pty Ltd, 261 George Street, Sydney (241-2872/6).

AUSTRALIA - FIJI

Karlender (Aust) Pty Ltd operates monthly cargo services from Sydney to Suva and Lautoka.

Details from Karlender (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301); Dalgety Shipping, 461 Bourke Street, Melbourne (60-0731); Burns Philp (SS) Co Ltd, Suva and Lautoka.

Sofrana-Unilines (Fiji Express Line) operates to Suva every three weeks from the main ports on the east coast of Australia and monthly to Lautoka from Melbourne and Sydney.

Details from Sofrana-Unilines, 37 Pitt Street, Sydney (27-2031), Trans-Austral Shipping Pty Ltd, 570 Bourke Street, Melbourne (67-9162), ACTA Pty Ltd, Brisbane (221-3116), Elder Smith Goldsbrough Mort Ltd, Port Adelaide (47-5688), McIlwraith McEachern Ltd Newcastle (2-4781), H. Jones and Co Pty Ltd, Burnie, Tasmania (31-1833).

AUSTRALIA - TAHITI - US WEST COAST

South Pacific United Lines maintain a four weekly service from Sydney to Papeete, and US West Coast.

Details from Omni Traders & Brokers Pty Ltd, 261 George Street, Sydney (241-2872/6).

AUSTRALIA - PNG

Containers Pacific Express (Burns Philp and AWP Line) operates four-weekly cargo service from Melbourne and Brisbane with Samos to Port Moresby and Lae and three-weekly cargo service from Sydney (direct) to Lae and Port Moresby with Alimos.

Details from Burns Philp & Co Ltd, 51 Pitt Street, Sydney (241-3816).

Farrell Lines operates a service every 18 days from Tasmania, Melbourne, Sydney and Brisbane to Lae, Rabaul and Anewa Bay.

Details from Wilh. Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (2-0517), 60 Market Street, Melbourne (61-3031), Burns Philp (NG) Ltd, Rabaul, Robert Laurie-Carpenter (NG) Pty Ltd, Lae.

New Guinea Express Lines with two ships operates three-weekly Melbourne, Sydney, Brisbane, Port Moresby, Lae, Rabaul.

Details from New Guinea Express Lines, PO Box 73, Royal Exchange PO, Sydney (241-3991), MacArthur Shipping Agency Co, 82-92 Eagle Street, Brisbane (229-3777), Western Farmers Transport Pty Ltd, 459 Little Collins Street, Melbourne (67-291), Breckwoldt's Shipping Agencies in Port Moresby (24-2525), Lae (42-1536), Rabtrad Niugini Pty Ltd, Rabaul (92-2911).

Karlender New Guinea Line's cargo vessels call at Melbourne, Sydney, Port Moresby, Lae, Madang, Newak, Manua, Kimbe.

Details from Karlender (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301); Dalgety Shipping, 461 Bourke Street, Melbourne (60-0731).

AUSTRALIA - PNG - SOLOMONS

New Guinea Australia Line's vessels operate from Sydney and Brisbane to Port Moresby, Lae, Rabaul, Port Moresby, Wewak, Honiara, Kieta, Gizo, Madang and Samarai.

Details from InterOcean Swire, 8 Spring Street, Sydney (2-0522).

AUSTRALIA - NAURU - MAJURO - NAURU - AUSTRALIA

Nauru Pacific Line operates regular cargo/passenger service from Sydney and Melbourne to Nauru, Majuro (Marshall Islands) Nauru, Sydney, Melbourne.

Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977), InterOcean Swire, 8 Spring Street, Sydney (2-0522).

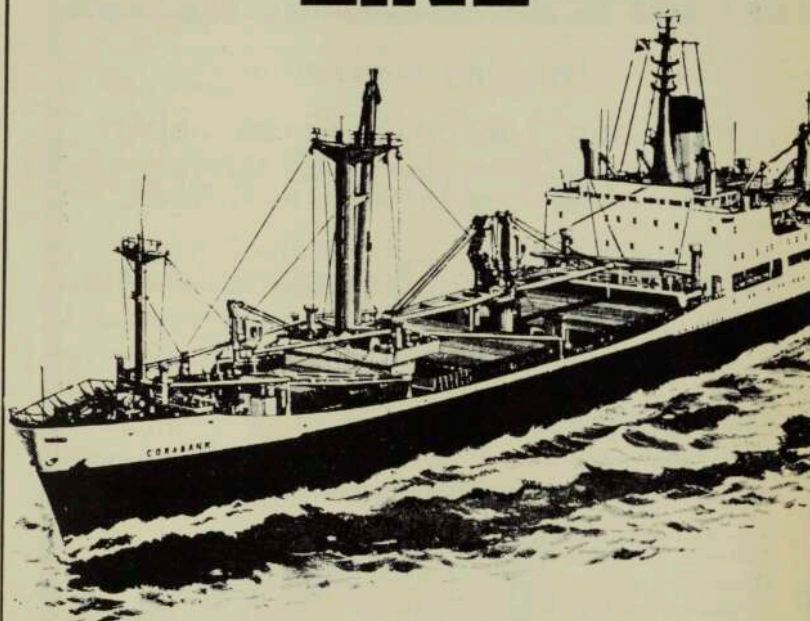
US - PNG

Farrell Lines operates regular services from all US east coast ports to Lae, Rabaul and Anewa Bay.

Details from Wilh. Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (2-0517), One Embarcadero Centre, Suite 701, San Francisco, Burns Philp (NG) Ltd, Rabaul and Kieta, Robert Laurie-Carpenter (NG) Pty Ltd, Lae.



