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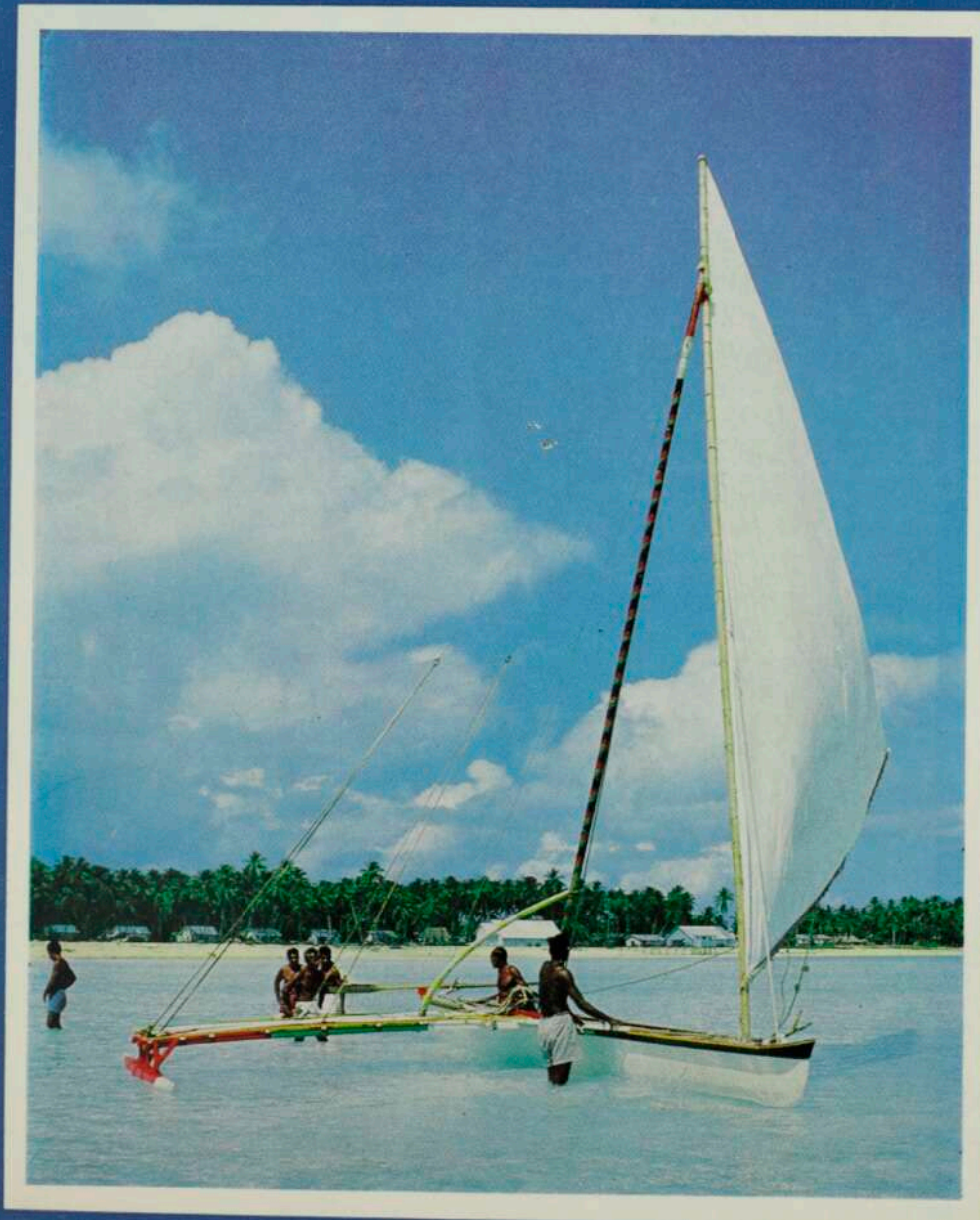
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Pacific Islands Monthly

NEWS MAGAZINE OF THE SOUTH PACIFIC



AUGUST, 1972

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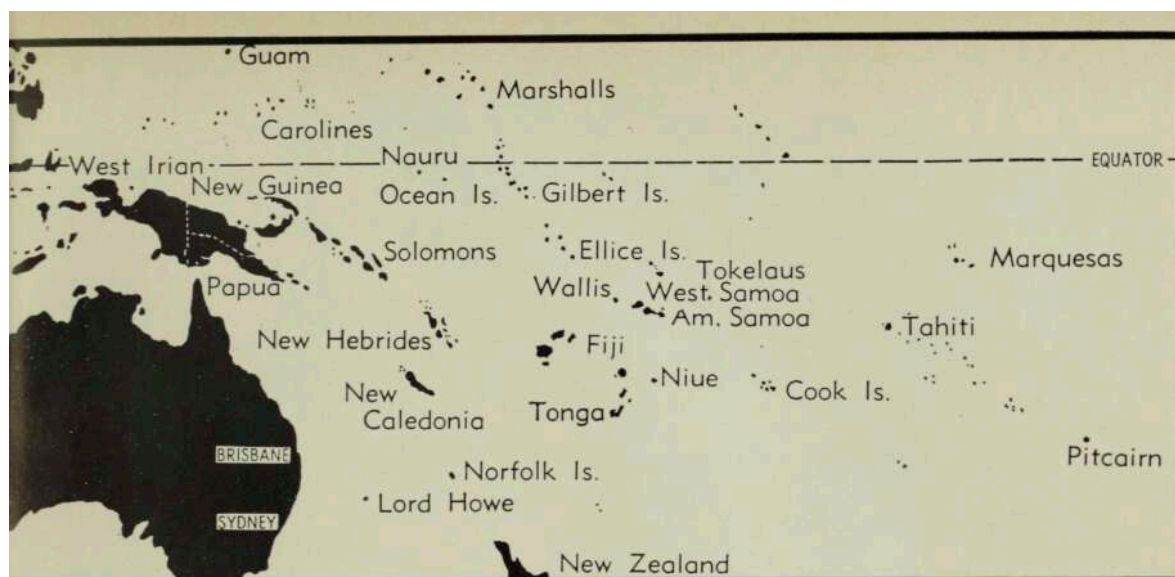
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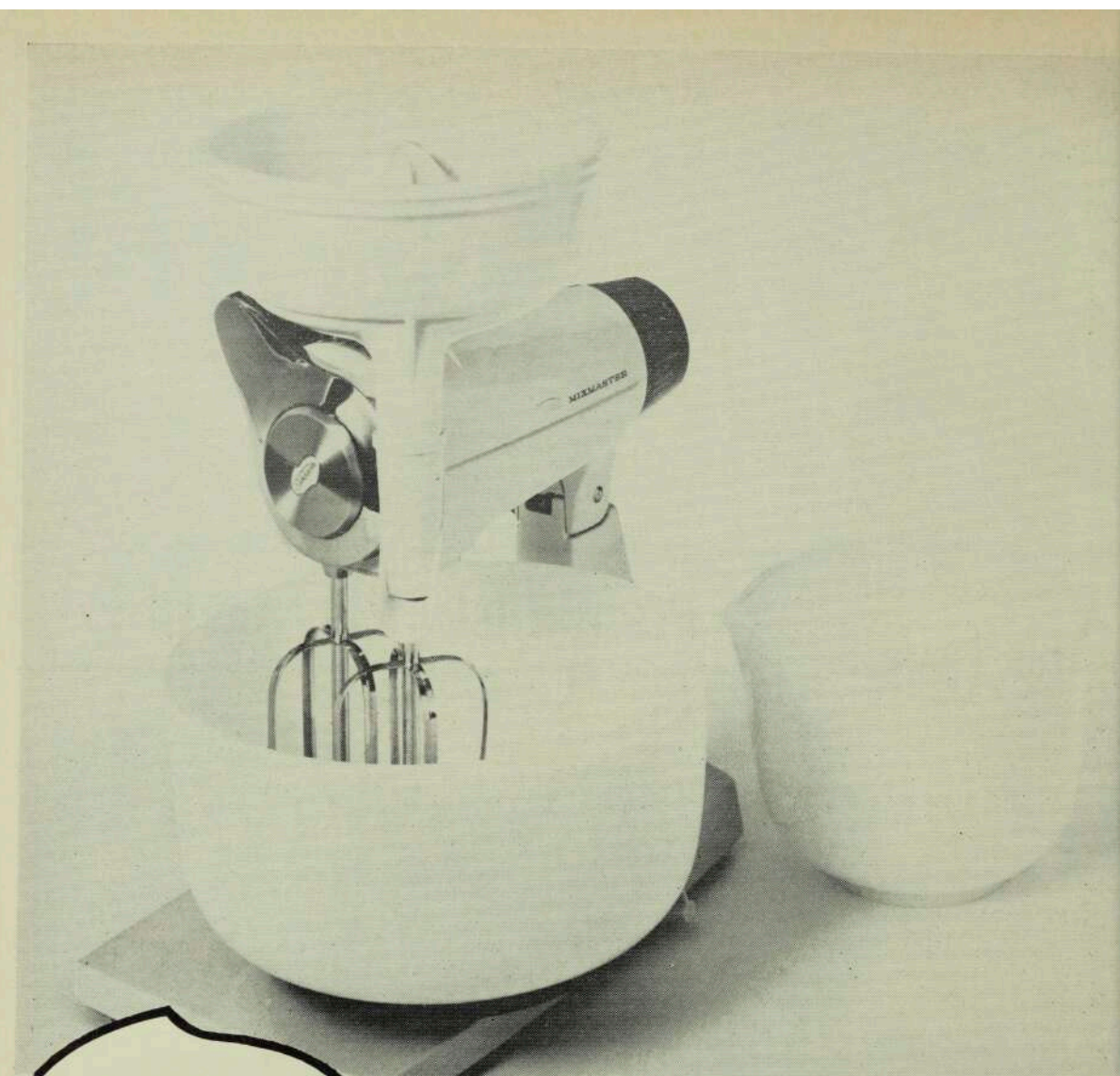
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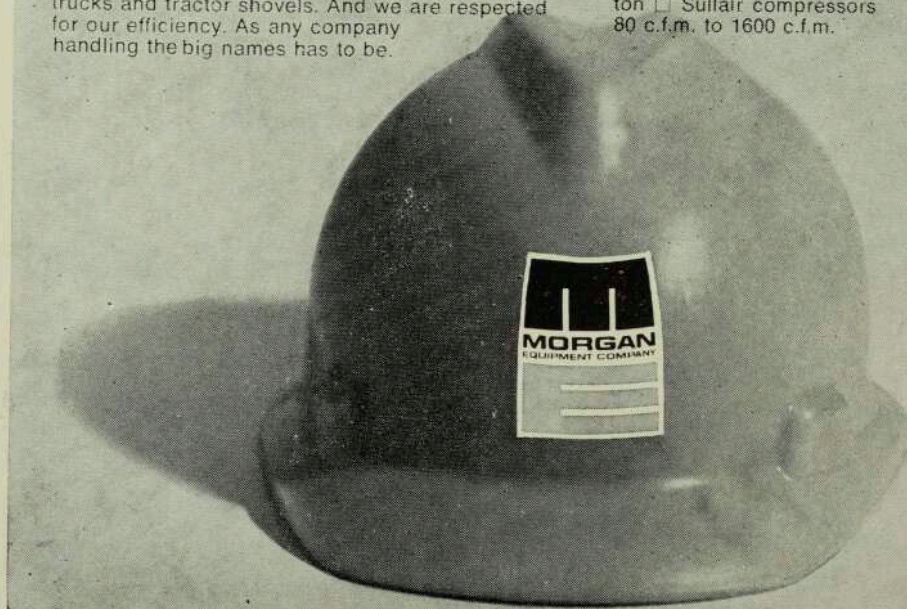
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Up Front with the Editor

is column of monthly chit-chat been compiled in hotel rooms, bars, on aeroplanes, in plantations, homesteads; this one is being written aboard a Nauruan ship along King's Wharf, Suva, where the view across the harbour to the spectacular Thumb is uninterrupted and the sea breezes arrive fresh and unpolluted by the heat.

is site is a choice piece of South Sea real estate indeed, so it must be available to some that it is not only, merely rentable from day to day on a short-term lease. But those of us in "Enna G" have been able to take advantage of this superb site longer than most travellers here, as I write, this cruise vessel spent two days short of a fortnight here at Suva's famous main wharf, while the artisans at Millers and Bish Ltd grind pieces of the metal.

body knew when we put in to Suva as part of an 18-day cruise from Sydney that the repair work would take so long. Our sailing orders had in fact been altered from day to day, so that we have been assigned to a kind of cruise ship limbo.

the experience has had its rewards. While it is true that we have been able to arrange any extensive tours in Fiji for fear that the "Enna G" might in fact leave port within the week, and those of us with friends have been reluctant to contact many of them for the same reason, there is an unexpected satisfaction in being a permanent part of Suva's waterfront.

we're like the professional film makers which moves for weeks among the people of a remote tribe, filming and everything until the tribesmen take the camera for granted and the photographers can begin to record life as it's really lived.

When we arrived the wharf rangers and customs officers greeted us with mere passing interest, wondering if we were predominantly Australian, New Zealand or American; the curio dealers at the market unhesitatingly asked \$5 for \$1 items; the taxi drivers

signalling from every corner were convinced we were unable to walk another five yards without their extortionate aid.

But we were, like all cruise passengers, in Suva only for a day or two, and so duty-free shopping was a furious and strained exercise, with many purchases later to be regretted; taxi-riding was an unequal battle of wits over mileage and fares; the selection of suitable half-day tours and "Island night" feasts a matter of gut-wracking trial and error on value for money. And all-in-all it was a success. To the 40 "Enna G" passengers—the usual affable-enough cruise ship mixture of widows, elderly retired couples, professional men and dairy farmers with the annual winter wanderlust—Suva was a colourful port, with no real disappointments, and the memory of it was enough to last to next winter.

But as a result of our two weeks' limbo on the Suva waterfront I think the memory of Fiji will now last not a winter but a lifetime for most of "Enna G's" passengers, for it won't be the picture of a port they will now keep, but that of a people. After two weeks in the heart of Suva, with the best and most convenient accommodation in town ("Enna G" is without doubt a first-class passenger ship), you get to know a lot of wharf labourers, market stallholders, cab drivers and shopkeepers. You get to know who runs the good tours and "Island nights"

and the phoney ones (in fact you get to distinguish the real from the phoney).

As part of their daily scene, our good friends ashore daily ask after our health, and the health of our ship. They give us background information and help on all manner of local events, charge us correct fares, and—more often than not—fair prices, and joke with us as they do with each other. The wharfies ask us to share their yaqona bucket; the stallholders cheerfully pick out the bananas we want, and the sound melons. The customs officers in their lonely gate posts wave us through with a friendly gesture.

The greatest development has been our recognition of the duty-free shopkeepers as honest businessmen, not thieves; good family men, not Scrooges. There are, we think, thieves among them (any "Enna G" passenger will probably lend you his short, private black list), but mostly they now appear to us to be hard-working people with long-restrained patience and not greed, anxious to make a sale in an almost unfairly competitive arena, but not willing to sell their souls to the devil to do it.

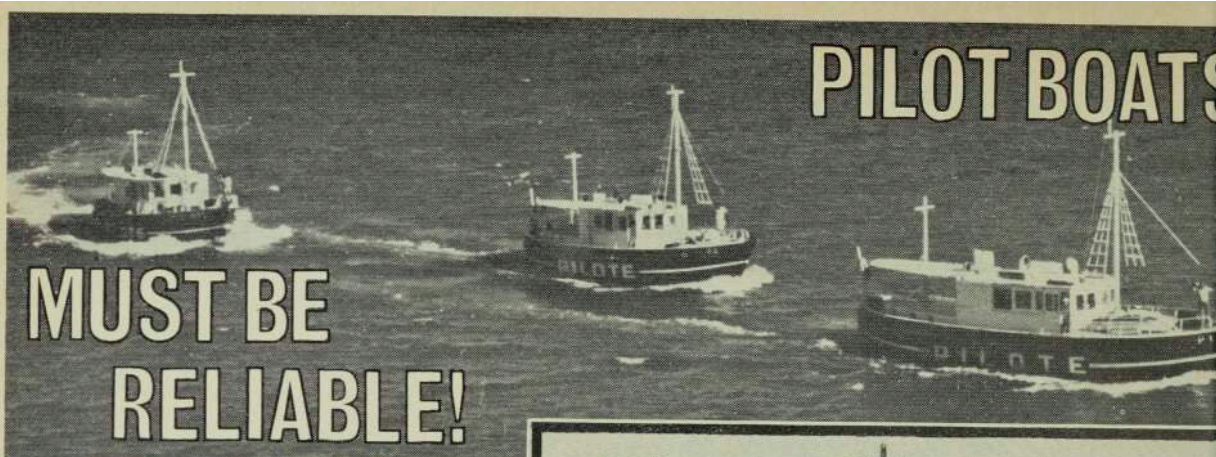
We realise, as observers rather than active participants now, that that mad initial tourist shopping spree is as much a strain on the shopkeeper as the tourist, and that the man behind the counter has learned to grow a thick hide to turn some of the insulting barbs fired off by some tourists in their wild charge down Cumming Street and along Victoria Parade.

A fellow passenger said it yesterday. He said it slowly, considering every word: "I've decided that the people of Suva are ladies and gentlemen. They have an inbuilt confidence in themselves and in life that makes them considerate, patient and kindly. I'm now ashamed of cruise ship behaviour, with Europeans riding rough-shod through town like kings for a day, just because they have money in their pocket."

It was a profound observation, and the remarkable thing was that it took only two weeks to gestate. Some people wouldn't have noticed it in a lifetime.—*Stuart Inder.*

OUR COVER

Like his much-travelled ancestor, who sailed thousands of miles in his canoe, the Gilbertese sailor of today is an expert at navigating his slim craft. His outrigger canoe has changed little from the old craft but this one, photographed in the lagoon at Bairiki by Bruce Adams, sports a sail of modern fabric.

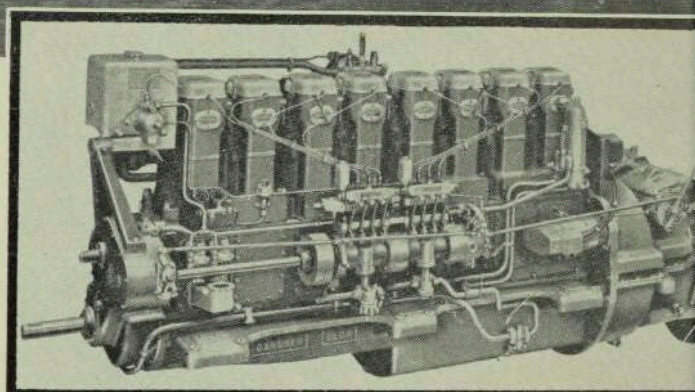


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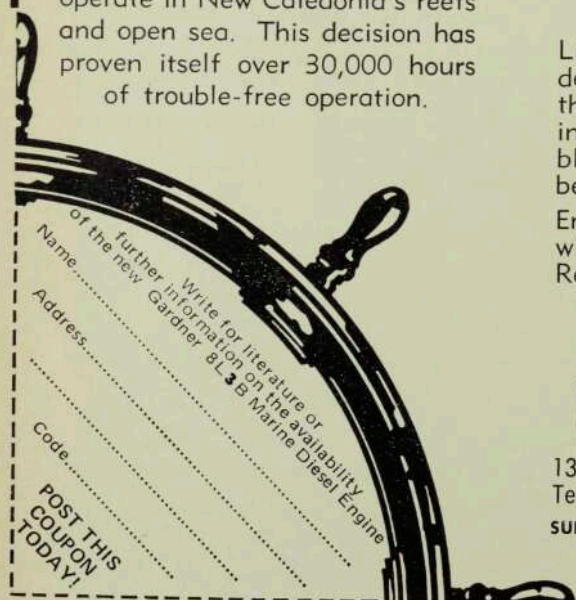
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The Editor's Mailbag

BIKINI BOMBS

You will note from the above address (Grafton Nursing Home, Grafton, NSW) that I am a septuagenarian old man of almost 88 years. From this home I can look down the bow of the old BP steamer "Hana" which was interned by the Germans in Jaluit, Marshall Islands 914 and released by the Japanese.

The object of this letter is to draw attention to a statement said to have been made by the French Government that "no protest was made in the Americas said they were going to let off bombs at Bikini in 1946".

I wrote a letter to the "Sydney Morning Herald" protesting strongly at the unfairness to the Marshall Islands natives. The "Herald" published the letter, omitting one important paragraph. Mr Robson of the "Herald" said, if I permitted him, he would publish the full letter, which I did.

There were no demonstrations in the Americas letting off bombs at the Marshall Islands in 1946 because only Marshall Island natives were going to be affected. Had any European race been likely to be affected, I venture to think there would have been plenty of protests. I have regularly read the PIM since it was first published and am a subscriber.

NEVILLE CHATFIELD.
Grafton Nursing Home,
Grafton, NSW.

PIM'S CHARM

I am so busy these days I cannot follow all the interests I have acquired in my life. Therefore I often go for periods of time without checking what's happening in the South Pacific.

Then, unexpectedly, I come upon an issue of your magazine, and preoccupied though I may be with other matters, I find myself reading the lead thing from cover to cover, and the advertisements.

The most recent copy I came upon was the March, 1972, issue and every word of it enchanted me. I especially liked your long article on copper in New Guinea, about which I had known nothing, and that wonderfully wise letter from Tahiti on the same problem.



Mr. Neville Chatfield.

But equally rewarding were the articles on the ships that have been lost, the elections in Fiji, and especially the short report on the Little Nambas appearing in public for the first time. It has been more than a quarter of a century since I hiked through their territory, and the thought of them dancing in public seems quite bizarre. They should stir things up.

Your magazine looks healthier than ever. The colour on the cover is effective, but it is the homely news of places and of people that I once knew which accounts for the indefinable charm.

A world of good luck,

JIM MICHENER.
Pipersville, Pennsylvania.

● To avoid the traumatic shock of "unexpectedly coming across an issue" of PIM, James, you could subscribe to the damn thing. We're posting a subscription blank.

BY THE LORD HARI !

I have wanted for some time to write to tell you how much I enjoy reading PIM from cover to cover each month. There is so much of what is covered that I have seen firsthand and so much that I some day hope to see that a few hours each month is the next best thing to going back. I know that when I am able to travel that way again, it will be much more pleasant, for my first trip was on a troopship with 5,000 others, and my first day on land was spent in a foxhole—scared, needless to say, half out of my wits because

there was so much unpleasantness going on about that particular island.

Some subliminal pedantic instincts were aroused recently when I re-read Sue Wendt's article on Niue in the September issue. The place has always fascinated me for some reason. After re-reading it, I began to feel that there was something just a hair out of focus, and finally ran it to ground. "There'll be no *hari kari* on this little isle," Sue says (or writes). The emphasis is mine. I thought, "My God, of course not, Harry Carey, the famous American Western star is long dead. Not only that, but she doesn't even know how to spell his name. She must be *Japanese*. Japanese, hmmm, there's a clue. Maybe Sue meant *hara kiri*, a very graphic Japanese phrase meaning 'cut the stomach'. Of course, *hara kiri*, or *seppuku*. Well, I should hope there would be none. No Harry Carey, either, for the grizzled old veteran's ghost would be enough to put frost on the cricket pitch.

Not to put Sue down, though, because I enjoy the fact that she usually carries her dudgeon at high port and writes it the way she sees it. All of you do, and thanks.

W. K. HIGGINS,
LTC, USAR (Ret.).

Library of Congress,
Washington, DC.

P.S.: You must excuse the typing. My secretary went out for a martini at some joint near the library last month, and they must have fed her a double because she's not back yet.

QUEEN EMMA'S LAND

The comments by your correspondent about the tourist facilities around Rabaul and places of historic interest (July PIM) remind me that only last week I had a job trying to find Ralum, the site of Queen Emma's home—although I had been there before, two years ago.

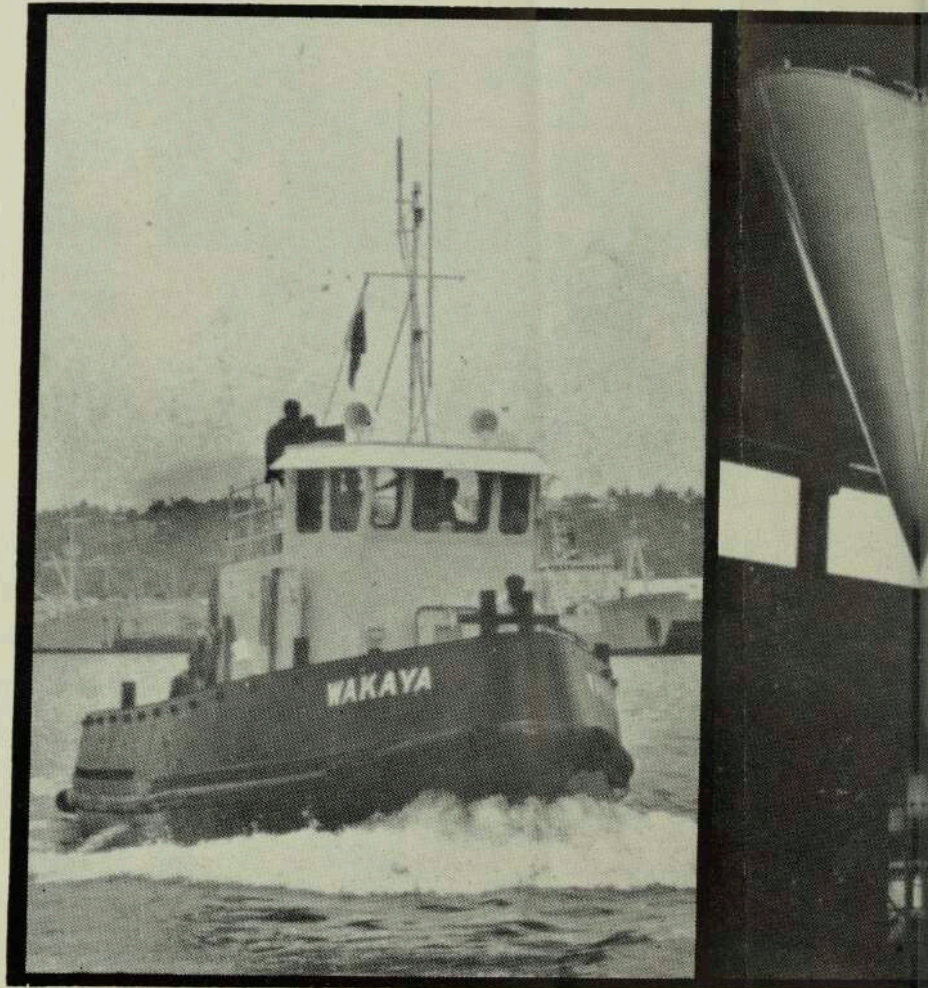
This is a most interesting spot commanding a wonderful view over the bay towards the Duke of York Islands. Queen Emma's steps are still in evidence down which she used to walk to her waiting carriage. There is no sign post to this location, nor is there one indicating the whereabouts of the family cemetery, which is also of great interest—particularly to those who have read the book "Queen Emma" by R. W. Robson.

Such spots are of great interest to tourists and should be preserved; but whether this advice will be heeded is another matter.

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Pacific Islands Monthly

MICRONESIANS COME OUT FIGHTING IN FIFTH ROUND OF STATUS TALKS

The Micronesian Congress Joint Committee on Future Status and United States Government representatives entered the fifth round in Washington in mid-July of their top-level talks to decide the political future of the Trust Territory.

All discussions were behind closed doors and details were not available at the time of writing but PIM understands that, once again, there was a deadly struggle over the United States' reluctance to acknowledge full sovereignty of a future government of Micronesia.

The Micronesian leaders want to be their own masters, both in matters of internal government and in deciding foreign policy and relations with foreign countries. Both sides are based on a self-governing Micronesia "in free association with the United States" but the definition of "free" is an important bone of contention.

The financing of Micronesia, including compensation for Micronesia's being to deny use of its land and waters to the military forces of any other than the US, payment for the continuing right to use land and waters for US military bases and other details, are among the details now to be thrashed out.

The fourth round of talks, at Palau in April, saw agreement on the principle of free association which should be in the form of a revocable compact, terminable unilaterally by either side, but there was no agreement on the initial period during which termination could occur only by mutual consent.

The Micronesians wanted a five-year period, the United States a 15-year period. This argument has been large in the Washington talks. There is no doubt that the Micronesians, even before they entered the talks, had achieved major success in their drive for self-determination, but some of the details will be sticky (see PIM June, p. 9).

Leading the United States team was Ambassador Franklin Haydn Wilson, chairman of the US delegation,

especially appointed by President Nixon. His opposite number was Senator Lazarus E. Salii.

The Marianas representatives, Herman Q. Guerrero and Senator Edward Pangelinan, remained somewhat aloof from the talks. They were there only to observe and, if necessary, to protect the interests of the Marianas. The people of the Marianas' district have already decided that they want a closer association with the United States and their decision has, in principle, been recognised by the Carolines and the Marshalls.

Before the talks opened, Pangelinan said he expected their Micronesian colleagues would express concern over the Marianas issue but, "whatever the concern may be, it won't seriously affect our position with the US relative to the desire to negotiate a close and permanent relationship with the United States."

"We want to make it clear that our attendance is not to negotiate any status for the Marianas."

They will conduct their own separate negotiations with the Americans, and this is annoying some members of the joint committee, despite the fact that at the Palau talks the status committee gave the Marianas permission to have separate talks aimed at getting a close political relationship with the US.



Senator Amaraich.

The United States leaders are anxious that the talks should end in agreement, with America retaining enough of its position consistent with its self-appointed task of ensuring "United States Pacific Ocean and world security", and military control of the strategically-placed Micronesia.

The US also wants to end the talks with decisions favourable to both sides to stifle criticism from the United Nations where it was considerably embarrassed earlier this year by Senator Andon Amaraich of the Congress of Micronesia, one of Micronesia's negotiators. The senator's views are not fully representative of Micronesian opinion, but they help to underline the divergence of opinion on the independence question. Micronesians are not united.

He said at the UN hearing of the report on the United States trusteeship, "There are many troublesome areas which may hamper the reaching of an agreement between Micronesia and the United States on Micronesia's political future. In addition, many of us wonder why we should have to negotiate at all. We find it very difficult, as one of the world's smallest and least powerful countries, to negotiate with one of the world's largest and most powerful."

"The difficulty is compounded by the fact that legally the United States and Micronesia occupy a relationship of trustee and ward. This implies certain duties on the part of the trustee to the ward. We are sure that those duties do not include attempting to bargain with it as an equal. It does seem to suggest that the United States should be a lot more willing to allow Micronesia what it wants rather than requiring it to bargain for it."

Complaining of America's insistence in retaining control of Micronesia's external affairs and defence, Senator Amaraich said the two sides were talking on different levels which might prove a hindrance to the rapid conclusion of an agreement.

It was obvious from the fourth

Ocean of peace in world of strife

round of the talks at Palau, said the senator, "how much a role United States defence interests play in its foreign policy, and, therefore, how much they are being made to affect Micronesia's political future.

"The vast majority of the people of Micronesia does not want and has no use for the United States military. Yet the United States has disregarded the wishes of the people in proposing its demands for military lands in Micronesia after the end of the Trusteeship.

"That the people of Micronesia hold this attitude should not come as a surprise. We are and have always been a peaceful people. Within memory, our islands have been devastated by the horrors of war, our people dislocated, our islands turned into radioactive infernos, blown up completely or altered by the awesome force of the hydrogen bomb so that they are unrecognisable if they are still there at all. Only recently, the United States announced its intention of conducting a series of tests at Eniwetok Atoll in the Marshall Islands for the purpose of seeing how big a hole in the ground its bomb can make.

"At the fourth round the United States made it very clear that the future support of Micronesia would be closely linked to the control the United States would have in our country. I would think it much more appropriate that our people, who have paid with their lands, their homes, their health and their lives, deserve compensation without the imposition of any additional hardship. I do not think it is right, either legally or morally, that the United States should have to put us in the position of selling our souls for a few pieces of silver.

"Because of its sad experience with the military — not only under the United States Administration but also under our past rulers—our only hope is that we be left alone in peace. We hope that we do not have any enemies, and we do not want them—ours or anyone else's.

"It is therefore our hope that Micronesia and eventually the entire Pacific Ocean can be neutralised, closed to the warmakers of all nations—truly an ocean of peace in a world of strife and conflict. Is it beyond the capability of the United States and the other great nations of the world to do that? Or will Micronesia again be used as a battleground, again suffer the horrors of war and destruction?

If we could honestly believe that all nations truly wanted peace in the Pacific we should be unable to believe that they could not accomplish it.

"Nor has the United States recognised the fundamental right of the people of Micronesia to control its own destiny. It has not completely recognised its sovereignty. Very simply, it has refused to honour its obligations under the United Nations Charter, the Trusteeship Agreement and the Declaration on the Granting of Independence to Colonial Countries and Peoples by refusing even to discuss the proposition of independence for Micronesia.

"The United States has stated its willingness to recognise the complete responsibility of the Government of Micronesia to control its constitution

and laws. It has recognised ownership of land in Micronesia with the Micronesian people. It even recognised, conditionally, an agreement to its present position, requesting complete authority in fields of foreign affairs and defence that an association between the United States and Micronesia, to be truly free association, requires that either party be able to terminate the association unilaterally at any time. It appears our difficulty in reaching agreement—that is, conceding to the United States position—on foreign affairs and defence may prevent from ever arriving at a final, firm agreement. I am today unable to express much optimism that we can reach an agreement that will be fully protective of Micronesian interests.

Senator Amaraich also protested the threatened severance of the Marianas from the rest of Micronesia.



Did Mr Messmer, France's new Prime Minister but at the time of his South Pacific tour the Minister for Overseas Territories, see this "welcome" banner when he visited Noumea? There were no protests about the bomb tests. The Caledonians were more annoyed about the non-appearance of the promised new nickel factories and showed it in this picture. The banner says: "Welcome to the Minister. This equipment has been waiting two years for the Poum and Port Boise projects." The banner was removed by law-enforcement officers before Mr Messmer inspected the port area.

ALL QUIET IN THE NEW HEBRIDES

Feeling in Vila in July was that it was unlikely that Britain would react strongly to the speech of Mr Pierre Messmer in which he proposed that virtually the *status quo* be retained in the New Hebrides Condominium (PIM July, p. 11). Britain does not want to upset France during the Common Market entry formalities, and in any case Mr Messmer's speech was regarded as a breach of political etiquette, best not commented upon. But there is no doubt that Mr Messmer's statement underlined the divergence of opinion between Britain and France on the future of the New Hebrides, and it is likely to be a watershed in the condominium's political history.

Office
of the
President

REPUBLIC OF MINERVA
EXECUTIVE CHAMBER

July 6, 1972

President Davis' official letterhead.

HAS MINERVA GOT A KING OR A PRESIDENT?

King Taufa'ahau Tupou of Tonga formally annexed and declared sovereignty over several hundred square miles of ocean and 1,200 square feet of coral, rock and concrete on Minerva Reef on June 26. The reef is 250 miles south-west of Nukualofa.

Garbed as General of the Tonga Defence Force, and shielded from the driving rain by an umbrella, the king stood on the bridge deck of the Tonga ship "Olovaha" as a police bugler signalled the raising of the flag of Tonga, the Police Band played the national anthem and acting Prime Minister Mahe U. Tupouniua read the royal proclamation establishing sovereignty over the reefs now renamed Teleki Tonga—South Minerva, and Teleki Tokelau—North Minerva.

The king did not land on the artificial islands. It was thought that, with the stormy conditions prevailing, it might have been risky for his majesty, whose avoirdupois is a little more than average.

It was a historic scene and peaceful, but to one group of people, who were not present, it was an invasion, an act of aggression against the newest of the world's nations, the republic of Minerva.

Declared the President of the republic of Minerva, Mr Morris C. Davis, in a special message to PIM from his Executive Chamber in E. Washington, Orange, California: "Our rights as individuals and citizens of a sovereign state have been violated; we intend to defend those rights."

According to a newspaper report of an alleged interview with Mr Morris C. Davis, New Zealand, he said: "We're not afraid to fight to defend what we regard as our country. We don't want

to kill any Tongan people; but their king will force us into it if he tries to stop us."

Maybe he can fight—and with sophisticated weapons because, for 15 years, he was with North American Rockwell, Inc. as project engineer on the ICBM Minuteman missile systems. He also served in World War II and the Korean War.

It is reported that the republic has bought an NZ coastal vessel, the "Ranginui" and equipped it with a helicopter pad so that the "Ranginui" can be used as a fighting ship.

Are the Tongans worried? Well, the king has had some thoughts on the subject. When the Tonga Defence Force and the Royal Guards paraded for his 54th birthday he told them the time would come when Tonga would find it necessary to test its

After adding 1,200 square feet of artificial island to his kingdom, the King of Tonga, well padded against the weather, arrives back in Nukualofa. Below is pictured one of Tonga's newest islands, Teleki Tonga, and the Minervans' "lost" property.

PACIFIC ISLANDS MONTHLY—AUGUST, 1972

13

Republic claims a large following

ability to defend the country, but, with regard to the recent Minerva undertaking it was fortunate Tonga was faced by a fairly weak opposition.

Had it been more vigorous, Tonga could well have been embarrassed.

But he's probably keeping the royal fingers crossed. His fighting navy consists at present of one small, fast craft armed with a machine gun. He intends more than doubling the strength by buying a larger vessel.

Mr Davis is reported to have hinted at mobilising a military force and was non-committal over a suggestion that the republic might enlist mercenaries. An act of war would be fantastically Ruritanian, but legal action to contest Tonga's claim to the reefs is most probable.

President Davis told PIM they had adequate finances for their endeavours and a large following among the populations of Great Britain, the United States and Fiji.

"The claim by the King of Tonga to the Minerva Reefs has created a serious obstacle to the continuation of our project," he wrote. "In response to his claim we have several comments:

- Prior to January, 1972, the Minerva Reefs were unowned, uninhabited, and had never been the territory or protectorate of any power.

- We have complied with every conceivable requisite of national sovereignty in establishing our claim to the reefs. We have conformed explicitly to international law as it is manifested in the treaties, traditions and conventions of the modern world.

- We have never posed a threat to the peace and security of any nation. In fact, the success of our programme would be of great benefit to all peoples of the South Pacific.

- The King of Tonga has violated our territorial sovereignty by claiming the reefs six months after the Republic of Minerva became a sovereign state, and has threatened the peace and tranquility of the South Pacific.

- The King of Tonga has refused to discuss the matter with the representative of the Republic of Minerva, and has threatened to arrest anyone found on the reefs.

- Tonga has no plans to develop the reefs. The Minerva Reefs are two desolate atolls that vanish below the tide twice each day. They are volcanic in origin and it is inconceivable that they could contain deposits of oil, gold or any other economically advantageous mineral.

- We want to continue our programme to develop the Minerva Reefs to benefit not only ourselves, but the rest of the South Pacific as well. We have the technology and resources necessary to succeed. Yet we have been unjustly infringed upon by another government. We hope to peacefully persuade them to return our claim. Our rights as individuals and citizens of a sovereign state have been violated; we intend to defend those rights."

Mr Davis is smarting over a snub he got from King Taufa'ahau. He arrived in Nukualofa on June 15, intending to parley with the king who, at the time of the president's arrival was actually making his declaration of sovereignty over Minerva.

Armed with nothing more lethal than a feasibility study of the development and recommended construction of pier-supported concrete platforms to create an artificial land surface at an estimated cost of \$65,000 an acre the president sought an audience with the

king, but there was nothing doing. The king wouldn't see him. An official told Mr Davis to write to the Tonga Government and state his proposal.

During his two days in Nukualofa Mr Davis sought to show his film of a similar development of a sea city planned in the North Sea in the next 50 years. But no one wanted to see it.

Before he left he said that his organisation, the American-based company, Caribbean-Pacific Enterprises, still contended its claim to the reefs was legal but did not want at present to get involved in a squabble with the United Nations over ownership.

Basing plans on studies of sea cities made by architects and engineers on a project inspired by Pilkington Brothers, the British glass manufacturers, the Minerva republicans dream of a city with high walls to keep out the worst of the elements and the evils of a regimented world.

Minerva, they say, will have a population of 30,000. Under the rule of Tonga, it will be an automated guide to mariners but lonely and unpeopled.

ADVENTURES OF GREENPEACE III

Limping along after a collision with a French naval vessel, and taking in water at the rate of 100 gallons a day, "Greenpeace III", the yacht carrying the French bomb test protest group, returned to Rarotonga on June 14, 55 days after leaving to mount a spectacular invasion of the French test area.

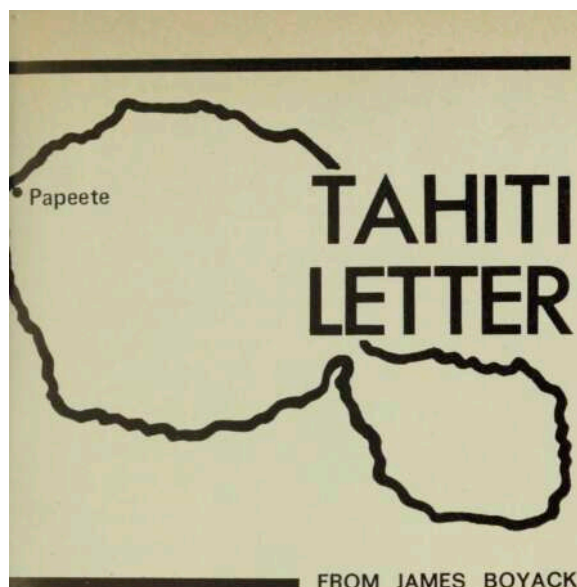
On board were owner-skipper David McTaggart, Nigel Ingram and Grant Davidson, bearded, sunburnt, fit, still annoyed with the French but with an appreciation of French hospitality. After their yacht had been rammed by a French minesweeper, Admiral Clavier, in command of the test, entertained them to lunch.

The protest yacht managed to sail to about 16 miles from Mururoa before the French detected them. Skipper McTaggart's argument was that according to international law, the ocean outside a 12-mile limit from the atoll was international waters and he had every right to sail there if he wished.

Once the French detected them they were kept under surveillance for 15 days and for another 17 days were harassed by warships, planes and helicopters in an apparent effort to frighten them away. For 32 days McTaggart kept the yacht between 12 and 30 miles away from the atoll which could not be seen by those on board. Strong winds and ocean currents had to be contended with. For six days, on and off, they saw a balloon in the sky and this scared them as they had been told that when they saw the balloon that was the time to get out—fast.

One windy day when the waves were about 10 feet high, a French minesweeper, about 120 feet long, came up very close to the ketch's starboard quarter. The yacht, which had been sailing on a steady course, tried to swerve to port to avoid the vessel, but the minesweeper carried on and rammed "Greenpeace III" on the starboard quarter with its bow. The major damage was caused by the warship's flagstaff tearing the yacht's rigging, masts and hull fittings, and rendering it unsailable.

After two days of unsuccessful negotiations, the French towed "Greenpeace III" to Mururoa for repairs. After repairs "Greenpeace III" was towed out of Mururoa and escorted by a French warship for 600 miles. Captain McTaggart asked to be escorted all the way to Rarotonga as the yacht was leaking, but the French refused.



The wild and woolly South Pacific

FROM JAMES BOYACK

THERE'S more to be reported from Tahiti this month than I have the space for, and frankly, after two weeks of bronchitis, the courage to face. But, like the American postman defying rain and sleet, here goes the August instalment of life in Tahiti, or, "What could the Dalton gang possibly do next?"

The Daltons, wild west bad guys immortalised these days in a popular French comic strip, was the name immediately applied by the Papeete press to those five real bad guys who escaped from jail again in late June. Well, three members of the gang have been recaptured since my last writing. The other two are heaven knows where, the gendarmes certainly don't.

Only one of the pseudo-revolutionary munitions thieves, Robert Cahn, is still at large, however. (The second Papillon is a petty thief with a record number of jail breaks.) The 28-year-old son of an American (based in Bora Bora during World War II, Cahn managed to elude authorities during the most intensive manhunt in Tahiti's history. Every law enforcement officer on this island has worked non-stop for a month on the Dalton case (vacations were cancelled). Army and gendarme patrols have combed valleys and hillsides daily. Occasional roadblocks, certainly the first I've seen since I arrived here almost seven years ago, suddenly force one's car to a halt. While a gendarme flashes a light at you, a humourless legionnaire routinely checks his tommy gun.

Cahn, who allegedly organised the munitions robbery, is obviously a very determined young man. Prior to his escape, he was faced with the longest prison sentence of the seven thieves. He had picked up an extra 18 months for sawing the bar to his jail cell between escapes one and two. That he remains free is the best proof of his determination. Tahiti is an island on which it is almost impossible to hide and nourish oneself simultaneously. The mountains and valleys are dense with bush. While providing excellent cover in which to hide, little which is edible grows wild. To eat you have to come down from the mountains, and there are very few people in Tahiti with a spare bowl of rice for Cahn.