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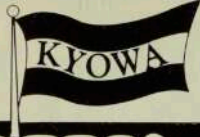


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 To: Australia, Papua New Guinea, Sabah & Sarawak.

South Korea, Japan
 To: Guam, Saipan, Papua New Guinea, Other Pacific
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AGENTS

Taiwan: Royal Steamship Corp., Ltd., Taipei
S. Korea: Dong Sue Shipping Co., Ltd., Seoul
Hong Kong: Dahzun Enterprises Ltd.
Singapore: Ocean Shipping & Enterprises Pte., Ltd.
Mariana Is.: Island Navigation Co., Ltd., Guam
B.S.I.P.: Solomon Taiyo Ltd., Honiara
Tahiti: J.A. Cowan & Fils, Papeete
Cooks: Union Citco Travel Ltd., Rarotonga
Tonga: E.M. Jones Ltd., Nukualofa
New Hebrides: Agence Maritime Raymond Velicite, Port Vila
A. Samoa: Island Pacific Agencies Inc., Pago Pago
W. Samoa: Morris Hedstrom Ltd., Apia
Fiji: Carpenter Shipping, Suva & Lautoka
PNG: Carpenter Shipping Agencies, Port Moresby, Rabaul
New Caledonia: Agence Maritime Du Rond Point Du Pacific,
 Noumea

Indonesia: P.T. Porodisa Raya Shipping Lines, Jakarta
Sabah: KOH Han Ming Shipping & Forwarding Agent,
 Kotakinabalu
Sarawak: Pan Sarawak Agencies Sdn. Bhd., Sibul & Kuching
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 Higashi-ku, Osaka, Japan.
 Phone: 06(227)0422 (Rep.)
 Cables: "MARIQUEEN" Osaka.
 Telex: 522-3896 Kyowa O.

SAN FRANCISCO - HONOLULU - MICRONESIA

Nauru Pacific Line operates regular conventional/
 container service from San Francisco and Honolulu
 to Majuro, Nauru, Ponape, Truk and Saipan.

Details from Nauru Pacific Line, 227 Collins Street,
 Melbourne (654-4977), North American Maritime
 Agencies, 100 California Street, San Francisco,
 California 94111 (981-0343).

PNG - US - CANADA

Farrell Lines operates regular services from Lae
 and Rabaul to US west coast ports and Vancouver.

Details from Burns Philp (NG) Ltd, Rabaul, Robert
 Laurie-Carpenter (PNG) Pty Ltd, Lae, PFEL, One
 Embarcadero Centre, Suite 701, San Francisco and
 Wih. Wilhelmsen Agency Pty Ltd, 13 Bridge Street,
 Sydney (2-0517).

FAR EAST - FIJI - NEW ZEALAND

New Zealand Unit Express (CNC, MNOL, RIL)
 operates a three-weekly cargo service from Hong
 Kong to Lautoka, Suva, NZ ports, Manila, Kaoshiung,
 Keelung, Hong Kong.

Details from Intercean Swire, 8 Spring Street,
 Sydney (2-0522).

Royal Intercean Lines operates monthly cargo
 service with three ships from Surabaya, Jakarta,
 Bangkok, Port Kelang and Singapore to Suva and NZ
 ports.

Details from Intercean Australia Services, 8
 Spring Street, Sydney (27-3801), Burns Philp (SS)
 Co Ltd, Suva and Lautoka.

Ben Shipping Co (Pte) Ltd, sailing monthly from
 Singapore, Hong Kong, Keelung, Kaoshiung, Suva
 and main NZ ports.

Details from Seatrans (Fiji) Ltd, GPO Box 152,
 Suva, Fiji.

JAPAN - NZ - PNG

China Navigation Co, with three ships, operates a
 monthly cargo service from Japan to New Zealand
 calling at Lae on return journey.

Details from Intercean Swire, 8 Spring Street,
 Sydney (2-0522).

FAR EAST - MID - S. PACIFIC

China Navigation Co's vessels operate a regular
 cargo service from Hong Kong, Taiwan and
 Singapore to Rabaul, Wewak, Madang, Lae, Port
 Moresby, Honiara, New Hebrides, Noumea, Papeete
 and Samoa.

Details from Intercean Swire, 8 Spring Street,
 Sydney (2-0522).

Kyowa Shipping Co Ltd operates monthly services
 from Hong Kong, Taiwan, S. Korea, Japan,
 Singapore and Jakarta to Guam, Saipan, Solomons,
 New Caledonia, Fiji, Western and American Samoa,
 Tahiti, Cook Is. Tonga, New Hebrides and PNG.

Details: Hetherington Kingsbury Pty Ltd, 37-49 Pitt
 Street, Sydney (27-1671).

NORTH EUROPE - NEW CALEDONIA

Hamburg-Sued operates monthly cargo services
 from Dunkirk and Le Havre to Noumea, via Panama.
 Details from: Columbus Overseas Services Pty Ltd,
 333 George Street, Sydney (290-2966).

Messageries Maritimes operates five cargo
 services a month from north and Mediterranean
 European ports to Papeete and Noumea.

Details from Messageries Maritimes, 4-6 Bligh
 Street, Sydney (221-2522).

JAPAN - GUAM - FIJI - SAMOA - N CALEDONIA - N HEBRIDES

Daiwa Line runs a monthly cargo service from
 Japan via Guam to Suva, Lautoka, Pago Pago, Apia,
 Vila, Santo and Noumea.

Details from Burns Philp (SS) Co Ltd, Suva.

TONGA - SAMOA - AUSTRALIA

Pacific Navigation Co Ltd operates a monthly
 cargo service between Nukualofa, and Apia to
 Sydney.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt
 Street, Sydney (27-6301); Burns Philp (SS) Co Ltd,
 Suva.

NJ - FIJI - TONGA - SAMOAS - TAHITI

Union Steam Ship Co of NZ operates a fully containerised service Auckland-Suva-Pago Pago-Apia-Nukualofa every 14-16 days.

A 28-day service by conventional ship is operated from Auckland to Papeete, Apia and Nukualofa.

Details from Union Steam Ship Co of NZ Ltd, PO Box 12, Auckland, or from branch offices/agents in Fiji, Tonga, Samoa and Tahiti.

NZ - NORFOLK IS

Compagnie des Chargeurs Caledoniens operate our-weekly cargo service from Auckland to Norfolk Island.

Details from Maritime Services Ltd, 14-18 Customs Street E, Auckland (7-5509).

NZ - N CALEDONIA - N HEBRIDES - PNG - SI

Sofrana/Unilines with two ships operating to Vila and Santo, to Honiara and Papua New Guinea, and to Noumea.

Details from Sofrana-Unilines, 42 Customs Street, Auckland (7-3279), P.O. Box 3614, Telex: NZ 2313.

NZ - N CALEDONIA

Compagnie des Chargeurs Caledoniens operates our-weekly cargo service from Auckland to Noumea.

Details from Maritime Services Ltd, 14-18 Customs Street E, Auckland (7-5509).

NZ - PNG

Farrell Lines operates regular service every 18 days from Auckland to Lae, Rabaul and Anewa Bay.

Details from Dalgety NZ Ltd, 14/45 Albert Street, Auckland (7-1859), Burns Philp (NG) Ltd, Rabaul Robert Laurie-Carpenter (PNG) Pty Ltd, Lae.

NZ - FIJI - NORTH AMERICA (WC)

Crusader cargo ships call at Suva, Levuka and Honolulu on NZ-US west coast trips and at Suva and/or Lautoka on US-NZ return trips.

Details from Blue Star Port Lines (Management) Ltd, P.O. Box 192, Wellington (73-9029); Burns Philp (S) Co Ltd, Suva.

NZ - FIJI

Reef operates a regular 18 day service from Auckland to Suva and Lautoka.

Details from Reef Shipping Agencies Ltd, P.O. Box 182, Auckland, NZ (7-1221-3).

NZ - TONGA

Warner Pacific Line services Lyttleton-Onehunga, Nukualofa-Vavau-Haapai on a 21 day schedule, for general and freezer cargoes.

Details from the Air Marine Services (NZ) Ltd, PO Box 2505 Auckland (362-730).

NZ - FIJ— SAMOA

Pacific Line with one ship operates monthly cargo service. New Zealand, Lautoka, Suva, Apia.

Details: Sofrana-Unilines, 42 Customs Street, Auckland (7-3279) PO Box 3614, Telex: NZ 2313.

NZ - COOK IS - NIUE

The Shipping Corporation of NZ Ltd with Toa and Lorena, operates cargo services from Auckland to Rarotonga and Aitutaki (fortnightly) and Niue (monthly).

Details from The Shipping Corp of NZ Ltd, PO Box 20, Auckland (37-9430); Waterfront Commission, PO Box 61, Rarotonga; Lighterage and Stevedoring Co, Aitutaki, Niue Govt Offices, Niue Island.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service, cargo only, is maintained by inference vessels sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka.

Details from Burns Philp (SS) Co Ltd, Suva.

UK - TAHITI - N CALEDONIA - N HEBRIDES - PNG - SOLOMONS - GILBERT IS

Bank Line operates a monthly direct cargo service from Europe, via the Panama Canal to Papeete, Noumea, Vila, major PNG ports and Honiara, occasionally to Tarawa, Santo, Kieta, Jayapura and Madina and return.

Details from Bank Line (A/asia) Pty Ltd, 1 York Street, Sydney (27-2041); Burns Philp (SS) Co Ltd, Suva.

EUROPE - TAHITI - W SAMOA - FIJI - N CALEDONIA

Nedlloyd offers regular cargo services from Northern Europe and UK to Papeete, Apia, Fiji and New Caledonia.

Details: InterOcean Aust Services Pty Ltd, 8 Spring Street, Sydney (27-3801).

US - SYDNEY - GILBERT IS - HONOLULU

Columbus Lines operates three-weekly container cargo sailing from US west coast to Australasia, returning via Tarawa, and Honolulu to Nth America.

Details from Columbus Overseas Services Pty Ltd, 333 George Street, Sydney (290-2966).

US - FIJI - TAHITI - AUSTRALIA

Bank Line Ltd operate regular cargo services from US Gulf ports to Australia and NZ. Calls at Suva, Lautoka and Papeete on demand.

Details from Bank Line (A/asia) Pty Ltd, 1 York St, Sydney (27-2011).

Pacific Far East Line cruise ships operate from San Francisco, Los Angeles, Honolulu, Moorea, Papeete, Rarotonga, Auckland, Opua (Bay of Islands), Sydney, and return via Suva, Niuafoou, Pago Pago and Honolulu to San Francisco.

Freight is carried on these passenger liners.

Passenger details from World Travel Headquarters Pty Ltd, 33 Bligh Street, Sydney (231-6655); freight details from P & O Aust Ltd, 2 Castlereagh St., Sydney (230-0177).