One of those back in custody was taken without a ruggle at his girlfriend's house. A Papeete detective was watching the house daily, and one afternoon his patience was rewarded. William Sam You entered his old friend's abode. The cop, a French Polynesian, did

not make his move immediately. He waited a respectful 45 minutes while the young couple were reunited. The detective arrived as Sam You was tightening his belt.

That Sam You clearly demonstrated his willingness to make love and not war may have saved him a trip to one of the roughest French prisons. Felix Teheura, one of the recaptured thieves, and bad-mouthing (PIM, July) Charlie Ching, were spirited out of their special quarters here just before French Independence Day. A military jet took them to Paris, where, according to the Journal de Tahiti which broke the story, they will be incarcerated at the Fresne Prison. The local jail will seem like a country club in comparison. There is no question that Robert Cahn will join them if and when he is caught.

SOUTH and east of here about 750 miles were the first 1972 French nuclear tests, according to those who apparently knew. There were two alleged tests in late June, and two more were expected before August 15, and maybe before the end of July, depending on the weather. There may have been three tests previously, and three to come. No one really knows. French officials are playing the deaf-mute game without a smile. Official word in the form of a final communiqué is all the same expected sometime in August, after the '72 tests have entered radioactive history.

The Pacific Experiment Centre (CEP) press spokesman had only one occasion recently to say more than "no comment" to local journalists. His statement concerned Craig Alexander Reeves, 20, a New Zealand student who owes his life to French military doctors.

Reeves had completed a month-long visit to Pitcairn Island in late June and was leaving the island in a whaleboat. He was headed out to the freighter "Montreal Star" in rough seas when the shuttle craft overturned. The young man's leg was ripped and broken on the coral as the boat momentarily pinned him to the reef. Noggie Young, 23, miraculously grabbed hold of Reeves in the foaming confusion and managed to drag him ashore before he drowned. The island nurse began to radio an urgent distress call. This was answered by the French warship "E. V. Henry", which arrived in the vicinity of the island eight hours later.

Despite 25 to 30 ft waves (the whole story was told to me by Reeves in his Papeete military hospital room), a whaleboat managed to take a doctor off the ship and

ferry him to the island. A motor bike ride over goat tracks got him to the dispensary side of the island, where he worked non-stop on Reeves and other injured islanders from 6 p.m. on a Friday until 9 a.m. the following morning. The doctor chose to evacuate Reeves as soon as the sea permitted. Finally, a helicopter took the boy from the ship to the Gambier Islands, where a special plane immediately flew him the 900 miles to Papeete.

Reeves was enthusiastic about the care he was getting. As he spoke to local journalists, his left leg was suspended in a cast. A pin which pierced his calf made me wince. I asked him what the Pitcairn Islanders thought about the French tests. After all, Pitcairn is the foreign, populated island closest to the Mururoa blast atoll. During the 1968-1971 hydrogen test period, it lay almost within the danger zone itself.

Reeves told me, "The islanders are quite assured that there is no harm from the tests. They've had six years experience with them. I don't think there are any worries there at all, except perhaps about the crops, but the crops don't seem to have been affected."

"And in a way, the tests are a good deal for them, like this year. There have been very few ships calling at Pitcairn. The islanders always know the French are around when the tests occur."

Just before Craig flew to New Zealand for surgery, Pitcairn cabled the military here. The telegram said in part, "All of us on Pitcairn were much impressed by the gratefully appreciated French navy assistance to our medical emergency".

NOT so much impressed by the French military have been several local and foreign politicians who made their anti-test views known in Tahiti recently.

The autonomist Territorial Assembly majority, perhaps with the feeling that other Pacific nations were damning the tests in louder voices, reiterated its own opposition in late June. Wording of the protest was the strongest ever by local politicians. The demand that tests end came from the Permanent Commission, which stands when the assembly is not in session. The commission by a vote of 5-0 adopted John Teariki's lengthy plea to ban the bomb. Teariki outlined the numerous occasions since 1963 that he and his party had protested against the CEP.

French National Assembly Deputy Francis Sanford flew to New York in early July with a copy of the commission's resolution. He presented it unofficially to United Nations delegations. At the same time he inquired in UN corridors how the world body might be able to intervene in the political life of French Polynesia. Sanford favours immediate self-government for French Polynesia and he has often publicly stated that if France did not grant "autonomie interne" to these islands, he would take his case to the UN.

French Senator Pouvanaa A Oopa, just prior to Sanford's departure, cabled UN Secretary General Waldheim. His wire outlined the Permanent Commission stand on tests and asked the UN executive to thank those nations which condemned testing during the Stockholm conference on the environment.

At about the same time, former Senator and Mayor of Papeete Alfred Poroï publicly announced that his Polynesian Union party supported the CEP presence here for economic reasons. His communique said that the military provides one-third of the local budget and creates thousands of jobs.

Colin Bednall, Australian Labour Party candidate and former prominent press and TV executive, came to Tahiti to express opposition to the tests. He was one of those scheduled to accompany Labour Deputy J. F.

Cairns to Tahiti. At the last minute, France informed Cairns and crew they were not welcome here. If they insisted on coming, they would not be allowed to debar at Faaa Airport. Bednall was not on the "no-no" list so he came anyway. He had not been here 24 hours when he was politely informed that he could return to Sydney on the next plane, a few hours hence. He did [Back in Sydney later Mr Bednall said, "The Chief of Police did me the honour of arresting me personally as a 'temporarily undesirable person'."]

Although Melbourne University radiation specialist P. J. Robotham accompanied Bednall here, he was not only permitted to remain in Tahiti, he was given a Cook's tour of the main radiation control laboratories in French Polynesia. During a press conference at the atomic installation that was filmed by Australian television's Channel 10, Robotham told assembled journalists and French scientists, "One can suppose that precautions taken by France have been more than adequate in view of the verifiable results obtained with which I became acquainted today."

"All the same, even if one admits that the danger from French testing is minimal, there is some danger and I remain opposed in principle to all weapons testing."

Robotham was impressed by the quality of scientific work being done by those who watch over radioactive levels in French Polynesia, but he stressed the principle that there can be no "threshold" after which radioactivity becomes dangerous. "Why must one be exposed at all?" he asked.

NUCLEAR testing did not stop French Polynesia from having important elections in July. The City Council of 44 new "communes", regional administrative subdivisions, were elected—678 new officials in all. This sweeping administrative reform gives each "commune" (composed of one or more districts in Tahiti, or one or more islands, elsewhere) the right to allocate funds for public works of its own choosing. No longer will these new townships have to beg funds from the Territorial Assembly.

Which is why the autonomist majority of the assembly did its best to block government imposition of the "communes". I have said in several letters that the "communes" were worth a long analysis because complicated and revolutionary. I was wrong. The debates which preceded the election were what was complicated, the political manoeuvring to control the new administrative units was what I did not understand.

The best I can make of it is that the autonomists in the assembly figured part of their power was being stolen and handed over to others. The pro-French parties, on the other hand, argued that real autonomy, at a local level was, for the first time, being instituted.

And their view of the situation seems to have carried election day.

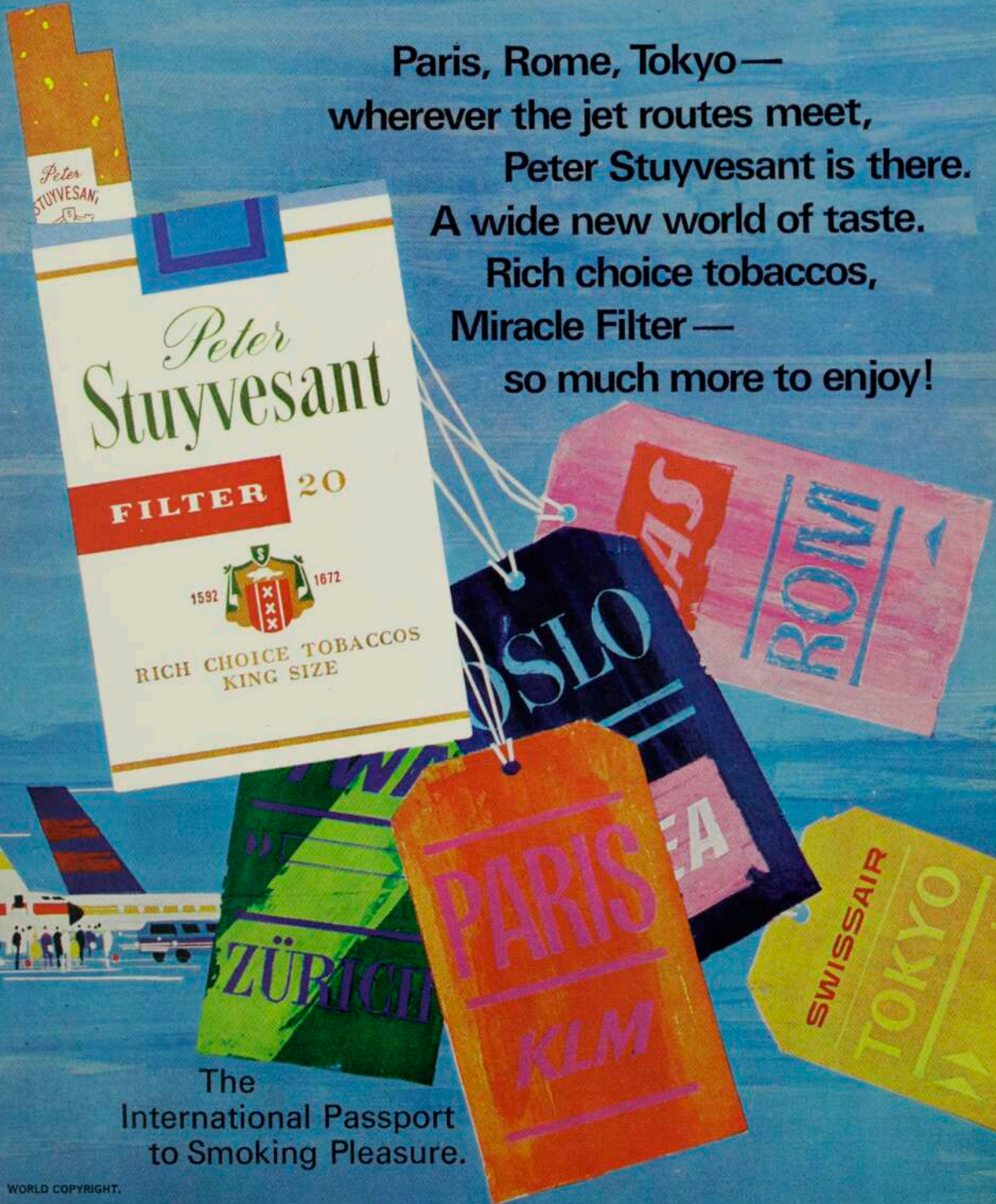
Six of the 11 autonomist candidates seeking control of city halls were defeated. Among those to bite the dust was Senator Pouvanaa A Oopa in his native Huahine.

Five of the six anti-autonomy assembly councillors to seek mayors' jobs won.

I did not believe Gaullist claims of a solid slap at the autonomy movement until I read a UJAI (Young Autonomist Union) communique in the local papers. It admitted that "a certain number of political personalities have been rejected during the recent election at this level of their district" and it called on all young peoples to contact them for information on how they "could take over the destiny of their country if the need should make itself felt".

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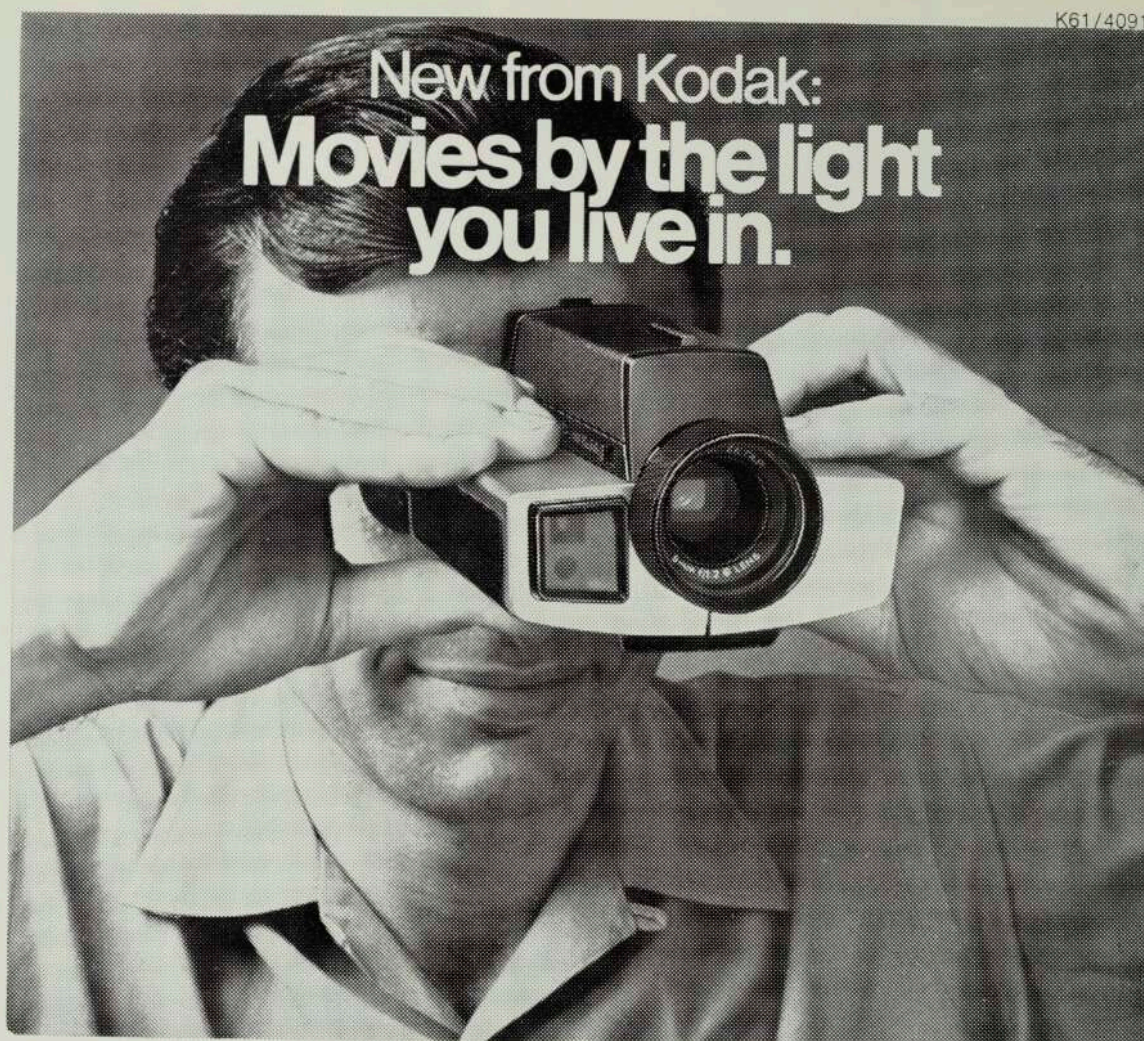


The advertisement features a large, white Peter Stuyvesant cigarette pack with a red band that reads 'FILTER 20'. The pack also displays the brand name 'Peter Stuyvesant' in a script font, a crest with the years '1592' and '1672', and the text 'RICH CHOICE TOBACCOS KING SIZE'. Several colorful travel tags are attached to the pack with white string. The tags are labeled with destinations and airlines: 'PARIS KLM' (orange), 'ZÜRICH' (green), 'ROM' (pink), 'TOKYO' (yellow), and 'SWISSAIR' (yellow). In the background, a stylized illustration shows a jet airplane on a runway with people walking nearby.

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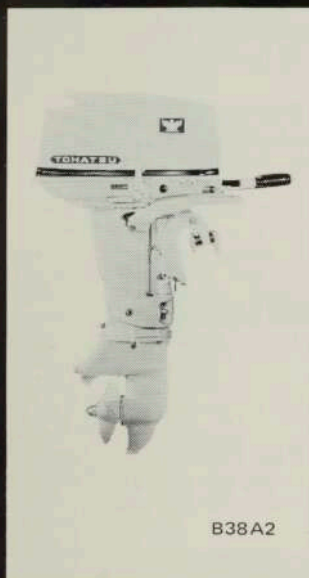


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Making ready for the new jet-setters

Pacific islanders are fast joining the international jet set these days, as they keep up with the busy round of regional gatherings, getting things done Pacific-style.

Since April there has been the Festival of Arts in Suva, Western Samoa's airport and Assembly building openings, followed in June by their Independence Day celebrations and then the PIPA conference in the Cook islands. After a brief pause at home, let's hope, islanders will be winging their way to Suva and Apia shortly, for the next meetings of the South Pacific Forum and the South Pacific Conference respectively.

Western Samoa is obviously enjoying a fair share of all this inter-island activity and preparations are now under way to receive probably over 100 participants for the forthcoming 12th South Pacific Conference, September 19-29.

Mr Fred Betham, Secretary-General of the South Pacific Commission which organises the conference, recently returned from a visit to Apia and indicated that the gathering will be presided over for the first time by a Pacific Prime Minister—Tupua Tamasese Leolofi IV, of Western Samoa. The session of commissioners afterwards, will have Mr Jone Naisara, Fiji Minister for Education, Youth and Sport as chairman. The setting will be an interesting departure from past meeting halls in Noumea, Suva and Lae, since the Islanders will gather in September in the new *Maota Fono* building of the Legislative Assembly in Apia.

Built after the style of the traditional Samoan fale, the *Maota Fono* is circular, with a dome roof and walls almost all of glass panels. The building has facilities for simultaneous translation, treating English and Samoan during parliamentary debates, while English and French are the languages of the South Pacific Conference.

The official opening of the *Maota*



The "*Maota Fono*", the new Legislative Assembly chamber in Western Samoa.

Fono, together with celebrations marking the 10th anniversary of Independence Day, were attended by numerous Pacific personalities, including Mr John Marshall, Prime Minister of New Zealand, Prince Tuipelehake, Prime Minister of Tonga, Ratu Sir Edward Cakobau, Deputy Prime Minister of Fiji, Michael Somare, Chief Minister of Papua New Guinea, Mr Robert Rex, Chief Minister of Niue, besides diplomatic and cabinet delegates from Australia, Canada, India, UK, France and the USA.

There was a touch of nostalgia in Fred Betham's manner as, back in Noumea, he described all the celebrations he had just attended in his home country—the *fautasi* races, between long boats with 40 oarsmen, beginning from the reef, five miles out; youth marching, and the Queen contest, judged on accomplishments in Samoan tradition and custom. This involved the girls in speech making using the proper form of address; making kava and serving it the correct way and performing Samoan song and dance. The Queen contest was won by Miss Tuiletufugai, with Miss Lupe Solomona in second place.

And, as Apia prepares to host the forthcoming South Pacific Conference, delegates are expected from about 17 Pacific Island groups, as well as from five of the big powers with Pacific dependencies, and various international aid agencies.

To accommodate guests, Aggie

Grey's Hotel with over 100 rooms is always in keen demand. In addition, there is the Apian Way, while the Casino is rebuilding and hopes to have the first block ready for the conference. Jim Curry is building a new hotel and also hopes to have some rooms ready. Then 12 miles out of town is the Hideaway. Beyond that, if there are still more guests, Samoan hospitality will take over.

Entertainment during the conference will include a golf tournament on Sunday, September 24, when the Royal Samoan Country Club will challenge the conference participants on a 9-hole course. A race meeting is then planned for September 30.

This year Mr Betham expects at least four prominent Island leaders to attend—Ratu Sir Kamisese Mara of Fiji, Prince Tuipelehake of Tonga, Albert Henry of the Cooks, besides the Prime Minister of Western Samoa and possibly President Hammer DeRoburt of Nauru. At last year's conference in Noumea, Premier Albert Henry was the only one of these personalities to attend.

Since the conference is being held immediately after the South Pacific Forum in Suva at least one agenda item should draw interesting debate: should the South Pacific Commission headquarters be restored or rebuilt in Noumea or perhaps eventually be established elsewhere, in Fiji or Western Samoa, as was mooted last year, at the session after the conference?



● Chateau Royale, now being extended with 250 new rooms.

LIVING UNDER A BOYCOTT

NEW CALEDONIA DIARY
with
HELEN ROUSSEAU

Dockers and seamen, ships' captains and harbourmasters were key spokesmen on the Noumea scene over recent weeks.

The boycott imposed on French ships and aircraft by Australian, New Zealand and Fiji unionists brought most Noumea-centred ships to a standstill and in their place a whole fleet of non-French vessels began arriving. Some local newspapers reacted to the scene with threats of suspending foreign import licences and blocking the pass to this foreign armada, while there was talk of a new Battle of Trafalgar.

But to look at what really did happen; on the new Quai FED wharf, the Greek "Santa Vassiliki" was double-berthed alongside the French "Gange". For what reason? The Greek vessel was chartered by a French line to bring Australian goods which dockers were refusing to load aboard the "Gange" and "Polynesie". So in Noumea the trans-shipment took place, and the "Gange" proceeded with the Australian cargo to the New Hebrides.

In the meantime, at the new wharf built for regional traders, two other vessels were lying idle—the "Erakor" belonging to the Cie. Hebridaise de Navigation of Port Vila and the "Polynesie" which was being taken over by the regrouping of French interests forming the new South Pacific United Lines.

On the wharf of what is now the "old port", the Chargeurs Caledoniens Company's "Port de France" was also lying idle, her master, Captain Michel Tostin, just back from Sydney where he had been unable to change the

attitude of Australian and Fiji unionists.

By early July, two other French ships had raised anchor and left Noumea—the "Capitaine Wallis" headed for the French Wallis Islands, while the "Capitaine Scott", its crew reduced, made for the New Hebrides, to load meat for Noumea. These two vessels belong to the SOFRANA line which, at that time, still had its other two ships, the "Capitaine Cook" and "Capitaine Tasman", blocked in New Zealand ports. The crews were due to be dismissed once the vessels could regain Noumea.

Owners of the six ships most keenly affected had sought an indemnity of almost \$A180,000 from the Paris Government to cover costs of the vessels' idleness in June. But Paris also had its problems, for at that stage the government of Prime Minister Chaban-Delmas was crumbling. The distress signals sent out by Caledonian seamen and anxious shipowners were left unanswered. One company spokesman said the men felt they had been abandoned by the Paris Government, while his group faced bankruptcy if no aid arrived. Yet crewmen dismissed on June 30, including Hebrideans and Fijians, were remaining aboard their vessels, to defend their trade and also because they had no home in Noumea.

Meanwhile, non-French ships continued to be handled normally in Noumea: incoming supplies were vital and new faces were treated with interest by old port hands. There were Danish ships, the "Jette Bue" and "Lisbeth Bue", each able to carry some 800 ton

of merchandise, chartered from Sydney by Caledonian shippers.

Another chartered vessel was the British "Jean Philippe" from New Zealand, but this operation was unpopular among local shippers as the Caledonian Pantaloni group actually set up a rival shipping company during the boycott to charter this vessel and such timing caused protests all around.

Meanwhile, boycotted shippers pointed out the indemnity requested from Paris was so insignificant against the cost of the nuclear operations at Mururoa. The men turned desperate over their enforced idleness and threatened to block the Port of Noumea against competitors—a threat which obviously was not to be carried out, but which sought to attract the attention of the Paris authorities. . . .

This gesture of the Caledonian seamen seems to highlight the whole drama of the Pacific nuclear protests and shipping boycott—the lack of dialogue between Paris and the Pacific. It also highlights the difference between the old world of Europe and the new world of the Pacific; the difference that exists over who has the right to question authority and be answered.

Already in France there is much call for dialogue and participation; the strain becomes even greater when the distance is stretched to 20,000 kilometres, as between Noumea and Paris. And by the time the scene involves Tahiti and non-French Pacific neighbours, the whole affair just seems to mushroom overnight.

One can't help thinking that more dialogue at the beginning and less authoritarian posturing from Paris

could have kept Pacific waters less troubled. Or do some anonymous Paris bureaucrats enjoy the thrill of the power game "Us versus all the Rest" in the Pacific? Whatever it be, letting the Caledonians imagine that they are surrounded by a hostile circle of incomprehensible, English-speaking neighbours certainly does not add to a warm regional sense of identity.

Still, it must be admitted that no-one seemed to have grown any thinner in Noumea during the boycott. French love of food certainly found speedy solutions to some of the problems. Noumea stores had some bare spots in July, but housewives were able to find most of what they wanted. Some traders, on the other hand, hardly felt like opening up shop in July, they had made such boom sales in the panic beforehand, when shoppers stocked up, fearing months of shortage. Importers of pre-fabricated homes from New Zealand, however, were in a more difficult position.

At the Noumea nickel smelting works, there were fears of having to close down the coke works prematurely if coke supplies could not be shipped in time from Port Kembla, in Australia. The SLN nickel company already had other problems arising from up to \$A1 million worth of damage caused by cyclone Ida, early June.

The first of the factory's old coke-consuming blast furnaces was closed down last September and the second in July this year. The third blast furnace is due to stop later this year, when the factory is ready to switch over to the third Demag electric furnace, currently under construction. Production at the Noumea smelting works for the first five months of this year totalled 25,839 tons, compared with 23,414 tons for the same period in 1971.

Meanwhile, Governor Louis Verger has warned the Caledonians that their continuing spiral of inflation could lead to their being priced out of the nickel race. "La France Australe", a daily owned mainly by the SLN nickel company, quoted the Governor as saying: "We hold more than 50 per cent. of (world known) nickel reserves, but if the price rises continue, we will perish on our treasure, because the big

"Polynesie" in Sydney in happier days.

companies will be tempted to go and look for nickel in lands where prices spiral less rapidly". Already the Caledonian cost of living index has risen 4 per cent. in the six months since last December. This follows equally high increases over the past three years.

There were other records broken in Noumea during July, but happily they were on the sport field among student sportsmen. A group of some 80 young *sportifs* flew in from Tahiti to continue the regular annual exchanges with New Caledonia. In basket and volleyball, Tahitian girls and Caledonian boys won their matches. Among swimmers, Caledonian girls faced little competition while the Tahitian boys were superior. Finally, in track events, victories went mainly to the home team.

Caledonians were happy to welcome the young Tahitians, especially at a time when the numbers of other visitors seemed to decline. No doubt affected by the sea and air boycotts, the number of tourists in New Caledonia dropped 20 per cent. this June compared with June, 1971. The total count for the first six months of this year showed 5,790 tourists (excluding cruise passengers) spending an average stay of six days, which was all about the same as last year.

The various hotel owners and tourism personalities of the territory seem to have agreed that *something must be done* about this supposedly second industry of New Caledonia. They are more able to obtain a hearing now, while the islands main pre-occupation, nickel, is taking something of a breather.

So ASCADETO, the Cale-

donian association of airline and hotel groups involved in tourism, has published a study of the problems in the present situation, with suggestions for action required. ASCADETO are holding meetings with Governor Louis Verger and urging the French Administration to help overcome the many obstacles facing tourist development.

ASCADETO President, Georges Lavoix, who is owner of the new Isle de France Hotel, states that as an initial step the first duty free shop is expected to open in Noumea within the next three months. At present, the only duty free facilities are for departing passengers at the Tontouta international airport.

Another hopeful sign on the Noumea tourist front is the return to service of the islands only glass-bottomed boat, the "Folies Bergeres", operating across the lagoon to the reef and Amedee Island lighthouse.

In the centre of town, perched on the hill, between the Roman Catholic Cathedral and the "Centre Culturel", Noumea's first youth hostel is now welcoming overseas visitors. Then out at Anse Vata, Charles Monin is redecorating the Lantana Hotel, while right on the beachfront opposite the Biarritz is having a facelift, with discotheque upstairs and restaurant below.

Further along the beach the Chateau Royal hotel extensions are rising high above the lagoon, with the new 250 rooms scheduled for completion in July, 1973.

In the meantime, Noumea offers the unique spectacle of a Pacific island still free of the rat-race, but bustling with development, *a la francaise*. . .



fiji talanoa

WITH SUE WENDT, IN SUVA



THE "floating pound" and subsequent devaluation of the Fiji dollar sent food costs soaring again in July, but for some sections of the community, news on the financial scene wasn't all bad.

Civil servants were granted pay rises worth \$1.5 million a year (following a 1970 agreement to increase civil service salaries when Fiji's consumer price index reached 113.6 points); canefarmers were assured that they would be paid more than the guaranteed minimum per ton of cane for the 1971 season; and New Zealand announced that aid to Fiji during the next three years would be increased to about \$2 million.

IN a speedy clamp-down on speculative outflow of precious Fiji dollars following Britain's decision to float the pound, the government announced new exchange controls on currency movements to both sterling and non-sterling countries. Finance Ministry approval will now be needed before anyone can invest outside the dominion—whether it is direct capital investment or investment in equities or other securities.

Investment of purchase of shares by overseas residents in locally-registered companies is also subject to control and the amount of money Fiji residents can send overseas as gifts is limited to \$500 a year. To ensure the return to Fiji of export earnings, the government has ruled that companies will require a licence to export goods valued at \$1,000 or more and export earnings will have to be paid into a bank in Fiji.

Although consumer goods imported from Australia and New Zealand were now costing householders an extra 6c in the dollar following the Fiji devaluation, Finance Minister Mr Charles Stinson pointed out that so far as exports were concerned, exchange rates were in Fiji's favour. The dominion would be worse off if it tied its currency to the US dollar, as

some other Commonwealth countries had hastened to do. Fiji's safest step at present, said Mr Stinson, was to stick with the pound.

In early July, with exchange rates fluctuating from day to day, Australian and New Zealand visitors were confused about how much they'd get in exchange for their own money. On July 6, the Fiji dollar had dropped 5.1 per cent. on its previous level. Banks were selling the Fiji dollar for 97.11c Australian, compared with 95.91c the day before. It was selling for 96.85c NZ (95.66c the previous day) and \$US1.1554 (\$US1.1411 on July 5).

The business community in general welcomed the new measures as being in Fiji's economic interests, but banks were wondering whether the Ministry of Finance was geared to meet the flood of applications for permission to transact various exchange dealings. A pile-up of paper work seemed inevitable, but in the early stages, people who took their applications in person to the ministry were being processed with surprising speed.

OTHER financial moves during the month included the news that Barclays Bank—Britain's largest and the world's fourth largest commercial trading bank—would start operating in the dominion in September or October, giving Fiji a total of six commercial banks. According to Mr John Martin, the bank's Sydney-based director for Australia-New Zealand and the Pacific Islands, Barclay's presence in Fiji could encourage more British investment here. It would also provide several new services in the "fairly rigid" banking scene.

New arrival in July was financial

Money or the lack of it was the story of July

expert Mr Ian Craik, on two years' secondment from the Bank of England to advise the government on converting the present simple currency board system into a central monetary system and eventually, a central bank. Finance Minister Stinson said that whatever the controls introduced by the authority, the government would keep "firmly in mind the need for free transfer and for free action in the field of finance". It would be a negative action to put a brake on the flow of overseas investment into Fiji, he said.

To most Fiji people, however, all that "high finance" was just so much talk. They were far more preoccupied with the fact that Japanese canned fish was up to 24c a can at local stores, that a pint of milk was up to 11c in Suva and 12c in country districts and that butter was now 47c a pound. Even staple foods like flour and sharps had gone up in price. Taxi drivers were pressing for higher rates (though they decided not to introduce meters for another three years) and bank officers announced that they were after pay increases of up to 45 per cent. and equal pay for women.

The tourist industry was concerned about an apparent falling-off in the growth rate of visitors and looked like developing ulcers over the effect on Fiji's duty-free earnings of new moves to allow Australian air travellers to buy duty-free liquor and cigarettes on their home ground.

FII'S strike-happy workers were still on the rampage in July, with members of the Airline Workers' Union continuing their boycott of UTA aircraft at Nadi Airport and their ban

on any communications between Fiji and French Pacific territories. A wild-cat strike involving 600 workers brought work on the \$8 million new Lautoka Hospital and the \$5 million Nadi Airport extension project to a temporary standstill. Other "stop work" exercises affected canecutting operations at Labasa and had 140 Lautoka Town Council workers downing tools over what was described as a "difference in the interpretation of job evaluation".

The antics of the pound were of little concern to 15 squatter families in Suva, who were told to get off land many of them had occupied for up to 30 years—and Minister for Social Welfare, Mr Vijay R. Singh was clearly on the ball when he declared that in his opinion, housing had replaced employment as Fiji's No. 1 problem.

The plight of the squatter was highlighted in the annual report of the Fellowship of St Francis and St Clare, with social worker Mrs Joy Lawlor seeking community support for the Fellowship's efforts to clothe and feed more than 70 needy families. She drew a horrifying picture of the sufferings of families living in poverty near Suva—"malnutrition, children coughing up handfuls of worms . . . and practically every type of illness suffered by people who, either through ignorance or inability to travel, have not been seeking medical assistance".

As examples, she cited the case of the aged rheumatic living in "almost unbelievable squalor" and the 16-year-old polio victim who has spent most of his life lying on his stomach in a bure in a Suva suburb.

When visitors ask her whether Fiji's tourism boom has improved conditions for all Fiji's people, said Mrs Lawlor, her answer is always an emphatic "no".

Nobody with honesty could answer otherwise—though a visitor perusing recent promotional material put out by the Fiji Visitors Bureau might be forgiven for thinking this the land of milk and honey.

"The past still lives, unspoiled," sings the FVB brochure. "The present is peace and leisurely comfort. The future—a soft breeze on a distant horizon."

The visitor is promised "golden days filled with fun, laughter and singing", assured of a welcome from "outrageously hospitable people" and



Mr Apisai Tora, general secretary of the Airline Workers' Union. He told PIM during a Sydney visit, in a reference to coming arbitration on the union's claim for a \$40 a week wage, "I'm not joking when I say that if our demands are not met there'll be more industrial strife".

told that Fijians spend their evenings around the yagona bowl, "with a guitar, an old polished coconut shell, a ukelele and an unending supply of lilting Fijian love songs".

Today's Fiji, says the lavishly-illustrated brochure, is a land of fascination, friendliness, excitement and contrasts. The 15,000 shack dwellers in and around Suva would agree with the last word at least . . .

It's not fair, of course, to poke fun at the adman's flights of fancy when eulogising Fiji for the purpose of promotion. It's the FVB's job after all to lure visitors and the tourist dollar does filter through a great many sectors of the community, some of them surprisingly dissociated from the industry itself.

AS mentioned earlier, developments on the Australian travel scene have the local tourist plant worried. Reduced fares from Australia to Singapore and Malaysia, to be implemented later this year, threaten to lure Australians away from Fiji. New Zealand too has stepped up its consumer advertising in an attempt to woo the free-spending Aussie.

Of the estimated \$33 million earned by Fiji from tourism last year, almost half was of Australian origin. Fiji just can't afford to lose that kind of business.

Unfortunately, because several staff members have been on extended leave, Fiji's Department of Statistics hasn't published its monthly analysis of visitor statistics since February this year. But according to FVB general manager Jo Cokanasiga, who has been compiling his own figures based on information from carriers serving Fiji, the growth rate is falling.

"According to my figures, Fiji received 45,912 staying visitors between January and May, compared with 57,000 for the same period last year," Mr. Cokanasiga said. "There's some doubt whether the 1972 visitor total will reach last year's peak."

Last year's 39 per cent. visitor increase was extraordinary and the industry isn't expecting the growth rate to continue at that pace. But it is taking steps—including allocation of an extra \$32,000 for Australian promotion in the next five months and a restructuring of FVB management in Australasia—to prevent the cold of falling numbers from becoming an icy gale.

Most beneficial move, says the industry, would be for airlines to agree to a year-round Australia-Fiji fare of less than \$100. At the moment, that too seems like just another flight of fancy.

A VISITOR'S mode of travel within the dominion frequently colours his lasting impressions of the place. If he takes to the sky or even the sea, well and good. A visiting US journalist took to the road—and he wrote recently: "The 150-mile 'highway' between Nadi and Suva is a sweaty, tortuous, death-defying, tooth-rattling horror . . ."

Fiji people were heartened by the Prime Minister's announcement in July that a \$10 million contract to upgrade the 50-odd miles between Nadi and Korotogo had been awarded to Dillingham, Wilkins and Greene, of Sydney and work would start in September.

It was welcome news for Nadisiders and Coral Coast hotel concerns, but not so pleasing to the developers of the \$32 million Pacific Harbour resort development, who had hoped to see the Suva-Deuba section tackled first. The Prime Minister said up-grading of this section would cost around \$9 million and government was negotiating with the World Bank for finance.



Tropicalities

Long knives cut some humble pie

The long knives with which Premier Albert Henry of the Cook Islands made good his threat to cut short the careers of civil servants who worked for his opponents in the general election in April have been sheathed.

The 44 members of the public service who lost their jobs on redundancy grounds and who, by a coincidence maybe, were all supporters of the opposition Democratic Party, have got their jobs back and compensation for loss of earnings.

The Premier has discovered perhaps that even he can't buck the High Court and justice. Of course, it wasn't the Premier against whom the Public Service Association threatened legal action for the sackings. It was the Public Service Commission but the islanders allege that Mr Henry has the commission in his pocket and though the voice of dismissal was the voice of the commission the hand behind it was the hand of the Premier.

The PSA filed suit in the High Court against the commission, seeking the quashing of the dismissal notices. Now that would have been interesting. There would've been some revelations but the commission did a rapid about-turn, reinstated the 44 men and recalled dismissal notices which had gone out since the knives first flashed.

Some staffmen had resigned in protest at the dismissals. They also were told they could withdraw their resignations. In addition, the commission said it would consider any requests from wage workers for compensation for loss of earnings—and agreed that in any future review of staffing levels it would consult the PSA. In return, the PSA agreed to withdraw legal proceedings.

And it looks as if the PSA is going to put the screws on Mr Henry's government a little tighter. It's been discovered that among the lengthy

list of government creditors there's the PSA. That was really one for the book—the boss owing his workers money.

It worked this way.

Civil servants' membership subscriptions to the Public Service Association are automatically deducted from their pay by the Treasury Department. The Treasury had deducted a total of \$892.60 and FAILED TO PAY IT TO THE PSA! Which gives an indication of what a heck of a mess the Cooks finances are in.

But, there are moves to clean up the mess and in July experienced accountants were sent to Rarotonga by the NZ Government, another creditor of the Cooks which this year owed the NZ Post Office \$146,000 and the NZ Government superannuation fund \$110,000.

New Hebrideans sound a warning

Economic development must come before political development averred Mr Pierre Messmer, when, as French Minister for Overseas Territories, he put the cat among the pigeons in the New Hebrides just weeks before he slid into the hot seat of Gallic politics and became Prime Minister.

This was his argument when he met a delegation from the New Hebridean National Party and, with the adroitness of a French fencing master, side-stepped their questions. He had been asked what the French Government's attitude was to "ultimate political status" of the condominium which, the National Party men pointed out was not like New Caledonia or Tahiti where progress towards self-government was not present.

The New Hebrides was unique, Mr Messmer agreed. Tahiti was not progressive but New Caledonia was the most developed country in the South Pacific. Why else would New Hebrideans want to go there?

The New Hebrideans tried again. They were referring to political development, they said, whereas in New Caledonia the development was mostly economic.

Back came the minister with, "You cannot have political progress and stability without a firm economic base"—a statement which the Cale-



This Fijian, Inoke Raikoso has scored a first, being the only Fijian to work as a professional model. A former arts student at Auckland University and, before that, a student at Queen Victoria School in Fiji, Inoke (he's called Ronnie in Sydney) models for the London Academy of Modelling and the Pat Woodley Agency in Sydney.

donian autonomists might be able to turn against France's new Prime Minister!

Declaring that the minister handled the situation created by his visit "like a born ventriloquist", taking no time at all to adjust to each new frequency; that he "came and went with the hurried air of someone who does not belong—the epitome of his country's concern", the National Party's newspaper "New Hebridean Viewpoints" sounded a warning. It said this: "The National Party does not advocate violence and does not wish to create a Black Power movement; nor does it want to create underground forces, but wishes to advise the two Metropolitan Powers on what people are thinking and saying, and it hopes that Paris and London will negotiate with the people of the New Hebrides and not dictate."

Popular Tongans

Most popular people in the Hutt Valley in New Zealand's North Island are 81 men from Tonga who are working at Lower Hutt under a

scheme approved by the Tonga and New Zealand Government.

The men, brought in specially from Tonga to relieve the labour shortage, are working for 10 employers who, it is reported, are "fantastically happy" with the way the Tongans have settled in and learned their jobs since arriving in February. They are working in a variety of industries including the NZ Railways, motor companies and a tobacco company.

According to the employers, their Tongan workers could be relied on to work a full day for a whole week and do any overtime required of them.

This is the second group of Tongans to work in the Hutt Valley. They replaced a smaller group which went home in February. They were due back in Tonga in July and a third group were to arrive the same month and work until December.

Battlefields wanted for tourists

"Preserve our war relics and battlefields before it's too late" was the cry which went out to Island governments at June's end from the Melanesian Tourist Federation holding its annual meeting in Honiara.

Twenty delegates from Papua New Guinea, Fiji, New Caledonia, the New Hebrides and the Solomons, with the air lines well represented, were told by ABC Airways magazine editor Mr John Seekings, who gave the special address, that they were missing out by not promoting their war history. It was of considerable interest, not only to those who had fought in World War II but also to those wanting to see the places which had figured in the battles.

But, he cried, no efforts were being made to establish war museums or to create access to battlefields, and war relics were not only being destroyed but were being exported.

Mr R. Hunt, of American Airlines in Suva, reckoned that five million Americans would like to visit the Pacific battle grounds. Mr Seekings backed him up with an example of how many Americans travelled considerable distances in their own country to see the Civil War battlefields.

The Japanese, it was said, would also be interested, and the delegates were told by Mr J. C. Foster of Air Pacific in Fiji that the Fiji tourist industry was planning a Visit-Fiji campaign in Tokyo.

Delegates were impressed with the idea of battlefields for tourists and unanimously passed a resolution calling on the governments of member

countries to preserve war relics and prohibit their export.

Mr Seekings had few fears that tourism would damage Island cultures. There were other and stronger forces such as the progression from a barter to a cash economy, the demands of education and changes from subsistence farming to paid employment. Those were likely to bring about more changes in the Islands over the next 20 years than tourism was ever likely to bring.

Hey, they've got freedom on Niue!

Heaven knows what weird ideas United Nations delegates entertain about the Pacific Islands and their governments, but one must be that they are all police states. What other construction could be put on the reaction of Mr Salim Ahmed Salim, of Tanzania, leader of a three-man UN mission which visited Niue at the end of June?

The mission, testing the theory, perhaps, that all the Islands are under the wicked thrall of colonial governments—in this case New Zealand—spent five days on the island. And



This is Mrs. Raban Tekina pictured outside her home on Betio, Tarawa, capital of the Gilbert and Ellice Islands Colony. Her claim to fame? She gave birth to triplets in the Colony's hospital at Bikenibeu. It's never been done in the GEIC before.

—Photo: I. H. Roreti.

what surprised Mr Salim most? It was, said a wide-eyed Mr Salim, the freedom with which the people spoke to the mission. He maybe expected them to be rounded up and gaoled!

Another thing which struck the mission, he said, was the desire the Niueans had for self-government and coupled with it the desire to "keep their own identity" and, at the same time, maintain their ties with New Zealand. They also found there was a lot of goodwill towards New Zealand.

All members of the Legislative Assembly, except one, wanted self-government and only a few people did not think progress to full self-government was in Niue's best interests.

There was some talk of independence but it was very difficult to assess.

Mormons' ban upsets Samoans

Ages-old *FaaSamoa* (Samoan custom) and the newer Mormon faith have clashed in Hawaii and the reverberations have been felt in Samoa. The clash came when High Chief Lilomaiava Galeai was told by Wayne L. Allison, state president of the Mormon Church on Oahu, that he and the other Samoans living under the aegis of the church in Laie should stop practising the ancient *matai* system of giving and trading gifts at funerals and weddings.

"This entire practice . . . is contrary to the teaching of the Gospel," Allison wrote, and alleged, "Frankly, this entire business of the *matai* is becoming a nuisance. I urge you to stop promoting such activities and to use your energies and talents more constructively in being a good member of the church. I sincerely hope you will do this and not force me to take action against your brethren who seem to insist on establishing this *FaaSamoa* system here in the United States."

High Chief Lilomaiava's reaction was to protest that the church was "encroaching on the personal freedom of Laie Samoans."

"Our church leaders do not understand what *FaaSamoa* is and what it means to us." He complained, "The problem is that the church leaders want to have complete power. They have even threatened to take away our leases."

The *matai* system, Hawaii Church College president Dr Stephen L. Brower explained, took time and money away from the families and, although it was perfectly workable

and legal in Samoa, it was basically illegal in church circles in that the *matai*s obtained the time and money in competition with what was due to the church.

He added, "Laie Samoans who persist in practising the *matai* system are not considered to be members in good standing and they are, therefore, denied access to the temple. After all, when they become members of the Church of Jesus Christ of Latter-Day Saints, they commit themselves to giving first priority of time and money to the church."

The "Samoa Times" under the heading "Minority Rights" confessed that the Mormons' ban had left them flabbergasted. "Surely," said the newspaper, "the Samoan people have the right to practise their own culture, which, unlike American culture, goes back many, many centuries."

The "Samoa Times" comment that the church leaders' attitude would appear to "stem either from jealousy or ignorance" ruffled the fur of one Samoa resident, Acel Lowe Jr, who advised the newspaper in a letter, "If you are looking for a crusade that will help a minority faction against prejudice and discrimination try looking on your own doorstep". He also pointed out that money received by the church in America was spent "in places like Western Samoa where church contributions are incapable of providing even the rudiments of education for the members".

But the Mormon Church in Western Samoa, obviously wanting to keep out of the conflict, disowned Mr Lowe's views, its Director of Education, Mark S. Littleford, writing that nothing was official, so far as LDS church schools were concerned, unless he signed it.

And there, for the present, the matter rests.

Nou's no longer an island

The Isle of Nou which was featured in a story in June PIM has become far more accessible in recent months because of the causeway that now links it to Noumea, on the mainland.

The causeway, which opened to traffic in April this year, provides the backbone for immense port extensions currently under construction in Noumea harbour. Work began in January, 1971, proceeding in stages and involving expenditure of over \$A15 million.

So far the project involves six new berths, one built on the inner harbour side of the causeway, three deep-water berths on the outer harbour



Western Samoa celebrates its discovery by Europeans with the issue on June 14 of four new stamps commemorating the discoverer, the Dutch explorer Jacob Roggeveen, who first sighted the Samoan islands on June 13, 1722. With his three ships, "Den Arend", "Thienhoven" and "De Africaansche Galey" Roggeveen first sighted Easter Island, which he named, and then lost his ship "De Africaansche Galey" on a reef. Of Samoa, he wrote, "it was very pleasant and delightful to behold, fruitful and surrounded with trees." After losing half his men through scurvy, he arrived at Java in September, 1722. He was regarded as an interloper and his ships were seized.

side of the causeway, and facilities for two medium-sized cargo vessels on the foreshores of Anse du Tir bay.

Now that Noumeans can easily cross the causeway to the Isle of Nou, various development schemes are being drawn up for the historic island. However, an essential step will be an up-grading of the present "mule track" island circuit, to provide adequate streets for cars arriving from the mainland.

French boycotting English press?

While overseas news services were announcing recommendations made on the New Hebrides by the UN subcommittee on Decolonisation, Radio Noumea announced the scheduled visit to New Caledonia of Sir Michael Gass, High Commissioner for the Western Pacific.

The UN subcommittee was reported as stating that the parallel Anglo-French administration of the New Hebrides is an obstacle to the political and economic advancement of the people. The subcommittee thus urged Britain and France to institute a form of government in which the local people could participate. The administrative powers were also urged to allow a UN mission to visit the New Hebrides and obtain first-hand information.

None of this was highlighted in Noumea. The visit of Sir Michael

Gass, it was noted, followed the earlier trip made to the Solomons by French Governor Louis Verger.

When PIM's correspondent contacted Governor Louis Verger's press office for confirmation of Sir Michael's arrival and details of his whereabouts, the office declined to answer questions or give any information.

Is this a boycott of the English press, in retaliation for the Australian and New Zealand boycott of French ships during the nuclear tests in the Pacific?

Into the Highlands 'the hard way'

New Guinea pioneer, explorer, farmer Mick Leahy didn't catch up with PIM's account of the Akmana explorations of 1929/30, published in April last year, because he was on an overseas tour, receiving a medal for his own explorations from the Explorers' Club. So when he made a tentative inquiry from his homestead at Zenag, near Wau, recently, we sent him the tearsheets about that goldmining expedition which appears to have been first into the New Guinea Highlands.

Mick now replies: "Many thanks for the Akmana explorations. They sure must have done it the hard way, coming into that area from the Sepik. The Maramuni River country on the north side of the timbered ranges that literally hem in the Highlands



The GEIC are celebrating, along with other British territories, the silver wedding of the Queen and Duke of Edinburgh with the publication of a new series of stamps. The 35c stamp on the left, in common with the 3c stamp shows the Queen and Prince Philip inside a silver frame and flanked on either side with a kaue, a floral headdress given to distinguished guests. Right are the three special stamps issued by the Cook Islands to mark the Olympic Games in Munich.

is as rough as anywhere in New Guinea.

"I feel sure that another few days towards the south or the south-east country of the Jimmi, the Baiyer and/or the Wabag valley with its thickly populated and (for Dan and me in 1934) very aggressive wigmen. The Akmana photos in PIM are identical with the Wabag people.

"The work axe in one photo looks like a stone from the Jimmi. Did they see any of the ceremonial axes? We found in 1933 the ceremonial centre of the sing-sing grounds was around Mt. Hagen. They became less impressive away from that area.

"The good old days and ways have gone. Most of my negatives and diaries are in the National Library, Canberra, and available should any of those old-timers be interested in having a look at them. I knew Bill MacGregor and Sam Freeman well. Both gone now, of course. Bill managed the Baiyer River cattle station for the administration until his death."

Fiji's short of buying patriotism

During NZ Trade Week in Suva in July, the stylised kiwi emblem, on lapel pins, placards, plastic carry-all bags, men's ties and various other vantage points exhorted all and sundry to "Buy New Zealand-Made". The kiwi motif, selling New Zealand's message so well, underlined the lack of anything similar in Fiji, which sorely needs to inject some sort of buying patriotism into its shopping public.

In July, it seemed likely that the Fiji Government would make an announcement soon, probably before the end of the month, about an official emblem for Fiji's manufacturers. The Fiji Manufacturers' Association chose a design last April and submitted it to government for approval. President of the MFA Mr Mark Israel told PIM he expected a decision soon, but no "Buy Fiji-Made" campaign could be

effectively launched until government had approved an emblem.

"The emblem will belong to the Manufacturers' Association and will be granted to local companies whose products come up to recognised international standards," Mr Israel said. "It will be a hallmark of prestige."

Few people, either in Fiji or overseas, realise the diversity of Fiji-manufactured goods. They range from paper bags, baking powder and brooms to boats and biscuits, from molasses and motor bodies to cigarettes and cloth's pegs. Fiji companies turn out building and roofing materials, paint, putty, suitcases, soap, tiles, umbrellas, chain link and barbed wire, plastic products, pumps, plywood, matches, animal feed and detergents.

On the food side, local products include clam chowder and corned beef, tomato sauce and soy sauce, honey, ice-cream, canned fish, curry powder, jelly crystals and ginger in various forms. Not to mention meat products, butter, cream, powdered kava and milk shake flavours.

The list of Fiji goods is very much longer than that, but it's probably not too wild an exaggeration to say that some householders could go for weeks without spending more than a fraction of the housekeeping budget on home-made items. There's simply not enough loyalty to local products, say the Fiji manufacturers.

Model houses for Micronesia

The Foundation for the Peoples of the South Pacific with the aid of Australian Catholic Relief, is demonstrating a method of building cheap and durable houses in Micronesia. The one, two and three bedroom pilot models of houses have been designed at the Ponape Agriculture and Trades School.

Father Hugh F. Costigan, supervisor of the project, says that the designs meet these requirements:

- The cost of materials per square foot to be less than three dollars.



- The house to be entirely prefabricated with a minimum of labour.

- Prefabrication to be so simple that one teacher can instruct the people of a community to build.

- Foundation, floors and walls to be of reinforced concrete to withstand weather demands without costly plywood formwork.

- Finally, the house must allow for cultural needs and fit family life patterns in Micronesia.

Father Costigan says that the Ponape Agricultural and Trade School is unable to finance the models for the pilot project but it will contribute all the engineering, supervision and labour.

The Agricultural and Trade School believes the future success of this programme necessitates the actual building of three units as a term project for the students. During the building process, selected students will be taught varying trade skills under supervision and when completed, the houses will be used to accommodate one Peace Corps volunteer family and two Catholic lay missionary families who will work at the school.

Father Costigan says Ponape needs a minimum of 1,000 homes but the low-cost housing plan has been accepted for Housing Authority loans. The immediate beneficiaries of other homes, as they are built, will be the students who will contribute their labour free but ultimately all home owners will pay the full cost.

CALEDONIAN POLITBALL: GEARING UP FOR FINAL

From a NOUMEA correspondent

Whatever the recent slow-down in nickel demand affecting New Caledonia, there has been no slow-down in the "news" trade, especially in sporting coverage, as "politball" players shape up for the September 10, "territorial championship" event.

The Caledonian Territorial Assembly is already divided into seven teams preparing for the September renewal of the House. Recently, an eighth group has announced its intention to enter the arena—the AICLF, a Melanesian association, originally non-political, which has now decided to counter the autonomists. The AICLF have one supporter in the Territorial Assembly.

The five-yearly territorial elections were due in July, but the Paris Government had them postponed to September. In the meantime, the state-controlled ORTF office has introduced continuous radio broadcasts in Noumea, from July 1.

This means Caledonians now have 16 hours of radio daily, from 6 a.m. to 10 p.m., instead of three shorter broadcasts around mealtimes only, as previously.

Of course, radio and Tele Noumea are not the only agencies covering "politball": there are no less than 10 papers in Noumea reflecting various political viewpoints. One of the latest moves among them has come from the SLN nickel company. Controlling shareholder in "La France Australe" daily, the SLN has now bought out the twice-weekly "Bulletin du Commerce" and has been planning to make this paper an evening daily, either from August 1, or after the elections.

And what sort of play does the press have to report? Beginning with the French administration, they have recently learned that already half-way through this year the territory looks like facing an almost \$A10 million budget deficit. Since the Caledonian budget must balance, spending has to be cut back.

The deficit has arisen through over-optimistic forecasts of revenue, since tax money derived from imported goods and exports (nickel) has been down on the estimates. Governor Louis Verger's administration has thus proposed a five per cent. cut in public service spending and other economies, as first steps to make up the deficit.

On the electoral scene, the July municipal by-election at Voh, on the island's west coast, gave the greatest number of seats to the predominantly Melanesian, autonomist Union Multiraciale party (currently four seats out of 35 in the Territorial Assembly).

In the Paris National Assembly, New Caledonia's Deputy, Melanesian Roch Pidjot, like Tahitian Deputy Francis Sanford, has announced his resignation from the PDM group, within the majority coalition. The Caledonian deputy is now holding talks with the *Reformateurs* centre party. Home in New Caledonia, Pidjot is a leader of the autonomist Union Caledonienne (12 seats).

A fourth Caledonian group, the Entente Democratique et Sociale (EDS—four seats) held its constitutive congress in July, after its break-away earlier this year from the Union Democratique, led by Georges Chatenay (five seats). The EDS claim the split was over personalities rather than policies and have elected Noumea Mayor Roger Laroque as leader. The EDS have pledged their opposition to the autonomists. Major charges are that internal autonomy would only lead to upheavals, racial discord and, ultimately, independence.

The Liberals (seven seats), mostly break-aways from the Union Caledonienne, are also taking an anti-autonomist stand, although seeking certain minor reforms in the local power structure.

The Mouvement Populaire Caledonien of Alain Bernut (one seat) is anti-autonomist and continues to have a strong voice through its popular weekly paper.

Finally, the Union Civique (one seat) has just published a detailed booklet proposing revised statutes to give the territory greater internal self-government. Main demand is for the transfer of certain local executive functions away from a Paris-appointed public servant (as governor), into the hands of locally-elected people. This would be a step towards decentralisation away from Paris, leading to New Caledonia having similar status to that of Hawaii within the USA or Tasmania within the Commonwealth of Australia.

Meanwhile, as background to the local autonomy debate, French Governor Louis Verger, executive head of



Governor Louis Verger (on right) . . .
"Let us face the passing worries with determination."

the island, has summoned the Caledonians to "unity, comprehension and through that, to efficiency and progress". The governor made this exhortation during one of his most recent public statements, at Hienghene, in June.

The governor noted that during his island visits, local people expressed "their uncertainty, their fear for the future". This fear and uncertainty has no valid basis, however, he claimed since Mr Pierre Messmer (Minister for territories, recently became Prime Minister), has assured the Caledonians of their political and economic future. This was that New Caledonia "will remain forever French", while at the same time promises were made over the new long-discussed nickel projects at Poum in the north and for INCO Canadian mining company, in the south.

The Governor thus repeated his popular appeal to the Caledonians: "Let us face with determination, with clear-sightedness the passing worries of a still uncertain nickel situation; the temporary inconvenience of still largely insufficient installations in the public, industrial, agricultural and commercial sectors; (as well as) the occasional unpleasantness of unavoidable but finally advantageous changes".

Just how far the Caledonians have faith in the French Government to let the Paris authorities alone manipulate all these changes for the island's future, will be seen by how the game is played up until September 10.

No bomb fuss in Tahiti

From JUDY TUDOR, on her way to Europe

PROBABLY the calmest place during the French bomb tests was French Polynesia itself.

French Polynesians, who have been anti-bomb for years in their own sort of way, are surprised at the wave of hysteria that swept over the other South Pacific countries for the test series of 1972. The yachtsmen attempting to sail into the danger area seem, to most, to be beyond common sense.

"Any minute now," said a French friend at the time of the first blast of the series, "I expect to hear of a Catholic nun being dropped by parachute over the test site—then I'll have heard everything."

The Australian and NZ trade union black bans on French shipping doesn't seem to have penetrated as far as here, except for goods trans-shipped in Sydney from Hong Kong. Fresh meat is being flown in from NZ by Air New Zealand, although UTA is denied the right, and is being consumed by people directly employed on bomb business as well as by others.

Meantime, on money infused into the economy by the CEP French Polynesia continues to float along on a high level of prosperity, seen most, of course, in Tahiti. Tourism is contributing its quota but the bomb-test element is an increasingly important factor. It was obviously never intended that it should become a permanent fixture in local economics but the unfortunate thing is that it has.

No doubt those who are long in pure thought but short on political reality can be easily convinced that the moral thing would be for France to now divert the money it spends on nuclear experiments into local Fr. Polynesian coffers so that the 130,000 or so inhabitants can continue to live in the bomb era manner.

But as it is unlikely to happen, the question still arises as what is likely to happen next year if France does bow to pressure and drops the tests; or for that matter, what happens when they finish of their own accord in scheduled 1975?

Apart from tourism, which was, locally, as unpopular as bomb testing when it was first proposed as the panacea of all economic ills, Fr. Polynesia has had virtually no basic industries since Makatea phosphate gave out.

Family planning is neither part of local culture nor part of government policy and population grows apace, while education services improve and more and better-educated youngsters are graduating each year. Tourism is now not enough to take care of the economy and to date CEP funds infused indirectly and direct grants from metropolitan France have bridged the gap.

Local Polynesian politicians have said on numerous occasions that the people would prefer a return to subsistence level if they could rid themselves of both bombs and tourists. But so far this has not been put to the test and it is a fair bet that having emerged so far from an over romanticised grass-roots economy, it would be impossible to reverse the process without producing social chaos.

Polynesians individually, may be unreliable as a labour force; periodically, they may metaphorically flip their tails and return to the home taro patch; they may not really give a damn for the fact that Papeete has a multi-million franc harbour, beautiful waterfront boulevard with fountains, luxury hotels, an Olympic pool, a fantastic cultural centre rising alongside it, or that outer-island people can get an airstrip if they want it and it's topographically possible. All this may all be true yet, collectively, they are now dependent on a cash economy and all like the privilege of taking or leaving something of the good life.

They should be—but, of course, they are not—asking themselves: After the bomb, where do the francs come from next? As usual they are leaving it to the French. The French, who have since the Pacific War come up with a couple of much criticised methods of keeping French Polynesia economically afloat, show no signs at the moment of performing a hat-trick by producing a third.

PNG WANTS A HOME-Styled CONSTITUTION

By PERCY CHATTERTON

The second meeting of Papua New Guinea's third House of Assembly, held in June, was a short one, lasting only nine sitting days, but some very important developments took place in that time.

In the first place, there was a change of Speaker. Speaker Perry Kwan, who was elected by a majority of one at the first meeting in April, stepped down in the face of mounting dissatisfaction with his performance in the Chair, and, after the names of several indigenous members had been canvassed for the job, the House's choice went to Tasmanian Barry Holloway, member for Eastern Highlands Regional, earlier a member of the first, but not the second, House, and a foundation member of the Pangu Party.

Mr Kwan extracted himself with dignity and humour from an embarrassing situation in which he should never have been placed. Remarking that he had been the Commonwealth's youngest Speaker and its most ephemeral in length of tenure, he anticipated and short-circuited moves to unseat him by tendering his resignation.

For most of its performance to date the National Coalition deserves high marks, but for its maladroitness in forcing a deeply divided House to accept a young and inexperienced new member as its Speaker I can only accord it a C minus, and extend my sincere sympathy to Mr Kwan.

Of the important steps forward taken by the House at this meeting perhaps the most important was the decision to set up an all-party committee charged with the task of shaping a draft constitution for a future independent Papua New Guinea. The step was not taken without some dissension.

The United Party opposition wanted the committee to include outside experts; the government was determined to have a home-tailored constitution, though it conceded that a point would be reached at which it would be necessary to call in the experts to put the committee's ideas into formal shape and legal language.

It is to be hoped that the fact that the members of the committee have

Quick dollar principle

been so recently elected to parliament by the people and represent a very broad spectrum of political opinion will encourage them to get on with the job without messing around with extensive and expensive tours aimed at "consulting the people". Consulting the people is all very well, but it can be overdone. It can also be ill-done.

Consulting the people can best be done by giving them an opportunity of voting in parliamentary elections, and occasionally perhaps on very important issues in properly conducted referendums. It is ill-done when it consists of stumping the countryside seeking answers to badly formulated and half-understood questions from casually assembled groups of people who may or may not be representative of the people of their areas as a whole, and then dishing up their uninformed, ill-considered and possibly unrepresentative answers as "the wishes of the people".

A second important decision reached at this meeting was that of calling for a commission of inquiry into land problems. This step was first proposed in 1971 by Julius Chan, parliamentary leader of the Peoples' Progress Party, when the second House stone-walled the efforts of the administration to win approval for the new land laws it had drafted; but at that time the official benches, although not able to bulldoze their legislation through, were able to muster sufficient support to defeat the proposal for a commission.

Now it has been accepted, and the Administrator, who alone, as the law stands at present, has the power to appoint a commission of inquiry, is faced with the embarrassing task of appointing one which the Administration does not want, or still more embarrassingly of refusing to appoint it.

The third event of importance was the tabling by Chief Minister Michael Somare of a white paper entitled "A Programme for Development: Principles, Choices and Priorities". Very general in scope, and seeking to ask questions rather than to answer them, this document may be regarded as a warming-up exercise for the preparation of Papua New Guinea's second Five Year Plan, due in 1973.

It is chiefly notable as indicating belated abandonment of the principle, wished on us by the World Bank in 1964—the principle of the quick dollar, in other words, of maximal development of the most economically promising areas with con-

comitant neglect of the less promising ones, regardless of social and political factors and consequences.

It has become increasingly evident during the last few years that the implementation of this policy would lead us headlong into national disunity. In this white paper it is formally interred, and I for one will shed no tears over its grave.

For the rest, the National Coalition appears to have consolidated its position. Its component parts have held together when the division bells have rung, though some of its non-party supporters have not been averse to criticising it in debate.

Its next testing time will come at the end of August, when it will have to commend its first budget to the House.

During the course of the meeting the chief minister announced the National Coalition's target date for full internal self-government—December, 1973, or as soon as possible thereafter. Then, when the House had adjourned "to a date to be fixed by Mr Speaker", Mr Somare, with considerable courage, set off on a tour of the Highlands to commend his timetable to the areas in which it is least likely to be acceptable.

The reception of his plan there has ranged from resigned acceptance of the inevitable to threats of secession if the plan is implemented, and even in one place to a threat that if it were they would kill their own local MHAs and throw their bodies into the river.

If and when Mr Somare visits the Gazelle Peninsula and Bougainville, he will no doubt be met with threats of secession if the plan is *not* implemented. He will then be in a good position to divine the true nature of that elusive entity, "the wishes of the people".

I can think of one person whose neat coiffure will be unruffled by threats of secession. Miss Josephine Abaijah, MHA for Central Regional, wouldn't care a hoot if not only the New Guinea Highlands but the whole of New Guinea decided to secede from Papua.

● A transport company wholly owned by Nasioi villagers has won a big contract for the disposal of garbage and sanitary waste from Arawa town in Bougainville.

The company, Pikonova Transport, tendered successfully for the three-year contract which is worth more than \$186,000.

Under the terms of the contract the company had to have bulldozers, trucks and all other necessary equipment.

FIAT CONCESSIONAIRES

American Samoa
Silver Star Transport, Inc.,
P.O. Box CB-4, PAGO PAGO.

Fiji
Motibhai & Co. Ltd.,
P.O. Box 40, BA.

New Caledonia
Agence Automobile S.A.,
P.O. Box 842, NOUMEA.

New Guinea
New Guinea Motors Pty. Ltd.,
P.O. Box 1027, BOROBA.

New Hebrides
Societe Bourgeois & Cie.,
P.O. Box 28, PORT VILA.

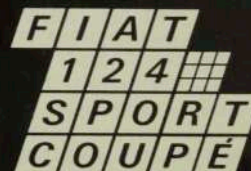
New Zealand
Torino Motors Ltd.,
P.O. Box 6240, AUCKLAND.

Norfolk Island
Red Rental Ltd.,
P.O. Box 147, NORFOLK ISLAND.

Solomon Islands
Chan Wing Motors Ltd.,
P.O. Box B20, HONIARA.

Tahiti
Societe Tahitienne,
D'Automobile S.A.R.L.,
P.O. Box 1723, PAPEETE.

Western Samoa
E. A. Coxon & Co. Ltd.,
P.O. Box 38, APIA.



Now you can fall in love all over again.

Fiat introduce a new 124 Sport Coupé

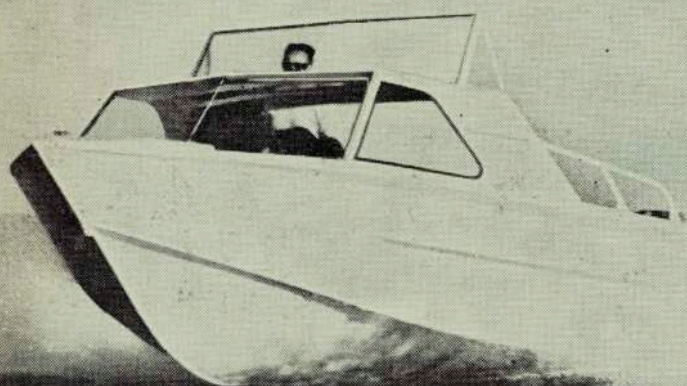


You know how it is when you've been in love a long time. And you hardly notice you're in love anymore. Then suddenly she changes. Just a little. And all the old magic returns. Our 124 Sport Coupé has changed too. See the difference? The bonnet has new curving lines. There are four headlights, with quartz iodine bulbs that would light a landing strip. Larger stop lights — a wise precaution with a new twin circuit, four disc, brake system. And the reversing light has moved under the bumper out of harms way. Inside, our bucket seats are now trimmed with cloth, which is cooler. Passengers have individual ventilation, which could be hotter or cooler. And the dash looks even more aeronautical. When will your Italian Love Affair begin? Again.

FIAT
124
SPORT
COUPÉ

Now there's a 21 footer
in aluminium,
you don't need to go overboard
on power...

100hp is plenty



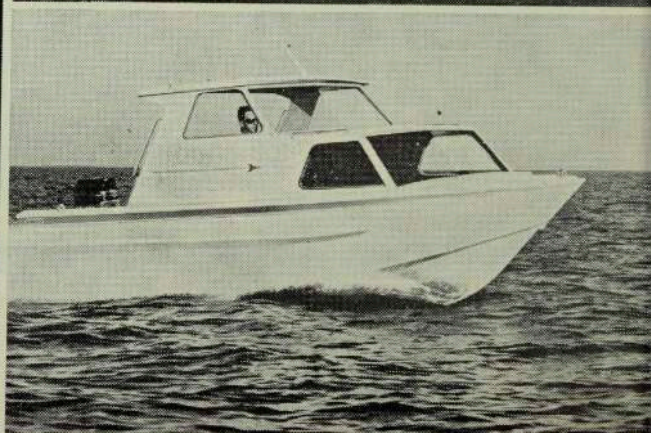
Our new 21-ft Trojan Cruiser is all aluminium. This way we eliminated the dead weight that burdens motors and drains fuel tanks. The result is an exciting 21 footer that performs like a big runabout and does it with motors less than 100 h.p. The Trojan comes in four versions . . . a half cabin cruiser (above), runabout (top right), extended cabin cruiser (lower right) or open work boat with console control (not illustrated). As a pleasure boat or work boat the Trojan's heavy-duty aluminium construction will pay off in low maintenance and long life.

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People

● President Hammer DeRoburt of Nauru made a state visit with his wife to the Cook Islands for eight days in June/July. He was lavishly entertained by Premier Albert Henry and did the usual round of visits and inspections. When he left on July 5 he took with him as gifts from the Premier and government a 2 ft high tiki Tangaroa and a hat.

● Do airmen make the best Island administrators? The Australian Government seems to think so. It has appointed another Air Commodore to succeed an Air Commodore as Administrator of Norfolk Island. The new man is Air Commodore Edward



This painting of one of the most famous coastwatchers of the Pacific War, Mr Paul Mason, which has been hanging in the New Guinea Club in Rabaul, has been accepted for hanging in the Australian War Memorial in Canberra. Attached to the frame when it hung in the club was a plaque which read: "Lieut. Com. Paul Mason, DSC (Brit.), DSC (US), Bougainville Coast Watcher. The messages from Bougainville saved Guadalcanal, and Guadalcanal saved the Pacific—Fleet Admiral Wm. F. Halsey USN". The portrait was painted by Mrs Olive Kroening, wife of Bruno Kroening, of Kieta. As one of the deadliest guerilla fighters in the Pacific, Paul Mason was credited with killing several hundred Japanese.

Thomas Pickerd, OBE, DFC, who takes over from Air Commodore R. N. Dalkin, DFC in August. Air Commodore Pickerd, who is 54, is at present Officer Commanding RAAF Edinburgh and Air Officer, South Australia. He enlisted in 1941 and has served in Washington (DC) and in New Delhi in service jobs attached to Australia's diplomatic missions in those places. He is married and has two daughters and a son.

● Robert L. Clifford, former UN Economic Adviser to the Government of Western Samoa, has returned to the US and held talks at the UN headquarters in New York, also at the World Bank and Monetary Fund in Washington. Mr Clifford looks like being posted to UN headquarters, so islanders who met him in Noumea and elsewhere can hope to have some of his sound ideas on development planning being put to good use. Between times, Mr Clifford has found a publisher in the US to put out Captain Fred Williams' log of his 1917 encounter with the German Count Von Luckner's raider, the "Seeadler".

● Mr Ian W. Hatcher, 33, of Port Moresby, has been appointed Public Relations Officer for the Royal Papua and New Guinea Constabulary. He was born in Queensland and was educated at the Church of England Grammar School, Brisbane. He trained as a journalist with the Brisbane Telegraph and subsequently worked for some years on the Melbourne Age and the Brisbane Courier-Mail. Mr Hatcher went to Papua New Guinea in 1969 as an Information Officer with the Department of Information and Extension Services and later was promoted to Public Relations Officer. For the past 12 months, he has been in charge of the Government's Information Branch.

● The Venerable C. W. Whonsbon-Aston of Suva, archdeacon emeritus in the Anglican Diocese of Polynesia and one of the South Pacific's best-known clerics, headed the Fiji list in the Queen's Birthday Honours. He received the OBE, a tribute to a record of 40 years unbroken service.

● Dr Jose D. Torres, one of the oldest professional workers for the US Trust Territory Government, has retired at the age of 77, but his name will live on in the medical service. The hospital at Saipan was named the Dr Jose D. Torres Hospital in 1962. He began his medical career in 1914 as a medical assistant under the German administration. He continued his work under the Japanese and has completed it under the Americans. The Saipanese gave him a cheque for



Victory smile for Fiji girl, Miss Roshni Pal, a first-year student at the University of the South Pacific in Suva. Roshni has been crowned this year's USP Queen.

\$500 at a farewell ceremony at the hospital where all agreed that he "had touched more lives and had meant more to the people of Saipan than any other man".

● Mr Charles Hayes, eight years resident in the Goroka, New Guinea area, manager of the Collins and Leahy hotels and a Goroka councillor for the last 12 months, is leaving the town. He has bought his own hotel, Bluff Hotel on the Sogeri road in Port Moresby. His advent into hotel circles was preceded by work on Jim Leahy's coffee estates and at the Sports Club.

● Netherlander Rev Father Davis, now 81 and living in New Zealand, is back in the Cook Islands where he worked from 1926 to 1954. He has come "back home," he says, for several months. Fr Davis, known to the islanders as Te Metua Tavita, worked in Chile for 10 years before going to the Cooks. After settling in Ponsonby, NZ, he worked for 18 years at the Catholic Cook Islands Centre.

● Mr M. J. Holz has been appointed manager of the recently established company, Pacific International Trust Co. Ltd, in Vila, New Hebrides. Mr Holz was previously deputy manager, investment management department of the Bank of New South Wales.

● Mrs Afioa Malietoa, of Western Samoa, has been appointed director of extension services at the



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University of the South Pacific in Fiji. She is a graduate of Victoria University in Wellington, New Zealand and took up duties in Suva at the end of June.

● Mr. John C. Dorrance, the US political adviser in Micronesia, was due to leave the TT on June 17 for a new job in Washington as a special assistant in the East Asian and Pacific Affairs Bureau. He is succeeded by career officer Miss Mary Vance Trent, who has served in London, Paris, Oslo, Prague, Djakarta and Wellington. Mr Dorrance was a US vice-consul in Fiji. Miss Trent's last job was with the US Embassy in Wellington, NZ.

● Mr. Robin Pitts has been appointed general manager of Carreras of Fiji Ltd. He came to Fiji from Australia in 1963 as a bank employee and he first joined Carreras in 1966. He left four years later to become Unilever's South Pacific regional representative—and has now rejoined Carreras with the particular responsibility of marketing that company's products.

● A new Commissioner for the United Kingdom has been appointed to the South Pacific Commission. He is Mr Leonard Sidney Price, who has been first secretary at the British High Commission in Suva.

● Mr Frederick Cooke has been sworn in at the Western Pacific High Court in Vila as British judge of the Joint Court and judge of the High Court of the Western Pacific. His appointment came through the High Commissioner for the Western Pacific in Honiara. Mr Justice Cooke will be taking the place of Mr Justice Trainor while he is on leave.

● Air New Zealand has appointed Mr. H. K. Marlow, formerly district sales manager, western Fiji, to the position of sales manager, Pacific Islands based in Suva. In his previous position in Nadi is Mr W. J. Gibbes, who was district sales manager, Samoa. Mr M. Squires, the airline's senior sales representative at head office in Auckland, becomes district sales manager, Samoa.

● King Taufa'ahau Tupou of Tonga and Queen Mata'aho left Tonga on July 3 in the Bank Line's copra carrier "Rowanbank" for a private visit to the United Kingdom and Europe. With them is their second son, Prince 'Alaivahamama'o, who is going to school at Leys School in Cambridge. The voyage is scheduled to last 40 days and their Majesties are occupying the owners' suite. They expect to be back in the kingdom in mid-September.



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Salmon Casserole

Ingredients:

2 cups drained, flaked salmon
 2 cups cooked rice
 1/2 cup grated tasty cheese
 1/2 cup Carnation Evaporated Milk
 1 large can (16 oz.) cream of asparagus soup
 2-4 tablespoons finely diced onion
 3/4 cup slightly crushed breakfast cereal
 3 oz. shortening, melted
 Hot buttered asparagus

Method:

Combine the salmon, rice, cheese, Carnation Milk, soup and onion in a bowl. Place in a greased casserole. Mix the breakfast cereal with the melted shortening and sprinkle over the salmon mixture. Bake uncovered in a moderate oven 350° or Regulo 5 Gas, 400° Electric, for approximately 30 minutes or until heated through and top is golden brown. Top with pinwheel of hot buttered asparagus and fill centre with parsley. Serve with extra asparagus. Serves 6. N.B. Chicken, ham or tuna may be used instead of salmon.



Banana Passionfruit Cheesecake

For the Biscuit Crust:

2 cups crushed sweet biscuits
 1 tablespoon sugar
 1/4 teaspoon each cinnamon and nutmeg
 4-6 ozs. melted shortening
 Combine all ingredients, press into sides and bottom of an 8" or 9" spring form tin.

For the Filling:

1 level tablespoon gelatine, softened in 1/2 cup water
 1 tablespoon grated lemon rind
 1/4 cup lemon juice
 8 ozs. Kraft Philadelphia Cream Cheese
 1 cup sugar
 1 2/3 cups (14 1/2 oz. can) Carnation Evaporated Milk, chilled icy cold
 1 teaspoon vanilla
 3 bananas, sliced
 2 passionfruit



Carnation - 'from contented cows'

Dissolve softened gelatine and lemon rind over hot water. Cool. Cream Philadelphia cream cheese and sugar together. Add cooled gelatine and lemon juice, chill till partially set. Whip icy cold Carnation Milk to soft peaks in a chilled bowl. Beat in gelatine cheese mixture and vanilla. Pour half into crumb crust. Cover with sliced bananas and passionfruit. Pour on remaining cheese filling. Chill 6-8 hours or overnight.
Passionfruit Topping:
 1/2 cup lemon juice
 3 passionfruit
 2 tablespoons sugar
 1 rounded dessertspoon cornflour
 Blend sugar and cornflour, stir in lemon juice and passionfruit pulp. Cook till thickened and boiling, stirring constantly. Stir in a few drops of yellow colouring. Cool. Spread over the top of cheese cake. Refrigerate till required. Serves 6-8.



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* Footnotes

THE City of Port Moresby! How odd it sounds when one lets one's mind wander back across the years. And my memory ranges over slightly more than half of the 99 years which have elapsed since Captain John Moresby sailed through Basilisk Passage and gave the place its name. Though actually he didn't. It was the harbour, and only the outer harbour at that, which he named Port Moresby, with Fairfax (another family name) as the name of the inner harbour.

The founders of the town called it Granville, a name which now survives only on the maps of the Lands Department and the title deeds it issues.

One of my vividest memories of Port Moresby in the late 20s is of a hot, still afternoon on which I had to make a call at a government office.

The only buildings in Konedobu's "happy valley" at that time were Government House, Police Headquarters and a few upper crust homes in Spring Gardens Road. The government offices were all in what we now call the "old town", which was then the whole of the town. Most of them consisted of two or three rooms surrounded by a broad, open verandah, differing only in the furniture and function from the private residences.

The office I called at was such a one. The officer I called on was sitting in one of the cool, inner rooms behind a desk devoid of papers of any kind except for a blotting pad of pristine freshness. A few bound volumes of regulations were piled on it. He pushed away the volume he had been consulting, and we transacted our uncomplicated item of business, after which we chatted on amiably. Eventually he let me go with apparent reluctance; I imagine that he was wondering how on earth he was going to fill in the time till four o'clock.

The town into which I emerged was not noticeably busier or noisier than the office I had just left. After calls at BP's and Steamships' stores (the latter still little more than a trade store), I wandered down to the wharf to return to Hanuabada, as I had come, by launch.

In those days the road ended at Konedobu, and there were only about a dozen motor vehicles, including the Model "T" Ford which had been

CAN WE CREATE A COMMUNITY NOW WE HAVE A CITY?

the first-ever Government House car, in the whole town. The number increased rapidly as we approached the thirties, and the road was extended from Konedobu to the cemetery behind Hanuabada. This extension was for the convenience of the dead, and those who bore them to their graves, rather than for that of the living. However, I reaped a side benefit, and about this time I became the owner of a 1916 Buick. When, in what state and why this venerable vehicle was brought to Papua I never learned, but it served me well enough. By this time the purchaser of

the ex-Government House Model "T" found himself obliged, when he came to see us at the Hanuabada Mission, to drive it up the steepish hill to the Mission house backwards in reverse gear, as the poor old thing could no longer make it in the lowest forward gear.

Port Moresby was still, as it had always been, a white man's town. Papuan office and store workers walked in each morning from Hanuabada, Vabukori and Kila-kila villages and returned to their

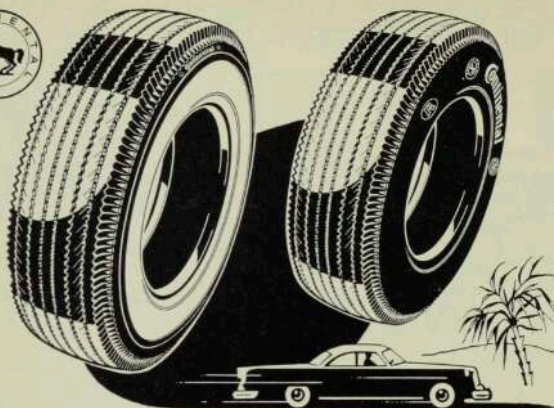
village homes in the afternoon. Suau domestics lived discreetly and circumspectly in the humble quarters erected for them in their employer's backyards. Goaribari wharfies were quartered outside the town in the wilds of Koke, where the jail was located.

It was a white man's town, and the Papuans did not mind it. In the subsistence world from which they were emerging there were no towns and there was no need for towns. This town was a white man's thing; let them have it.

It was a white man's town, and the 400 or so whites, mostly Australians, who made up its population were determined to keep it that way—at one time by means of a fence running from shore to shore across the neck of the promontory on which the town was built, and later by restrictive



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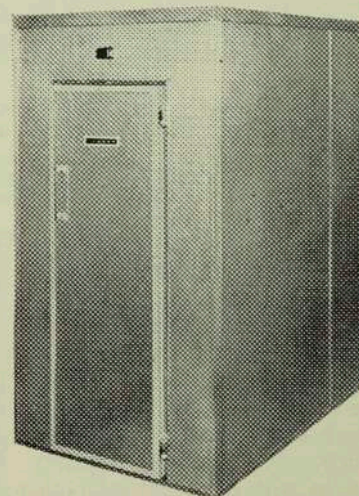
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regulations, including a curfew, designed to control the movement of Papuans into and out of the town and their behaviour while there.

Until cars became numerous and a road of sorts was opened up to Rouna Falls, few of the whites ventured beyond the boundaries of the town. I knew one estimable Australian who lived in Port Moresby for 30 years and had never been further than to the Mission at Hanuabada and on picnics to Fisherman's Island and Idlers' Bay.

Our sole European policeman, Tom Gough, assisted by a dozen or so Papuan police, had no difficulty in maintaining law and order in this cosy little outpost of empire.

And now Port Moresby is a city, with a population of round about 60,000. But not a white man's city, as it was for so long a white man's town. Two thirds or more of its population are indigenes, ranging in colour from lightest brown to deepest black, and drawn hither by bright lights and job opportunities from every corner of Papua New Guinea. How to employ them, and how to keep them law-abiding are among the Government's major problems, problems it will share more and more with the newly-established City Council as time goes on.

The council has the additional problem of coping with the divided loyalties of its citizens. One of Lord Mayor Oala Oala-Rarua and his aldermen's biggest headaches arises from the transient nature of so much of the city's population. A considerable proportion not only of the white but also of the indigenous population is here today and gone tomorrow. Australians on short term contract jobs, public servants, overseas and local, living in Administration houses and liable to be transferred to the other end of the country at any time; disillusioned Dick Whittingtons trying to raise the price of a ticket home;

unemployed and perhaps unemployable "passengers", battenning on their one-talks—all these have no stake in the place, and no feeling of loyalty towards it.

Even among those Papuans and New Guineans who have lived here for many years there are not a few who still think of the village from which they came as "home", and the allegiance of their hearts is to it rather than to Port Moresby.

However, there is a steadily increasing number of Paguineans who have a stake in the place. Starting as tenants of the Housing Commission they have now become the owners of the homes in which they live, and are busy paying off their mortgages.

Then there are the people of the shanty settlements and the no-covenant areas, too poor to rent, much less to buy, even the lowest priced Housing Commission houses. The shacks they have built are often unsightly to the eye, but they may be quite comfortable inside, and their builders are proud of them. Many of them have now been town-dwellers for years and are unlikely ever to return to their villages. They belong.

Most important of all, there is a steadily increasing number of young people who were born here, often to parents from different parts of the country and different tribal groups. Port Moresby is the only home they have ever known, and probably the only one they ever will know. They are townsmen true.

This is the group which the City Council should be thinking a lot about, because it has the potential to be either a great asset or a great liability to the new city.

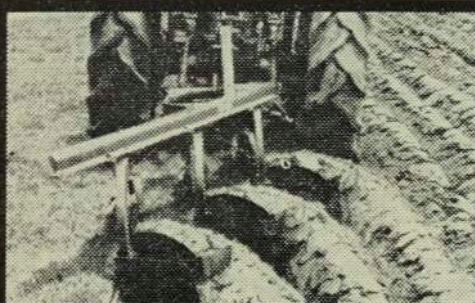
Given education, jobs and homes they can be a tremendous asset because their loyalty to the city will be undivided. Denied these things, they can and probably will turn Port Moresby into a city of violence and fear.



When Port Moresby was a quiet little town, neighbouring Hanuabada was indeed the "big village" that its name means. This pre-World War II picture shows houses that were common then, rare now.

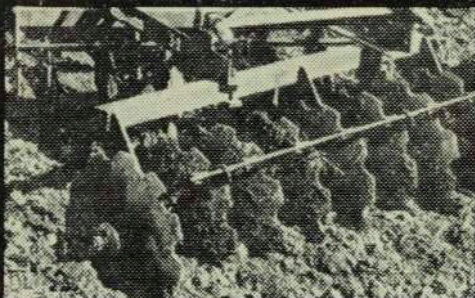
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THE FESTIVAL OF ARTS AS SEEN FROM THE WINGS

By VICTOR CARELL

Festival Executive Director, Victor Carell.



The South Pacific Festival of Arts held in Suva, May 6 to 20, was a dream come true. For more than 25 years my wife and I have enjoyed, studied and worked in many of the countries of this vast region. I have never had any doubt that, given the opportunity to show their best, the people of the South Pacific would unleash for the world a tremendous wave of joy, of excitement and that their arts would prove to be of outstanding entertainment value.

And they did. During the festival almost 4,000 superbly trained and costumed dancers, musicians, artists and artisans kept Suva throbbing with fun, joy and a liveliness such as only the South Pacific knows how to generate.

Although the festival was almost overwhelming in its final success, its birth occurred only after much pain and an enormous volume of work. Most of the participating countries had to be "sold" on the festival, had to be awakened, enthused and stirred to re-

evaluate the rare beauty of their own potential in world art.

The people had to be convinced of the pristine loveliness of the traditional, both in performance and in costuming; in song, chant, in pottery making, in weaving, in tapa and carving. This was especially true in Fiji. It was necessary to speak out frequently against the scourge now prevalent in much of the Pacific—the use of tawdry crepe paper, cellophane and tin drums in carelessly presented performances—often only a travesty of the real thing.

But the message calling for only the best got through. The festival demonstrated the nobility of uncorrupted ancient arts. The costumes were breathtakingly beautiful in their exactness. The people had returned to their roots, seeking to correct incongruous anachronisms and re-establish traditional details.

Drums, spears, clubs and head-dresses were magnificent once more, just as they were in times long gone by. Here was history, stylised, yet true, living before us through the dedication and hard work of thousands of eager people, young and old—who at last thrilled to the same, the mutual goal, and expression, a mirror, as close to perfection as possible, showing from each participant group its own cultural achievements.

It was wonderful to find that various countries had come forward with extra-curricular items such as the village of traditional houses at the University! Yet there were also disappointments—for example, Western Samoa, whose aim had been to build the best and biggest fale outside Samoa (a building of dimensions measuring 80 ft x 36 ft) failed at the last moment to produce the house.

The creative works of drama which several overseas countries presented were stimulating. Of particular value were the two original Fijian works especially created within Fiji, as there is very little Fijian literature available anywhere and these dramas point towards a fascinating future for indigenous literature.

Two members of the Small Nambas dance group from the New Hebrides.



The Aboriginal dancers from Australia were a unique contribution and a great success. Both the Cook Islands National Arts Theatre and the amazingly professional offering by the Solomon Islands dancers could have had entirely sold out houses for a week. All of the other groups presented splendid items that proved immensely popular.

Of outstanding note were the Banabans of Rabi Island and the forthright Niue Island people. The Symphonia of Auckland and the Auckland based Dorian Singers gave Fiji a first taste of top quality music in their own respective fields. Of importance, too, was the Samoan Opera by the Ueta Solomone.