US - A. SAMOA - NZ - AUST - PNG

Farrell Lines LASH ships operate regularly from US to Australia, via Pago Pago and Auckland, returning via PNG ports.

Details from Wilh. Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (2-0517); 60 Market Street, Melbourne (61-3031) PEEL, 1 Embarcadero Centre, Suite 701, San Francisco (576-4000); Dalgety NZ Ltd, Auckland (7-1859); Kneubuhl Maritime Services, Pago Pago (633-5121).

Regular Pacific Services

"Union South Pacific", cellular container vessel. Reefer and general cargo from Auckland at approximately fortnightly intervals. Calls at Suva, Pago Pago, Apia and Nukualofa before returning to Auckland.

"Luhesand", conventional reefer and general cargo. Monthly sailings from Auckland, calls at Suva, Apia, Papeete and Nukualofa.



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400 California Street, San Francisco, California, U.S.A.

APIA—Burns Philp (South Sea) Company, Ltd.

PAPEETE—Agence Maritime Internationale Tahiti.

PAGO PAGO—Polynesia Shipping Services Inc.

NOUMEA—Etablissements Ballande.

SYDNEY—Trans-Austral Shipping Pty. Ltd.

SUVA—Burns Philp (South Sea) Company, Ltd.

LAKE/RABAU—Burns Philp (New Guinea) Ltd.

PORT VILA—Comptoirs Francais de Nouvelles Hebrides.

US - TAHITI - SAMOA

Pacific Islands Transport operates a five/six weekly cargo service from North American west coast ports to Papeete, Pago Pago, Apia.

Details from Trans-Austral Shipping Pty Ltd, 19 Pitt Street, Sydney (27-2441).

Polnesia Line operates container and general cargo service from US west coast ports to Papeete and Pago Pago.

Details from Polynesia Shipping Services Inc, PO Box 1478, Pago Pago (9-6799).

AIRLINES

FROM AUSTRALIA

Qantas (707s, 747s, DC4) — PNG, Norfolk Is, New Caledonia, Fiji, US, Canada.
PAA (747s) — Fiji, American Samoa, Hawaii, US.
CP Air (DC8) — Fiji, Hawaii, Canada.

UTA (DC8s and DC10s) — New Caledonia, Fiji, New Zealand, Tahiti, US.

Air Nauru (F28) — New Caledonia, Nauru, Tarawa, Majuro.

Air Niugini (707s, F27) — PNG.

Air Pacific (BAC111) — Fiji, via New Hebrides or New Caledonia to Fiji.

Advance Aviation (from Sydney), North Coast Airlines (from Coffs Harbour) and Oxley Airlines (from Port Macquarie) — Lord Howe Is.

FROM NEW ZEALAND

Air-NZ (DC8s, DC10s, F27) — Fiji, American Samoa, Cook Is, Tahiti, Hawaii, US, New Caledonia, Norfolk Is.

PAA (747s) — American Samoa, Tahiti, Hawaii, US.

UTA (DC8) — Tahiti.

FROM US

Qantas (707s and 747s) — Honolulu, Fiji, Australia.

PAA (747s) — Honolulu, Tahiti, A. Samoa, Fiji, NZ, Australia.

Air-NZ (DC8s and DC10s) — Honolulu, Fiji, Australia.

PACIFIC — FAR EAST - S. AMERICA

Air Nauru (F28 or 737) — Nauru to Micronesia, the Philippines, Okinawa, Japan, Taiwan, Hong Kong.

Air France (707s) — Japan to Tahiti, Peru.

Air Niugini (707s) — to Manila.

PACIFIC IS - AUST

Air Pacific (BAC111) — from Fiji, via New Hebrides or New Caledonia to Brisbane.

Air Nauru (F28 or 737) flies to Melbourne.

Air Niugini (707s/F27) to Cairns and Brisbane.

Norfolk Island Airlines (Beechcraft) to Brisbane.

PACIFIC IS - NZ

Air Pacific (BAC111) — Fiji-Tonga-NZ.

INTER-TERRITORY

Lan-Chile (707s) — Easter Is, Tahiti.

Air Pacific (BAC111 and HS748s) — Fiji to Gilbert Is, Tuvalu, Western Samoa, Tonga, New Hebrides, Solomon Islands, New Caledonia, PNG.

Fiji Air Services — Wallis and Futuna (charter).

PAA (707s) — Hawaii to Am. Samoa and Tahiti, US.

UTA (707s, Caravelles) from New Caledonia to Fiji, New Hebrides, Wallis Is, Tahiti.

Continental-Air Micronesia (727s) from Hawaii to Micronesia.

Air Nauru from Mauru to Tarawa, Marshall Is, Wallis Is, Fiji, W. Samoa, New Hebrides, New Caledonia, Solomons, Philippines.

Polynesian Airlines from Apia to Tonga, Niue Is, Fiji, Am. Samoa.

South Pacific Island Airway flies between America and Western Samoa.

Air Tahiti from Tahiti to Cook Is.

Air Niugini to Irian Jaya, Solomon Is, Philippines.

Norfolk Island Airlines (Beechcraft) to Noumea.

INTERNAL

Fiji — Air Pacific (HS748s and Trislanders), Fiji Air Services (Beech Barons and Islanders).

French Polynesia — Air Polynesie (Fokker Friendships), Air Tahiti.

US Trust Territory and Guam — Continental-Air, Micronesia (727s) and Air Pacific Internal Inc.

Gilbert Is — Air Pacific.

PNG — Air Niugini, Douglas Airways, Panga Airways, Talair.