All the exhibitions were of an imposing standard. Possibly the handicrafts at the USP "village" and the South Pacific fine arts exhibit at the Civic Centre were among the most outstanding contributions. Although small in number, the traditional canoes, too, were superb.

The four days of indigenous games were a splendid success. Originally, only two days were allotted for these unique items but there are so many traditional games still extant in the area it was necessary to double the time in order to include as many as possible. Many of these ancient games are exciting; some also proved to be hilariously funny in the manner they were played. With all that extrovert spirit of the South Pacific infusing them, who could resist the fun?

The indigenous games side of Pacific cultures is a facet which should be encouraged and possibly some games which are common to, and are played by, several countries should be included in future South Pacific Games competitions.

My own job as Executive Director in the festival covered anything from "begging" for money from firms and individuals for the support of Pacific arts to the gathering together of the huge oratorio choir for the "Elijah". This required me to speak at several churches each Sunday over many weeks. The campaign for rooms for visitors—with the help of some hard working volunteers—resulted in accommodation being made available,

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Hard work was necessary in the realm of public relations, explaining the tremendous scope of a "world-standard" concept for this unique festival. If South Pacific Festivals of Arts are to be successful they have to be on a level equal to standards accepted as the norm for presentations throughout the rest of the world—but the South Pacific has certain advantages. As well as being so colourful, the strength of the original cultures still exists.

This strength was especially obvious during the foundation festival. If this historic first had been allowed to flounder the whole dream could have been wiped out for all time. Therefore, our problem was one not only of discovering how to excite and stimulate the people and their respective governments throughout the region so that each would provide only the very best material, but we also had to succeed on a budget that could not compare with that required by Festivals of Arts of similar size held elsewhere in the world.

Immense distances were involved in visiting each country to work with the local committees on the contribution each was planning. The greatest challenge perhaps was the time limit of only thirteen months for all the planning, preparation and production. In Fiji alone my work entailed going to all of the provinces and seeing meke after meke to select, in association with experts from The Government Department of Fijian Affairs, the best of these to come to Suva.

These trips in themselves were exciting, rewarding and sometimes very wearying. I remember sailing from Suva on one occasion at 1.30 a.m. Breakfast was at 4.30 a.m. and at 6 a.m., after wading through a quarter of a mile of mangrove, we entered the village, to the sound of the pounding of yaqona roots. We sat all day and all night being greeted ceremonially, drinking the yaqona (kava) and watching the mekes danced, hearing the chanting groups and examining the fine handicrafts.

We continued until 1.30 a.m. when our hosts invited us to rest. Half an hour later the large room just outside our sleeping accommodation was invaded by forty people who had come to show us yet another meke. There was no sleep! At 6 a.m. we were wending our way on the return journey to the ship, past the same men still pounding yaqona.

It was a blow to know in the last weeks that Guam and Tahiti were not taking part after all. We had held high hopes of a 100 per cent. parti-

cipation at this first historic festival. However, the other SPC countries generously sent so much, which was so fantastically good, that those who did not appear were hardly missed in the constant stream of joy that effervesced throughout the festival. There were, of course, the many smaller problems—such as clearing a huge head-dress from Papua New Guinea; which we did, only an hour before the performance.

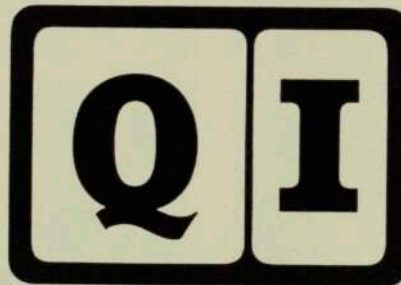
The big opening and closing ceremonies held in Albert Park were conceived on a gigantic scale. Following the meticulously drawn plans of the technical director, Nick Dowling (head of the Rank-Strand organisation in Asia and the Pacific) the engineers

and electricians of the Suva City Council erected a large control system to cope with all communications and the intricate lighting.

Among the dozens of powerful spotlights imported for the festival there were four special follow spotlights (there are only twenty of these at present in the world) and each was capable of covering an area as large as 60 ft x 60 ft or as small as a person's face 200 feet away.

The two days and nights of rehearsal prior to the opening night were dogged by constant heavy downpours of rain. By walkie talkie and telephone, each group of performers was marshalled from one control point to the next until the final one

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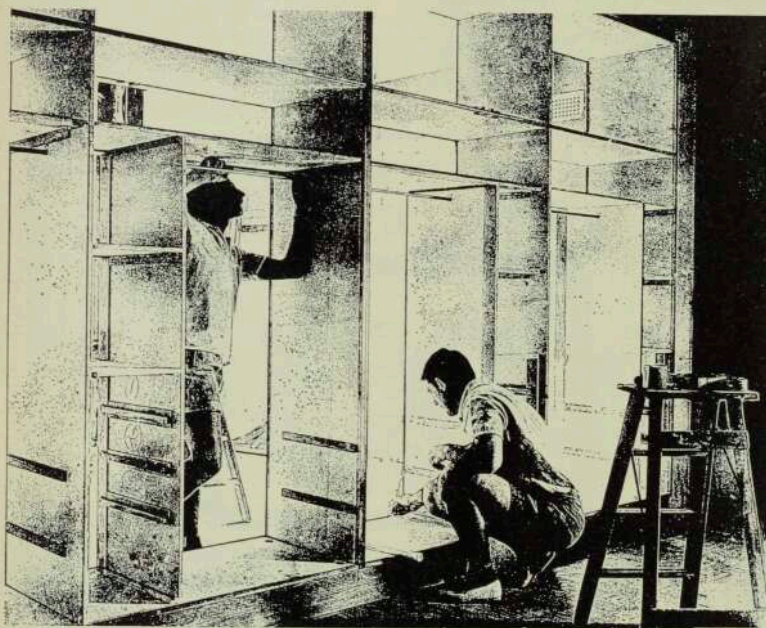
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was reached, then into its own dance area.

As one group finished a performance the lights would fade to a complete blackout, then immediately pick up another group performing in a different area. Thus the vast performance moved continuously, dramatically, as if a huge and living movie film were spread out, with successive items offering in the immense darkness of Albert Park. Hayes Gordon (who acted as stage director for the opening night) remarked after the final dress rehearsal, "That is the only time in my life when I have directed a show ankle-deep in frogs!"

For the opening performance the ground was soaked and muddy after days of rain, and rain was still falling in spiteful little showers. Much to my own relief, all the leaders wanted to go ahead on schedule.

Dancing in mud up to their ankles and sometimes having to kneel, sit or even lie in it, they triumphed over the conditions and the elements to give all who saw them an unforgettable experience. They showed by their courage and enthusiasm, their tenacity and, above all, in the joy that flowed from their performances, that the human spirit and sheer exuberance of the South Pacific Island people can overcome even the worst adversity.

This set the tone of the whole festival. True team spirit prevailed and all those otherwise isolated islands became as one, so much so that in an editorial the Fiji Times said: "They had taught, and they had learned. Above all, they had given great pleasure to the thousands they had entertained."

"For those with eyes to see, they had given new insight into the treasure of skills and artistry that is spread through the South Pacific. The South Pacific Festival of Arts can now take its place, in proven worth, with the great art festivals of the world."

The unleashed force of enthusiasm developed by the performers in the festival enveloped all who saw them with joy. Everybody who came to the festival was left in no doubt that the South Pacific traditional arts, shown in the finest possible way and presented with dignity and with proper preparation, are equal to the finest of entertainment anywhere. The performers, too, were left in no doubt of this—by the eager and responsive audiences who applauded them. They, I feel sure, have taken back with them to their homes the requisite confidence and an abundance of zeal to carry on the arts they have revived so splendidly.

... and as Sue Wendt saw it all in retrospect

One writer predicted that the festival would turn out to be an exercise in nostalgia, a showing of dead traditions with little application to the South Pacific today. He was the first to admit his mistake.

Certainly, many of the songs and dances and chants had been revived, dredged up, if you will, from the memories of the old people and polished up for presentation by a new generation of Islanders. The ancient canoes and weapons of war seen during the festival have no practical function in 1972.

Elaborate indigenous dwellings like those constructed at the University of the South Pacific are becoming rarities in their countries of origin. The difficulty of securing traditional materials for costumes proves in itself how much conditions giving rise to the old ways have changed.

The festival afforded a magnificent insight into the ancient culture and craft of the Pacific Islands—but more than that, it was a showcase for the *living* arts of the region. Culture, by its very definition, denotes change, intellectual development, a refinement of what went before. Island environments have changed and so have Island attitudes. The festival proved that not only is cultural awareness alive and well in the Islands, but that it is growing apace and in new directions.

But how to judge its immediate success? By the fact that nearly 4,000 performers are presently relating their impressions to the tens of thousands of Islanders who were involved during many months of preparation? By the glee with which Fijians greeted their first sight of barely-clad New Hebridean dancers? Or the awe of the New Hebrideans as they viewed Suva for the first time? By the remark of a Laulasi villager from the Solomons that "Fiji is one very big place but the people same as us"—or the observation of Australian Aboriginal James Gelarrwuy that although his group could see little in common with other Islanders when they first arrived, "when they began to dance it was a different thing"?

For my money, the real value of this biggest-ever gathering together of Pacific Islanders is the contribution they will make, as individuals, to developing regional awareness. It's an awareness altogether different from that engendered by the competitive spirit of the South Pacific Games or arising from high-level decisions by Island leaders.

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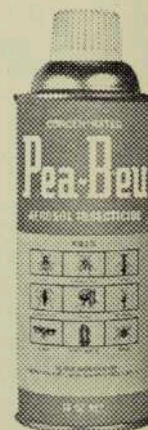
Four centuries ago, flies were suspected of spreading tropical ulcers. Modern pathologists have proved they spread a whole list of infections, ranging from mild but unpleasant stomach upsets to infective hepatitis, bacillary dysentery, typhoid and persistent amoebiasis. Worse still, flies transmit crippling scourges such as cholera, smallpox, poliomyelitis, ophthalmia and trachoma. A highly efficient method of fly extermination is to use powerful Pea-Beu aerosol insecticide. A few short bursts of Pea-Beu in a room will kill all flies on the wing. The permeating action of Pea-Beu also spreads into hidden corners of the room, thus eliminating any hidden insects.

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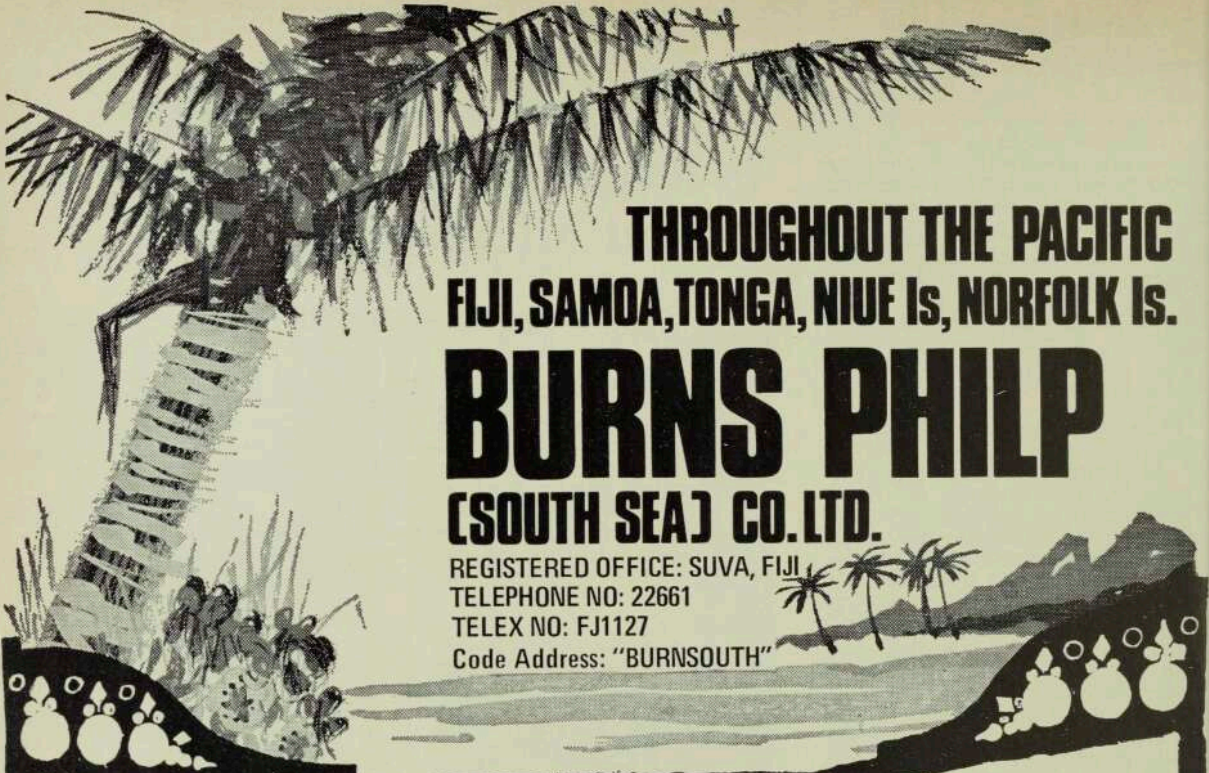
rest with their irritating whine and inflicting painful toxic bites, mosquitoes pass on many serious disease including malaria, hepatitis, dengue and yellow fever, disfiguring elephantiasis and encephalitis.

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POLITICAL PROSPECTS IN WESTERN SAMOA

From FELISE VA'A, in Apia.

A dose of election fever has already hit Western Samoa, though the general elections are still many months away, probably not being held before February or March of next year.

For many months, the main talk in the villages (especially among the matais, or titleholders), has been on who will run for parliament in the various constituencies and in particular who will make the ideal prime minister for the next three years.

Public opinion is generally against the present cabinet being returned to power. But in Western Samoa the public does not decide the politics of the country. Rather it is the powerful, traditional power bloc of the matais, who comprise some 10,000 of the population (out of a total population of about 135,000).

Only the matais have the vote. The rest of the people have no say in their government except indirectly in the sense that they can influence their own matais to vote for a particular candidate. Public opinion does not clearly indicate what will happen. For that one should consult the matais.

Most of the present cabinet members will probably be returned to parliament, but one or two are in trouble with their constituencies and must be worried about their futures. What about the rest of the present

members of parliament? In every past election, many changes have occurred, and a 50 per cent. turn-over of seats would not surprise. Samoans are noted for their generosity but they are also quick in replacing the unfruitful or the ungrateful. Of course, sometimes, it is just a case of bad luck.

Who will be the top candidates for the position of prime minister? Well, of course, the present one, Hon Tupua Tamasese Lealofi IV. And, of course, the previous prime minister, Hon Fiaame Mataafa Mulinu II. And then there is Hon Tupuola Efi, the present Minister of Works, who is almost certain to be nominated. These are the three main contenders. There may be one or two others.

A few words about the three main candidates:

Hon Tupua Tamasese is easy-going, active and a gentleman, but he is frequently criticised for giving the more radical members of his cabinet too much rein. Hence, his critics say, though he has the best of intentions, he is ineffective.

Hon Mataafa is the classic picture of what a prime minister should be like. He has grace, intelligence and rare dignity. He is a political artist, a very effective cabinet leader who commands respect. But his critics say he is too slow in the development of the country. In other words his failing is his extreme conservatism at a time when the country needs change and bold leadership.

Hon Tupuola is perhaps the paradigm of the modern, educated young Samoan. He is extremely intelligent, aggressive, very active, a skilful debater and orator and a good negotiator. But he seems to need the patience of Tamasese and the conservatism of Mataafa.

Hon Tupuola has a good chance of winning the prime ministership if he can win enough members to his cause. But he will have a big fight against the two Tama Aiga, Tamasese and Mataafa. The Tama Aiga are usually favoured, regardless of their ability, because the matais respect their traditional authority. The Tama Aiga (of whom there are four) are the highest chiefs in Samoa.

Before he can be a prime ministerial prospect, Hon Tupuola has first to be re-elected to parliament, and there have been reports of some difficulties



Present prime minister Tupua Tamasese.

in his constituency. If he gets into parliament but fails to get a majority for the leadership, the voting pattern of the last elections for prime minister is likely to be repeated, with Tupuola supporting his kinsman, the present prime minister, Tamasese.

This should be enough to make Tamasese the winner. Mataafa will find it hard to defeat the Tamasese-Tupuola coalition.

Tamasese thus stands in a good position, strategically, while Mataafa and Tupuola are in weak positions. Mataafa and Tupuola, therefore have a much harder task than Tamasese and consequently they have to campaign harder. But a change of opinion by the new members of parliament could be a life saver for one of them.

What the politicians are doing

Western Samoa's parliament recently discussed two important bills on alienation of freehold land and citizenship.

The Alienation of Freehold Land Bill was an attempt by the Minister of Lands, Hon. Polataivao Fosi, to prevent Samoan lands from getting into the hands of aliens.

More and more Samoans are leaving the villages to find work, especially in New Zealand and in Apia. Reasons for the mass migrations from the villages are many. Some find the "faaSamoa" or Samoan traditional way of life too demanding, some want to be near the better schools where their children can be educated, while some want to earn more money. As a part of this trend more Samoans are coming to live in Apia.

Some are lucky. They can stay



Western Samoa's first prime minister and still a prospect for the office, Fiaame Mataafa.



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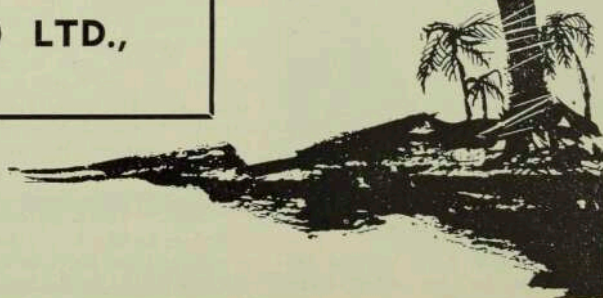
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with their relatives. Some obtain leases either from the missions or from the government. Some have nowhere to go and just wander from place to place.

The minister has found himself with a problem—how to make government land available for these Samoans who have left their villages? The solution would be to limit the sale or lease of Samoan land to aliens.

Land may be sold or leased to resident citizens, but a resident citizen must have resided in Western Samoa for not less than 2½ years during the period of three years immediately preceding the date of the land transaction, and he must intend to continue to reside permanently in Western Samoa.

The purpose of the bill is a good one, since it is only fair that most Samoan land should be preserved for Samoans, but critics have found the residency requirement for citizens too tough. Surely, they argue, there should be no residency requirement for citizens. Some citizens, for instance, find it necessary to stay for long periods overseas to work, and want to buy land immediately on their return without having to go back to their aigas in the villages where they are most likely to be out of place, and where soon all their savings will be spent in the "faaSamoa".

Others want to come back to buy land for cultivation by their relatives. In short, it would be the Samoan citizens who will suffer. They will find it hard to come back to Samoa (because they will have to wait three years before they can buy land) and they will find it hard to leave Samoa (because they must reside in Samoa permanently).

The Citizenship Bill, provides for the minister to revoke the citizenship of any Samoan who is disloyal and/or disaffected. Could this be interpreted as anyone who dared criticise the government, the "faaSamoa" or the country's political institutions? An unscrupulous politician could use this provision to get rid of any critic of government or a personal enemy.

Already in Western Samoa, there are signs that many politicians regard themselves as the masters rather than the servants of the Samoan people.

ABORTIONS WANTED. — More and more women are visiting Western Samoa's new family planning clinic and making a request which the clinic has to turn down. The women are pregnant and want an abortion, but, the clinic can only offer help in preventing pregnancy, not curtailing it.

SAMOA'S MAN IN NEW ZEALAND

Prime Minister Tupua Tamasese recently announced that a Western Samoan high commissioner would be appointed to New Zealand. Among the candidates rumoured have been Laufo Meti the present public service commissioner, Mr Eddie Stehlin the present WS trade commissioner to New Zealand, Asiata Lagolago chairman of the Bills Committee and even a white, European New Zealander.

Some members of parliament have said the executive had no right to decide on the matter of a high commissioner without referring the

matter to parliament. A member of this group agreed that a high commissioner was needed to represent Western Samoa as well as the many thousands of Samoans living in New Zealand. But he said that such an important appointment should first have been discussed in parliament.

He complained that too many things were decided on by cabinet that should have been first brought to parliament. It was an insult to parliament for the executive to decide the issue of a high commissioner without the knowledge and consent of parliament.



VICTA

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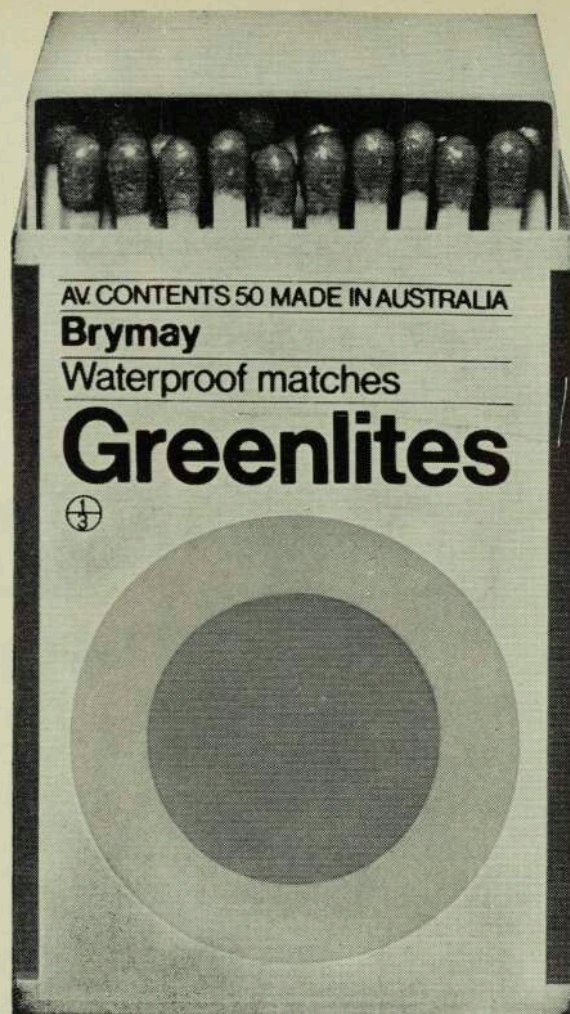
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From the Islands Press

From 'Highland News' of PNG:

At a Law and Order Committee meeting of the Hagen Local Government Council, Councillor Wamp Wan said that the Baisu Corrective Institution was a good place for a holiday. He made this statement during discussions on the law and order problem in the Western Highlands. After a stay at Baisu, men put on weight, come out with a new suitcase and some money, Councillor Wamp added.

From 'New Hebridean Viewpoints':

There are quite a number of New Hebrideans who try to become either a Frenchman or an Englishman. There are some of our girls who like to dress up like French or English ladies. Lipstick, high-heeled shoes and the mini-skirt make them think that they are Europeans. A few of these men and women are against such movements at the New Hebrides National Party because they have got used to imitating other people and have lost their power of good reasoning. We would like to say that you will never become a Frenchman or an Englishman. You are a New Hebridean and you will be one all your life. Do not follow others blindly. The French think you are a fool and the English think so too. The National Party wants to give you identity as someone from the New Hebrides. No matter how well you know English or French you are still a New Hebridean and you should be proud of it.

From a letter by B. Tune in the GEIC 'Information Notes':

I would like to draw the attention of the public to a hurtful attitude which has been irritating me and my colleagues. So far Colony seamen working on overseas ships have been continually and somewhat disrespectfully referred to as "Colony exports". This no doubt all started as a joke; the trouble now is that this joke has gone too far. I fear that the outside world has heard of it too. Already I am fed up with it. I am a Sailor not an export. Do you realise what the Colony seamen are doing for the Colony? If you don't, please inquire and you will be amazed at the wonders and benefits we are doing for the Colony.

From a letter by Constable Michael Honjuru, of Boroko, in the PNG 'Our News':

Papua New Guinea is preparing for self-government and eventually independence. However, I am worried about some of the things which are happening in this country. What I am really concerned about is the lack of co-operation between the different groups of people in Papua New Guinea. If Papua New Guineans co-operate our country will

be a good place to live. Nearly half the people want to co-operate while the rest do not. These other people want to carry the old ways into a newly-independent nation. This can be clearly seen in the pay-back fights. . . . If pay-back killings go on, I'm afraid there won't be many people left in the country.

'Group News' on radio in the New Hebrides:

A report from Aoba says that a road built by local people from Lolopuepue to Lolowai will be completed very soon. The distance is about four miles and work on the track is half way through to Lolowai. Because no mechanical machines were used, it took them much longer to build the road with knives, axes and spades.

Advertisement in the 'Samoa Times':

"Le Tanoa" Club wish to announce that there will be no more Large Beer available at their Bar on Saturday nights. Small beer only will be sold. No Football Players will be allowed or be admitted into the premises after 10 p.m.

From the Nauru 'Bulletin':

Four likeable young things of the fairer sex braved the heat of the day and set out for what they termed a "morning's golf". It actually turned out to be the golf marathon of the year and the main talking point for some time at the "Workers Arms". It appears that after two hours of solid play the four had actually completed four holes. The best stroke count for the four holes was 48. When asked by one of the husbands, after having heard details of this amazing feat (told in all earnestness as well) "Were you gas-bagging or something?" the reply came back, "No we were only playing golf."

Extract from a report in the GEIC 'Information Notes' on a debate in the Legislative Council:

Mrs. Tekarei Russell (Urban Tarawa) said several voluntary groups had given assistance in caring for mental patients, but she was not happy about the patients' accommodation. It was a drastic change for a mental patient, who came from a locally-built hut to a cell, all cement, all locked up, with bars, and having to lie on concrete. Perhaps there was a need for a sleeping mat. She would like to see locally-built houses outside the concrete buildings. She was sure there must be some ready for release who would benefit from normal environment.

Extract from a letter in the 'Cook Islands News' by Ross Hunter objecting to the introduction of rugby to the primary schools on Rarotonga:

. . . Aside from probably being the crudest and most illogical of all football games, rugby fosters aggressiveness and very often an ugly rivalry as well as an opportunity for bigger children to intimidate the less robust. . . . Just let them (the children) remain uncomplicated and unorganised; they are much nicer people that way and let the teachers get on with teaching them the subjects we send them there for. They have all their lives ahead of them to find a sport of their choice.



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and the territory is
ial rate of 3.06 per

of biodegradable materials for housing, tools, etc., allowed them to live in harmony with nature, properly recycling all their refuse. However, this was more out of necessity than through any realisation of ecological principles, as non-biodegradable materials were non-existent. Conservation of natural resources was unnecessary. The relatively small population harvested as much as they required, and the high tropical growth rate replenished land resources quickly.

It was virtually impossible for the small population to harvest fish faster than they could be replaced. Sanitation and solid waste problems were non-existent, as high decomposition rates quickly returned everything to the soil or sea. Natural deaths, diseases, and accidents controlled the population to levels that didn't over-



Beauty—and pollution—on Tutuila, American Samoa's main island.

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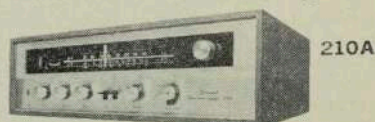
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cent., one of the highest growth rates in the world.

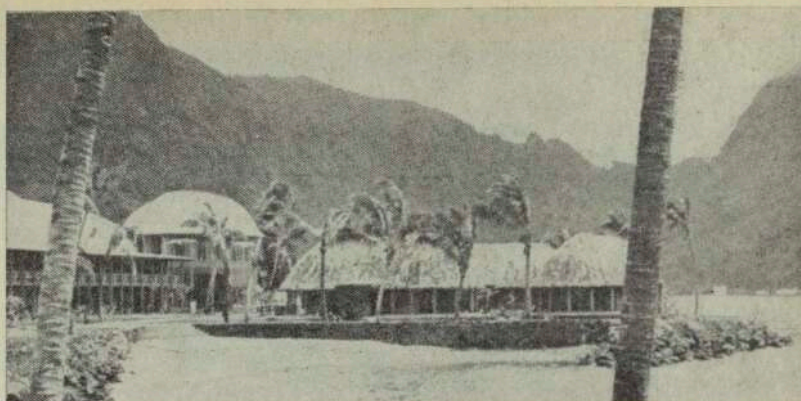
One of the greatest drawbacks to a family planning programme is the typical Samoan "extended" family. In the past, a large family was the traditional form of life insurance, retirement and support. When one became too old to work, the rest of the family or *aiga* would see that he received food and the rest of his material comforts. A large family also became a source of pride and prestige in normal village life. In an environment where housing was essentially free for the building, and beds consisted of woven grass mats, the burden of an additional child was minor compared to the benefits of that child's productivity at later stages in his life. An addition to the family simply meant pulling the mats a little closer together to make room for the new child. And with each additional child, additional prestige was heaped upon the household head!

Traditional arguments for family planning have, therefore, been ineffective in American Samoa. Overcrowding could never be demonstrated as Samoans migrate freely to Hawaii and the US mainland. Food shortages were non-existent as the Samoan diet consists mostly of locally-grown fruits and vegetables such as taro, bananas and coconuts, pigs and fish.

The present family planning programme is making definite progress in increasing the number of Samoan women participating in it. The current effort concentrates on the desirability of spacing children for healthier children and healthier mothers. In the last 18 months, the number of new patients on the programme has increased 300 per cent. In the same period, the number of returning patients increased 265 per cent. This has resulted in decreasing the birth rate, but, unless these gains are maintained the population of American Samoa will double within the next 10 years. The figures on new patients are, however, encouraging.

The generation and subsequent disposal of solid waste is also a significant problem in this island territory. The introduction of a cash economy has introduced many non-biodegradable materials into the Samoan way of life. Metals and plastics have replaced banana leaves as food containers, and as more food is purchased rather than grown, these empty containers increase in number and volume.

The Samoans have also "progressed" to washing machines, and other light appliances. The highly-corrosive conditions of the atmosphere limit the useful life of these products to three or four years. The scrapped ap-



The Pago Pago Intercontinental Hotel carefully blends, architecturally, with the Samoan style of dwelling, but the bigger problem is to handle all the wastes that people produce when they live in the manner to which modern America and a great part of the world have become accustomed.

pliances find their way to many a roadside and beach. The abandoning of unusable construction equipment by the Navy, the government and private contractors has also compounded the solid waste problem.

To help solve this burgeoning problem the government has applied to the Environmental Protection Agency for a comprehensive solid waste planning grant. This grant will help the government develop plans for handling past accumulations and future solid waste. However, little consideration is being given to reducing the total volume of incoming solid waste by new packaging methods.

The real fact that the limited market in Samoa cannot demand new packaging has essentially blocked these efforts. Under the current administration's urging, all municipal garbage on Tutuila is now disposed of in sanitary landfills. However, proper garbage disposal still remains a problem in the Manu'a Islands.

Abandoned vehicles also are contributing greatly to the solid waste problem. The present law prohibits anyone from having an unlicensed vehicle on their property for more than 30 days. However, proper disposal is a problem not met by any sector of the Samoan economy. During 1970 an effort to sell this scrap for recycling (some 12,000 tons) failed when the purchaser did not return for a second ship load.

The government would gladly dispose of more automobiles if they could get them off the road. Road accidents have become the territory's number one health problem. With about 2,800 automobiles on the island and only 35 miles of paved road, most of it extremely dangerous, there is one serious accident for every

500 yards of paved road in American Samoa every year.

An annual vehicle inspection, radar traps and a crackdown by the Division of Public Safety has done little to reduce the accident rate. These programmes have had the effect of changing the nature of accidents from fender benders to automobile-pedestrian accidents in the areas of less congestion. The result has been an increase in severe bodily injuries. The administration is now considering legislation to reduce the importation of automobiles and tighten inspection requirements.

A land-use law was rejected by the legislature, but plans are being made to submit a more comprehensive law in the near future. Proper land management is also a great concern to the administration in American Samoa. Construction, and the clearing of steep hillsides for gardens, remove valuable soil-retaining vegetation necessary to prevent erosion. Torrential rain running down slopes generally in excess of 30 degrees creates silting problems for the lagoons, thus affecting the coral reefs which surround the islands. This has a direct effect on the marine resources which are looked upon as a major food source for the islands.

Part of the problem of soil erosion stems from the Western practice of completely baring all the soil before planting crops. The Department of Agriculture is operating an experimental farm at Taputimu, its main purpose being to demonstrate new agricultural techniques and crops suitable to Samoa. However, the programme has been traditionally under-emphasised.

Past road construction paid little attention to normal land contours and the result was often roads washed

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Oil pollution in Pago Harbour

out during torrential rainfalls. And the rain does fall in American Samoa! On Christmas Eve, 1969, 32 in. fell in slightly less than six hours. While normal rainfall is generally not as heavy, its effects are, nonetheless, as devastating over an extended period of time.

With over 200 sampan style tuna boats operating out of Samoa, oil pollution in Pago Pago Harbour is a problem. In 1971, an experimental division of the Public Safety Department was formed to enforce local oil pollution laws. Local laws provide for fines up to \$1,000 for the dumping of oil or other toxic pollutants into the territorial waters.

In its first year of operation, the experimental harbour division issued 196 citations worth about \$16,000 for the dumping of oil into the harbour. This is in addition to activities carried on by the US Coast Guard and its oil pollution patrols. An oil pollution contingency plan is under constant revision, keeping in mind increases in material and techniques now available.

In a territory with 200 inches of rain a year, it would seem that suitable drinking water would be no problem. In fact, the government purifies water through its pipelines on an average of three months a year. Much of the rain water simply runs off into the sea for lack of proper catchment facilities although these are being expanded. A great deal escapes the system through leaks, faulty faucets and careless use.

With an increase in the conventional types of sewage collection systems, water use for sanitation could be expected to zoom. For this reason, ground water resources are being explored, as are low water volume sewage facilities. More than \$US2.5 million was spent in 1972 for water systems and sewers alone, with a like amount scheduled for 1973.

Proper maintenance of internal combustion engines and other equipment does not exist in American Samoa. Relatively low pay scales do not entice qualified mechanics from Hawaii or the mainland United States. On the contrary, Samoans receiving a high degree of training often migrate to Hawaii and the American mainland where their newly-acquired skills command a higher salary. This has serious implications for the maintenance of emission control devices on automobiles, the sewage system, and water system, electrical system, and other mechanical devices.

Like creating the position for the ecologist, many of the environmental

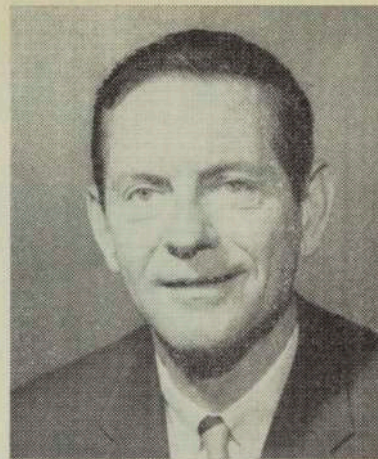
programmes in American Samoa can be directly attributed to the concern of Governor Haydon, probably the only governor in the United States ever to have formed an active Sierra Club, a territorial group consisting of a few highly-concerned citizens, who meet about once a month to discuss the territory's environmental problems and their role in solving them. The club has taken an active part in drawing Samoans into the environmental movement and spreading the gospel of ecology. Mostly through the governor's doing, an Environmental Quality Commission has been formed, and air and water pollution standards have become law.

The traditional Samoan society is being swamped by the flood of American wealth, power and influence, a phenomenon typical of many parts of the world today. The old social structure and value system are giving way to individual independence and materialism, especially among the young. The old ways are associated with poverty, discomfort, and arbitrary constraints on individual action. Traditions, crafts, and historically significant areas are vanishing, due to lack of concern. A contributing factor to this phenomenon is the return of many Samoans who have migrated to the United States.

The return of this westernised group is doing much to dilute past traditions. The Arts Council of American Samoa is attempting to retain these traditions and skills. Under a grant from the National Endowment for the Arts, the old Post Office building in Pago Pago is now being converted into a museum. The present museum is on the first floor of Government House. Mrs Haydon has played a major role in the formation of the Arts Council and the development of the museum, as well as actively seeking funds to support their programmes.

The local Chamber of Commerce is also taking an active part in seeking solutions to Samoa's problems and, through a series of weekly seminars, has discussed such topics as aesthetics, traffic safety, comprehensive planning, and harbour pollution.

All this points to encouraging trends in solving American Samoa's environmental problems. There is great determination not to make the environmental movement American Samoa's latest fad, but we cannot deny the fact that Western civilisation has arrived. The Americanisation of Samoa had its start with the Navy's occupation, and is increasing daily.



Governor John M. Haydon . . . takes a leading part in the quest for a way to live with progress and still preserve the values of the past.

The airlines bring in tourists by the hundreds. Cruise ships visit the harbour frequently, and American Samoans are returning from their visits to the mainland United States. All these influences, combined with the tremendous population pressure, are creating serious problems. The American Samoa Government is desperately trying to overcome the problems created; however, it cannot do the entire job. The final solution lies in the Samoans developing an awareness of the environmental problems that are being created and a life-style to deal adequately with them.

The failures of Western society are not as apparent to isolated islanders as they are to the hundreds of thousands of people in Los Angeles, New York, London, Tokyo, *ad nauseum*. Strides are being made in the educational field, both by the government's Department of Education and the local Sierra Club.

The teaching of this new awareness, coupled with the beneficial aspects of government programmes may preserve the natural beauty of Samoa for the future.

As Governor John M. Haydon is fond of saying, "We still have time here in American Samoa". Hopefully, all will use the time wisely.

● PIM's cover girl in June had American Samoa searching for her identity. Colonel Robert Zehring, chief of information in the Pacific for the US Air Force, took the picture during a visit for Flag Day 1971. The American Samoa "News Bulletin" asked "who is the winsome little Samoan girl?"

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BANABANS PLAN TO UNTANGLE THE TWISTS OF HISTORY

From a SUVA correspondent

Ever since the Banabans began pressing, several years ago, for a more generous share of the proceeds of the phosphate mining industry on Ocean Island—their homeland—their racial origin seems to have been hotly debated.

The big question has always been: "Are the Banabans really Gilbertese?"

Probably it arose from their assertion that Ocean Island (or Banaba, as they called it) was not, geographically, part of the Gilbert Group; that it was left out of the Gilbert and Ellice Islands Protectorate when Britain formed it in 1892; that Britain was not interested in it until enormous phosphate wealth was discovered there eight years later; and that it was then included in the protectorate purely for administrative convenience and to ward off commercial entrepreneurs from other nations.

The Banabans insist that they were never asked whether they wished to become part of the protectorate but were arbitrarily thrust into it because of pressure on the British Colonial Office by the influential London company that had found the phosphate deposits. Neither—they say—were they consulted when Britain began moves to turn the protectorate into a colony during World War I.

Even if they had been consulted the chances are that they would not have understood what was happening, any more than did the people of all the other islands in the two groups (who, incidentally, were asked and,

who, according to the memoirs of the official who negotiated the changeover to colony status, had not the foggiest notion of what it meant.)

But present-day Banabans have checked up on the difference between a protectorate and a colony and have found legal authorities quoted as ruling that whereas a protectorate remains foreign territory to the protecting power a colony becomes an extension of the colonising power's own territory.

And the British Crown, of course, asserts rights in minerals—such as phosphate—discovered in its territory. Thus, over the years, more and more royalty on phosphate from Ocean Island went to pay for the upkeep of the Gilbert and Ellice Islands Colony.

"Why?" asked the Banabans. "We are not Gilbertese. The Colony is Britain's, not ours, so Britain should pay, not us."

Then the argument started. "The Banabans ARE Gilbertese," reported the politicians in Tarawa. "Ocean Island is part of the colony. We have a right to the money."

Mr. Reuben Uatiao, Leader of Government Business in the GEIC, said it again when he was in Suva for the South Pacific Festival of Arts in May. "My administration has the right to extract whatever revenue it wants from phosphate," he claimed. And he rejected the Banabans' assertion that they are of different racial stock. "They are pure

Gilbertese," he declared. That irritated the Banabans, as it always does.

So it is interesting to read what Mr. H. E. Maude, of the School of Pacific Studies in the Australian National University, Canberra, has to say about the relationship between the Banabans and the Gilbertese.

Harry Maude is an old Pacific hand and is regarded as an authority on many aspects of life in the region. He assumed duty on Ocean Island as a Colonial Office cadet in November, 1929, and for more than 40 years was in more or less intimate touch with the Banabans and their affairs.

He became Secretary to the Colony Government in 1933, Lands Commissioner in 1934 and officer-in-charge of the Phoenix Island settlement scheme in 1938. He also reorganised the constitution, the legal code and governmental system in the GEIC. Then, with the colony under Japanese occupation, he served on Pitcairn, in Tonga and with the Western Pacific High Commission, returning to Tarawa as Resident Commissioner in 1946. Two years later he was appointed Deputy Secretary General of the South Pacific Commission, and from 1949 to 1957 was executive officer for social development in the SPC's Research Council. His Canberra career began in 1957 in the Research School of Pacific Studies.

He came to know Banaban custom and tradition probably better than any other European, was responsible for the purchase of Rabi Island in



Rabi Island, as this view shows, is an attractive home for the Banabans but they want their own Ocean Island—and its phosphates.

PACIFIC ISLANDS MONTHLY—AUGUST, 1972

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Banabans were kind to accidental migrants

the Fiji Group for the Banabans in 1942 and for their settlement there in 1945.

He holds a Cambridge honours degree in anthropology and is a professional Pacific historian. And this is what he says about whether the Banabans are Gilbertese:

"The view that the Banabans were Gilbertese was indeed uncritically accepted by myself during my early years of residence in the Gilbert and Ellice Islands Colony and it was only after detailed study that it became apparent that, like almost every community the world over, they in fact represented a racial mixture, in which the Gilbertese component was a relatively recent overlay on a basically non-Gilbertese stock; and that in any case the Banabans had never at any time formed a part of the Gilbert Islands, whether geographically, politically or through social cohesion."

Harry Maude wrote this after a single witness—who, he said, had no professional qualifications or detailed knowledge of the two communities or expert examination of the evidence—testified in London a few years ago

on the relationship between the Banabans and the Gilbertese (and got it wrong, he says.)

Evidence shows, he wrote, that the original people of Ocean Island were not Gilbertese; but because of the dominance of south-east trade winds and the east-west set of the equatorial current there was, over the centuries, a sporadic accidental drift of canoes from the Gilbert Islands eastwards, of which a number chanced to make a landfall on Ocean Island.

"It seems that the Banabans invariably were hospitable hosts to these driftaways and readily assimilated them into the local society," Harry Maude found.

In addition to accidental driftaways (he says), Ocean Island was twice invaded by larger parties of immigrants. The first invaders were not Gilbertese, since they were known to have come from the west, and thus from the Carolines if not from farther afield. In all probability they came from Indonesia or Micronesia to the Gilberts and inter-married there. On genealogical evidence, the second group arrived at Ocean Island

about the year 1650 from Beru Island in the Gilberts and were probably refugees from local wars. They were received peaceably and settled down there, but with the original inhabitants retaining many prerogatives over the whole of Banaba.

"In brief," Harry Maude sums up, "Banaban tradition is clear on the main point of issue, i.e., that the community is basically composed of a non-Gilbertese stock . . ."

It is sometimes asserted, he says, that the Banabans must be Gilbertese because they speak Gilbertese. Apart from the fact that linguistic affinity is a shaky foundation on which to base racial relationship, he warns, it was obvious to him when he was living among the Banabans that they had at one time used a different language.

He tells of GEIC Lands Commission proceedings in which words and idioms were used that were not Gilbertese at all; and the clerk compiled a significant number of words and expressions recognised to be distinctively Banaban.

That, probably, is the most authoritative voice heard in the "Are-the-Banabans-really-Gilbertese?" controversy. But no doubt the argument will still go on.