Bougainville — Bougainville Air Services.

New Caledonia — Air Caledonie (Twin Otters).

New Hebrides — Air Melanesiae (Islanders).

Solomon Is — Solair (Beech Barons and Islanders).

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EXPORTERS TO THE PACIFIC ISLANDS

PRODUCE PRICES

Unless otherwise shown, stated quotations are in Australian currency. Australian dollar (August 26) equalled: New Zealand, \$1.2478 (buying), \$1.2434 (selling); Papua New Guinea, K0.9548 (buying), K0.9500 (selling); Fiji, \$1.1254 (buying), \$1.1014 (selling); Western Samoa, tala 1.0035 (buying), tala 0.9895 (selling); Tonga pa'anga 0.8826 (buying), pa'anga 0.8650 (selling); US \$1.2480 (buying) \$1.2430 (selling); UK £0.7070 (buying), £0.6990 (selling); French Pacific, CFP 113.35 (buying) 111.83 (selling).

COPRA

Copra industries are controlled through copra boards in PNG, the Solomons, the Gilberts, both Samoas, Fiji, Tonga, the Cooks and the US Trust Territory, New Hebrides, French Polynesia and New Caledonia do not have boards and copra is either sold individually by growers to overseas buyers or used locally.

PNG:— The board, with planters' reps, directs distribution and sales and pays planters. Shipments are made to UK, European markets and to Australian and Japan, and coconut oil mills on New Britain.

Latest prices are: Per tonne, delivered main ports, hot-air dried: K170; FMS, K167; smoke-dried, K165 (Prices include K28 bounty).

FIJI:— The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. The price is subsidised. Latest prices are: Fiji 1, \$190; Fiji 2, \$171, CAS \$70.

NEW HEBRIDES:— Copra sold direct by planters in France and Japan. Burns Philp paying on wharf, tala or Santo. Aug. 2 FNH 8,200, London, Aug 13 139-0 met francs 100 kg cif Marseilles.

US TRUST TERRITORY:— Palau; 1st grade, \$155, 2nd grade, \$145, 3rd grade, \$135, at district centre; outer islands, \$130, \$120 and \$110 for the three grades. Yap: \$135, \$125 and \$115 respectively at district centre; outer islands, \$110, \$100 and \$90 respectively. Truk, Ponape, Marshalls, Marianas: \$130, \$120 and \$110 respectively at district centres; outer islands, \$105, \$95 and \$85.

COOK ISLANDS:— All production is sold to Abels Ltd, Auckland. Prices are based on average world prices for the prior three of six months, and remain in force for three months.

SOLOMON ISLANDS:— Copra Board pays, per lb Honiara, Yandina and Gizo. 4½¢ 1st grade, 4¢ 2nd grade, 3½¢ 3rd grade.

GILBERT ISLANDS:— \$134.40 a ton, or 6¢ a lb.

WESTERN SAMOA:— 1st grade, \$WS109.50, 2nd grade, \$WS96.50.

TONGA:— All copra sold to EEC. 1st grade, \$P70, 2nd grade \$P58.

NIUE:— Standard, \$147 a tonne gross.

OTHER PRODUCE

COCOA:— Island rates are based on Ghana price of cocoa price on Aug 26 was spot £stg. 1,377 ton, cif, Continent.

Aug 26, in store, Rabaul, export quality, K1,300 per tonne, delivered ex wharf Sydney \$1,790 per tonne. **Solomons.** — Delivered Honiara prices recently are 40¢ per lb 1st grade, 30¢ 2nd grade.

Western Samoa. — Ungraded beans, \$23.50 (100

CHILLIES:— Solomons, Honiara buyers pay for tabasco, 1st grade, 35¢ to 36¢ per lb. 2nd grade, 25¢ per lb. Long Red is 14¢ per lb.

COFFEE:— PNG Aug 26. Good quality, A Grade 7¢ per kg; B Grade 27¢, C Grade 26¢; Y Grade 9¢ (ex-store Sydney).

W.Samoa. — Recently, WSTEC ground and dried beans, 60¢ per pound wholesale.

PEANUTS:— PNG: Sydney agents reported recently f.o.b. Lae; Kernels — white Spanish 19¢ lb.

BROOMCORN:— Fiji, 1st grade 16½¢ lb, 2nd grade 14½¢ per lb. 3rd grade 4¢ per lb.

RICE (Aust):—PNG: Dried brown, 25 kilo bags, \$298.94 per tonne. Vitamin enriched white, 25 kilo bags, \$303.94 per tonne, all f.o.w. Sydney/Melbourne. **Pacific Islands:** Calrose med. grain, white, 25 kilo bags, \$320 per tonne. Kulu long grain white, 25 kilo bags, \$355 per tonne. All prices c.i.f. Sydney/Melbourne.

RUBBER:— Singapore, Aug 26, 49¢-51¢ per kg.

VANILLA BEANS:— Prices recently were: White and yellow label processing standard packs, \$7.50; green label \$7.40, c.i.f. Sydney. Tonga — \$P4.20, f.o.b., Nukualofa. \$P4.50 Melbourne.

TROCHUS:— Solomons, Private companies pay 16¢ per lb for good quality.

BLACK LIP:— Solomons: Private companies pay 10¢-15¢ for good quality.

BECHE-DE-MER:— Solomons: Private companies pay: 1st grade \$1.40 per lb; 2nd grade \$1 per lb; 3rd grade, 80¢ per lb.

GREEN SNAIL:— Solomons: Private companies pay 25¢ per lb.

EXCHANGE RATES

FIJI — Aug 27: Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda, First National City Bank, Aust \$ on Fiji buying \$F1=\$A0.90.

COOKE IS., NIUE — New Zealand currency is used.

NEW HEBRIDES. — Aug 27: Through Banque Nationale de Paris (Sydney), Indosuez Bank, ANZ Bank, Bank of NSW, National Bank of Aust, Commercial Banking Co of Sydney, Commercial Bank of Aust, Hong Kong and Shanghai Banking Corp, Barclays Bank International, \$A1 — FNH 100.52 (buying) 99.18 selling — airmail transfer rate.

WESTERN SAMOA. — Through Bank of Western Samoa, controlled from NZ, \$WS1 (tala) — \$A0.97 (buying).

TONGA. — Tongan dollar (pa'anga) = \$A0.89 (buying).

NORFOLK IS, SOLOMON IS, GI, NAURU. — Australian currency used; no exchange payable in transactions with Australia.

PAPUA NEW GUINEA — Aug 27: Through PNG Banking Corp, Bank of NSW, ANZ Bank, Bank of South Pacific. \$A = K0.95.

FRENCH PACIFIC COLONIES. — Pacific francs (CFP) are used in New Caledonia, Wallis and Futuna Is, and Fr Polynesia. French Bank Sydney, on Aug 27 quoted: \$A = 113.08 CFP (buying), 111.58 CFP (selling), Paris-London: £1 = 8.7850 francs (buying), 8.7750 (selling) CFP — London: £1 = 159.4545 CFP (buying), 159.2727 (selling). CFP to 1 metropolitan franc 18.43 (buying) 17.94 (selling).

Banks should be approached for daily rates.



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—Noumea.

NEW HEBRIDES—District Manager: G. F. Donnelly, Vila; Santo: Burns Philp (New Hebrides) Ltd.