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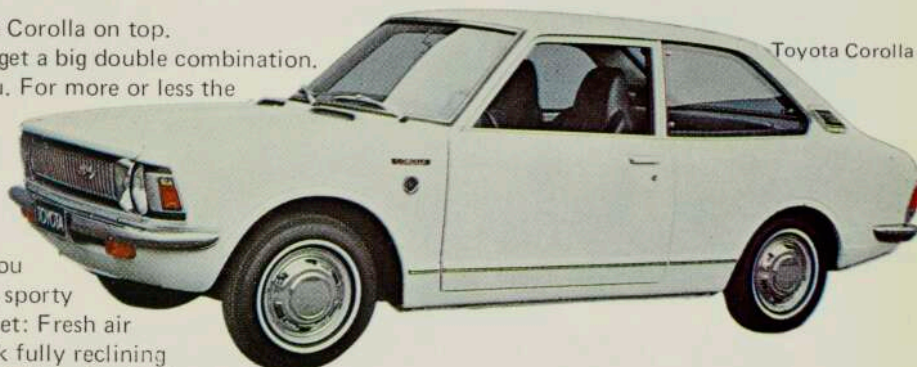


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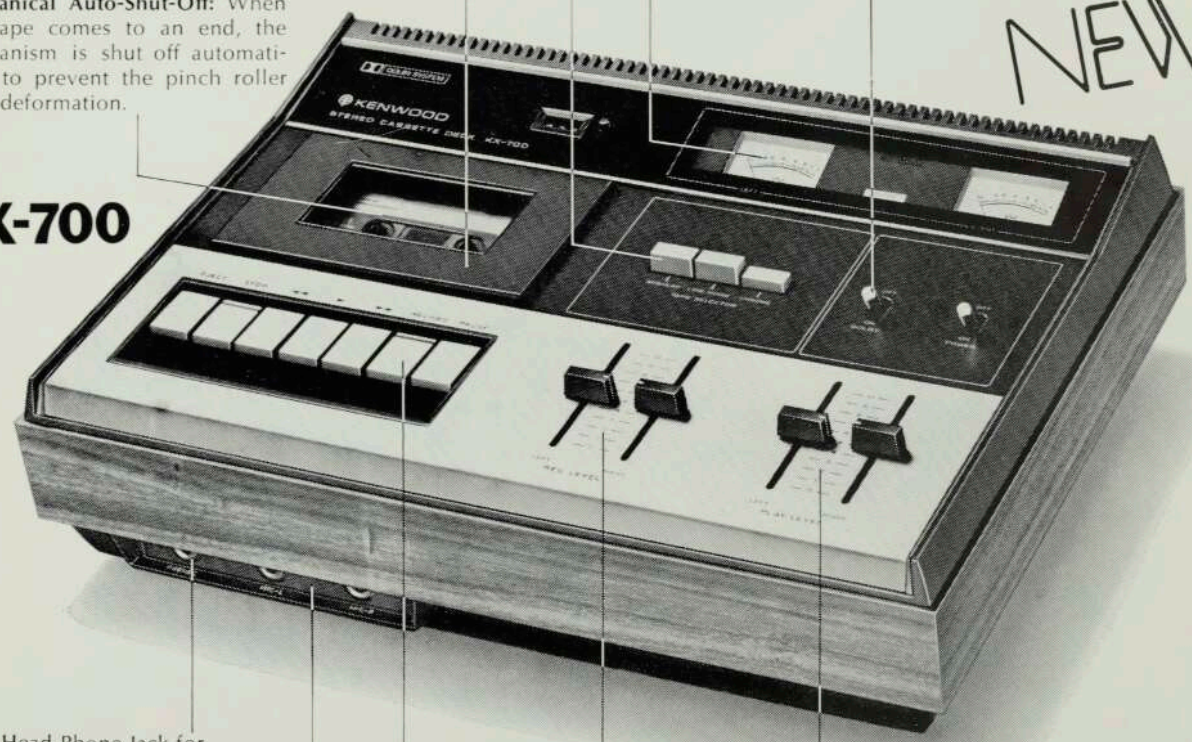
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SENTIMENTAL JOURNEY TO A FIJI ISLE WITH A PAST

By ROBERT LANGDON

A dozen people—I among them—made a sentimental journey in late May to Lado Yalewa, site of the home from 1860 to 1862 of Britain's first consul in Fiji, William Thomas Pritchard. It was a six-hour adventure by road, river, sea and mangrove swamp that most of us will not soon forget.

And one day, perhaps, its various phases—with a slosly finale—will be recorded in music as the "Lado Yalewa Suite", for our party included the Australian composer, John Antill, who was last heard muttering to himself, "mud, mud, mud".

Lado Yalewa, meaning the female Lado, and her male companion, Lado Tagane, are two minute islets off the south-west coast of the Fiji island of Ovalau. Legend has it that they were originally gods who were dropped from the sky in an attempt to block the straits between Ovalau and its sister island Moturiki.

Lado Tagane is a spectacular thumb of basalt rising sheer from the waters of the strait. But Lado Yalewa is really just a rocky outcrop of the Ovalau mainland, which is accorded the full dignity of islet-hood only when the tides are high and the roots of the mangroves are awash.

In Pritchard's day, when there was no road to the southern coast of Ovalau from Levuka, the main settlement, the only practicable way of reaching Lado Yalewa was by sea.

Dr. Berthold Seemann, the noted naturalist, recorded in his book "A Mission to Viti" that he and Pritchard once made the trip from Levuka in the consular gig in 1½ hours. This was in June, 1860, when Pritchard's house had only recently been completed and Seemann had just arrived in Fiji to investigate its potential for tropical agriculture.

Seemann found the British colours waving from the summit of Lado Yalewa, and his botanical eye noted approvingly that its rocky slopes had been "transformed into terraces of flowers".

The house was "a neat European cottage" made of planks. It had a broad verandah and a roof thatched with sugarcane leaves. Within were the archives of the British Consulate.

"The natives looked upon this house as a perfect marvel of art," Seemann wrote. "The windows, papered rooms, and above all the staircase—the first ever made in Fiji—proved a source of never-ending interest and admiration."

Pritchard's sister made tea for Seemann "in the English fashion" and a room was assigned to him with "every comfort that Fiji could bestow". The comforts included "a judicious supply of Fijian arrowroot" and a few glasses of port wine, which soon put an end to a bout of dysentery that was troubling him.

"To sleep once more in a well-constructed, clean bed, in a good mosquito curtain is a luxury that only those who have been forced to forgo for some time can fully appreciate," Seemann added gratefully.

Seemann stayed on Lado Yalewa on three separate occasions between June and November, 1860. The islet was then a busy hive of activity. Crowds of boats and canoes arrived there daily, causing Seemann to

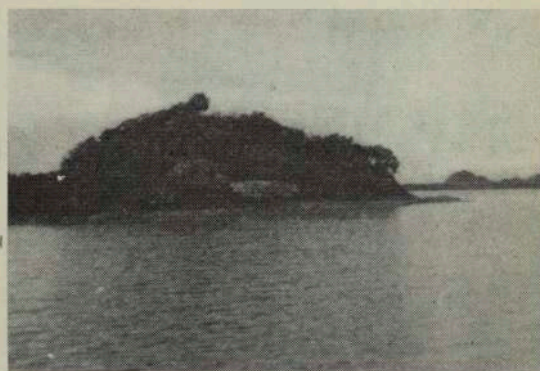
speculate that the "sudden disappearance of this consular establishment would be felt as a serious inconvenience".

Among the important personages who visited the islet during Seemann's first sojourn was Caesar Godeffroy, the Hamburg businessman, who had been "several years in the South Sea establishing a direct trade with Germany and planting agencies in most of the important groups".

Another visitor was the celebrated Cakobau, "the king of Fiji and supreme chief of Bau", who put in an appearance with his consort, to whom he had been married "according to Christian rites".

Cakobau's queen wore a neat bonnet of the latest Parisian fashion, a coloured silk dress, and a black mantilla trimmed with lace. "I need scarcely add," Seemann said, "that the use of a crinoline was not unknown even in this remote corner of the globe . . ."

However, there was a feeling in the air, which Pritchard did much to foster, that Lado Yalewa would not always remain as remote from the world as it then was. There was talk that the flat land on the mainland, in the vicinity of Pritchard's home,



Location map and picture of Lado Yalewa with Moturiki in background.

When Port Kinnaird was to become a city

would become the site of Fiji's capital when Britain took over the government of the country, as was confidently expected.

Indeed, about 25 European settlers had taken up land on the southern coast of Ovalau—on the shores of the strait that Pritchard had called Port Kinnaird in honour of a British parliamentarian who took a particular interest in Fiji.

Some of these settlers, Seemann noted, had cleared a little land, but most of them "seemed to belong to that class of immigrants who arrive almost penniless and are disappointed on not becoming transformed into capitalists on landing".

"I endeavoured to urge them to begin planting their land with such tropical products as the climate favours," Seemann added, "and told them of my little cotton plantation at Somosomo. [But] all hoped to make their fortune when Port Kinnaird should become the capital of Fiji and their land should rise in value . . ."

Nowadays, it is difficult to imagine that anyone ever seriously believed that Port Kinnaird might one day become Fiji's capital and a thriving

metropolis. Still less can one readily visualise that anyone ever slept in a mosquito net on Lado Yalewa; that he drank port, climbed a staircase, admired terraced gardens, and hobnobbed with an island queen in a bonnet and crinoline.

The boats and canoes that swarmed on Port Kinnaird in Pritchard's time have disappeared; the European settlers have moved from its shores; and little, if anything, now remains of Pritchard's establishment on Lado Yalewa.

Certainly, it is considerably more difficult to reach Lado Yalewa these days than it was 110 years ago. Our plan to visit Lado Yalewa was dreamed up in Suva between me and Mrs Isobel Whippy a day or two after Mrs Whippy's prize-winning play "Pritchard" was first presented at the South Pacific Festival of Arts.

We decided to go on our expedition on the Sunday morning after a special performance of "Pritchard" was presented in Levuka, where the play's action is set. Anyone interested was to be invited to accompany us; we would take taxis to a point on Port Kinnaird opposite Lado Yalewa; and we would go the remaining 300 or 400 yards by boat.

To arrange for a boat, Mrs Whippy telephoned an old friend in Levuka, Mr Reg Patterson, owner of the ferry that plies daily between Levuka and Viti Levu. Mr Patterson said he knew just the man who could provide the service we wanted.

So when, at 7.30 a.m. on May 30, the Lado Yalewa expedition assembled outside Levuka's Royal Hotel, we were all confident that we would set foot on the islet within an hour or so.

There were nine adults and three children, and as half of us were booked to return to Viti Levu on the 1 p.m. ferry, it was important that everything should run reasonably smoothly. Most of Levuka was not yet astir, as we drove down Beach Road, with its long row of old-world shops, without passing more than two dogs and one small boy.

We passed the Japanese fish-freezing works, now the backbone of Levuka's economy, and then the Cession Stone, where Fiji's chiefs ceded their country to Great Britain in 1874 and Prince Charles handed it back 96 years later.

After a leisurely drive of about 30 minutes, we reached a settlement for Solomon Islanders whose ancestors were blackbirded to Fiji in the bad old days. Here our two taxis were halted by an earnest Malaitaman,

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Poling down the Bureta River in the "Torocake Vou".

who announced that the boat that was supposed to take us to Lado Yalewa had not turned up.

We found out why—after much palavering and many recriminations—at Bureta, a Fijian village about a mile further on. Someone had failed to pass on a message from Mr Patterson to the man who owned the boat.

Mr Patterson, who was in our party, was annoyed and upset—the more so as the boatowner in question lived on Moturiki, and it looked as if our expedition would fizzle out before it had really begun.

"But isn't there some other boat?" we asked.

There was more palavering, with Mr Patterson acting as interpreter. No one in Bureta owned such a vehicle. However, up in the mountain village of Lovoni, they said, there was such a man—the village chief.

His boat, in fact, was moored in the Bureta River just outside the village. It was an Ovalauan version of the "African Queen"—a long, narrow, decrepit, flat-bottomed, unseaworthy-looking craft with the name "Torocake Vou" (the New Era) inscribed in fading paint and with much unconscious irony on its side.

It was scarcely a boat to travel in for pleasure. But it was reputed to have an outboard motor, and if we were to go to Lado Yalewa at all, it was plain that it was that or nothing. Moreover, the Bureta people said that if we didn't act quickly to persuade the Lovoni chief to take us,

the tide in the river would be too low to get the boat to the open sea.

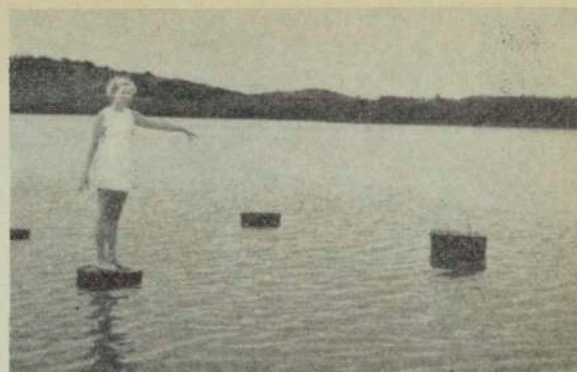
So we jumped into our taxis again, and dashed—as far as this is possible on the winding, rain-soaked roads of Ovalau's rugged interior—for Lovoni, a distance of two or three miles. At the end of the road, we had to negotiate a rickety suspension bridge on foot to reach the village on the other side of the turbulent Bureta. Then it was a matter of finding the Tui Lovoni.

As it was Sunday, life in Lovoni was even more lethargic than usual; but we found our man fairly quickly and persuaded him to enter into our desperate scheme. He, in turn, commanded the services of the "Torocake Vou's" engineer and look-out man; and within 30 minutes, with our taxis weighed down with three extra passengers, the outboard motor, a drum of petrol and a box of tools, we were hastening back to Bureta.

By this time it was after 11 o'clock, which gave us less than two hours to get to Lado Yalewa—wherever that place might be beyond the wall of jungle that surrounded us—and return to Levuka in time to catch the one o'clock ferry.

The "Torocake Vou", although flat-bottomed, rolled ominously as each of us climbed aboard. Indeed, she did this whenever we subsequently moved more than a few inches from the "keel" line. Still, she did go.

However, the water in the river was now too low for the outboard motor to be used with safety. So the



Mrs Isobel Whippy, authoress of the prize-winning play "Pritchard", stands on one of four concrete piles near Lado Yalewa. In the background is part of the Ovalau mainland.

look-out man had to pole us down-river with a long bamboo.

It was slow work, and even slower when the "Torocake Vou" ran aground on a pebbly bank and everyone had to jump out and push.

We rounded a number of jungly bends and had several close views of the intestines and bladder of a slaughtered cow that were floating downstream. Then, suddenly, after being poled for a mile or so, we were in the open waters of Port Kinnaird.

After the ship's engineer had persuaded his engine to splutter anaemically three or four times, it died, and our Fijian "gondolier" had to take up his bamboo again.

Lado Yalewa and Lado Tagane could now be seen about two miles off on the port bow, but our craft kept heading contrarily in the opposite direction.

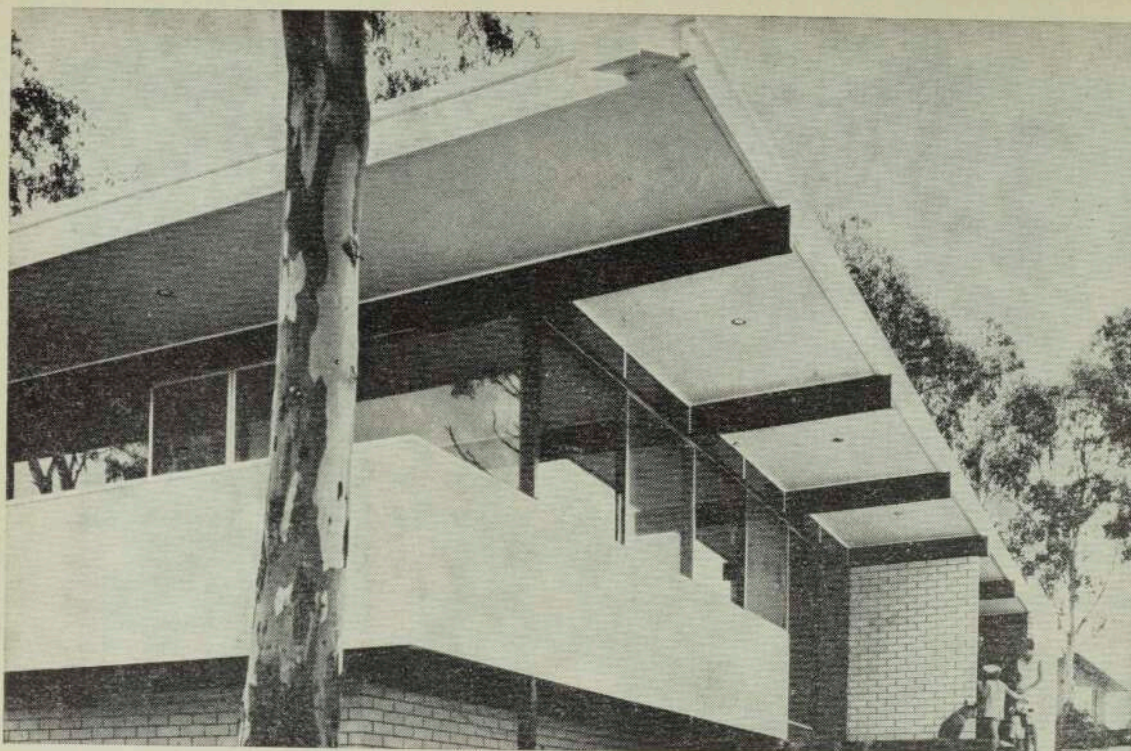
The water, for the most part, was only three or four feet deep over a coral bottom, and I wondered whether all the ships visiting Pritchard's projected capital would have had to be pontoons.

Meanwhile, the engineer tinkered with his engine and time ticked by. There seemed little hope of being back in Levuka by one.

But presently the engineer stopped tinkering; gave his engine a few jerks with its cord; and the "Torocake Vou", now in deep water, began putting in the right direction at a steady pace.

At 12.09 p.m. the first members of our expedition landed on Lado Yalewa; and at 12.12 p.m., I myself, one of the last to land, slithered "head over turkey" on a slippery rock. Despite this, I completed a circuit of the islet by about 12.16, for its area is not much greater than a couple of tennis courts.

Armed with a spade that I had



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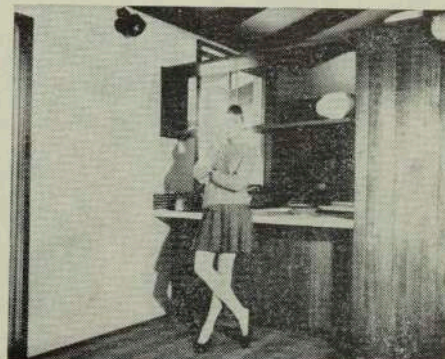
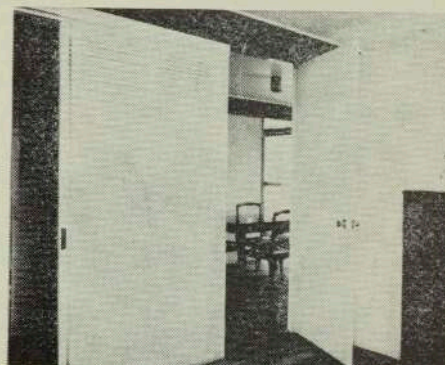
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presciently borrowed in Levuka, I then began to hack my way through nose-high grasses and bushes to Lado Yalewa's summit.

There seemed to be no sign of the terraced gardens that Seemann had admired; and the spot where the British colours had once fluttered was occupied by nothing more imposing than a pandanus palm.

Somewhere in the vicinity there were possibly traces of the foundations of Pritchard's house. But I did not find them for my enthusiasm for archaeological research was suddenly cut short by a painful sting on the thigh.

Not remembering for the moment whether Fiji had poisonous spiders or insects, but conscious of an immediate swelling, I hacked my way to the bottom again—to find that several other expeditionaires had suffered the same fate as I. The wasps of Lado Yalewa had been having a field day.

Meanwhile, the engineer of the "Torocake Vou" had reported the discovery of man-made constructions near the mangrove-covered strip joining Lado Yalewa to the mainland. And this was enough to send even the most wasp-bitten of our adventurers on a quick tour of inspection. The "constructions" were four concrete piles set in the water at the islet's most sheltered and feasible landing place.

Our immediate assumption was that they dated back to Pritchard's day. But there was no time to examine them carefully, for barely half an hour now remained for us to get back to Levuka to catch the ferry.

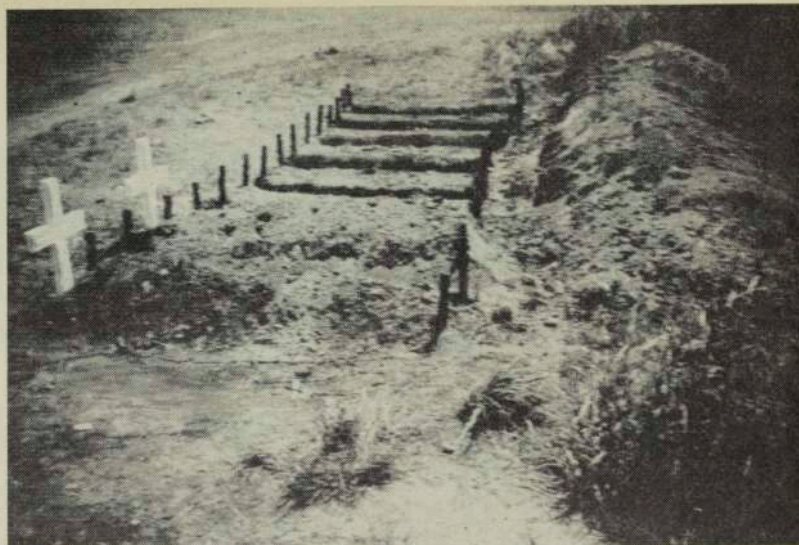
The "Torocake Vou" cast off as soon as we returned to her and headed for the spot where our Moturiki boatman was supposed to have met us that morning.

The tide, however, was still out, and as a consequence we had to wade, ankle-deep, through the oozy mud of a mangrove swamp to reach dry land.

With shoes or sandals more or less ruined, legs besmirched, faces burned and wasp stings swelling nicely, we rejoined our taxis with only about 20 minutes left before our ferry sailed.

Could we make it? Would we make it? Did we?

Yes, we did. Our taxis reached Levuka with some four minutes to spare. Mr Patterson got off at the wharf and ordered the ferry skipper to "hold on for a while". And those of us who were travelling raced on to the Royal Hotel, sluiced our muddied legs, packed our bags, paid our bills, and even organised a picnic



A reminder of the harshness of war

This photo, taken in early February, 1942, shows the first two graves in Bomana War Cemetery, Port Moresby. Both men were from the Australian 53rd Battalion. In those days, the open graves were dug as opportunity occurred and, at times, 30 or 40 were prepared in advance. Irrespective of religion, rank or nationality, the next open grave was used, the soldier usually wrapped in his blanket and buried within an hour of death. Shovels were left beside the open graves to facilitate quick despatch.

Graves three and four were occupied by two stray Americans who were buried in the usual way by an Australian officer who was on the spot. When the victims' unit caught up, its commander was horrified, had the bodies disinterred, placed in coffins, the coffins in large coffin-boxes, and the lot reburied. Years later they were taken back to the United States.

In 1942 there was an airstrip close to the cemetery—one of the complex of strips that decorated the Port Moresby landscape. The airstrip has disappeared and Bomana War Cemetery is one of the three beautiful cemeteries in Papua New Guinea that are maintained by the Commonwealth War Graves Commission.

The graves of 4,479 servicemen—mostly Australians—lie there. On a rise overlooking the white marble crosses, the lawns and flowering trees, there is a memorial to over 700 others whose burial places in the New Guinea bush were never discovered.

Bomana is a green oasis in the brown hills of the parched Port Moresby countryside. Within, its peace and tranquility make it difficult for even the most hard-bitten to be cynical. It prompts the reflection that the issues of 1942 now seem far simpler than those of 1972.

—Photo by Mervyn Hunter.

hamper to eat on the way back to Viti Levu.

At eight minutes past one, incredibly, we were back at the wharf shaking hands and saying our farewells to those who were staying behind.

As our new craft moved away from the wharf, I reflected that Pritchard and Seemann may have got to Lado Yalewa faster than we did. But neither of them, I felt sure, had ever moved quite so fast on the way back!

Footnote: Subsequent inquiry re-

vealed that the four piles we had assumed to date back to Pritchard's time were, in all probability, the remains of a landing stage built between the two World Wars.

● Next month, Robert Langdon tells the story of Pritchard's career in Fiji and of his love affair with a mysterious woman, Ellen May Clover, who bore him two children before he married her. Pritchard's love affair was the central theme in Isobel Whippy's prize-winning play "Pritchard".

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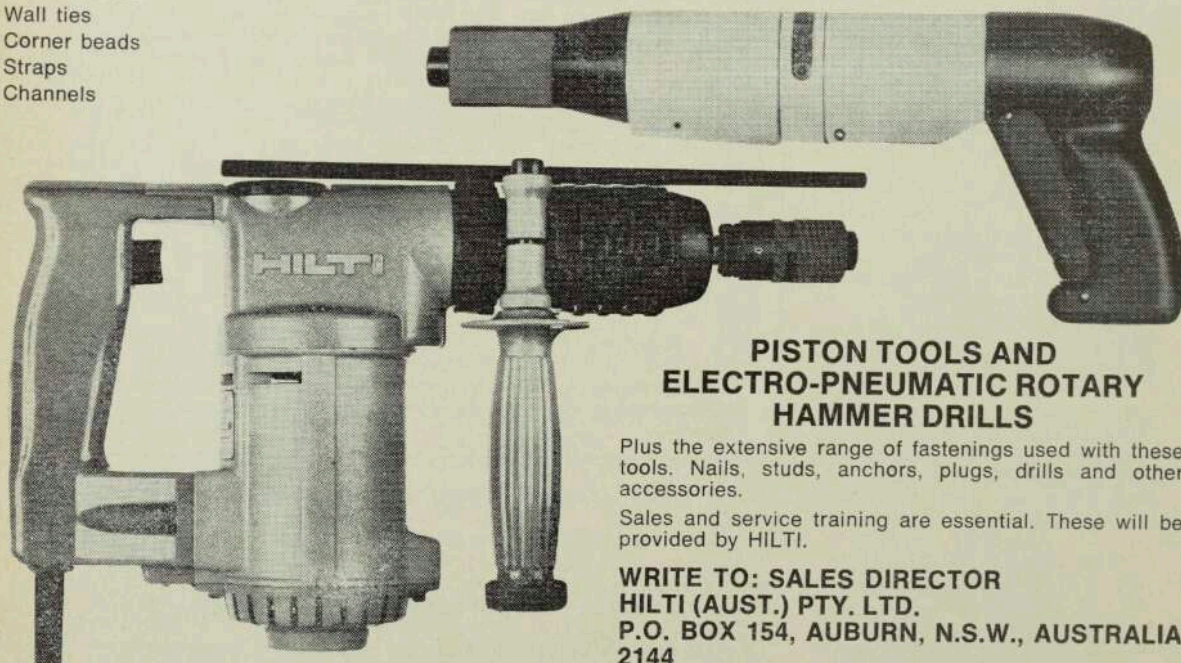
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Twenty years ago in PIM there was a small picture, only 2 inches by 2 inches, which showed a palm-fringed beach and beyond it the sea from which was rising a mushroom-shaped cloud. Under the picture was the legend: "Not a Bikini atom-blast. This photograph was taken by Mr Edwin Gold of Mangaia, Cook Islands when the ship 'Kanieri' was blasting a passage through the reef off that island." It's a sure bet that the caption writer didn't dream there would be more mushrooms over the South Pacific a couple of decades later and that they'd be the real thing.

Yesterday

And, now that YESTERDAY has recorded for TOMORROW that there were nuclear blasts on PIM'S doorstep in June, 1972, and not just reef blasts, we'll leave the subject. It was just a bit of musing over things happening which, only a few short years ago, no-one dreamed would happen.

Like copra, frinstance. Who'd have thought in July-August, 1952 that the nadir to which the copra industry in the Islands had plunged at that time was only half-way down the hole into which it's fallen today. Look at the prices then—disastrous they were called: At Suva and Levuka, 1952: Plantation grade (60 points and over) £F65/0/6 a ton; FMS (45-57½ points) £F64/15/-; lower grades £63/10/-. In PNG the Copra Marketing Board's prices began at £70/5/- for hot air dried.

Now look at 'em. The latest price quoted in Suva in late June was \$67 for Fiji first grade—just over half as much as the 1952 figure, much less when the purchasing power of today's dollar is taken into account. No wonder the Tartes on Taveuni are planning to flog some of their plantation land. But cheer up. In 1932 copra prices were down and plantations were for sale. Would you believe it—one of 2,000 acres in the New Hebrides, complete with homestead, gardens, sheds, permanent water and cattle, was going for £2,500! There was one in Fiji of 500 acres priced at £1,000. The copra industry 20 years ago might have seemed to be dying but Carpenters thought there was plenty of life left in it—as there was—because PIM, August, 1952, reported the imminent opening of a new copra-crushing mill by Carpenters at Toboi, Rabaul, a

3-expeller mill which would process 25,000 tons a year. This business of copra occupied a lot of PIM space then but running it pretty close was something a long way removed from coconuts—rugby. At that time, Fiji's rugby team was making its first tour of Australia. PIM said the Fijians were getting the film-star treatment and enthused, "In 35 days, a score of young Fijians have done more in Australia for the reputation of Pacific Islands and Islanders than savants and politicians have done in 35 years." Here's the score card: Fiji 21, Sth. Harbour 9; Fiji 28 City, 19; Fiji 14, NSW 14; Fiji 30, New England 18; Fiji 24, Queensland 17; Fiji 33, Comb. Services 14; Australia 15, Fiji 9; Fiji 50, Central NSW 8; Fiji 28, Newcastle 25; Fiji 17, Australia 15.

There was a much smaller item, but also showing the product of Fiji in a good light. This was the rescue of three fishermen in a storm by a 17-year-old Fijian girl, Lakalaka Sau, of Lakeba. She did a Grace Darling act, paddling a heavy canoe for five miles in stormy seas to rescue the men who were clinging to a coral patch after losing their canoe. Wonder where Lakalaka Sau is now? And did she get a medal?

There was another rescue reported by PIM featuring an old PIM friend, who's still going strong, Captain Brett Hilder. As a matter of fact he wrote to PIM a couple of weeks ago. The rescue was of Lever's AV "Matoma", a labour recruiting vessel, which ran on a reef in the Russells. She had been on the reef for three weeks before Captain Hilder turned up in the MV "Muliama" and pulled her off at the second attempt. The good captain, who graced PIM with his "profiles" is now with Karlander and on June 20 (this year) was leaving Sydney in the MV "Sariba".

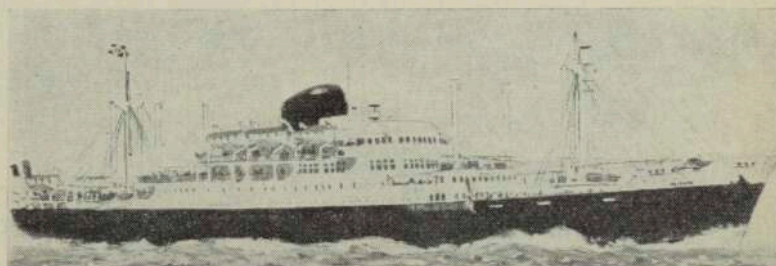
The importance of land in the lives of the people of Papua New Guinea has recently been underlined by events in that country, notable among them being

the tragic death of Jack Emanuel. His murderers, say their apologists, were suffering under a sense of injustice through deprivation of their land rights.

Land also loomed large 20 years ago and the then Minister for Territories, Mr Paul Hasluck took time off from his sparring with ex-PNG Administrator Colonel J. K. Murray to indicate what his policy was in that regard. PIM quoted him as saying, among other things, "It is also part of the government's policy that the natives should take an increasing part in the development of the territory Considerable encouragement has been and will continue to be given according to the circumstances in each district for the participation by the natives in the development of the country, and to this end enough land will be reserved to them to make this participation in progress effective."

Nobody realised then that 20 years later, the people of PNG would be girding their loins to take over the government of their country. Colonel Murray, whose term as Administrator ended with a shemuzzle, was particularly keen over the people's land rights. A picture of Colonel Murray on his farewell tour appeared in the August PIM. A woman was in the picture, standing at his right hand—Mrs E. J. Emanuel, of Minj.

Around that time they were tightening their belts in Western Samoa where, PIM said, "The continuing acute food shortage is causing considerable concern to the Samoan Government and native leaders." Apparently the drift from the villages to Apia the capital, a movement which began with the arrival of American troops during the war, was one of the main causes of the shortage—and the high price of imported food. Linked to the shortage was a crime wave which affected practically all the districts of Upolu and Savaii where Samoan foodstuffs were systematically stolen from breadfruit, taro, banana and yam plantations.



This is the "Caledonien", a newcomer 20 years ago to the South Pacific as one of the Messageries Maritimes fleet. She brought thousands of visitors to France's South Pacific territories in the 19 years she served the islands. She was sold about a year ago to a Greek line.

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Book Reviews

MYTH AND MAGIC IN THE GILBERTS – A RETURN TO ARTHUR GRIMBLE

A well-produced volume of the early writings of Sir Arthur Grimble has been arranged and illustrated with black-and-white drawings by his daughter Rosemary. *Migrations, Myth and Magic from the Gilbert Islands* offers something for most kinds of reader. Some of the ethnographical texts on life in the Gilberts, canoes, navigation and migrations have been published before by the Polynesian Society and the Royal Anthropological Institute.

Edited and supplemented by unpublished texts on magic and myth, the material gives a representative picture of the Gilbertese people and their beliefs in a period which had almost vanished when Grimble recorded them in the inter-war years. I say almost vanished because, during and after World War II, it was still possible to find people who knew something of that way of life which, thankfully, Grimble had the interest and insight to investigate.

The vicarious traveller will have a choice of pleasure but he will have to surmount the sound patterns of written Gilbertese with which the author offers no help—not even that it must make do with thirteen letters and that the vowel sounds more closely resemble those of the Romanic languages than English. Many a reader will, I fear, trip over the lovely myth Nei Tituabine and her brother-paramour Auriaria but, if one remembers that each vowel is individually sounded and that *ti* represents *s*, the tussle is half won.

A good deal of the text, especially on the myths and migrations, is known to me and this makes review no easier. Gilbertese myths are as difficult to disentangle as Greek and very few people have tried. There are stories that touch one on the other and there are problems of translation. Grimble claims that truth is sometimes shrouded in cryptic language. Possibly, but I have less doubt that story-tellers sometimes chanted echoing sounds just for effect.

None of these things really matter unless one is engaged in scholarly study for which purpose the book is only partly suited. The second chapter on the genesis can be enjoyed as a primitive myth of an oceanic people and it can be compared with the second creation myth of the Skull in the chapter *Drip-drip-the-blood*. I leave it to the reader to ponder the Grimble's interpretations, offering just a word of caution on accepting apparent linguistic affinities among place names.

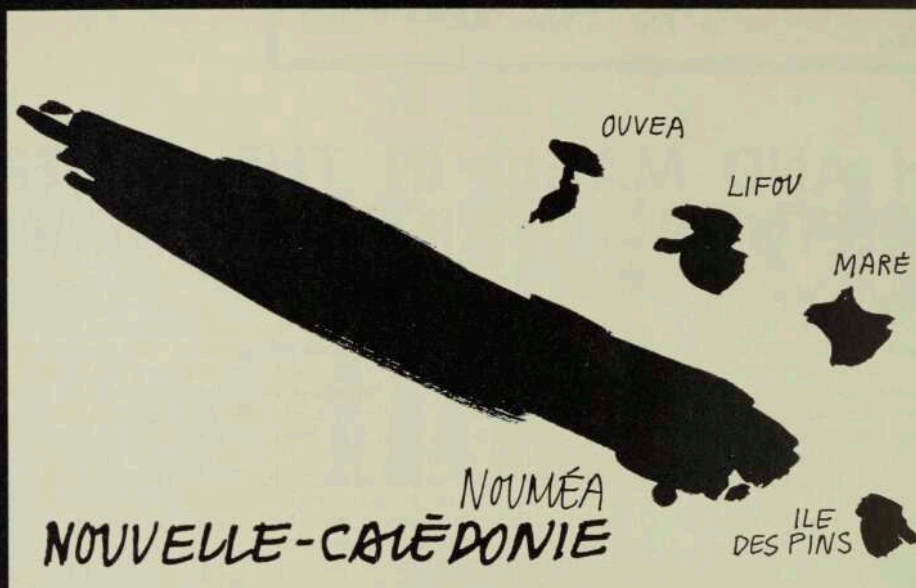
My wife's recommendation is the chapter on *Birth to Death*. It is a small classic, a serious study of a way of life in a bygone age of which but vestiges remain. For example, after grave consultation with Gilbertese mentors, I was able to estab-

lish that the phrase "the fourth generation goes free" still represented custom on incest in 1946 and incorporate it into the law. The account gives a fascinating insight into a morality which has often been wildly misinterpreted by casual observers—a morality which varies little from island to island and which survived occupation by Japanese and American forces remarkably well.

The chapters on canoes and navigation deal with a technology and science vital to an oceanic race. Although the skills are now less practised than they were, Nabetari's escape from the Japanese on Ocean Island in 1944 and his seven-month voyage to the Admiralty Islands in a light fishing canoe can be called to witness the remarkable



In Gilbertese homes and places like this village meeting-house on the island of Eita the age-old stories of myth and magic are kept alive.



SIGNE NOUMÉA

GROUPE

GROUPE PENTECOST

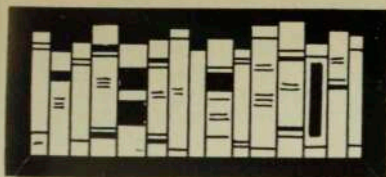
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PENTECOST





affinity between the Gilbertese, canoe, sea and sky. Recalling this saga, reminds me that there is a fascinating section on seamarks in between the sun and moon legends of *Bue* and *Utonga* in chapter 6.

I have left the first chapter on magic to the last. A very old friend of mine, who had clerked for Grimble and who was a devout Roman Catholic, wrote down a few of his *tabunea* chants for me. They mainly invoked kindness to the traveller as he moved, on land or sea, from one destination to another. He did not find this incompatible with his Christian religion nor, if it comes to that, did he so regard adherence to clan taboos on food either.

I have also come across vindictive and love magic and dancing spells. On one occasion, I recall seeing a girl collapse while dancing and was able to establish that she was under an alarming but benign spell from which, exhausted physically, she in time recovered.

● The Gilbertese combine superstition with veneration in this picture taken on North Tabiteuea. From the turtle shell hangs a basket containing the bones of Kourabi, a long-dead monarch of Beru. His bones, which are regarded with awe and cared for with veneration, are taken out at intervals, oiled and replaced.



I recommend the book to anyone, scholar or general reader, who has any interest at all in a select region of the South Pacific. There is something in it for each—a good companion to Sir Arthur's ethnographical

publications but a better one to *A Pattern of Islands* and its sequel.—*Reid Cowell.*

(MIGRATIONS, MYTH AND MAGIC FROM THE GILBERT ISLANDS. Arr. by Rosemary Grimble, Routledge and Kegan Paul. £5.6s.)

He's all bad, but must he perish?

Repulsive, foul-smelling, a murderer and cannibal, feared, unloved and worshipped, a left-over from the prehistoric but sought after for the delectation of woman and the fashion expert—the crocodile.

Few of God's creations are hated as much as this predatory, awkward armour-plated creature whatever his name, crocodile, alligator, caiman, mugger, gavial—all identical in the main, all different—to the expert. Does the crocodile deserve his evil record? Is he fit for nothing but death and rebirth as a handbag or a pair of shoes?

Throughout the ages, from Herodotus, the Greek historian, who seemed fascinated by the beast, down to its latest chronicler, C. A. W. Guggisberg, a very full dossier has been compiled of his habits, waking, sleeping, murdering, loving, eating or playing parent to his unattractive young. And most of the stories about him seem to be true.

From his first encounter with the crocodile on the Victoria Nile, naturalist Guggisberg seems to have

made it his life's study. The result is a fully-documented treatise of 186 pages in which the crocodile is thoroughly dismembered. For one thing, he seems to have stopped "evolving". He has lived unchanged for millions of years.

Despite his natural enemies and the fact that the infant mortality rate among new-born crocs is somewhere around 98 per cent., he's managed to maintain his numbers and position all over the tropics, from the Amazon to Australia's Arnhem Land, from India to New Guinea's Fly River and all over Africa. That is until a mere two decades ago. Now he's in grave danger of extinction. There's no prize for guessing at whose hands he is perishing.

Crocodile-skin handbags and alligator-skin shoes became all the rage a little more than 20 years ago. The price on the crocodile's skin shot up. His haunts became more easy of access; killing more expert; his killers more mobile. Where once he lived in his thousands, he is now a mere handful or has vanished altogether.

"In two nights on the Fly River, Bustard saw an average of four crocodiles, while in the course of eight nights spent on the Sepik only six were observed," writes Guggisberg. "In most of the northern Australian rivers saltwater crocodiles have been practically shot out since the end of World War II. On a trip of nearly five months in 1965, which took him from the Gulf of Carpentaria to the eastern coast of Queensland, Australian animal photographer Graham Pizzey was not able to find even a single specimen."

If the saurian becomes extinct like his long-dead cousins, the brontosaurus or the dinosaur, will it matter? Relatives of the two or three thousand killed every year on the Nile by crocodiles or of the lesser number in New Guinea would be jubilant, no doubt. What does Guggisberg say? "The important part played by the Nile crocodile in the ecology of African waters has been clearly documented, and the adverse effect its extermination is known to have on fisheries should provide a further

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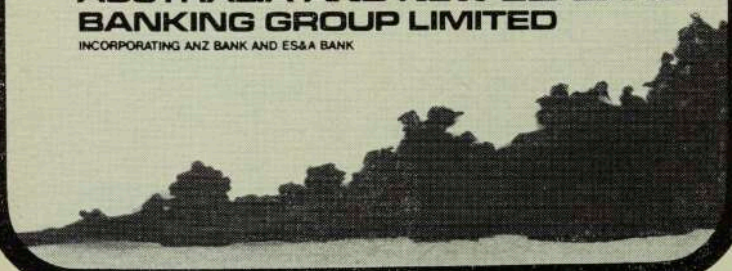
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incentive to the protection of the species."

Again: "In view of the materialistic times we live in, the economic value of crocodilians — especially with regard to tourism and the skin trade — is sure to furnish by far the strongest arguments for assuring their survival, though as a naturalist I cannot help thinking that first and foremost they should be preserved for what they really are: not 'hideous monsters' or 'loathsome beasts' but living monuments of almost unbelievable antiquity! The day a hunter kills the last of them, a direct link with the age of the dinosaurs will have been severed."

Hopefully he records, however, that efforts are now being made to control the slaughter and preserve the species for its own sake, for tourism, for the handbag trade, and for posterity.

But, Guggisberg is not preoccupied with the ecological aspect of the crocodile to the exclusion of all the other facets of its existence. His book contains dozens of absorbing tales — of the croc as a god, as a "pet", as the "retriever" for the chief who had his pet croc raid an adjoining harem and bring him, unharmed, the pick of the bunch. There is the story of the horrifying incident in Burma in World War II when 1,000 Japanese soldiers, driven into the swamps by Allied tanks, were almost all attacked and eaten by hordes of crocodiles. What a feed for the crocs. And did they store away their prey until it was "high"?

Guggisberg corrects that misconception of the saurian's eating habits, and dozens more. But, and he doesn't attempt it—he doesn't give the animal a clean bill. It's still repulsive, foul-smelling, a murderer, etc., etc. It makes interesting reading, however.

—JC.

(CROCODILES, their natural history, folklore and conservation, C. A. W. Guggisberg, Wren Publishing Pty Ltd, Melbourne, \$6.75).

Tin-Tin in Tibet is a very humorous book, made in a cartoon-like fashion. The main characters were flying to Tibet to look for a Chinese friend. Tin-Tin, a main character eventually found him very sick because he was involved in a tragic plane crash.

However, it was no easy road for Tin-Tin and Captain Haddock the other main character. It was snowing and it was a very long struggle.

Tin-Tin's never-say-die attitude was really the thing that found him. A very enjoyable book.—Peter Baxter, aged 11.

(TIN-TIN IN TIBET, Methuen Children's Books, \$2.05).

How many worlds are there for the Highlander?

The end of World War II brought to Papua New Guinea an acceleration of the process in which its people until then were being more or less gradually drawn into the web of world culture. In 1946 it became a trot which grew into a gallop in the fifties and sixties, and has reached a pace in the seventies where many are afraid the rider may not be able to stay on the horse.

The Highlands missed the gradual phase altogether, and its people have largely been projected from a paleolithic pattern into parliamentary democracy in a little over two decades. No wonder they want the world to wait a minute while they get ready for a full share in national independence. Perhaps, on the other hand, it's no wonder, that with the evident vitality of the Highlands, some other members of the proposed new nation are happy to have independence come *before* the Highlanders are equipped to dominate the show.

But change the Highlanders certainly have done. The old sequence in which the first sustained contact with white men and their ways was with missionaries while government with its authority was unobtrusive, was superseded in the Highlands by a simultaneous, often competitive approach by both missions and administration.

In her book *Torn Between Two Worlds*, Margaret Reeson sets out to tell the story of change in the life of two Highlands men from their first meeting with white men in 1950 until 1971, during which time they were first baffled and then profoundly influenced by the message of the missionaries.