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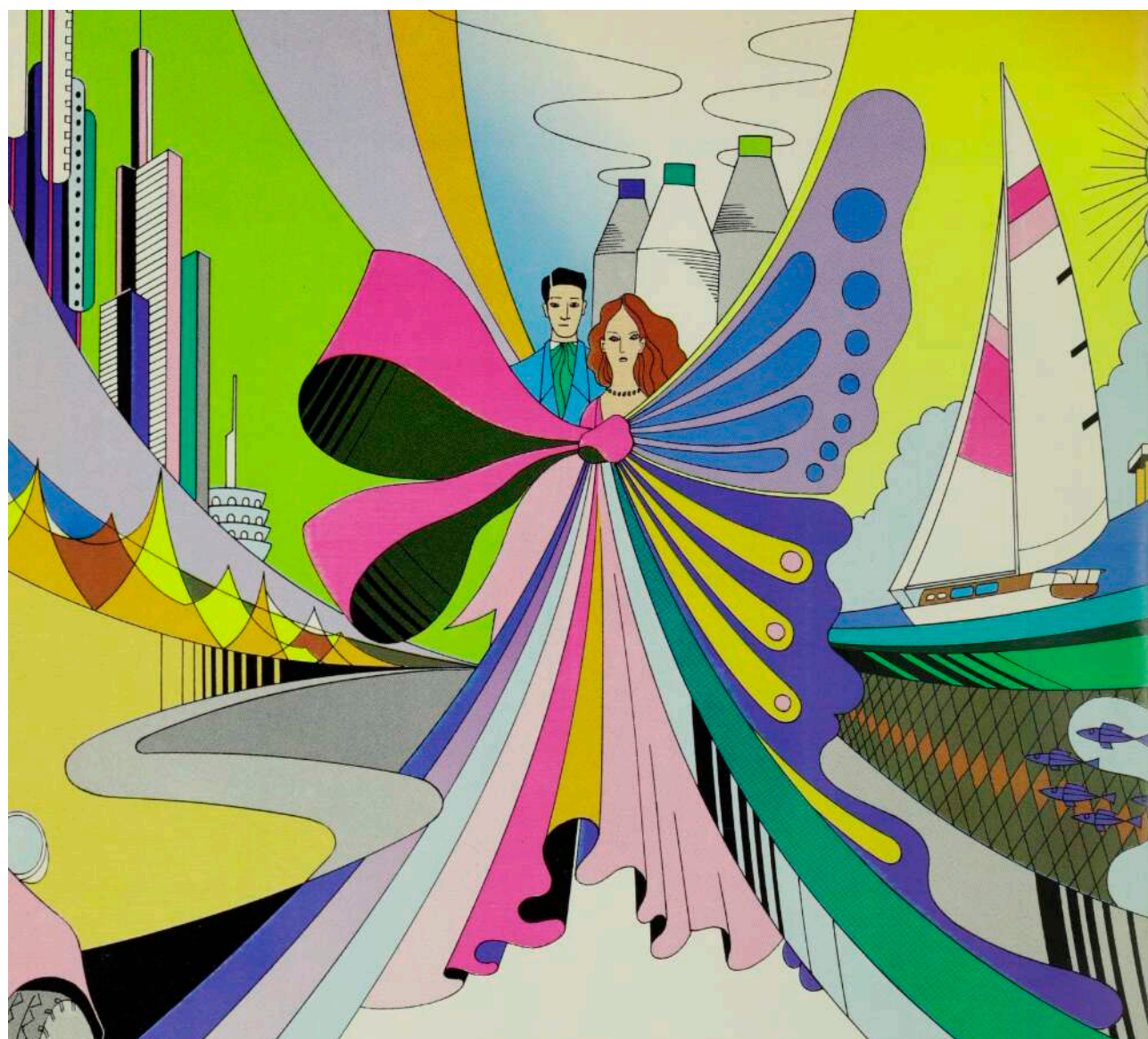
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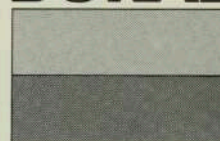
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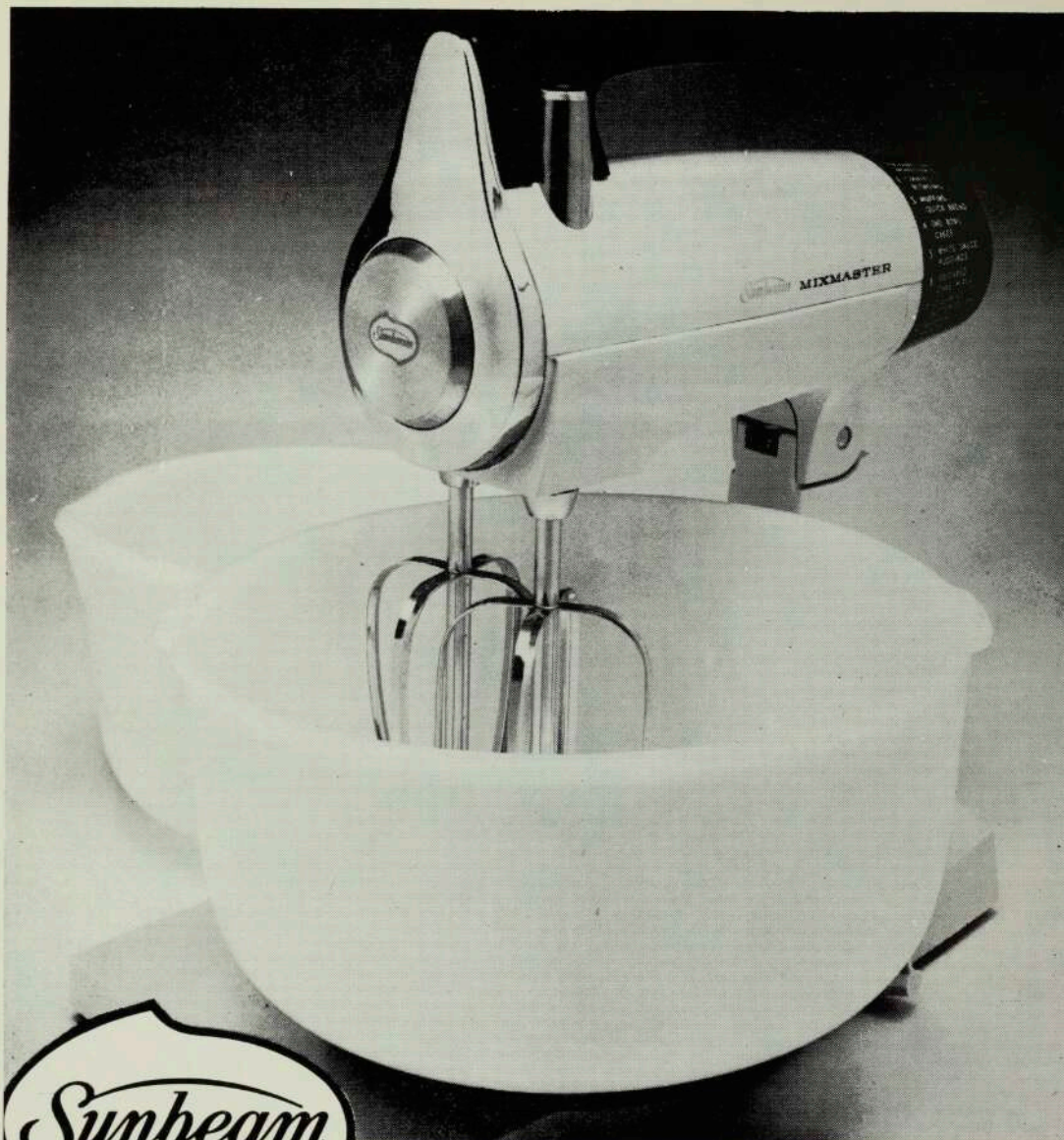