The story, she says, is incomplete. It is a continuing one. The men are real. Their behaviour is recognisably that of men everywhere. They react, despite their unique situation of late emergence from the Stone Age, like men similarly confronted in other ages and other places.

The tensions resulting from rapid change have created, says the preface, a complicated pull in the lives of the two men between the ways of their clan and the ways of the white man . . . between animism and Christianity. "They have found it impossible to abandon one world in favour of the other."

When the missionaries began living their extraordinary lives and proclaiming their incomprehensible mes-

After a five year apprenticeship in the electrical trade, Rex Matthews went to Papua New Guinea as a Cadet Patrol Officer in 1950. In turn draughtsman, prison welfare worker and ordained minister, he was three years with the Nauru Congregational Church, and is currently pastor of two small churches in Sydney and staff journalist with PIM.

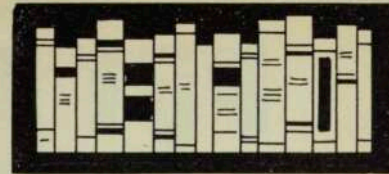
sage in the mountains of Mendi they were faced with limitations imposed by languages that had to be learned, and cultural differences that might well be considered insuperable. But in fact, their words had a surprising relevance, once a minimal standard of communication was established. Spirit-dominated people could accept, once it was demonstrated, the idea of a benevolent master spirit. It worked, many of them pragmatically decided.

Which brings me to the point of my reaction to this book. Are the men of whom it speaks "torn between two worlds" or between three? Is there a greater gap between pre-contact Highlander and either the missionary or the secular man of modern Western society than there is between the Christian believer and the man who has "progressed" beyond any belief in the supernatural?

Certainly, the secular man finds it harder to understand the missionary and his motives than he does the primitive man and his.

The Highlander has been torn from his violent but stable world, and he has to achieve a balance with the world of commerce and communications. Besides feeling the tension between his past and the big world that now unfolds, he enters into the greater tension between the elements of the vast society that mankind is becoming.

This is not denied by the author, but the fact is that the Christian faith is only imparted as part of a package-deal, in which the whole range of Western values are included. One of the men visits Adelaide. He learns the importance of money and of the need (for Australians) of regular hours of hard work. Was he



discovering the *rightness* of Australia's way of life?

It is notoriously difficult to get right inside another person's mind. Differences of language and background make it more so. It would therefore be easier to have composed a work of fiction to convey the ideas that this book encompasses, but Mrs. Reeson has no doubt aimed for authenticity.

Long hours of question and answer, of sifting and analysing thoughts, have gone into the dialogue, but nevertheless, the impression does not emerge that the writer has really got inside her subjects.

For instance, the modern missionary accepts the notion that it is not simply his task to uproot and supplant cultures, but to sit down with his friend and share his understanding. This means feeling the pull of the other man's beliefs before you can express yours to him without arrogance.

Margaret Reeson obviously has a great deal of sympathy with the Highlands mind, but some of the thoughts attributed to it at times bear a large stamp of the Methodist mind of the writer. There is nothing in the thoughts of the young theological student sitting in chapel that a warm young convert might not have thought, but he is credited with thinking them in highly orthodox and rather academic terms.

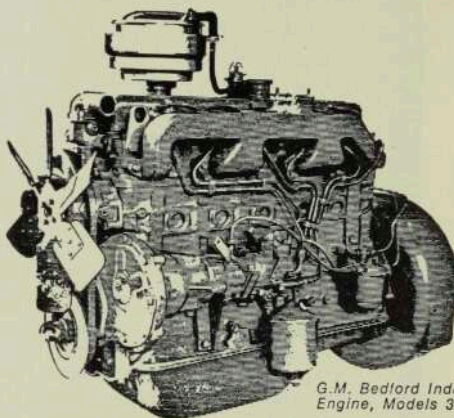
Perhaps this is for the benefit of orthodox and academic readers but it does reduce the authentic impact.

The book is a little let down by a weakness of editing. A number of infelicitous expressions like "had had" twice in two lines have been allowed to remain (p. 101), and the names of sundry European missionaries who are often peripheral to the story are spread liberally across its pages. Uncorrected spellings are "started" for "startled" on p. 101 and "indendant" on p. 199.

The rest of the story is yet to be lived, the book jacket concludes. It is indeed. Incidentally, it is interesting to note that the book is printed and published by the Lutheran Kristen Pres of Madang in Papua New Guinea. It is bound in hard covers of mediocre quality, and is firmly priced at \$4.95.—Rex Matthews.

(TORN BETWEEN TWO WORLDS. By Margaret Reeson. Kristen Pres Inc. \$4.95.)

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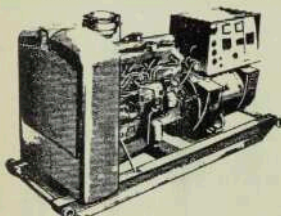
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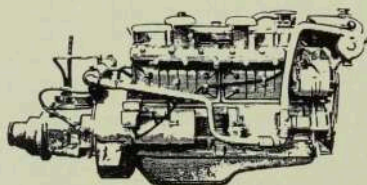
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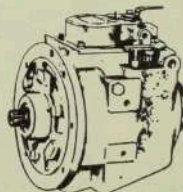
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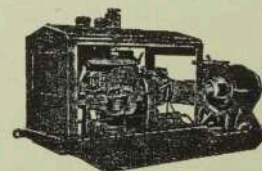
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Pacific Shipping

UNIONS' WAGE DEMANDS MAY WRECK GEIC'S MARINE TRAINING SCHOOL

The future of the GEIC merchant marine training school at Tarawa is in jeopardy and the jobs of nearly 500 Gilbertese seamen are at stake following demands by Australian and New Zealand maritime unions that the Gilbertese working on ships serviced at Australian and NZ ports be given huge wage lifts or be replaced by Australians or New Zealanders.

Columbus Line, which supports the training school, supplying staff for the school and drawing crews from it, was having talks in mid-July with representatives of the International Transport Federation over the unions' demands that the Gilbertese be paid at ITF rates. Minimum ITF rates are about \$150 a week. The Gilbertese are paid \$48 a month for ordinary seamen and able seamen get about \$132 a month.

Mr H. W. Rilk, general manager of Columbus Line in Australia, which employs between 100 and 150 Gilbertese seamen who have been trained at the school, told PIM that insistence on big wage increases or

the replacement of the Gilbertese by others would "put paid" to the school in Tarawa.

The whole question, however, is being thrashed out in talks in London between the ITF and the British Foreign and Commonwealth Office. In previous talks with the shipowners and others, the ITF was unable to make much impression but it is believed its hand has been strengthened by the Australian waterside workers' threat of a black ban on ships which do not adhere to ITF standards of pay and conditions.

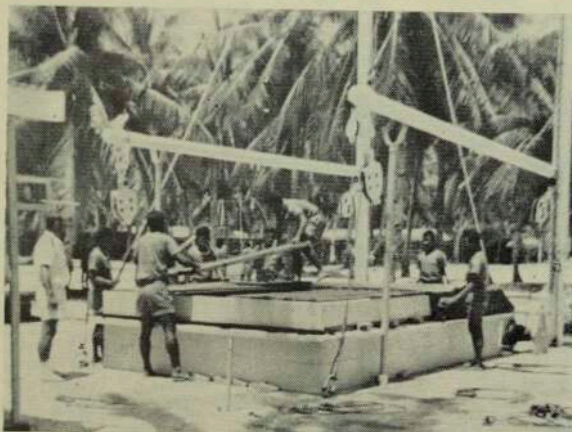
Discussions are also in train between the ITF and German and Australian maritime unions and there may also be talks in the next few months in Tarawa where the Gilbertese have now formed their Gilbert and Ellice Islands Overseas Seamen's Union. Registered last December, the new union had enrolled 100 members by mid-June and will be represented on every overseas ship carrying more than four GEIC seamen.

The unions' argument was put to

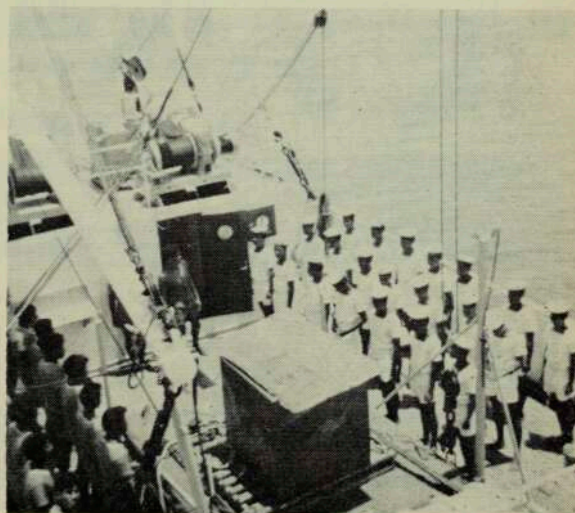
PIM by Mr T. Bull, federal organiser of the Australian Waterside Workers Federation and ITF representative in Australia. For some years, he said, the ITF had campaigned for minimum wage standards and conditions for seamen and its attention had been called to a set-up arranged by about 20 German and British shipowners in the GEIC.

The unions were glad to see such training schools established and work provided for Island people but, at the same time, the school was providing the shipowners with a reservoir of cheap labour, to the detriment of the seamen concerned and the seamen of Australia and other nations.

Mr Bull quoted an example of what he described as a current set-up. There were three ships of the Pacific America Direct Line. One, an Australia roll-on, roll-off ship was manned by Australians at Australian wage rates of about \$150 a week. Another was manned by Swedish seamen at Swedish rates of about \$100 a week. The third ship was manned by Gilbertese getting \$150 a



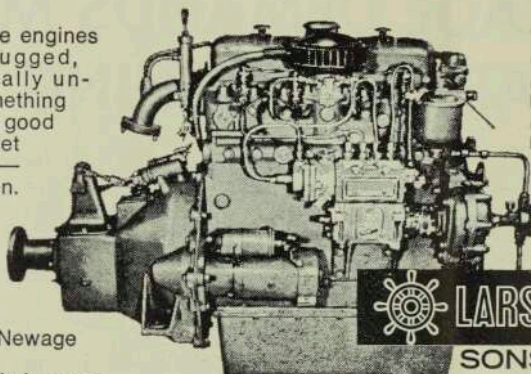
The training school with, above, a lesson on battening hatches, and, right, parade for inspection on training ship "Teraaka".



PACIFIC ISLANDS MONTHLY—AUGUST, 1972

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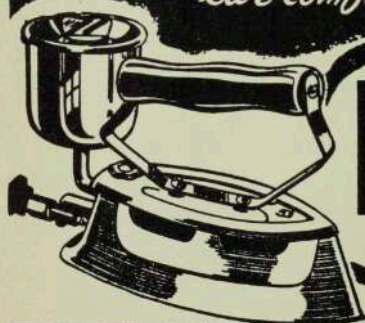
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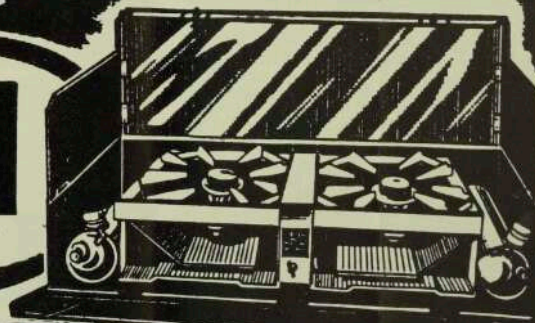
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month. That ship was costing the owners about a quarter of what the other ships were costing.

"We have told the shipowners that they must meet the maritime unions to work out a complete formula governing the whole question of the employment of Gilbertese seamen," said Mr Bull.

Columbus Line's Mr Rilk explained that the agreement the company had with the GEIC Government, the British Government and the United Nations, which sponsored the school, was a long-standing one and the rates of pay were subject to a review next October.

"If we had to raise the wage rates, it would, first of all, be uneconomical for Columbus Line and others to employ Gilbertese because it is a much dearer job to get them on board ship and then to repatriate them than with German crews," he said.

"Another factor to be considered is that these Gilbertese seamen, as far as Island standards are concerned, are very rich men and the sociological impact of their earning more than twice as much is quite impossible to assess but it would certainly not be good for the Islands. It would also trigger off demands in other Island territories.

"There is also one fresh factor to be considered. When the training scheme was first started there were no German seamen available because of the economic boom in Germany but there are plenty around right now.

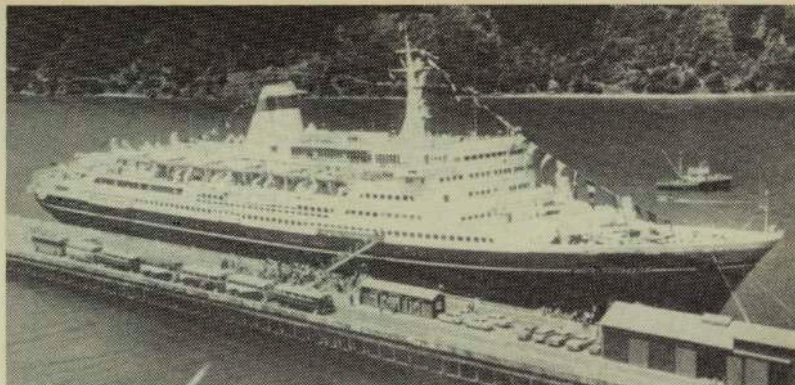
"We hope all this will be acknowledged by the ITF which has shown appreciation of the situation in the case of seamen belonging to the All-India Seamen's Union and others who are working on ships of many nationalities at pay rates comparable with those of the Gilbertese."

A bigger row is brewing, however, which threatens to create major strife on Australia's and New Zealand's waterfronts. The maritime unions of both countries have indicated that they will be making demands on overseas shipping companies cross trading in the liner freight trade.

The unions point out that these companies have no equity in Australia or New Zealand but compete with Australian and NZ lines. They will demand that such ships should be manned by either Australians or New Zealanders. Columbus Line has already been approached in connection with its three container ships.

POLLUTION PERIL IN THE CAROLINES

Anxious eyes have been cast on a wreck fast on the reef at West Fayu near Truk in the Carolines.



The "Shota Rustaveli", the Russian luxury cruise ship, which is becoming well known to Suva people, is trying for a larger slice of the South Pacific cruise market. So far, she has been employed on short cruises from Australia to Fiji but in December she will sail to more distant waters with a 27-day cruise from Sydney to Singapore.

It is the freighter *Solar Trader* which ran on the reef last December with a cargo of 350 Japanese-made cars. Her tanks contained 55,000 gallons of oil and it is this oil which is causing concern.

Heavy seas are pounding the ship which, however, is standing up well to the assault but it is feared that, in time, the tanks will be ruptured, releasing the oil to pollute the lagoon and damage marine life.

A thin film of oil can be seen near the bows at low tide but it is believed that this is merely flushed from the oily bilges. Those responsible for the wreck have been asked to remove the oil from the tanks.

"ENNA G" THINKS IT HAS BEATEN ENGINE WOES

Nauru Pacific Line's 9,340-ton gross "Enna G" required further work on her diesel engines while in the middle of her June-July South Pacific cruise from Sydney. The former Holland Amerika Line vessel (ex-"Prinses Margriet") has been plagued with engine trouble, and her June cruise to the New Hebrides, Fiji and the two Samoas was delayed more than a fortnight in Sydney after fire broke out in the scavenger trunking (PIM, July, p. 85).

She finally got away (with more than 40 passengers), but was not able to operate at her top speed of 16 knots. When she put in to Suva it was decided to give the pistons a thorough going over, and a team of four Commonwealth Department of Supply engineers, under senior servicing representative John Cumberland, flew to Suva from Melbourne with specialised equipment. They worked with the ship's engineers and with Suva marine engineers Millers Ltd and Bish Ltd for more than a week, reconditioning engine parts.

When "Enna G" continued her voyage to Apia and Pago, the Nauru Pacific Line was fairly confident that it had finally got to the bottom of her engine woes. "Enna G" can take 100 passengers, all in first-class cabins, and the line is hopeful of her making an impact on the Pacific cruise business with regular 18 and 25 day voyages out of Sydney.

She is specially welcome in Fiji now that the Fiji-Australia Line's "Taiyuan" has been withdrawn. "Taiyuan" took 86 passengers and was always booked to 80 to 90 per cent. capacity. "Enna G" (with European officers, Tongan stewards and Fijian deck crew) has a higher standard of accommodation and service, and the Nauruans have a great opportunity with her if they decide to continue in the cruise business.

BANABANS BUY A CARGO-PASSENGER SHIP

With their old home, Ocean Island, and its phosphates in mind, the Banabans, of Rabi Island in Fiji, have rechristened the "Coromandel", the NZ fishing vessel which they have bought as a passenger-cargo ship for service between Rabi and other Fiji ports. The new name, bestowed at a ceremony at Suva Wharf on July 3, is "Nei Kuana" which means Stone of Ocean Island.

Master of the "Nei Kuana" is Captain Charles Flood who has a crew of eight Banabans. She will work most of the ports on Vana Levu during the run between Rabi and Suva, thus ending a hardship which Rabi Holdings managing director Mr Tekosi Rotan says Vanua Levu has suffered from—poor shipping services.

Well known around New Zealand coastal waters, the Nei Kuana" has had three separate careers. She was part of the old NZ cruiser "Philomel",

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being built out of material taken from the cruiser when she was scrapped. "Coromandel" was launched 24 years ago as a cargo-passenger ship and served the Auckland-Great Barrier Island service for the Strongman Shipping Company.

Then, in the 1950s, she was bought by Juries, of Wellington, and converted into a fish catcher to operate off the Chatham Islands. Later, the Chatham Islands Shipping Company took her over and she worked as a catcher and crayfish ship until her purchase by Rabi Holdings Ltd, the Banabans' company which is working to create income-earners for the Banabans against the not-so-distant date when Ocean Island's phosphate is worked out.

The ship has been refitted at Nelson in New Zealand's South Island.

THE COST OF BEING "A PATTERN OF ISLANDS"

Rising freight charges are worrying the members of the GEIC Legislative Council who were told at their June meeting at Tarawa that the freight bill for imports last year was \$375,000.

According to Mr Naboua Ratieta, Member for Communications, Works and Utilities, about 8,400 tons of general cargo was brought into the colony by the Columbus Line last year at \$42.20 a ton, and 300 tons of refrigerated cargo at \$64 a ton. Members feared that this year the bill will be bigger but, Columbus Line told PIM in Sydney, it will only be bigger if imports are bigger. Columbus doesn't intend putting up the rate.

Mr Sione Tui Kleis (Nui), who sought a cheaper way, asked if the colony could operate its own ship. He was told by Financial Secretary Mr Douglas Freegard that the colony had its own ship a few years ago but it cost more than the freight bill from an outside shipping line.

LORD HOWE AND NORFOLK SEEK THEIR OWN SHIP

Merchants and importers on Lord Howe and Norfolk Islands are planning to buy their own ship to ply between the two islands and the Australian mainland. At present they are obtaining details of costing but there may be a delay in completing the report because one firm of shipping experts has queried costing figures supplied by another firm.

Forty-four local importers attended a meeting on Norfolk Island when the proposal got its first airing and all 44 supported the proposal "in principle". Half did more than that. They each agreed to put at least \$1,000 into the scheme, provided they

P&O clears the decks for more pleasure cruising

P and O's passenger division has announced sweeping changes in the pattern of its passenger operations which may be the prologue to closure of its regular passenger line services and concentration on a lucrative pleasure cruise programme.

The changes, which will create P and O's largest-ever world-wide cruise operations, will see the disappearance, at least for some months, of the pride of the fleet, the "Canberra", from the usual Australia-United Kingdom shipping lane, and the employment on cruise work of five more liners, "Spirit of London", the newest addition to the fleet, "Oriana", "Arcadia", "Himalaya" and "Chusan".

Between now and the end of 1973, 55 cruises will start from Australia.

The company has no comment on the future of its passenger services and concentrates in its publicity blurbs on its willingness to "increase substantially our involvement in the profitable world-wide cruising market." The demand for passenger services between UK and Australia and New Zealand has been bolstered over the years by the immigration programme but, inevitably, the jet aircraft—especially now that airlines are slashing their prices—is tearing the guts out of the shipping lines' passenger services.

The compensation is attractive, however, for pleasure cruising is growing in popularity and at a price comparing favourably with land-based

holidays. Even the insular English are looking for a closer acquaintance with the briny than they've been accustomed to getting from the end of a pier.

P and O is determined to gain on the nautical swing what it's now losing on the roundabout. Its bait for the Americans, who've always liked cruising, is the 45,000-ton "Canberra" which will be based in New York for a continuous cruise programme beginning early next year. But, before she sails for New York, "Canberra" will dip her bows into the Australian market with three cruises, a long weekend mini-cruise to sea but nowhere in particular, beginning on September 29, a 10-day cruise to Honiara and Auckland (Oct. 15) and a 28-day cruise to Rabaul, Japan and Hong Kong (Oct. 15).

The other ships will carry out full cruise programmes next year. "Himalaya" has 14 cruises, the 42,000-ton "Oriana" nine cruises, "Arcadia" seven, and "Chusan" will be entering the South African market again as she did last year. "Spirit of London" is going to America's West Coast for a year-long programme of cruises to Alaska and Mexico.

In the British and Continental European cruise area, P and O will offer 42,000 holidays in an April to Christmas programme ranging from the Caribbean and Eastern Mediterranean to the North Cape and West Africa.

could get clarification of several points.

Two of the leading lights in the plan are Mr G. J. Bennett and Mr K. J. Nobbs, prominent Norfolk Island businessmen. They visited Sydney seeking a suitable ship for island trading and had discussions with ship brokers. As a result a Sydney firm of shipping agents outlined a scheme for forming a company and buying a ship.

It is estimated that \$75,000 will be needed to buy a ship and provide working capital. The firm which outlined a scheme has offered to subscribe \$5,000 and provide another \$20,000 as a loan at 8 per cent.

FIJI SHIPYARD LOST \$44,000 ON CRUISER

Blue Lagoon Cruises Ltd., Lautoka-based operators of the cruises to Fiji's beautiful Yasawa Islands, have had a

ship built at less than cost by the Fiji Government Marine Department's shipyard.

The yard built a 121 ft cruiser "Lycianda" for Blue Lagoon and lost \$44,000 on the deal instead of making an expected \$19,000 profit. The order was for a cruiser at \$156,750. So pleased were Blue Lagoon that they ordered another, slightly bigger but otherwise identical.

The department has just been hauled over the coals by the public accounts committee of the Fiji House of Representatives for making what it describes as a "hidden subsidy" to the cruise company. The department, complains the committee, failed to prepare a bill of quantities before work started on the "Lycianda" and this caused difficulty in ordering materials for the job and in costing, with "disturbing" results.

The Marine Department, which is



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new to commercial business—the "Lycianda" was its first commercial job—has been advised to get a costing of future orders from countries from which the prospective customer might otherwise import a ship.

The shipyard has two more jobs on its list, an 80 ft tug for Marine Pacific Ltd and a passenger-cargo ship for the Maritime Co-operative Shipping Association from the Lau Group.

PLEASURE CRUISE INDUSTRY EXPANDING

Fiji's expanding pleasure cruise industry is to add two new luxurious cruisers to its fleet.

The Blue Lagoon Cruises Ltd plans to launch their new 125-ft cruise vessel "Talei-anda" (sister ship to the "Lycianda") on August 15. She'll be commissioned in October, in preparation for the start of a regular three-day cruise programme to the Yasawas next January.

"Talei-anda" is the second cruise vessel to be built for Blue Lagoon at the Marine Department's shipyards in Suva. The first, the 121-ft "Lycianda", has proved very successful.

Like the "Lycianda", the Talei-anda will be fully air-conditioned, with accommodation for 40 people in 20 cabins. The tariff for both vessels will be \$95 per person in upper deck cabins and \$85 for lower deck cabins.

Schooner Ferris Ltd—operator of the cruise vessel "Seaspray"—has been reformed and renamed South Sea Islands Cruises Ltd, with the Nadi tour operator United Touring Company as a major shareholder.

The company has bought a former Singapore supply and geophysical survey vessel called the "F. B. Walker", for transporting tourists to the Mana Island resort, due to open in the Mamanuca group in mid-October.

SHIPPING BRIEFS

● The MV "Hotunui", in the news a year ago with a fire in the engine-room while on a voyage from Noumea to Suva, has been sold by owners Luggate Game Packers, of New Zealand, to Atlantic Fishing and Freezing Inc. of Los Angeles, and will be based in the Philippines. It was on June 13 last year that "Hotunui" was crippled with an explosion which blew out a crankcase door and injured a seaman. She was towed 150 miles to Suva by the Fiji tug "Wallacia" and repaired by Bish Ltd who rebuilt her main engine.

● Wartime mines are being blown up outside Port Moresby's shipping channel by three vessels of the Royal

Australian Navy—the minesweeper HMAS "Teal" and mine hunters HMAS "Curlew" and "Snipe". The operation is being carried out during the first two weeks in August as part of a two-year stint by the RAN to free the PNG coastline of all known minefields which were laid during World War II.

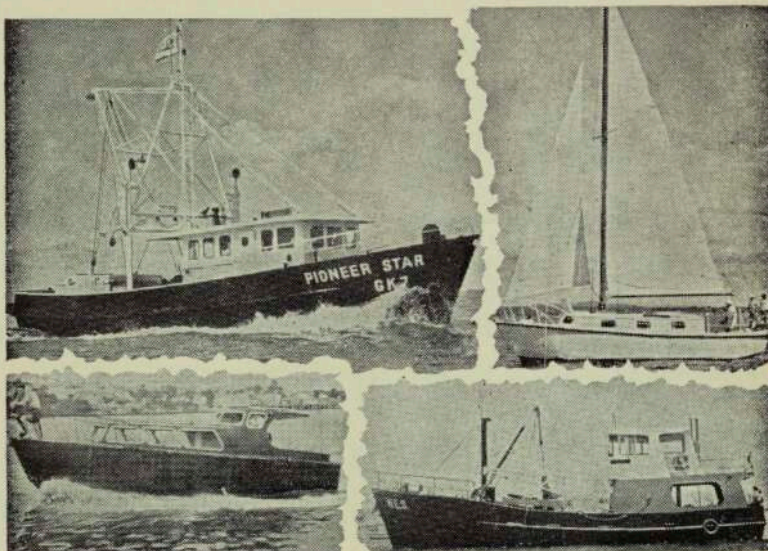
● A piece of machinery from the ill-fated Union Steam Ship Company's ferry "Wahine", which was wrecked in a storm outside Wellington Harbour four years ago with the loss of more than 50 lives, will be operating in Suva shortly. It is an anchor winch which was salvaged from the "Wahine" and sold to Millers Ltd of Fiji, who will use it to haul

ships up the new 200-ton slipway now being built at the company's shipyard in Walu Bay, Suva.

● NEL's "Lae Express" has now extended her Sydney-Brisbane-Lae run to Rabaul, mainly at the request of exporters and to build up the service in readiness for the appearance of NEL's third ship "Kieta Express" due in September.

● The Australian and New Zealand maritime unions' boycott of French ships in protest against the nuclear tests at Mururoa was still on in July. The boycott had effectively tied up all French ships in the Islands. Most of them were anchored at Noumea.

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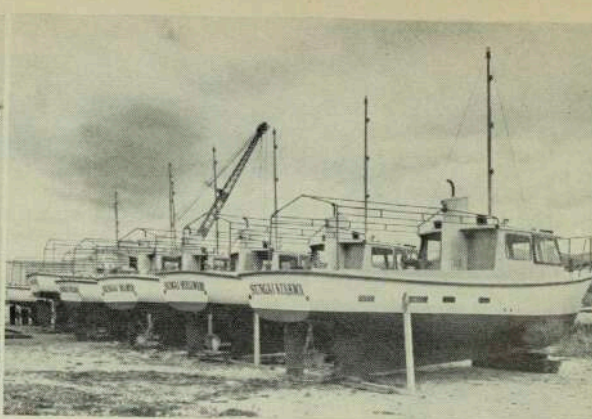
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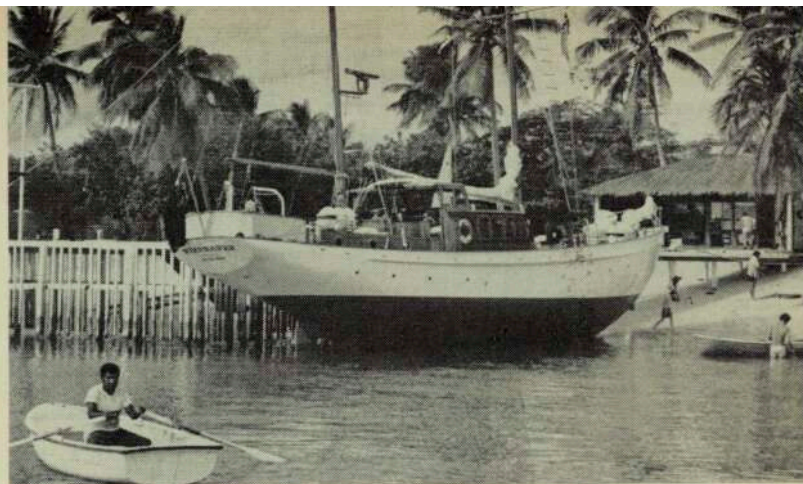
Cruising Yachts

● **FOUR WINDS**, a 60 ft schooner was at Rarotonga in June arriving from Rimatara, Raiavavae and Tahiti. The skipper was 18 years old John Lipscomb, and as a film is being made of the cruise, the crew is divided into a sailing crew and a camera crew. The sailing crew comprises John Lipscomb, Dan Gibson (17) and Steve McIntyre (19), none of whom has had much sailing experience. In the camera crew are James Lipscomb (John's father), Chuck Bangert who does the underwater filming, and Jim Buckley (sound). Another crew member became ill and was left behind in Tahiti. The cruise began seven months ago out of Los Angeles, with calls at the Galapagos and Tuamotus before arrival at Tahiti. Plans are to call at Tonga, Fiji, New Hebrides, Solomon Islands and New Guinea. By the time they reach New Guinea the cruise will have lasted another year. They may leave the yacht in Fiji and visit Mount Cook, New Zealand for skiing in August.

● **SEEKER**, a 30 ft fibrolite sloop, arrived at Rarotonga on May 31 with James Young Kennedy, an American rocket design engineer, on board. He had spent a year in French Polynesia and had made calls at Christmas Island and Penrhyn. He planned to stay a fortnight in Rarotonga before sailing to Aitutaki.

● **CHICO**, 30 ft sloop, arrived at Rarotonga on June 2 from New Zealand with skipper Peter Carmichael and two crew on board. The voyage took 11 days. Richard Wilson, one of the crew, has taken part in yacht races between New Caledonia and New Zealand. Plans were to call at Tahiti and Honolulu.

● **INVICTUS**, a 45 ft ketch, arrived at Rarotonga from Whangarei, New Zealand, on June 19 with Mr Selwyn Matheson, his wife, Jewel, their two-year-old son, Brett, and four crew Rob Sharp and Graham Coole, both of Auckland, Mark Poumieu, a Canadian, and Geoff Buston, an Australian. Mr. Matheson visited Rarotonga in 1959-60 and 1961. He intends sailing to Tahiti



We don't see very much of this sort of thing these days—but when Sir James Doig wanted to repaint the bottom of his 72 ft yacht "Windhaven" in June, he simply lashed her to the jetty at The Fijian hotel and when the tide dropped, got on with the job. He has taken on two Fiji boys as crew.

and then Hawaii, where he may sell the yacht.

● **FIA**, a 40 ft cutter, arrived at Rarotonga from Tahiti on June 20 with Swedish partners Carl Seipel and Hans Bernwall. They bought *Fia* in San Francisco and have been sailing her for almost two years. Carl Seipel is a Doctor of Economics and has taught at American universities. Hans Bernwall is a businessman and has acted as a district manager in many parts of Sweden. Plans are to spend a month in Rarotonga before visiting Tonga, Fiji and Samoa, and to spend three more years cruising before settling down to life on shore again.

● **BARCAROLE**, a 25 ft Top Hat from the Royal Melbourne Yacht Squadron, arrived in Port Moresby in June bringing Graham Birrell, Chris Mitchell and Canadian Peter Segsworth, who joined *Barcarole* at Cairns. The boys reported that the trip from Cairns was a "milk run". They plan to stay in Papua for a couple of months and then sail to Indonesia.

● **STARDRIFT**, 30 ft 6 in. double-ended cutter from Dover, UK, arrived at Port Moresby at May's end after spending the summer in Sydney. Owner Nick Clifton reported strong winds and heavy seas during his 16-day sail from Sydney. After a few weeks in Port Moresby, Nick planned to sail to Thursday Island, Cocos (Keeling) and Christmas islands and then on to Durban (SA).

● **RIVAL**, the 37 ft Lake Macquarie (NSW) sloop, which has won the Sydney to Hobart classic

and the Brisbane to Gladstone event, was among June comers to Port Moresby—after a rough passage. While on their way to Port Moresby, skipper Albie Burgin told PIM, they competed in the Brisbane to Gladstone race but without success, meeting cyclone Emily and losing the mast after a 180 degrees capsize. *Rival* made Gladstone with a jury rig and a new mast was stepped within a week. On board when anchor was dropped at Port Moresby were skipper Burgin, Col Beck, Jim Henderson and world-traveller Monty Jones from Montana, USA. Next move is a month's sail around the PNG coast.

● **TIKI**, 40 ft double-ender ketch arrived at Rarotonga from Tahiti on May 1 with single-hander Jean Charles Troalen, of Brittany, on board. Mr. Troalen bought *Tiki* eight years ago and started his present voyage from Bandol, near Marseilles. Calls were made at the West Indies and Panama, and from Rarotonga he plans to sail to Wanganui, New Zealand.

● **WINDENZEE**, 54 ft steel ketch from Auckland was in Suva from mid-June until July 5, when she left for the New Hebrides, the Solomons, New Guinea and parts yonder. She's owned by the Dutch family, Bob and Tini van Vught and three children, who built her in Auckland for a leisurely sentimental voyage back to Holland. Five crew members have hitched a ride.

● **MISS FANCY FREE**, 30 ft New York ketch sailed single-handed by former university professor Ray Rawls, arrived in Suva from Auck-

land on June 18. Rawls was planning to cruise around Fiji for a couple of months before continuing his circumnavigation, starting with Noumea and Australia.

● **LUSTY I**, 50 ft Seattle schooner skippered by Mike Williams was in Suva in June and early July. Crew were Terry Anderson and Steve Young and a Cook Island girl Rouru Tikimoe. Williams was planning to move on to the New Hebrides, the Solomons and New Guinea from mid-July.

● **INGRID**, a 50 ft steel ketch from Sydney, arrived in Port Moresby from Kieta. Owners, Erich and Ingrid Smolarek stayed a few weeks and then sailed for Thursday Island, planning to visit Darwin and then on to Africa en route for Europe.

● **FALCON**, a 55 ft Herreshoff Marco Polo ferro-cement ketch from Panmure, NZ, arrived in Port Moresby after an enjoyable sail from Kieta via Rabaul and Samarai. On board were Neil Shannahan, Carl Rosieurm, Gunther Werner, Larry Rayner and Ray Ditton. Early July saw them sailing for Thursday Island, then Darwin, Cocos (Keeling) Island, Christmas Island, then across the Indian Ocean to Port Elizabeth.

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● **BAVARIA**, a 48 ft ketch from Santa Barbara (California), arrived shortly after *Falcon*. Joseph Meyr and his brother Ambrose reported that their sail from Vila was fast and enjoyable with strong winds and moderate seas. Soon after they sailed for Thursday Island, Darwin and across the Indian Ocean to Durban.

● **CHALLENGE**, a French-designed 30 ft cutter from Toulon, France, anchored in Port Moresby for a short while. Skipper Henry Cordovero said that like *Stardrift*, *Challenge* had also experienced rough seas and strong winds on the 16-day direct sail from Sydney. He said Emmanuelle Larcher, his crew, had fared well, considering it was her first trip. They left Port Moresby for Thursday Island then on to Cocos (Keeling) Island en route to Durban.

● **OMICRON**, with her Canadian single-handed skipper David Field, arrived at Banga Island, near Munda in the Solomons on June 6. Her first port of call in BSI was Nila in the Shortlands. On the way to Simbo, *Omicron* narrowly missed a hiding from cyclone Ida and reached shelter unharmed. Also at Nila was yacht *RENDEZVOUS* bound for Gizo in the eastern Solomons and then the New Hebrides.

● **ENSENADA**, a 27 ft black cutter arrived at Lae, New Guinea towards the end of May after a 15-day trip from Bundaberg, the Queensland sugar centre. On board were a staunch cruising couple Dave and Flo Croucher.

● **AQUARIUS**, 41 ft ketch, left Kwajalein in the Marshalls on June 28 taking with her Mr. Felix Cramer, his wife and three little Cramers, bound for Honolulu and the US West Coast. The Cramers have been on Kwajalein for 10 years and now plan some leisure cruising before returning to the world of jobs and school.

● Thom Nelson, writer employed on Kwajalein, has ordered a fibreglass Tahiti ketch from Dreadnought boatworks in Carpinteria in California. The 32 ft, 10-tonner will be custom finished for "me, my typewriter and my cameras," he says. He has been active in American yachting circles for several years, both as a yachtsman and a photo-journalist. He plans a return to the Pacific when the boat is completed, "to finish some writing I've been doing in Micronesia, and then I want to visit all the places and people down south that I've been reading about in PIM".

● Seven skippers of yachts, which took part in the 1972 Brisbane to Gladstone Ocean Race and ran into cyclone Emily, plan to form a yachting club with one of the stiffest conditions of entry of any yacht club in the world. It will be open only to yachtees who have "successfully navigated a pleasure vessel in winds exceeding 100 miles an hour in open waters." Of course, those who don't "successfully navigate" under such conditions usually qualify for the biggest club of all! To date those qualifying for the new club, which is similar to the American yachtees' Century Club, are Graham Evans of *PILGRIM*, Peter Riddle of *MARY BLAIR*, Peter Rysdyk of *ONYA OF GOSFORD*, Neville Gossom of *MAKARITU*, Robert George of *KINTAMA*, Peter Hopwood of *HARMONY* and Albie Burgin of *RIVAL*. Each will receive a special pennant and bulkhead plaque and there will be an annual dinner.

● **DAWN STAR II**, 28 ft, all fibreglass Twister class yacht with experienced George Fairley, wife and new baby, was in Vila in June before moving on to Port Sandwich. *Dawn Star II* is two years from England, via Panama, and is next headed for New Zealand.

● **WINDRIFT I**, 46 ft NZ ferro-cement ketch, arrived in Fiji from Wangerei on May 20 and was due to leave for Tonga, the Cooks, Tahiti and Hawaii in mid or late July. Skipper is Tommy Carroll, a PanAm pilot on long-service leave who built the ketch in New Zealand. He has been cruising in New Zealand waters for 12 months and plans to spend the next three years moving round the South Pacific. With him on board are PanAm hostess Jean Dolby and IBM engineer John Hutchinson, who is making his way round the world.

● Among the cruising yachts in Suva in July were *OTI-MAI* (Tortola), *BLANQUITA* (Honolulu), and *DAY-SPRING* and *PAUL-MARKSON*, both of Auckland.



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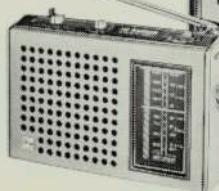
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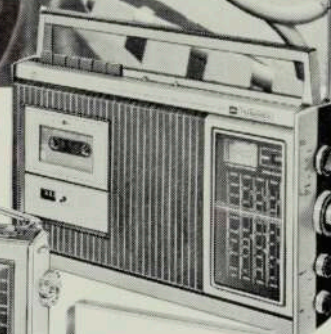
RP-212S MW/SW 2-band Radio: Shortwave and medium wave reception, pulls-in distant stations, extra large speaker built-in and exterior antennas, AC operation, too.

RT-296R Radio/Cassette Recorder: Remarkable tonal richness, medium wave and three shortwave bands, simultaneous recording while listening, tuning meter, automatic level control, tape counter, automatic shut-off, dynamic mike, light weight.

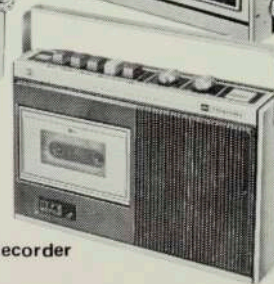
RT-296R
Radio/Cassette
Recorder



RP-212S
MW/SW
2-band Radio



KT-215C
Cassette Recorder



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U597-8/71

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PACIFIC ISLANDS MONTHLY—AUGUST, 1972

(BOAC Supplement—Advertisement)

BOAC **PACIFIC JET NEWS**

Golden Miami calls you to come

At the beginning of the century Miami Beach was largely a jungle scrubland. Most of it was owned by two partners who were struggling to operate a coconut plantation.

But things have changed. At the most recent count there were 441 hotels on the narrow (1½ mile maximum) 7-mile long island and its 16 associated man-made islands, which together form the City of Miami Beach. If you could spare the time and money, you could stay in a different hotel room every night for 82 years.

The reason for all this development? A temperature throughout the year well into the seventies — even higher in the summer — and a swathe of sandy beach washed by the Gulf Stream-warmed breakers of the Atlantic. It is North America's own natural sub-tropical refuge.

America's rich were not slow in establishing themselves there, and now 173 millionaires have homes in Miami Beach. A square foot of land in the area is said to be worth £2,000, so you very nearly have to be a millionaire to be able to buy a house there at all. But not to stay on holiday.

With the influx of visitors the population of Miami Beach soars, reaching at the winter peak more than 750,000 — ten times the resident population.

These visitors include an increasing proportion from overseas and Miami Beach has adjusted itself accordingly. European or European-trained chefs produce menus familiar to visitors from around the world and standards of service have come some way from that of the generally-



A few of the hundreds of ocean-front hotels and thousands of apartment buildings where 1½ million Miami Beach visitors stay every year.

accepted image of the disinterested American waiter.

No doubt though, many visitors would be happy to go the entire length of their stay nourishing themselves on the thick, tender, juicy steaks on which, as far as consistency of quality is concerned, America seems almost to have a world monopoly. In few other parts of the world is it possible to be sure of getting a good steak in virtually any respectable restaurant, and Miami upholds the American tradition.

To back up a good meal the bigger hotels have night clubs featuring international stars, so night life matches up to the standards expected of a major holiday city.

The hotels have a list of other facilities too. Many of the 250 or so hotels along the oceanfront have a couple of swimming pools (one heated), a sauna, an acre or two of terrace, cabanas for when the sun gets too much and the warm Atlantic if you feel you really must get sand between your toes.

Moored in Biscayne Bay just across Collins Avenue and opposite these monuments to luxury, are some of the private yachts which are a

feature of the Miami scene. Just a short boat ride out away from the islands and into the Bay proper is a vast expanse of calm water made-to-measure for water-skiing.

In the peak season from December to March, a room in one of the plush hotels is certainly not cheap, by North American standards as well as by any other. But in the summer, prices plunge when hotels prefer to have their rooms used rather than to stay empty until the next high season.

And the competition is so intense that a little shopping around in advance could well pay dividends.

The hotels are virtually self-contained even down to shops so it is possible to spend an entire holiday without venturing outside. Many guests appear to do just that but others may want more variety.

For those who want an active holiday, a drive out of the city provides the answer. Not far away are the Florida Keys, the string of islands stretching down to Key West, the southernmost point of the USA. They offer superb areas for skin and scuba-diving in waters with the only living coral in the US.

A range of river boats in Indian

BOAC PACIFIC JET NEWS

Creek run regular trips around the islands in Biscayne Bay. The sail could go by Miracle Mill where Miami's millionaires have settled.

For those interested in America's cultural heritage there is the Bass museum of art and the Vizcaya collection of paintings.

Other popular places to visit include the Seaquarium, the world's largest tropical marine aquarium.

In contrast is the Monkey Jungle where the pathways have been enclosed in stout wire and 500 monkeys swing and chatter freely in the trees.

The Everglades National Park provides another sort of natural attraction. A vast area of sub-tropical swampland with saw grass stretching in any direction as far as the eye can see, it is crossed with highways which make much of it accessible to the tourist.

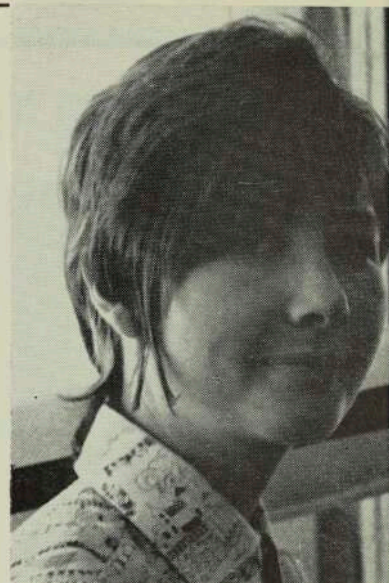
Miami's wide range of facilities makes it impossible to become bored. The best way to get there—by BOAC of course!—is via New York.

Beautiful Clara edits Incentive

BOAC's business and investment magazine which is distributed to some 15,000 top executives throughout the world—the July/August issue of which was devoted to Australia—has as its assistant editor, beautiful 24-year-old Clara Chapman.

Clara, who has produced scripts for the London Sunday Times educational film strips on such subjects as heart transplants and the American elections, brought a civil aviation background with her when she joined "Incentive" a year ago.

She was born in Australia and into aviation—her father is Ron Duffield, former Qantas senior captain, who is now general manager of Air Pacific. Her husband, Colin, is chief news reporter of the Australian Broadcasting Commission's authoritative "This Day Tonight" programme.



What can you buy in 1972 for under \$100?

A decent suit maybe? A camera? A first class hotel suite for one night? But for sheer value in an inflationary world, how about this:

- Room with bath and continental breakfast for 13 nights in a central London hotel;
- Good tickets for five West End stage shows;
- Two half day sightseeing tours of London;
- An evening pub tour;
- Dinner at a popular Regent Street restaurant;
- A rent-free Avis self-drive car for three days;
- Free membership of a leading London casino;
- Free admission to Madame Tussauds;
- A resident host at the hotel;
- A 'Welcome to London' party including a talk on the London theatre scene over afternoon tea;
- Free transfers by BOAC bus between Heathrow and the air terminal;
- A souvenir stereo record and full colour booklet on the Guards Regiments.

When you break all this down the \$A89.30 price tag is almost unbelievable—an individual passenger making his own arrangements couldn't hope to get the hotel accommodation alone at this price, never mind the other goodies. So what are the snags? There are none. It's off-season naturally: available from November 1, 1972 to March 31, 1973. The hotel is the London Ryan, a new one in Kings Cross Road, WC1—close to where the action is, if not actually part of it. \$89.30 is the basic price, but alternative accommodation at other selected West End hotels is available at three different supplementary price levels.

The length of stay and the contents of the tour are flexible too, and it is available as a London stopover or, by adding on the lowest applicable round trip fare, as a holiday in its own right.

Happy landings automatically

With its fleet of VC 10s, BOAC has pioneered one of the world's most advanced systems of automatic landing. The object of this policy is to offer improved service to passengers by maintaining punctuality in lower weather minima conditions. The Boeing 747 has a triple-channel autopilot that has been cleared by the American authorities for use in automatic landings. The principle of the automatic pilot is to provide super-consistent control of the aircraft under continuous monitoring by the crew, and it has been applied to airline operations through several generations of aircraft. Automatic landing involves the extension of this principle to the final approach, flare-out and touchdown.

BOAC PACIFIC JET NEWS

Theatre of the air

Imagine you are listening to the Royal Philharmonic Orchestra coming through very beautifully on your in-flight entertainment headset* — possible if you are travelling on a BOAC 747 or on certain 707 services.

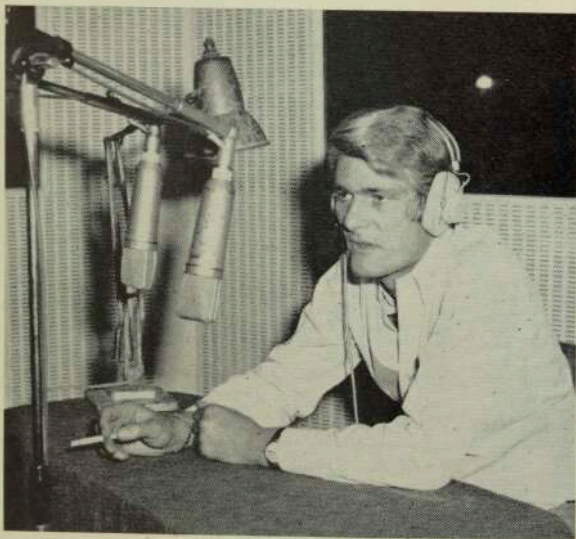
Seven audio programmes—three stereo and four mono—are specially produced for BOAC by EMI, one of the world's largest recording groups with links with Capitol Records in the United States and other companies around the world. The result is that it has access to a treasure-house of recorded sound and great attention has been paid to the quality of programme reproduction.

Top personalities introduce and link together the programmes at special recording sessions. The programmes are changed four times a year. Details of more than 100 different items on the seven channels can be obtained from the audio entertainment programmes provided. Michael Flanders, for example, may be introducing the Spoken Word channel, Pete Murray the Pop channel, Steve Race the Ballet and Opera.

Why the special quality of sound? Hubert Hughes, EMI executive, explains: "We decided we would not take the easy way, dubbing the records on tape. For the BOAC tapes we went right back to the original studio recordings, a much more expensive process, but much better from the passengers' point of view."

It is this closeness to the original sound which leads Sonia Higgins, EMI's executive producer for the programmes, to comment: "The quality of BOAC audio entertainment is exceptional among the world's airlines."

In addition to the ten hours of audio entertainment—three two-hour stereo channels and four one-hour mono channels—there are also inflight films on the routes where audio is available.



Pete Murray recording a tape for a BOAC programme.

PACIFIC ISLANDS MONTHLY—AUGUST, 1972



Glenda Jackson, Trevor Howard in "Mary Queen of Scots".

Aircraft routes from London on which films can be seen are divided into four groups: to New York and Miami; to Canada, Chicago and Detroit; to India, Hong Kong and Australia; and to South Africa and the Polar and Siberian routes to Japan. The films in each group are changed every month. From August there will be a fifth group covering Caribbean services.

Among the films being shown during mid-1972 are "The Boy Friend" with Twiggy, "Big Jake" with John Wayne, "Mary, Queen of Scots" with Vanessa Redgrave, Glenda Jackson, and Patrick McGoohan, and "Catch Me A Spy" with Kirk Douglas and Trevor Howard.

Passengers wishing to know if there is a film on their flight, and if so which one, can ring BOAC reservations.

*Because of international regulations a charge of \$2.50 is made for the use of the headset.

A FREE SERVICE TO BUSINESS TRAVELLERS

BOAC now offers its passengers travelling to Britain on business a completely free and up-to-date computerised intelligence service on British manufacturing and service companies. It is known as Interfile.

Although the service only began in February the results have been impressive. Interfile has been notified, for example, of a \$6 million deal being negotiated as a result of business intelligence provided.

Intelligence provided by Interfile includes full company names, addresses, telephone numbers, names of principal personnel to contact, products manufactured and service provided, number of employees, capital employed, trades names, and a section on the specialities and history of firms in the required field of interest.

Interfile can be contacted by giving the description of the products, services, companies or trade names the business visitor is interested in on special application forms which are available at BOAC offices. And the more precisely the requirements are stated on the application form, the more exact will be the data printout from the Interfile computer.

The passenger's request will be telexed ahead of the

(BOAC Supplement—Advertisement)

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BOAC PACIFIC JET NEWS

travel date to Interfile and the printout will be delivered to the inquirer either before leaving his own country or to a contact address in the UK.

Addresses: Interfile Data Services Ltd., 149 New Bond Street, London W1Y 9FE. Tel.: (01) 629 3760, (01) 499 2037. Telex: London 24973. Interfile, 445 Park Avenue, New York, New York 10022. Tel.: (212) 486-1333. Interfile/BCTA, 100 University Avenue, Toronto 1. Tel.: 363-9033. Interfile/BCTA, 2100 Drummond Street, Montreal 107. Tel.: 288-4625.

WELCOME ABOARD—1625 STYLE

Every passenger travelling BOAC receives his own personal copy of the publication 'Welcome Aboard'.

Among its store of interesting reading and useful information there is a mileage chart showing the distances between all BOAC's world-wide points of call.

The right-angle method of the mileage chart is the standard form for all modern guidebooks.

The method was devised by John Norden, who in the year that Charles I became king published England's first practical guidebook under the somewhat daunting title: *An Intended Guyde for English Travellers shewing Generall how far One Citie and many Shiretownes in England are distant from Other.*

The Pilgrim Fathers having left for Plymouth, America, five years earlier could not avail themselves of Norden's travail tips. Throughout the centuries no one has yet come up with a better distance ready-reckoner method than John Norden.

For the curious, from those crazy horseback or coaching days of yore we reproduce John's original mileage chart for the towns and villages of Dorset in the year 1625.

Dorsetshire	Dorchester	Cerne	Weymouth	Lyme	Burport	Framton	Evershoe	Rymer	Sherborne	Sturminster	Gillingham	Shaftesbury	Wimbome	Cranborne	Poole	Winton	Blandford	Milton	Beere	Bemmer	Northwood	Churchill	Yemmer	Puddletown	Abbotsbury	Halborne
Portlake	9	8	12	9	3	6	5	7	12	17	22	23	25	29	35	20	19	14	17	3	6	10	8	12	5	13
Halebere	10	7	15	33	17	10	10	9	6	4	11	9	14	17	16	13	7	4	8	15	19	23	8	7	15	
Abbotsbury	6	9	6	13	7	5	10	12	16	18	25	25	24	20	23	18	20	14	15	10	21	16	12	11		
Puddletown	4	6	9	22	15	7	11	12	14	10	17	16	14	19	11	9	9	4	5	15	19	24	12			
Yemmer	10	6	16	16	11	8	3	1	5	11	25	16	22	25	23	20	15	11	15	7	12	15				
Churchill	10	17	21	6	9	16	13	13	18	25	18	30	34	17	35	31	29	24	27	8	5					
Northwood	14	12	16	4	4	11	9	10	16	21	26	26	30	34	30	26	25	19	22	5						
Bemmer	11	10	15	8	4	8	5	6	11	17	21	22	27	30	27	23	20	16	18							
Beere	9	10	11	25	19	11	14	15	14	9	16	12	9	15	9	5	6									
Milton	8	7	12	23	17	9	11	11	10	6	12	11	15	9	8	5										
Blandford	13	11	17	28	22	15	16	15	12	6	11	8	10	10	9											
Winton	12	13	23	29	23	15	19	18	15	20	17	8	15	6												
Poole	17	18	20	34	28	20	23	23	22	15	20	27	4	12												
Cranborne	23	22	26	38	34	24	26	25	22	14	11	7														
Wimbome	18	17	20	34	28	20	23	22	20	13	17	14														
Shaftesbury	19	15	24	31	25	19	17	16	12	6	4															
Gillingham	20	16	24	30	24	19	17	16	10	7																
Sturminster	13	9	18	25	19	13	12	11	7																	
Sherborne	12	8	18	20	13	11	7	5																		
Rymer	10	6	15	14	9	8	2																			
Evershoe	9	6	13	13	8	6																				
Framton	4	4	8	14	8																					
Burport	10	10	8	14																						
Lyme	17	17	18																							
Weymouth	5	10																								
Cerne	5																									

The use of this Table.

THe Townes or places between which you desire to know the distance, you may finde in the name of the Townes in the upper part and in the side, and bring them into a square as the lines will guide you: and in the square you shall finde the figures which declare the distance of the miles.

And if you finde any place in the side which shall not extend to make a square with that above, then take that above which will not extend to make a square, and let that be in the upper, and the other in the side, and it will shew you the distance. It is familiar and easie.

Beare with defects the use is necessary.

Printed by Iohn Norden.

The Use of the Table.

The Townes or places between which you desire to know the distance, you may finde in the names of the Townes in the upper part and in the side, and bring them into a square as the lines will guide you: and in the square you shall finde the figures which declare the distance of the sides.

And if you finde any place in the side which will not extend to make a square with that above, then looketh above which will not extend to make a square, and see that in the upper, and the other in the side, and it will shewe you the distance. It is familiar and easie.

Beare with defects the vlc is necessitie.

Invented by JOHN NORDEN.

COMING EVENTS IN BRITAIN

A look ahead to some highlights of 1972—and 1973.

October

- Regency Exhibition (to 1). Royal Pavilion, Brighton, Sussex.
- Pershore Abbey Millennium Celebrations (to 8). Pershore, Worcestershire.
- Son et Lumiere (to 14). York Minster.
- Minster '72—500th Anniversary Celebrations of York Minster (to 21). York.
- Newcastle Festival (to 21). Newcastle upon Tyne, Northumberland.
- Blackpool Illuminations (to 29). Blackpool, Lancashire.
- Son et Lumiere (to November 20). Parish Church of St. Peter, Bexhill-on-Sea, Sussex.
- Bexhill-on-Sea 1200th Charter Celebrations (to December). Bexhill-on-Sea, Sussex.
- Stratford Season of Plays (to December). Royal Shakespeare Theatre, Stratford-upon-Avon, Warwickshire.
- Horse of the Year Show (to 7). Wembley, London.
- Goose Fair (to 7). Nottingham.
- National Gaelic Mod (to 13). Inverness.
- Felixstowe Anglo-Dutch Autumn Festival of the Arts (to 24). Felixstowe, Suffolk.
- Horse Racing: Cesarewitch Stakes. Newmarket, Suffolk.
- World and National Brass Band Championships Finals. Royal Albert Hall, London.
- Rugby Football: Scotland and Ireland v. England and Wales. Murrayfield, Edinburgh.
- Kensington Antiques Fair (to 21). Town Hall, Kensington, London.
- Royal Ulster Agricultural Society Autumn Show and Sale (to 19). Balmoral, Belfast.
- International Motor Exhibition (to 28). Earls Court, London.

November

- Bellini to Michelangelo: Italian Renaissance Drawings (opening in November). Queen's Gallery, Buckingham Palace, London.
- RAC Veteran Car Run. London/Brighton, Sussex.
- International Caravan and Camping Show (to 18). Earls Court, London.
- Lord Mayor's Procession and Show. Guildhall to Royal Courts of Justice, London.
- Cheltenham Festival of Literature (to 18). Cheltenham, Gloucestershire.
- International Arts Festival (to 26). Queen's University, Belfast.
- Tennis: Dewar Cup Final (to 18) (first three days at Nottingham University, Nottingham). Royal Albert Hall, London.
- National Exhibition of Cage Birds (to December 2). Alexandra Palace, London.

December

- RAC Rally of Great Britain (to 6). Start and finish Race Course, York.
- Royal Smithfield Show and Agricultural Machinery Exhibition (to 8). Earls Court, London.
- Intervarsity Soccer Match: Oxford v. Cambridge. Wembley, London.
- Rugby Football: Oxford v. Cambridge. Twickenham, Middlesex.
- Rugby Football: Scotland v. New Zealand. Murrayfield, Edinburgh.
- Richmond Championship Dog Show. Olympia, London.
- Camping, Outdoor Life and Travel Exhibition (to January 7). Olympia, London.
- National Cat Club Championship Show. Olympia, London.

January, 1973

- Sunday Times/N.U.S. National Student Drama Festival (to 6). Durham.
- International Boat Show (to 13). Earls Court, London.
- International Racing Car Show (to 13). Olympia, London.
- International Holiday Exhibition (to 18; preview—4th). Olympia, London.
- Rugby Football: England v. New Zealand. Twickenham, Middlesex.
- Rugby Football: Wales v. England. Cardiff.

Business and Development

PNG BUYS INTO BURNS PHILP: DOESN'T FIJI WANT TO BE IN?

By JOHN CARTER

"Somebody's head should have rolled over this" grumbled a Fiji businessman in July. He was talking of the time, in 1970, when the Fiji Government looked a gift horse in the mouth by turning down the offer of 200,000 shares in Burns Philp (South Sea) Co. Ltd.

The shares were offered at \$2.50, which was 50c above par, and at the time they were quoted on exchange at \$2.90, a depressed price. Normally they were around \$3 and more. It was an "advantageous offer," said Burns Philp, as an independence gift, but the government, through two of its agencies, the Development Bank and the National Provident Fund, said "Nothing doing".

The government, which even today has not formally rejected the offer, suggested the shares should be offered to Fiji individuals. Burns Philp, through its general manager in Fiji, Mr J. A. Baker, explained the difficulties of such a move. For one thing a company could hardly differentiate between buyers on the share market, offering shares at a lower price to favoured investors. Transferring a block of shares to a government was another thing altogether.

And there the matter rested until a few weeks ago when Burns Philp's head office in Sydney announced, along with the Papua New Guinea Investment Corporation, that the corporation had agreed to buy from Burns Philp 1,500,000 fully paid shares of \$1 each at par in Burns Philp (New Guinea) Ltd. The shares represented 12½ per cent. of the capital and two corporation nominees, representing the people of PNG, would sit on the board. The Investment Corporation was jubilant over the offer. A long-term earnings yield of 20 per cent. a year would land in the corporation's coffers and, eventually, into the pockets of the Papuans and New Guineans through a unit trust which the corporation is setting up.

To encourage local management

and operation of the company's plantation properties in PNG, Burns Philp had also agreed to grant Burns Philp (New Guinea) Ltd—and, hence, PNG investors—an option to buy shares in all of Burns Philp's six plantations.

"A satisfying agreement," commented Mr E. S. Owens, Investment Corporation chairman, of the whole transaction. The PNG House of Assembly and ministers thought so too.

In fact, the corporation, now with the bit between its teeth, has acquired local equity in four big companies. In the first four months of its operations it will end the financial year with total assets of almost \$6 million, based on capital funds of \$2.2 million—not bad going.

In its share wallet are Burns Philp (New Guinea) Ltd, Commonwealth New Guinea Timbers Ltd of Bulolo and Lae (a 35 per cent. share), Watkins Property and Investment Corporation Pty Ltd, a joint venture with Watkins Consolidated Ltd which will acquire Watkins Consolidated's subsidiary, Territory Building Supplies Ltd (45 per cent. share), and, the latest, one million \$1 shares at par in Bougainville Copper Pty Ltd.



Mr M. O'Connor, Burns Philp's general manager.

Fiji ministers headed by the Prime Minister, Ratu Sir Kamisese Mara, have lately been sounding off about the big overseas companies in Fiji dragging their feet over offering shares in their companies to Fiji investors. It looked as if they'd forgotten about Burns Philp's offer.

There was a speedy response from W. R. Carpenter Holdings Australia, managing director Mr Randolph Carpenter announcing on July 13 that a special offer, open to Fiji citizens only, would be made of shares in the Carpenter and Carlton-United brewery at Walu Bay in Suva and in the Dominion high-rise building which Carpenters is building with Barclays Bank.

Shares of a special class designed to prevent the "allocated equity from being acquired outside the dominion of Fiji" will be offered at their par value to the Fiji public. The shares will represent up to 15 per cent. of the capital of a new company being formed to acquire Carlton Brewery (Fiji) Ltd. But Carpenters hastened to add that the decision to offer shares was made at the start of the year. Other shares would be offered in Dominion House, a 14-floor hotel, with a total equity requirement of \$1 million.

What is the response likely to be? A few years ago, South Pacific Sugar Mills Ltd offered five per cent. of its shares to the Fiji public. Only two per cent. was taken up.

Fiji Minister for Commerce and Industry, Mr Mohammed Khan, gave Carpenter's offer a cautious welcome.

"It is good for Fiji, because it means that the benefits of development go to local shareholders instead of to shareholders overseas," he said. Then he added, "But, before I can make any further comments on this development, I would like to know the details of this so-called special class of shares designed for Fiji citizens."

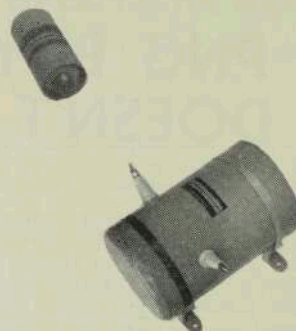
When Burns Philp reached agreement with the PNG Investment

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Corporation PIM took the company's original offer of shares in Burns Philp (South Sea) Co. Ltd out of the pigeon hole, dusted it off and what did it find?

That, had the Fiji Government accepted the offer, its original holding of \$500,000, the value of 200,000 shares at \$2.50 each, would now be worth \$975,000 and the present yield on this investment is 12½ per cent.—very much a gift horse.

Burns Philp has never been told why the offer—which is now shown to be even more generous than was thought when it was made—was rejected by the Fiji Government. There was no legal barrier to the government taking up the offer through the Development Bank or through the Fiji National Provident Fund. In any case, the government could have created something like an investment corporation as has been done in PNG.

The gift element of Burns Philp's original offer was \$80,000—not to be sneezed at. Shortly after the offer was made, Burns Philp made a one for four bonus issue which would have given the Fiji Government an additional 50,000 shares, making the same dividend of 10 per cent., a consequential rise from the original eight per cent. On the basis of the value of the gift coupled with the bonus issue and the subsequent increase in the market price, the value of the investment would have now been \$975,000.

The Development Bank could have accepted the offer. In November, 1968 it accepted a placement of shares in Fiji Industries of 50,000 shares at 10/- for a premium of 10/-. They accepted Fiji Industries' offer at a double premium. Then why reject Burns Philp's offer at the very modest premium of 50c on a \$2 share?

As Mr M. O'Connor, general manager of Burns Philp and Co. Ltd said to PIM in Sydney recently with regard to the government's suggestion of what Burns Philp could do with their shares, "We were not very interested in following the suggestion that a special class of shares be issued to local residents because any special class of share could only be traded locally and would be a second-class share.

"If you could only trade them between Fiji nationals, bearing in mind that the value of a commodity is governed by the demand, which in Fiji would be low, we would have been placing in the hands of the local people a second-class share as compared with the main body of shares which could be traded in

without restriction on overseas stock exchanges.

"We wanted the people of Fiji to have an equity in the true sense of the word in our undertaking in Fiji.

But the Fiji Government can still benefit from Burns Philp's offer. It is still open—up to a point.

Said Mr O'Connor, "Our offer is still open in general terms. The specific terms would have to be looked at again. Remember, our original offer was made in November, 1970 when the market price was \$2.90 a share. Today, the market price is \$3.90. When we made the offer we were paying 10 per cent.

It is now 12½ per cent. on the basis of the enlarged paid-up capital.

"We are completely at a loss to understand why the Fiji Development Bank or the Fiji National Provident Fund—either of which would be most suited—rejected the offer. The reason given by the National Provident Fund was that its articles at that time didn't permit it to take up shares in such an enterprise as Burns Philp (South Sea) Co. Ltd, but it has been suggested that the offer could have been accepted quite rightly, quite easily, quite normally by making a simple amendment to the ordinance, had the will been there. Now the ball is in their court."

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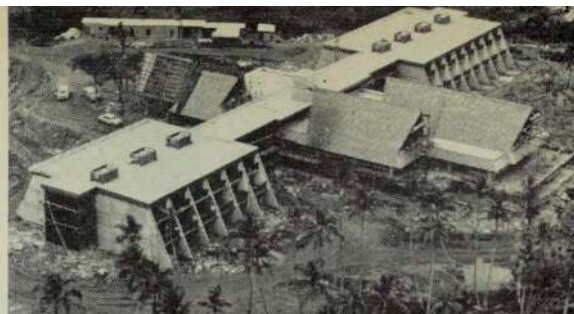
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Anchor pin of the massive Pacific development scheme at Deuba, 35 miles from Suva is the \$2 million Flagship Beachcomber Hotel, to be opened for its first guests in September. Construction is concrete, with main internal walls and ceilings sheathed in local timbers. Bedrooms are on three floors and all have views. Moats and waterways are being developed as landscaping. The hotel faces Beqa Strait with Beqa Island five miles out. Aerial view at left shows the hotel, on the beach in the centre foreground. The Queens Road comes in on the right from Suva and the waterways are spread out behind. The mouth of the River Qaranio, left of the hotel, will be turned into a boat harbour. Most of the residential blocks in the first phase, to be completed early next year, will front onto artificial waterways, which will have sides concreted, and will be fed by the river. More than half the 1,250 residential blocks making up the first stage have already been sold.

With its hotel opening soon Pacific Harbour goes ahead

The \$F2 million Flagship Beachcomber Hotel, an anchor pin of the sprawling Pacific Harbour development scheme at Deuba, Fiji, will open for business in September. Official opening will be in November.

Fiji's latest luxury resort hotel, with 84 rooms, is entirely owned by Pacific Hotels and Developments Ltd., developers of the \$32 million Deuba scheme, but the hotel management contract has been let to Sky Chefs Inc., catering section of American Airlines, and thus it becomes one of the American Flagship chain. Manager is Jian Tonetto, formerly of Suva's Trade Winds Hotel.

The developers have been pushing ahead speedily with the Beachcomber (on the site of the tiny hotel with the same name) because once open for business it will provide accommodation and publicity for the big residential development that is now fanning out behind it at Pacific Harbour.

Pacific Harbour development started in 1970, and it is expected to be from 15 to 25 years before the entire 7,500-acre freehold site is fully developed with waterways, homes, shops, yacht club, motels, etc.

But the first stage of 1,120 acres immediately behind the Beachcomber will be completed by next April. The first nine holes of the Robert Trent Jones' designed golf course will be completed this December. About \$5.5 million of the \$11 million expenditure on the first stage has already been spent, and more than a half of the 1,250 residential blocks have already been sold (at from \$8,500-\$8,750 each).

Those sold have been equally distributed between buyers in three areas of the world—the South Pacific, including Australia; South-East Asia, including Japan and Taiwan; and the UK and Europe. United States selling has only just started, and about 400 blocks of the first stage have been set aside for the US campaign. All land purchasers have to start building within three years of purchase, to their own plans or to house plans provided by the company. Minimum cost of acquiring land and home at Deuba looks like being about \$30,000. Annual rates are extra.

The development company has incorporated a management group to manage and service homes of people who use the project as an investment

and don't want to live there, or who will live there only part of the year. The properties will be rated at 1.1 per cent. a year on the land value.

In July there was a workforce of about 700 on the Pacific Harbour development. About 65 per cent. of the expatriate staff are Australian, including the project manager, Tom Brockington, and building manager, Mike Ryan.

With sales for the first stage (one seventh of the entire property) coming along satisfactorily enough, the next question is whether the next phases will continue to attract buyers. Work on the second phase should start about June or July, 1973.

The developers seem confident. They've overcome one line of persistent local "knocking" by coming up with some official rainfall statistics to prove that the Deuba area (35 miles from Suva) is considerably drier than Suva. The knockers held that the former swamp would be too wet to live in, but the figures show that Suva gets an average 143.87 inches of rain a year, with an average number of 241 wet days a year, compared with Deuba's 98.57 inches and 136 days. Deuba's figures are better than those at Sigatoka, another popular hotel area, but not better than the figures at Korolevu and Nadi.

The opening of the prestigious Flagship Beachcomber should give travellers an opportunity to make the comparison for themselves.

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For sheer loveliness in complexion beauty, consultants recommend that a film of tropically moist oil of Ulan should always be smoothed over the face and neck before applying make-up. This will soften and beautify the skin as well as protect it against the drying effects of wind and weather.

A neat piece of NZ salesmanship

In July, New Zealand came on mighty strong in Fiji. In a masterpiece of apparent coincidence, the NZ Government timed its \$2 million aid for Fiji announcement to coincide with New Zealand Trade Week, when 60,000 people converged on the new Suva Town Hall to see pop and cultural shows and a display of products representing 150 companies.

His government's commitment to consolidating trade relationships with the dominion was evinced by the presence during Trade Week of NZ Minister for Overseas Trade, Mr Brian Talboys, who held high-level discussions with Fiji Government ministers, including the Prime Minister, Ratu Sir Kamisese Mara. Mr Talboys announced details of projected New Zealand aid expenditure exceeding \$25 million in the South Pacific during the next three years. In the 1972/73 financial year alone, he said, New Zealand's direct assistance to the Cook Islands, Niue, Tokelau Islands, Western Samoa, Fiji and Tonga should be more than \$9.5 million.

Over the next three years, direct bilateral assistance to Fiji should exceed \$2 million. Western Samoa would receive more than \$3 million and Tonga about \$1 million. Regional assistance, including aid to the University of the South Pacific, contributions to the South Pacific Commission, the South Pacific Bureau for Economic Co-operation and regional civil aviation and health assistance programmes would amount to an additional \$2 million.

Help to Fiji this year, he said, would include a major survey by NZ consulting engineers of the potential for hydro-electric development in Viti Levu; the designing of a new central abattoir for the Suva area; assistance in developing a forest industry at Kubuna and various village water supply schemes and the provision of technical experts in fields as diverse as telecommunications, statistics and bovine mastitis control.

Questioned about the \$7 million trade gap between New Zealand and Fiji, Mr Talboys said New Zealand's prime interest was the development of trade with Fiji and the region, rather than "to seek any particular bilateral balance". He spoke, however, of the possibility of New Zealand buying more sugar from Fiji (NZ currently buys 30,000 tons of

Fiji sugar annually) and urged a joint approach by South Pacific nations in negotiations next year with the European Common Market.

He foreshadowed new trade patterns in the South Pacific with his suggestion of a trade and economic association between the Island nations and Australia and New Zealand. Further study of regional trade requirements, he said, could lead to some modification of the New Zealand-Australia Free Trade Agreement (Nafta).

Meanwhile, the 150 companies represented at the trade display in Suva appeared to be enjoying a boom week, though some exhibitors complained that hordes of schoolchildren descending like swarms of locusts on free samples and give-aways inhibited efforts to write new business.

(Local initiative gave rise to a new line in Suva market souvenirs—Kiwi-shaped lapel pins and plastic carry-bags given away at the trade display were being sold by curio vendors for five and 10 cents!)

Several companies—including W. Sutherland and Co, tanners and general merchants of Auckland, and manufacturing chemists, W. T. Rawleigh Co. Ltd of Wellington—reported breaking new ground in Fiji and declared themselves more than satisfied with local potential.

"This was our first attempt to break into the Fiji market—although we already export as far afield as Hong Kong, Singapore and the Arab states," said Mr N. A. Garratt, general manager of W. T. Rawleigh. "Vitamins are our most popular line. We exported 100,000 vitamin C tablets to Arabia in one shipment alone! Fiji mightn't have quite the same appetite for vitamins, but there's been strong interest in a number of our products. The exercise has definitely been worth while."

Mr Robert Bennett, industrial manager for W. Sutherland and Co, said his company had previously exported leather to Fiji, but it appeared that the local populace now had sufficient spending power to justify export to the dominion of other lines, such as sporting footwear and lambswool products.

"I found that local importers tended to compare our prices with Australian products and this may mean that we have to make some adjustments. However, we'll definitely make money out of this trip," Mr Bennett said.

Companies already established on the Fiji market reported new interest from previously untapped outlets, largely Indian traders, and Trade Week organisers have predicted a

significant increase in New Zealand exports to Fiji during the next 12 months. Fiji's imports from down south totalled \$10.4 million last year. Even company representatives, who make frequent business trips to Fiji, discovered a completely new demand for their products. Mr John Edwards, export manager for Cadbury Fry Hudson Ltd, visits the dominion at least once every three months: "I was amazed at the number of new orders I received from people I'd never met before, mostly from centres outside Suva," he told PIM. "Not just potential clients, but clients placing orders on the spot. I had seven very

good orders on a single day. Fiji is already our best Pacific Island market, but future business looks even better."

For companies like Spurway Cooper Industries Ltd, Auckland suppliers of Cooper louvres and domestic hardware, the point of the exercise was not so much to reach local outlets but to create increased consumer demand.

"There's a tendency in Fiji, perhaps more than anywhere else, for agents to place orders only on demand and then only to the amount of the individual order," said Mr Harold Bott, the company's sales manager. "Most Fiji people don't know what's avail-

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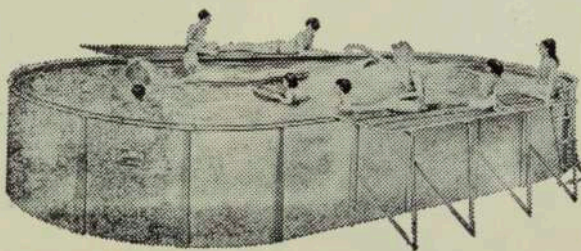
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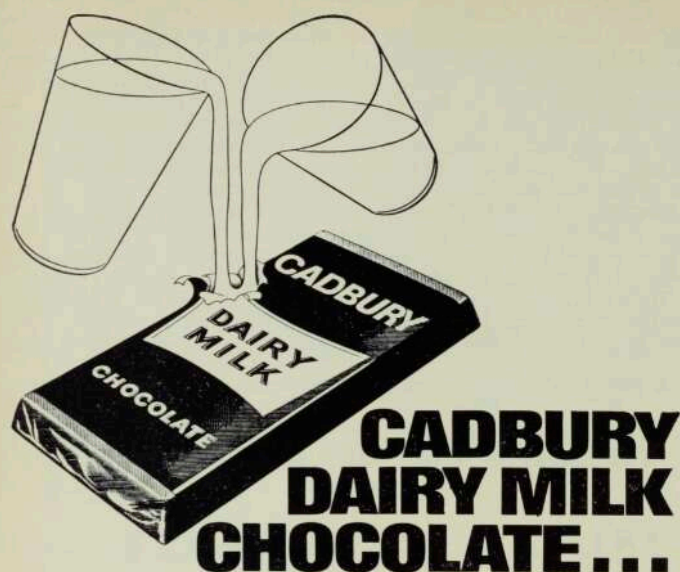
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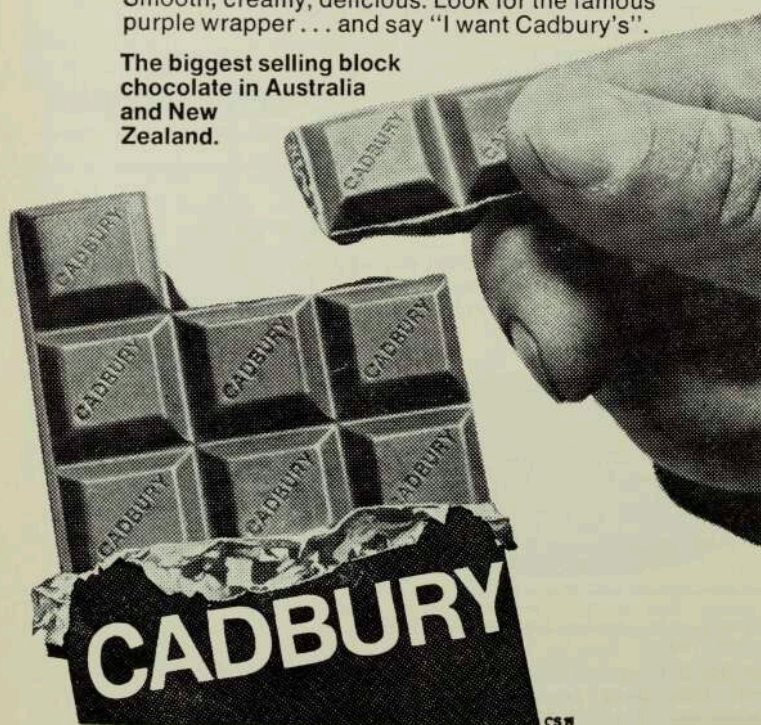
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able through local suppliers. After the trade display, they'll be asking for specific products and that should encourage the suppliers to keep these products in stock and order in greater volume."

Among the most interested observers at the New Zealand Trade Week were members of the Australian Trade Commission, who had to admit that the Australian trade display mounted in Suva last year suffered by comparison in at least one respect.

"In terms of the value of orders actually placed, I doubt whether the New Zealand effort will have exceeded ours," commented one official. "But as a public relations exercise, with significant consumer impact, New Zealand Week showed us a thing or two."

Few achievements for PIPA

Bananas were quite high on the priority list when the Pacific Islands Producers' Association (PIPA) held its conference at Rarotonga in June—important, maybe, because negotiating two price increases for the Islands bananas was about all that PIPA had achieved.

But, the member countries, Fiji, Western Samoa, the Cook Islands, Tonga, GEIC and Niue, decided against killing off PIPA, which was confidently expected by many, and gave it a three-year reprieve, not because of its success with banana prices, but because it has become involved in other aspects of regional trade like marketing, shipping, bulk purchasing and copra. Besides, without PIPA, GEIC and little Niue would be out in the cold.

They're not eligible yet for enjoying the good offices of the South Pacific Bureau of Economic Co-operation, the South Pacific Forum's set-up for its independent members.

Niue wasn't very interested in bananas, although some delegates were fascinated over Fiji Prime Minister Ratu Sir Kamisese Mara's account of how the Coffs Harbour growers wrap their growing fruit in "Cellophane" bags. Niue only exported 72 cases to New Zealand last year—all for Niueans who, in exile, wanted to keep in touch with their homeland through its bananas.

PIPA had had a plan for the bulk purchase of fertilisers. Delegates found it still-born and blamed PIPA's executive secretary, Mr H. P. Elder, who hadn't made a report about feasibility reports. He defended himself. He hadn't made a report because there was nothing to report

about it. Mr Doug Brown, Fiji's Minister of Agriculture, thought a report should have been made, even a negative one.

Western Samoa grumbled because expensive fertilisers had considerably reduced profits, and it wasn't getting the technical advice it needed.

There were other grumbles. A regional shipping line didn't look very promising, copra prices were still falling, but members decided to press on and launch a drive for new markets for such products as desiccated coconut, coconut meal for livestock, coconut fibre and margarine to lessen the cost of butter imports.

It was an important meeting meriting the attendance of the Prime Ministers of Fiji, Tonga and Western Samoa and the Cooks Premier, but not a very successful one. Maybe the next one, in Apia in April next year, will be brighter.

Second nickel factory for NC

Plans to build a second nickel factory in New Caledonia were discussed in Noumea mid-July by General Rene Leveque, President of the Patino Corporation.

After the breakdown in talks last December between Patino and the SLN, Patino's French subsidiary COFREMMI has worked out a new project with the French group Pechiney-Ugine Kuhlmann. Since further European partners were being sought, the Swedish Grangesberg could also enter the project.

The new factory is planned for the north of the island, around Koumac, 250 miles from Noumea, on the west coast. An electrical process is to be used on rich, three per cent. deposits of garnieritic ore. Production will be 36,000 tons of ferro-nickel annually, with output scheduled to begin in mid-1975. A name for the new venture has yet to be decided.

Skimming cream from land sales

With the idea of curbing the land speculators, who have made big money out of Fiji's zooming land values, and keeping for the Fiji people some of the cream coming from such speculation, the Fiji Government has produced some retrospective land sales tax legislation.

"A good thing," said most people when the draft of the bill—the Land Sales Tax Act 1972—was published in June, but there were also some pretty influential doubters, among them the Fiji Law Society. No-one in Fiji quarrels with the government's

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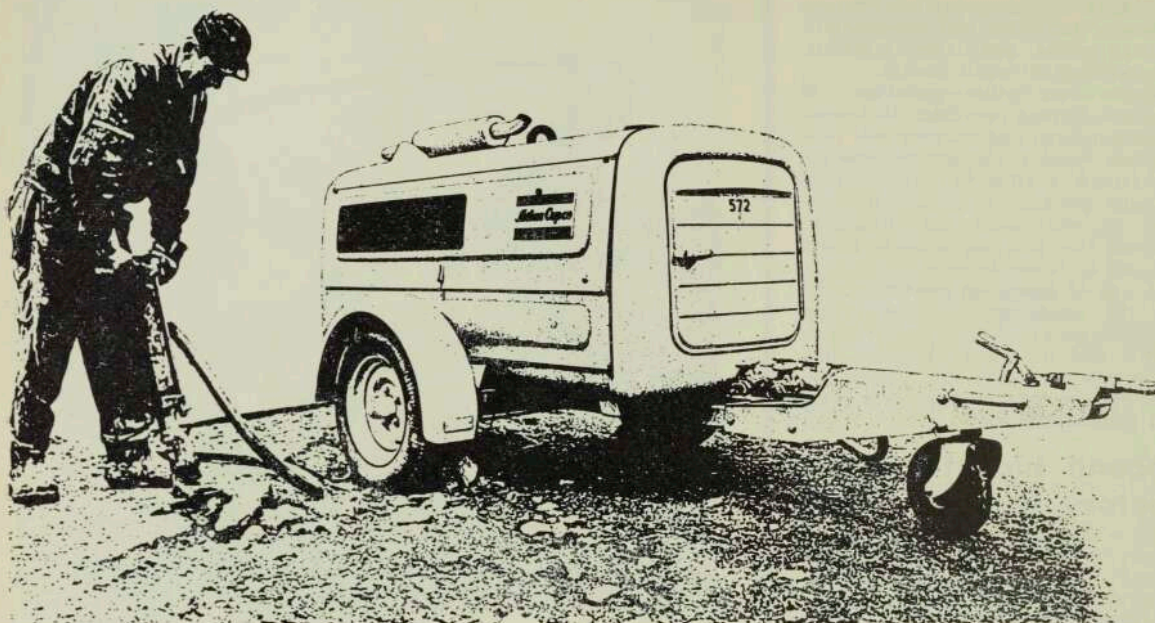
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main idea but there are fears that it might cause an even bigger price spiral which will hit, not only the speculator, but the little man wanting his small plot for a home as sales tax usually lands on the shoulders of the buyer.

In its present form, say the critics, shareholders in land-holding companies might find themselves saddled with a tax burden for income miles removed from any speculating adventures at which the bill is really aimed.

The legislation, which imposes tax ranging from 35 per cent. to 50 per cent. of profits made from the sale of certain categories of land, is directed largely at the speculator. It also imposes controls over transfer of land to non-residents.

Commenting on the objects of the Bill, Attorney-General Mr J. N. Falvey, said land speculation activity in Fiji had pushed up the price of land and was having a serious effect on the economy. A number of people engaged in recent transactions were non-residents of Fiji and the government felt the time was ripe to impose measures of control over such transactions.

"The provisions of the existing Income Tax Ordinance are not wide enough to allow tax to be charged on these transactions, because in many cases the profits arising are capital profits rather than income," Mr Falvey said. The new legislation would enable tax to be charged on these profits.

The government had no objection to proper development taking place but it sought to deter people from letting land lie undeveloped for a considerable time, then selling it at a considerable profit.

The bill provides that profits from land sales (unless such dealings come under the provisions for exemption) will be taxed at the "appropriate rate"—50 per cent. on land owned for not more than 3 years; 45 per cent. on land owned between 3-10 years and 35 per cent. on land owned for 10 years or more. Land which has been in continuous ownership since 1960 and has not been the subject of agricultural development is exempt from sales tax.

BSIP's 'little' men's copra record

Copra produced by Solomons co-operatives, small holdings and village producers reached an all-time record last year of 14,332 tons, 2,933 tons more than that produced on plantations. The total produced by co-ops and village producers made up more than half the Solomons total record tonnage.

Small holdings in the Western District contributed over 6,000 tons, while plantations in the area produced just over 1,000 tons. In the Central District, plantations produced over 9,500 tons, to just over 4,000 tons by small holdings. Production of copra by small holdings has been rising steadily since 1960.

Co-op's good year

The Nano-Lelei Co-operative Society in the GEIC made a profit of \$72,500 in 1971 on a turnover of \$590,000 an increase of \$100,000 on the previous year's sales. Of the total

profit, \$42,000 was put to reserves leaving \$30,000 for distribution.

Prawn search in Solomons

The Honiara-based Coral Seas Fishing Company will conduct a further survey of prawn fishing in Solomon waters.

Last year the company did a survey during October and November and found several varieties of commercial prawns. However, they also found that it was not the right time of the year to catch prawns.

The company's director Mr. Bayard

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Fox said the survey will be carried out a few nights a month, until freezer equipment is installed in the company vessel *Sorengana*. This will free another company vessel, the *Compass Rose* for survey purposes.

If enough prawns are found to make the business profitable, the company will seek overseas markets.

● Polynesian Airlines have raised the air fare Apia/Pago Pago from \$10 to \$11, and the Apia/Nadi fare from \$45.10 to \$50.70. Meanwhile Air New Zealand now has an excursion fare of \$170.70 return between Apia and Auckland for trips of six to 30 days.

Business briefs

● Hotel company representatives from Innkeepers, an Australian group, and Sabra, a group with connections in the Caribbean, were in Santo, New Hebrides, recently in search of hotel sites. According to Mr Joe Mulders, Chamber of Commerce secretary, they were put off by the lack of a sealed airstrip.

● In the first 11 months of the financial year from July, 1971, the PNG Development Bank approved 1,893 loans totalling more than \$6,146,000 to borrowers in all 18

districts. Of these loans, 1,728 were to indigenous borrowers. A large number of loans were approved for cattle projects.

● At the end of 1971 there were nearly 3,000 motor vehicles registered in the New Hebrides. Recent statistics show that over the last 10 years there has been a 300 per cent. increase. In 1961 only 990 were operating on public roads. Last year 764 new vehicles were registered, nearly a third more than the previous year. Most of these are private cars.

● The New Zealand Government fears that when the final bill comes in for the Cook Islands' new airport at Rarotonga it will be double the amount estimated in 1968. First estimate was \$6,120,000. Minister of Transport Mr Gordon thinks that, as far as can be seen at present, the final figure will be between \$10,700,000 and \$11 million.