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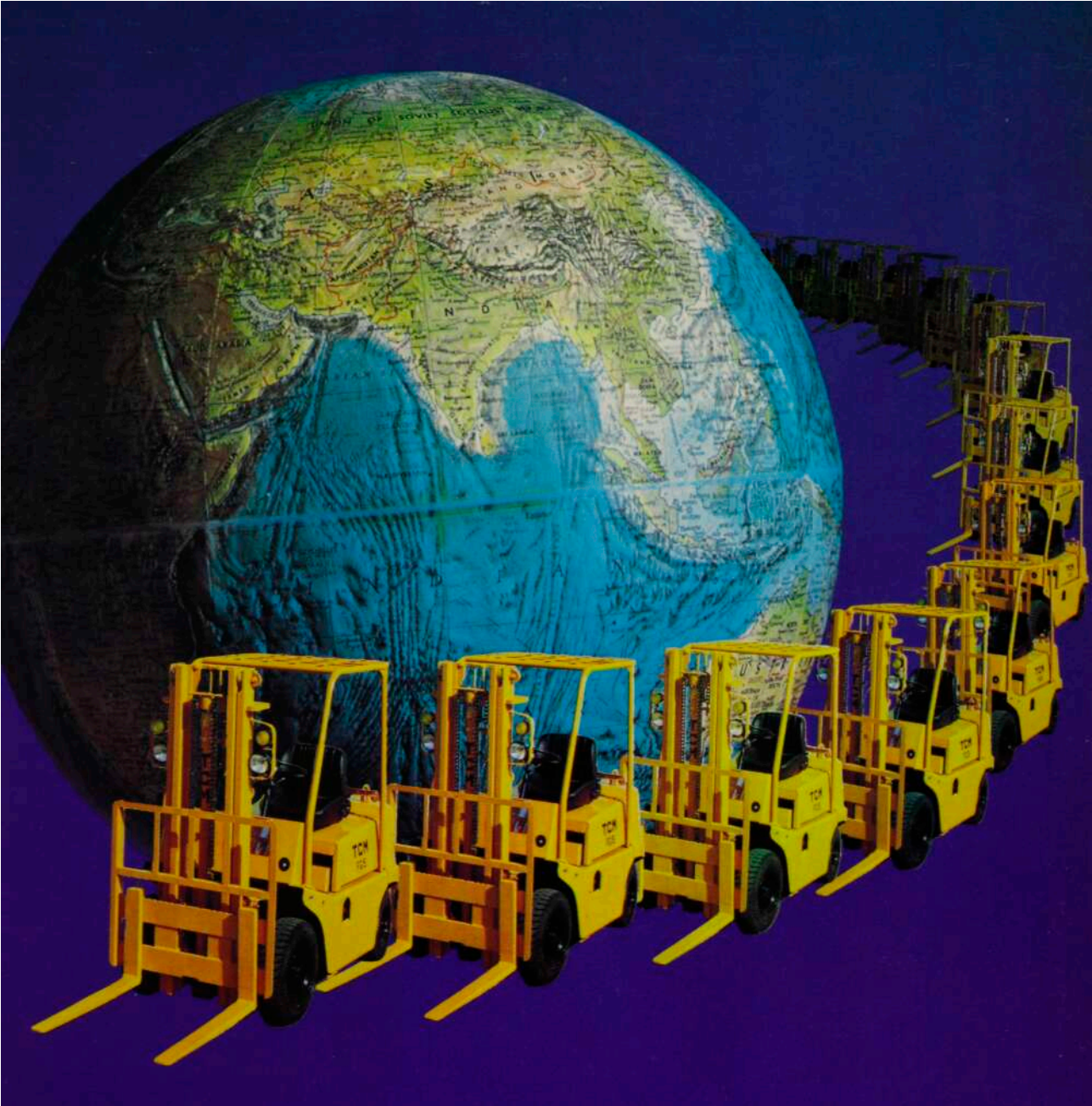
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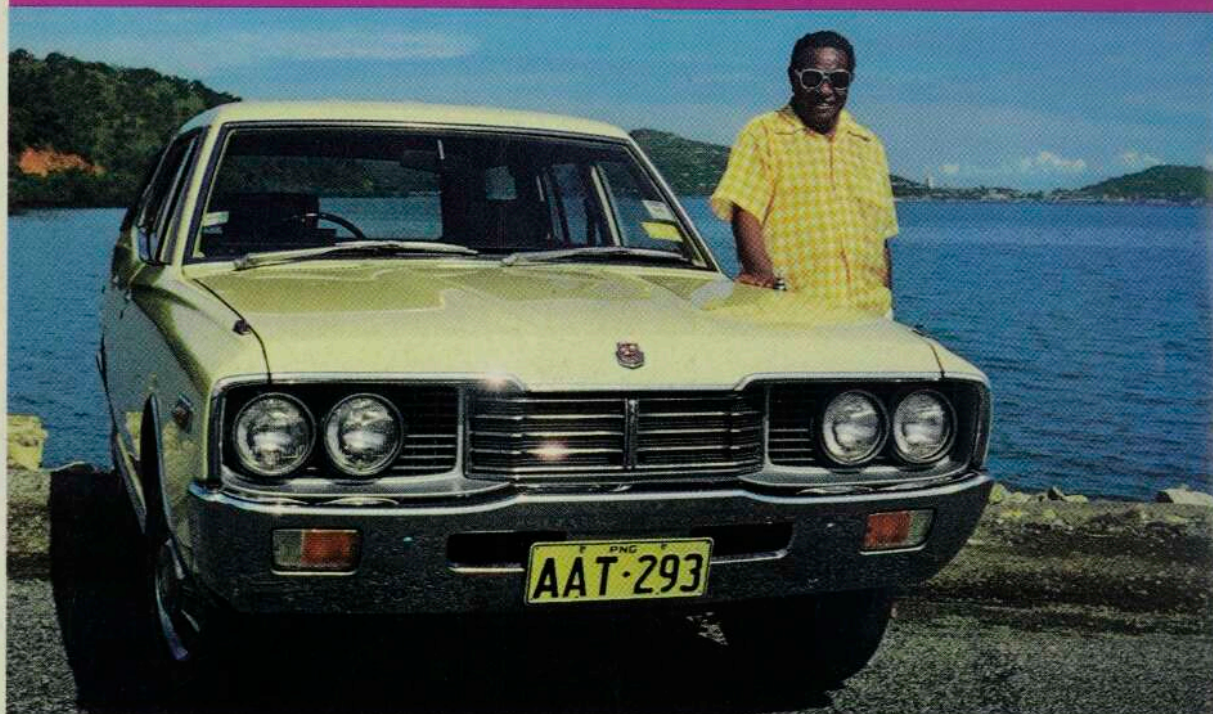
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