● Representatives of the Nippon Mining Co. Ltd. of Japan have arrived in Goroka, New Guinea, to start mineral exploration work around Lufa, Kainantu, Watabung and Henganofi. The company has applied for two prospecting authorities covering approximately 558 square miles of the district.

● The World Bank will lend Fiji \$F1,800,000 to finance part of the telecommunications development programme. Repayment is over 20 years at 7½ per cent. The project provides for expansion of local telephone exchanges by about 5,650 lines and expansion of radio telephone services in rural areas. New microwave long-distance installations will link the major centres of population on the two main islands of Viti Levu and Vanua Levu. Completion date for the \$5 million scheme is mid-1976.

● Convinced after a fisheries survey that there's a living to be made by small-boat fishermen in Ponape and Palau, fisheries professor R. Barry Fisher, of Oregon University, has asked the TT Government for \$US156,000 to establish a dory fishing programme. This would include building seven dories, one for each of the five municipalities in Ponape, and one each for Kapingamarangi and Sokehs.

● The New Hebrides Condominium is borrowing \$300,000 from the ANZ Bank and the Bank of Indo-China to build the new post office in Vila. The loan will rate eight per cent. interest over 15 years. The New Hebrides Club will be the temporary post office.

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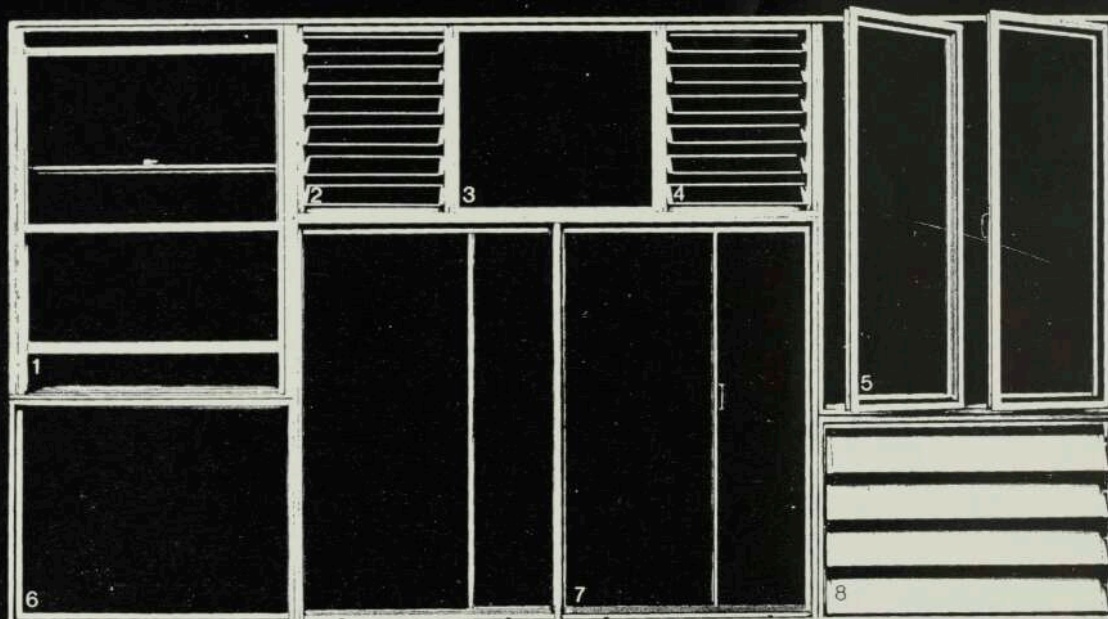
*IATA regulations require us to make a charge of U.S.\$2.50 for the use of headsets.

LB1 1277

PACIFIC ISLANDS MONTHLY—AUGUST, 1972

117

Australia's most advanced window system



Naco Sunsash introduces the integrated window system

We would like to point out that the illustration above is not a typical arrangement of the Naco Sunsash Window System.

It has been assembled merely to prove a point. The point being that every Naco Sunsash Aluminium Window has been designed to form part of a totally integrated window system.

Arrangements are limitless. Awnings, casements, sliders, louvres, fixed lights, double-hungs and sliding doors can be integrated in virtually any combination to form a complete system.

For the architect it allows greater design flexibility. For the builder it minimises installation time. For the home owner it allows the best possible combination of light, ventilation and view.

Illustrated above: 1. Double Hung Window. 2. Louvre Window. 3. Fixed Light. 4. Louvre Window. 5. Casement Windows. 6. Fixed Light. 7. Sliding Window. 8. Metal Blade Louvres.



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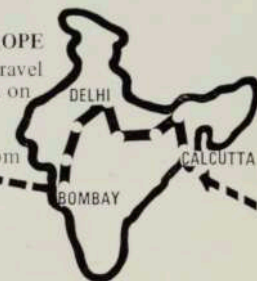
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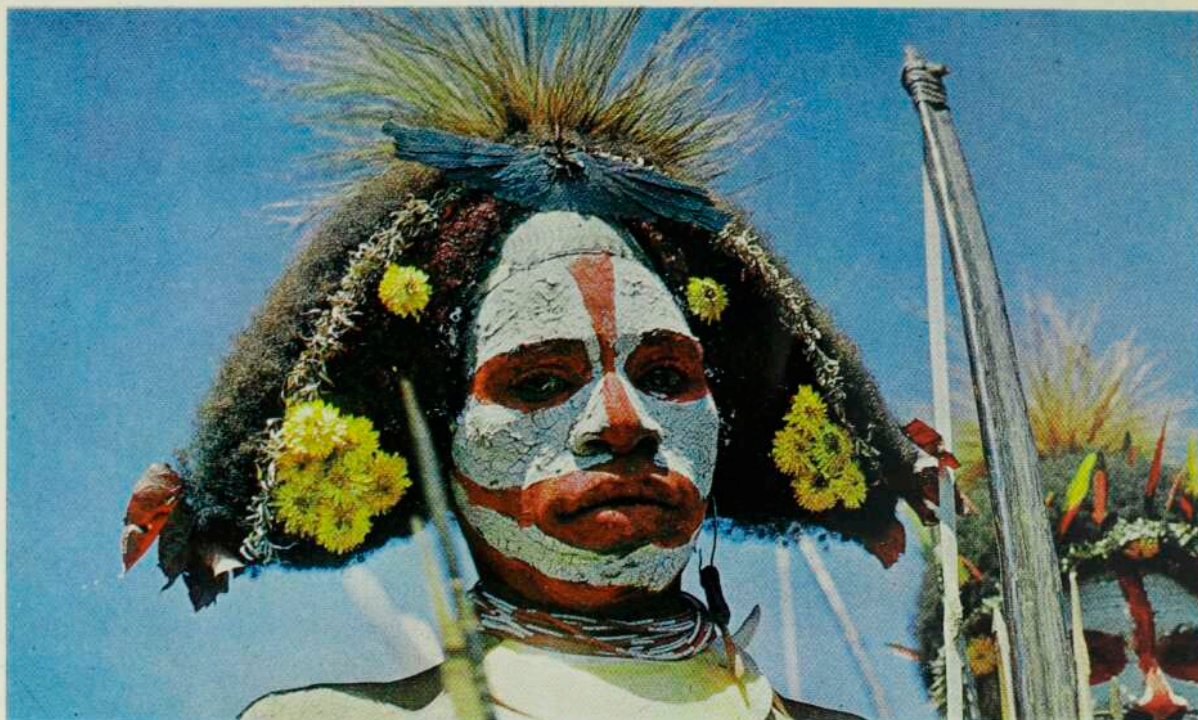


25204

A327,86

PACIFIC ISLANDS MONTHLY—AUGUST, 1972

119



We'd like to take you back through time to the stone age

To Papua New Guinea. To the land of primitive rituals, of living legends. To the Islands inhabited by Stone Age people being thrust in one lifetime into the Space Age.

Rough it in untamed jungles. Sleep in an outpost in the wilderness. Tread where no other feet have ever been. See the traditional tribal dances performed as they were many centuries ago.

Or relax in the air-conditioned comfort of your first-class hotel. Laze by the swimming pool. Fly

with us from town to town. And wander dreamily through spectacular landscapes, amidst a profusion of plant and wild life seen nowhere else on earth.

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Serving the country—yesterday, today & tomorrow



ANSETT AIRLINES OF PAPUA NEW GUINEA

in conjunction with ANSETT AIRLINES OF AUSTRALIA

APO81/PIM

Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Australian dollar (July 21) equals New Zealand, \$1.0020 (buying), \$0.9980 (selling); Fiji, \$0.9711, \$0.9883; Western Samoa, \$0.81, \$0.80; US, \$1.1934, \$1.1886; UK, 48.8 np, 48.5 np; French Pacific, 103.30 FP francs, 101.72 FP francs; Tonga \$1.05.

COPRA

Copra industries are controlled through copra boards in NG, the Solomons, the GEIC, both Samoas, Fiji, Tonga and the US Trust Territory. New Hebrides, the Cooks, French Polynesia and New Caledonia don't have boards and copra is either sold individually by growers to overseas buyers or used locally.

NEW GUINEA:—The board, with planters' reps, directs distribution and sales and pays planters. Shipments are made to UK, European markets and to Australia and Japan, and coconut oil mills on New Britain.

Latest prices, delivered main ports, were: hot-air dried, \$113 per ton; FMS, \$110 per ton; smoke-dried, \$108 per ton.

FIJI:—The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. Prices recently were: 1st grade, \$69.25, 2nd grade, \$59.25, CAS, \$38.75.

WESTERN SAMOA:—The board makes payments to producers through its agents—local firms—and sells the copra on the open market with a portion to Abels Ltd., NZ. Recent prices: 1st quality, \$84.10; 2nd quality, \$70.40.

TONGA:—All copra is sold to the board which sends it to Europe and the open market. Recent prices to growers were T\$60 1st grade, and T\$48 2nd grade, per ton. Per coconut 1.2 c. In force until July 31.

SOLOMON IS.—All production through board at prices based on Philippines rates. Output goes to the UK, Japan, Australia and the rest to the open market. Recent prices were: 1st grade, \$75; 2nd grade, \$71; 3rd grade, \$61 per ton, BSIP ports (Honiara, Yandina and Gizo).

GILBERT AND ELLICE:—2½c per lb (1st grade); 2c per lb (2nd grade).

NEW HEBRIDES:—Copra sold direct by planters to France and Japan. Official market price on July 13 was \$28. Marseilles 67.50 French francs (per 100 kilos) July 14.

EXCHANGE RATES

FIJI.—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda, First National City Bank. Sterling £ on Fiji \$, buying £1 = \$2.085; selling £1 = \$2.11. Aust. \$ on Fiji \$, buying \$A1.0117 = \$F1, selling \$A1.0288 = \$F1.

WESTERN SAMOA.—Through Bank of Western Samoa, controlled from NZ, seller \$A1.2470 to \$WS Tala 1.

NORFOLK IS., PAPUA NEW GUINEA.—Australian currency used; no exchange payable in transactions with Australia.

FRENCH PACIFIC COLONIES.—Pacific francs (CFP) are used in New Caledonia, New Hebrides (jointly with Australian dollars), Wallis and Futuna Is., and Fr. Polynesia. French Bank, Sydney, on July 20, quoted: Selling, Noumea and Papeete, Pac francs to the \$Aust., 107.60 (commercial—export and import transactions), 101.54 (financial)—nearly all other transactions. Paris-London: Buying, 12.2450 francs to the £ (commercial); 11.6200 francs to the £ (financial). Also £ equals 222.6363 (buying), 222.4545 (selling) Pac. francs; 5.50 CFP to 1 metropolitan franc.

Banks should be approached for daily quotes.

COOK IS.—Copra goes to Abels, Ltd., of Auckland, who operates NZ's copra crushing mill. Prices for July to September, packed, shipping weights f.o.b., were fixed at \$NZ100.09 1st grade, hot-air dried, \$NZ97.95 1st grade, sun-dried, and \$NZ96.33 standard grade.

US TRUST TERRITORY: \$US92.50 (grade 1), \$US70 (grade 2), \$US60 (grade 3), delivered district centres; \$90 (grade 1), \$80 (grade 2), \$70 (grade 3), picked up outer islands.

OTHER PRODUCE

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote 45c (4 in. to 10 in.).

Honiara.—Live slugs, over six inches, black—six for 10c, other colours—12 for 10c.

CHILLIES.—Solomons, Honiara, Tabasco, grade one, dried 22c per lb; long red, grade one, dried, 12c per lb.

COCOA.—Islands rates are based on Ghana prices. Ghana price on July 20 (July/September shipment) was spot \$stg277.5 ton, c.i.f.; UK, Continent.

July 20, Quote No. 1: In store Rabaul, export quality, \$475 per ton, delivered ex wharf Sydney, \$545 Quote No. 2: Best quality in store NG ports, \$480 (August/September shipment).

Solomons.—4 cents a lb delivered to a fermentary, 3 cents a lb at buying points.

COFFEE.—PNG: July 24, good quality, A grade, 50c per lb; B grade, 47c; C grade, 45c; Y grade, 45½c (ex-store Sydney).

W. Samoa.—Recently, WSTEC ground and dried beans, 49 sene per lb (wholesale).

CROCODILE SKINS.—Honiara: \$1.89 to \$2.25 per sq. in.

GREEN SNAIL SHELL.—\$350 a ton f.o.b. (nominal).

PAPUAN GUM.—Graded gum \$215 per ton, f.o.b.

PASSIONFRUIT.—Cook Islands, Islands Foods Ltd. pays growers NZ2.5c per lb for good fruit.

PAPAW.—Cook Islands, Island Foods Ltd. pays growers NZ2c per lb for good fruit.

PEANUTS.—PNG: Sydney agents reported recently f.o.b., Lae; Kernels—white Spanish 17.25c lb.

PEARL SHELL.—Torres Strait Pearlshellers' Assn. has no recent quotes. **Solomons.**—Honiara, mother of pearl blacklip 14c-16c lb, goldlip 18c lb. **Cook Islands.**—Penrhyn, 20-25c per lb, del. Rarotonga 33-35c per lb. **French Polynesia.**—Tuamotu, Gambier shells, to \$1,000 per ton, Papeete.

PYRETHRUM.—NG growers 17c lb, flowers.

RICE (Aust.):—PNG: Dried brown, 112 lb bags, \$115 a ton, 40 lb bags, \$125 a ton; vitamin enriched white, 56 lb bags, \$127 a ton; all f.o.w. Sydney/Melbourne. **Pacific Islands:** Calrose med. grain, white, 56 lb bags, \$A128-\$A133 a long ton. Kulu long grain white, 56 lb bags, \$A164-\$A167 a long ton. All prices f.o.w. Sydney/Melbourne.

RUBBER.—PNG prices are based on Singapore rates which on July 7 were: No. 1 RSS (Malayan cents a kilo f.o.b.), July, 91.25-93.00; August, 92.00-93.00; September, 92.75-93.50.

SANDALWOOD.—New Hebrides, landed on the beach, Vila and Santo, no recent quotes.

SHARKS FINS.—Chang Sing Loong Co., Suva, offers 75c per lb for 1st quality, 45c for mixed quality.

TROCHUS.—BSIP 4c (uncleaned), 5c (cleaned) per lb.

TURTLE SHELL.—BSI: 20c to \$1.20 per lb, depending on size and quality.

VANILLA BEANS.—Prices recently were: White and yellow label processed standard packs, \$7.50; green label \$7.40, c.i.f., Sydney. Tonga—\$T4.20, f.o.b., Nukualofa; \$T4.50, Melbourne.

UK, US QUOTES

RUBBER.—London, No. 1 RSS spot (per kilo), July 7, prompt shipment, 15.86 p (c. and f.).

COPRA.—LONDON, June 20, Philippines, in bulk, \$US141 (July reseller) per long ton, c.i.f., UK/North European ports; US Pacific coast, b \$US113, s \$US115.

COCONUT OIL (Ceylon).—LONDON, June 20, \$stg.98 (June/July).

STOCK MARKET

SYDNEY SELLERS

	June 22	July 19
ANG Hold. 1.00	.95	.95
Bali Plantations .50	.37	.38
Burns Philp 1.00	4.80	b4.05
Burns Philp (SS) 2.05	3.90	3.90
Carpenter .50	3.22	3.92
Choiseul Plntn. 1.00	b2.95	b2.90
C.S.R. 1.00	5.96	5.26
Dylup Plntn. .50	.55	.55
Fiji Industries 1.02	b2.27	2.40
Kerema Rubber .50	b.10	.15
Koitaki Rubber .50	b.36	b.35
Lolorua Rubber .50	.30	.30
Makurapu Plntn. .50	.52	b.53
Mariboi Rubber .50	b.08	b.10
PNG Motors .50	b.43	.45
Plantation Hldgs. .50	b.75	.86
Queensland Ins. 1.00	4.80	4.70
Rubberlands .50	b.12	b.12
Sogeri Rubber .50	b.42	b.43
Sth. Pac. Ins. .50	2.00	2.00
Steamships Tdg. .50	.74	.70
Territory Brewery .50	Unquoted	.28

OIL AND MINING SHARES

Bougainville .50	4.00	3.30
Buka Min. .10	.021	.04
C.R.A. .50	8.10	7.06
Cultus Pacific .25	.26	.20
Emperor .10	1.15	1.30
Highland Gold .20	.13	.14
NG Gold Ltd. .35	.72	.72
Oil Search .50	.72	.18
Pacific I. Mines .25	.03	b.02
Placer Dev.*	38.50	38.50
Southland .25	.66	.55

* No par value
Sydney Stock Exchange share price index for ordinaries on June 22 was 637.23. On July 19 it was 582.60

BSI oil palm prospect forges ahead

The 1971 report and accounts of the Commonwealth Development Corporation reveals investment and progress of the CDC's 8,000-acre oil palm project on Guadalcanal, Solomon Islands. CDC formed a Solomons subsidiary to develop the project in 1971, following several years of crop trials.

Total cost of the project is estimated at \$A6.5 million; CDC will provide management and technical services.

CDC investment in the project stood at \$385,261 at December 31, 1971. Shareholdings in the project were to follow from the BSIP Government and previous landowners of the area.

Fiji Development Co. Ltd, a wholly-owned subsidiary, made a profit of \$F40,320 in 1971, and paid a five per cent. dividend. Home Finance Co. Ltd, owned by FDC and the Fiji Government, made \$F38,525 profit in 1971, and paid a six per cent. dividend. Fiji Development Co. has a \$F130,000 shareholding and a £78,501 loan in The Pacific Lumber Co. Ltd. Other shareholders are The Fletcher Timber Co., and the Native Land Trust Board. Pacific Lumber made a \$F97,684 profit in 1971, and paid a 10 per cent. dividend.

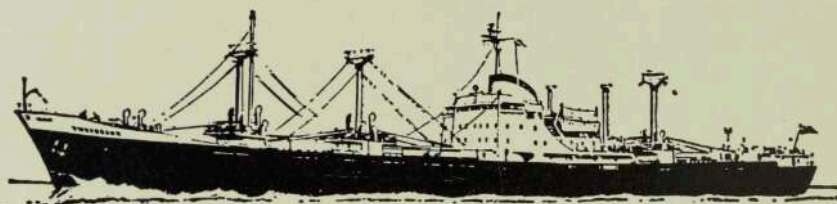
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SOLOMON ISLANDS, FIJI, TONGA, SAMOA AND TARAWA to U.K.,
CONTINENT**



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Sydney—Refrigerated Express Lines (A'asia) Pty Ltd, 37 Pitt
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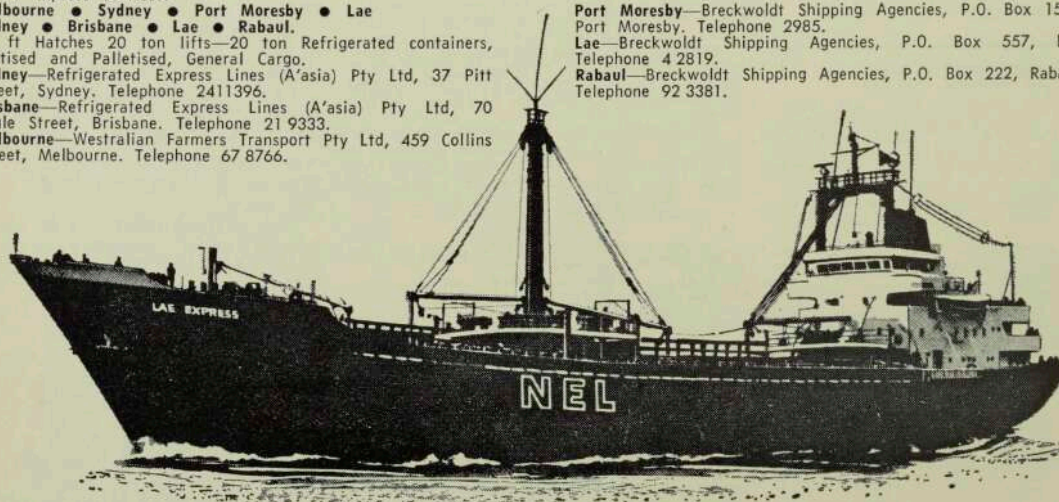
Brisbane—Refrigerated Express Lines (A'asia) Pty Ltd, 70
Eagle Street, Brisbane. Telephone 21 9333.

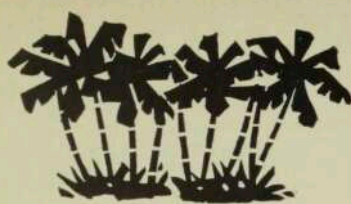
Melbourne—Westralian Farmers Transport Pty Ltd, 459 Collins
Street, Melbourne. Telephone 67 8766.

Port Moresby—Breckwoldt Shipping Agencies, P.O. Box 1549,
Port Moresby. Telephone 2985.

Lae—Breckwoldt Shipping Agencies, P.O. Box 557, Lae.
Telephone 4 2819.

Rabaul—Breckwoldt Shipping Agencies, P.O. Box 222, Rabaul.
Telephone 92 3381.





Shipping & Airways Information

SHIPPING

AUST. - WEST IRIAN

Karlander New Guinea Line with Slembe operates cargo service every nine weeks from Sydney to Djayapura.

Details: Karlander Aust. Pty. Ltd., 19-31 Pitt Street, Sydney (27-6301).

SYDNEY - NZ - FIJI/TAHITI - UK

Chandris Lines, with Australis, Britanis and Ellinis, maintains a twice-monthly passenger service from Sydney via NZ, Suva (Australis), via NZ, Tahiti (Britanis and Ellinis). Britanis makes special voyage from Sydney 9/10/72 via Wellington, Punta Arenas, Montevideo, Rio de Janeiro, Tenerife, Lisbon, to Southampton.

Details from Chandris Lines, 135 King Street, Sydney (28-2451).

Sitmar Line, with one liner, the Fairstar, operates a 10-weekly passenger service from Sydney, Melbourne or Brisbane to Southampton, UK, via NZ, Papeete, Panama and Lisbon and alternatively via South Africa.

Details from Sea Travel Centres, 22 Bridge Street, Sydney (27-4521).

SYDNEY - LORD HOWE IS. - NORFOLK IS. - NEW CALEDONIA - NEW HEBRIDES

Karlander operates 19-day service from Sydney to Lord Howe, Norfolk, New Caledonia and New Hebrides.

Details from Karlander Aust. Ltd., 19-31 Pitt Street, Sydney (27-6301).

Charqueurs Caledoniens, with the Port de France operates two-weekly passenger/cargo service Sydney-Noumea.

Details: Hetherington Kingsbury Pty. Ltd., 4 Bridge Street, Sydney (27-1671).

SYDNEY - GEIC - HONOLULU

Columbus Lines operates monthly passenger-cargo sailings from West Coast, US to Australasia, returning via Tarawa, GEIC and Honolulu to Nth. America.

Details from Columbus Overseas Services Pty. Ltd., 333 George Street, Sydney (29-2101).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES

Polynesie maintains three-weekly passenger sailings—Sydney, Noumea, Vila and Santo.

Details from France Australia, 261 George Street, Sydney (27-2654).

SYDNEY - NZ - FIJI HAWAII - CANADA - US

P and O Liners call regularly at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and the US; occasional calls at Pago Pago and Tonga.

Details from P & O Lines of Aust. Pty. Ltd., 55 Hunter Street, Sydney (2-0317).

SYDNEY - NZ - FIJI - COOKS - TAHITI

Shaw Savill's Northern Star and Ocean Monarch make round-the-world voyages each year, and also cruise in Pacific. They sail from Southampton to Australia via S. Africa returning via Panama. Ports of call: Sydney, Wellington, Auckland, Fiji, Rarotonga, Papeete, Acapulco, Panama.

Details: Sea Travel Centres, 8a Castlereagh St., Sydney (28-1481).

AUSTRALIA - FIJI - US - NZ

Karlander (Aust.) Pty. Ltd. operates three-weekly cargo services from Melbourne and Sydney for Suva, Lautoka, Los Angeles, San Francisco and Auckland with sideport door ships, Woolgar, Slevik and Wyvern.

Details from Karlander (Aust.) Ltd., 19-31 Pitt Street, Sydney (27-6301); F. H. Stephens Pty. Ltd., 554 Flinders Street, Melbourne (62-3333); Burns Philp (SS) Co. Ltd., Suva and Lautoka.

AUSTRALIA - NEW CALEDONIA - FIJI - TAHITI

Messageries Maritimes Line with Gange operates a six-weekly cargo service from Melbourne and Sydney to Noumea, Lautoka, Suva and Papeete.

Inquiries from France-Australia, 261 George Street, Sydney (27-2654).

AUSTRALIA - PNG

Nauru Pacific Line operates regular monthly cargo liner service from Melbourne and Sydney to Port Moresby, Lae and Rabaul.

Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); Intercocean Australia Services, 261 George Street, Sydney (2-0573).

AUSTRALIA - SOUTH PACIFIC AND CORAL SEA SERVICES

Nauru Pacific Line operates cargo/passenger service to Fiji, New Hebrides and South Pacific ports.

Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); Intercocean Australia Services, 261 George Street, Sydney (2-0573).

AUSTRALIA - PNG - BSIP

Conpac Pacific Express (Burns Philp and AWP Line) operates three-weekly passenger-cargo service from Sydney and Brisbane to Lae with Tenos, and from Melbourne and Sydney to Port Moresby with Nimos.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

New Guinea Australia Line's vessel Coral Chief operates every 17-18 days from Sydney to Brisbane, Port Moresby and Samarai (alt. voyages); Island Chief operates every 20/22 days from Sydney and Brisbane, to Lae and Rabaul, calling Kavieng alt. voyages; Papuan Chief operates every 21 days from Sydney and Brisbane to Honiara, Kieta and Gizo; New Guinea Chief operates every 21 days from Sydney and Brisbane to Rabaul and Madang. All are cargo services.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

New Guinea Express Line with two ships operates three-weekly (Moresby Express), Melbourne, Sydney, Port Moresby, Lae; (Lae Express), Sydney, Brisbane, Lae, Rabaul.

Details from New Guinea Express Line, 37 Pitt St., Sydney (241-1396) and 72 Eagle St., Brisbane (21-9333), Westralian Farmers Transport Pty. Ltd., 459 Collins St., Melbourne (35-4366), Breckwoldt's Shipping Agencies (PNG).

Karlander New Guinea Line's five cargo vessels call at Melbourne, Sydney, Brisbane, Port Moresby, Samarai, Rabaul, Lae, Madang, Wewak, Kieta, Honiara, Gizo, Manus. One carries passengers.

Details from Karlander Aust. Ltd., 19-31 Pitt Street, Sydney (27-6301).

AUSTRALIA - GUAM - PHILIPPINES VIA NEW GUINEA PORTS

Nauru Pacific Line operates regular monthly cargo/passenger service from Melbourne and Sydney to Guam and the Philippines via New Guinea ports and returning via inducement ports. Rapid delivery to San Francisco via Guam trans-shipment is available.

Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); Intercocean Australia Services, 261 George Street, Sydney (2-0573); Carpenter Shipping Agencies, New Guinea ports.

AUSTRALIA - GUAM

Karlander New Guinea Line operates a five-weekly cargo service from Sydney, via Brisbane, to Guam.

Details: Karlander Aust. Ltd., 19-31 Pitt Street, Sydney (27-6301).

AUSTRALIA - NAURU - MARSHALL ISLANDS - GEIC - KIETA

Nauru Pacific Line operates regular monthly cargo/passenger liner service from Melbourne and Sydney to Nauru, Majuro, Tarawa and Kieta.

Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); Intercocean Australia Services, 261 George Street, Sydney (2-0573).

AUSTRALIA - PNG - FAR EAST

Austasia Line, with Malaysia, runs eight weekly cargo/passenger service from Australia to PNG and Malaysia.

Details: Macquarie Travel, 183 Macquarie Street, Sydney (221-3799).

E. and A. Line passenger ships, Cathay and Chitral, make monthly round voyages from Melbourne, Sydney and Brisbane calling at Port Moresby, Manila, Hong Kong, Keelung, Kobe, Nagoya, Yokohama and Rabaul.

Details from P. and O. Lines of Aust. Pty. Ltd., 55 Hunter Street, Sydney (2-0317).

FAR EAST - FIJI - NEW ZEALAND

China Navigation operates a three-weekly cargo service from Hong Kong to Lautoka, Suva, NZ ports, Manila, Kaoshiung, Keelung, Hong Kong.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

Royal Intercocean lines operates monthly passenger/cargo service with three ships from NZ to Djakarta (alt. months), Bangkok, Pt. Swettenham, Singapore to Suva, Lautoka and NZ.

Details from Intercocean Australia Services, 261 George Street, Sydney (2-0573); Burns Philp (SS) Co. Ltd., Suva and Lautoka.

FAR EAST - PNG - BSI

China Navigation operates regular cargo service from Hong Kong to Wewak, Madang, Lae, Rabaul, Kieta, Honiara, Port Moresby.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

EUROPE - TAHITI - W. SAMOA

FIJI - N. CALEDONIA - NZ

Nedlloyd Lines operates from Europe three-weekly cargo service via Panama to Tahiti, Apia, Fiji and New Caledonia; every alternate month from the Continent to Tahiti, New Caledonia and NZ.

Details from Intercocean Australia Services, 261 George Street, Sydney (2-0573).

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 (29-2101).

EUROPE - TAHITI - NEW CALEDONIA

Messageries Maritimes operates five cargo services a month from north and Mediterranean European ports to Papeete and Noumea, one returning direct from Papeete, two returning direct from Noumea, one returning via Japan (after Noumea) and one returning via NZ (after Noumea).

Details from Messageries Maritimes, 332 Pitt Street, Sydney (61-6664).

JAPAN - GUAM - 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.

NEW ZEALAND - COOK IS.

Lorena, on charter to CI Shipping Co. Ltd., operates three-weekly freight service from

Auckland to Rarotonga and calls at Aitutaki alt. voyages. Also calls at Lyttelton.

Details: Silk and Boyd, Box 131, Rarotonga, or CIS Co., Box 448, Auckland.

Jeanne Philippe, on charter to Gammon-Milne, calls monthly at Whangarei and other NZ ports en route to Rarotonga.

NZ - FIJI - TONGA - SAMOAS - NUIE IS. - TAHITI

Union Steam Ship Co. of NZ Ltd. operates three vessels from Auckland, Tofua (passenger-cargo), calls at Lautoka, Suva, Pago Pago, Apia, Vavau, Nukualofa, Suva, Auckland, every four weeks. Luhesand (cargo only) calls at Papeete, Apia, Nukualofa, Auckland every four weeks. Waimea leaves Tauranga and/or Auckland at approximately six-weekly intervals for Lautoka, Suva, Niue Is., Apia and Nukualofa. Other vessels are employed when required.

Details from any office of Union Steam Ship Co., Fiji, Tonga, Samoa, Auckland.

NZ - NORFOLK - N. CALEDONIA - AUST.

USS Co's vessel, Holmburn, operates 26-day passenger-cargo service Auckland (Onehunga), Norfolk Is., Noumea, Brisbane, Lyttelton, Auckland.

Details from Union Steam Ship Co. of NZ Ltd., PO Box 12, Auckland.

NZ - N. CALEDONIA - N. HEBRIDES - FIJI - WALLIS IS. - NG - BSIP

Sofrana, with four ships, operates cargo service from Auckland and Tauranga (NZ) to Noumea, Vila, Santo, Suva, Lautoka, Futuna, Wallis, New Guinea and BSIP ports.

Details from Sofrana, 42 Customs Street, Auckland (37-2228, 36-4521), P.O. Box 3614.

SYDNEY - NOUMEA

Capitaine Scott operates fortnightly.

SYDNEY - NOUMEA - NEW HEBRIDES

Capitaine Wallis operates every three weeks. Details from Sofrana, 363 George Street, Sydney (29-2385).

NZ - FIJI - US

Crusader cargo ships call at Levuka and Honolulu on NZ-US west coast trips.

Details from Blue Star Port Lines (Management) Ltd., P.O. Box 192, Wellington (7-0179).

NZ - TAHITI

USS Co. operates a 28-day service from NZ to Papeete.

Details from Union Steam Ship Co. of NZ Ltd., PO Box 12, Auckland.

TONGA - SAMOA - FIJI - AUSTRALIA

Pacific Navigation Company Ltd. operates monthly cargo service between Nukualofa, Apia, Pago Pago, Suva and Lautoka with Tauloto, to Sydney.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service, cargo only, is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka.

Details from Burns Philp (SS) Co. Ltd., Suva.

UK - PNG - BSIP - GEIC - N. HEBRIDES - N. CALEDONIA

Bank Line operates a monthly direct cargo service from Europe, via South Africa, to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, Vila, Santo, Kietia, Djayapura and Yandina. Each alternate month vessels sail via Panama and call direct at Noumea before Pt. Moresby.

Details from Bank Line (A'asia) Pty. Ltd., 269 George St., Sydney (27-2041).

US/JAPAN - MICRONESIA

Transpacific Lines Inc., with several inter-island passenger/cargo ships, operates regular services out of the US west coast and Japan, via Honolulu and Guam to all major Micronesian ports, including Saipan, Yap, Koror, Ponape, Truk, Kusaie, Kwajalein and Majuro.

Details from Transpac, PO Box 468, Saipan, Mariana Islands.

US - HAWAII/SAMOA - AUSTRALIA

Pacific Far East Line operates monthly service from Pacific coast ports with the Samoa Bear, Korea Bear, and America Bear to Sydney, Brisbane, Melbourne, Burnie, Auckland, Pago

Pago, Honolulu, Los Angeles, San Francisco, Vancouver and Pacific northwest ports. All carry passengers.

Details from PFEL, 50 Young Street, Sydney (27-4272).

US - FIJI/TAHITI - AUSTRALIA

Bank Line Ltd. operates regular cargo services from US Gulf ports to Australia and NZ. Calls at Suva, Lautoka and Papeete on demand.

Details from Bank Line (A'asia) Pty. Ltd., 269 George Street, Sydney (27-2041).

Pacific Far East Line cruise ships, Mariposa and Monterey operate regularly from San Francisco, Los Angeles, Moorea, Papeete, Rarotonga, Auckland, Sydney, and return via Suva, Niuafoou, Pago Pago and Honolulu to San Francisco.

Details from PFEL 50 Young Street, Sydney (27-4272).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport's Thorsisle and Thor 1 operate three-weekly cargo services from North American west coast ports to Papeete, Pago Pago, Apia, Suva, Lautoka, Noumea and occasionally Santo, Vila.

Details from Trans-Austral Shipping Pty. Ltd., 19 Pitt Street, Sydney (27-2441).

COOK IS. - TAHITI

Silk and Boyd Ltd. operates service from Rarotonga to Tahiti with Akatere, and Manutai, for general cargo and passengers.

Details: Silk and Boyd, Rarotonga, Ets Donald, Papeete.

AIRWAYS

TRANS-PACIFIC SERVICES

SYDNEY - FIJI - TAHITI - MEXICO

Qantas, with 707s, operates twice weekly out of Sydney on Tues. and Fri. and return out of Mexico City on Tues. and Sat. Stops at Acapulco.

SYDNEY - FIJI - HAWAII - CANADA

CP Air, with DC8, operates weekly services out of Sydney on Tues. and Vancouver on Thurs.

SYDNEY - NZ - HAWAII - US

Air-NZ with DC8s, operates from Sydney to Los Angeles, via Auckland and Honolulu on Mon., Fri., and Sat. and returns Mon., Wed., and Sat.

SYDNEY - NZ - TAHITI - US

Air-NZ, with DC8s, operates from Sydney to Los Angeles, via Auckland and Papeete on Sun. and returns Fri.

SYDNEY - FIJI - HAWAII - US

Qantas operates daily between Sydney and San Francisco via Fiji and Honolulu on Mon., Wed., Fri and Sat. with 747Bs and on Tues., Thurs. and Sun. with 707s. Additional services to Fiji from Australia on Fri., Sat. and Sun.

BOAC, with VC10s, operates from Melbourne and Sydney to Los Angeles daily except Mon. and Wed., and Los Angeles to Sydney and Melbourne daily except Mon. and Sat.

SYDNEY - FIJI - HAWAII

American Airlines, with 707s, operates three daylight flights from Sydney to Nadi and Honolulu (Sat., Sun., Mon.), returning from Honolulu to Nadi and Sydney Thurs., Fri. and Sat.

SYDNEY or NOUMEA - US (via FIJI, NZ or TAHITI)

UTA, with DC8s, operates out of Sydney on Tues. and Fri. and Noumea, on Mon., Wed., Thurs. and Sun., NZ on Wed. and Fri.

SYDNEY - US (via N. CAL., FIJI, or HAWAII)

PanAm, with 747s, arrives Sydney from Los Angeles, via Honolulu and Nadi, on Sun., Tues. and Thurs. and leaves on return flight the same days.

PanAm, with 707s, operates four days a week return trans-Pacific service out of Sydney and Los Angeles; Mon., Wed. and Fri. flights to Australia go to Melbourne and return to

Sydney the same day. Mon. Sydney-LA flight is via Noumea and Honolulu. Jets connect with services to London, Europe and Far East. Jets fly Sydney-Hawaii non-stop both ways Wed., Fri. and Sat.

MELBOURNE - FIJI/BRISBANE - FIJI

Qantas operates 707s direct from Melbourne to Fiji on Fri and Sat. and direct from Brisbane on Sat.

MELBOURNE - FIJI - US

Qantas operates Melbourne/San Francisco via Fiji and Honolulu on Fri. with a 747B and on Tues. and Thurs. with 707s.

MELBOURNE - FIJI - HAWAII

American Airlines, with 707s, operates daylight flights from Melbourne Tues. and Thurs., leaving Honolulu on return Tues. and Sun.

MELBOURNE - NZ - HAWAII - US

Air-NZ, with DC8s, leaves Melbourne for Los Angeles via Auckland and Honolulu, on Sat. and returns Wed.

MELBOURNE - NZ - TAHITI - US

Air-NZ, with DC8s, operates from Melbourne to Los Angeles via Auckland and Papeete on Wed., returning on Sun.

NZ - AM. SAMOA - TAHITI or HAWAII - US

PanAm, with 707s, operates out of Auckland, via Tahiti, on Mon. and Wed., and via American Samoa and Honolulu on Thurs. and Sat. Los Angeles and San Francisco.

AUCKLAND - FIJI - HAWAII

American Airlines, with 707s, operates out of Auckland to Honolulu, via Nadi on Wed. and Fri. and from Honolulu to Auckland, via Nadi on Mon. and Wed.

NZ - FIJI - HAWAII - US

Air-NZ, with DC8s, leaves Auckland for Los Angeles, via Fiji and Hawaii on Thurs. and returns same day.

FIJI - AM. SAMOA - HAWAII

American Airlines, with 707s, operates out of Honolulu to Nadi daily (Mon. and Wed. flights via Pago Pago), and from Nadi to Honolulu daily (Wed. and Fri. flights via Pago Pago).

CANADA - FIJI

CP Air with DC8s, operates from Vancouver to Nadi on Mon., returning Wed.

AUSTRALIA-FAR EAST

SYDNEY - PNG - FAR EAST

Qantas, with 707s, operates out of Sydney to Port Moresby, Manila and Hong Kong on Sundays; returns from Hong Kong to Sydney via Port Moresby on Sundays. A service from Hong Kong to Port Moresby via Manila operates on Wednesdays, and from Port Moresby to Hong Kong direct on Fridays.

AUSTRALIA-NEW ZEALAND

Qantas, Air-NZ, BOAC and UTA operate regular trans-Tasman services. Qantas and Air-NZ link major NZ cities with Australian east coast cities.

AUSTRALIA-PACIFIC ISLANDS

(For other schedules touching these islands see also trans-Pacific services.)

MELBOURNE - NOUMEA - NAURU - TARAWA AND MAJURO

Air Nauru operates a twice-weekly service, Melbourne-Brisbane-Noumea-Honiara-Nauru and return, using a Fokker 28 jet. Extra services are operated twice weekly to Majuro and weekly to Tarawa and return.

Details: Nauruan Government Office, 227 Collins St., Melbourne.

SYDNEY - FIJI

Air-India, with 707s, operates weekly services to Nadi on Tues., returning to Sydney on Wed.

SYDNEY - LORD HOWE IS.

Airlines of NSW, with flying-boats, operates four times weekly, return services from Rose Bay, Sydney, to Lord Howe. Extras on holidays.

SYDNEY - NEW CALEDONIA

Qantas and UTA operate Sydney to Noumea Mon., Tues., Wed., Fri.; and Noumea to Sydney on Mon., Wed., Fri., Sat.

AUST. - NEW ZEALAND - FIJI

BOAC, with VC10s, operates Mon. from Sydney to Auckland and Fiji; on Sat. from Melbourne to Auckland and Fiji.

SYDNEY - NORFOLK IS.

Qantas, with DC4s, operates three times weekly. More in holiday periods.

AUSTRALIA - PNG

TAA and Ansett, with 727s or DC9s, operate 14 times a week from Brisbane, Sydney or Melbourne to Pt. Moresby.

TAA Fokkers operate Townsville, via Cairns, for Port Moresby on Mon., returning same day by same route. Tues. and Thurs., Townsville via Cairns to Port Moresby, and Port Moresby to Brisbane, via Cairns, Townsville, Mackay and Rockhampton on Thurs. TAA operates a DC9 'T' Jet service on Mons. from Brisbane to Port Moresby, leaving Port Moresby at 1345 hrs. Tues. for Honiara, continuing through to Sydney via Cairns, Townsville, Mackay and Brisbane, arriving in Sydney at 2130 hrs. Tues.

Ansett, with Fokkers, operates Wed. service Cairns-Port Moresby-Cairns-Townsville, and a Thursday service Port Moresby-Cairns.

NEW ZEALAND-PACIFIC IS.

(See also trans-Pacific services.)

NZ - AM. SAMOA

PanAm, with 707s, operates from Auckland to Pago Pago on Thurs. and Sat., and returns on Wed. and Fri.

NZ - FIJI

Air-NZ, with DC8s, operates daily return services from Auckland to Nadi.

NZ - FIJI - AM. SAMOA

Air-NZ, with DC8s, operates services out of Auckland on Tues. and Sat. and from Pago Pago on Tues. and Fri.

NZ - TAHITI

UTA, with DC8s, operates weekly from Auckland on Wed. and Fri. and returns Mon. and Thurs. Air-NZ, with DC8s, operates weekly from Auckland on Sun., returning Sat.

NZ - NEW CALEDONIA

UTA with DC8s operates weekly from Noumea on Wed. and return Fri. Air-NZ, with DC8s, leaves Auckland Sundays for Noumea and returns same day.

NZ - NORFOLK IS.

Air-NZ, with chartered Qantas DC4s, operates once weekly, leaving Norfolk Is. on Sat. and Auckland on Sun.

NZ - FIJI - HAWAII

Air-NZ with DC8s, operates out of Auckland to Fiji and Honolulu on Thurs., and out of Honolulu to Fiji and Auckland on Thurs.

NEW ZEALAND - NEW CALEDONIA

Air-NZ, with DC8s, operates from Auckland Noumea on Sundays and returns the same day.

INTER - TERRITORY SERVICES

TAHITI - EASTER IS. - CHILE

LAN-Chile, with 707s, operates weekly, leaving Santiago Thurs., arriving Papeete Thurs. evening, dep. Fri. evening, arr. Santiago Sat. Stopover Easter Is. each way.

FIJI - GEIC

Air Pacific, with 748s, operates from Suva to Tarawa via Nadi and Funafuti on Saturdays and alternate Tuesdays and returns to Suva via Funafuti and Nadi on Sundays and alternate Wednesdays.

GEIC - NAURU

Air Pacific and Air Nauru each operate fortnightly between Nauru and Tarawa (weekly service).

NAURU - MARSHALL IS.

Air Nauru makes a twice-weekly flight Nauru-Majuro and return.

FIJI - WESTERN SAMOA

Air Pacific, with BAC 1-11s, operates one service a week from Suva to Apia, returning the same day. This flight crosses the International dateline.

Polynesian Airlines, with 748, operates one service a week from Nadi to Apia, leaving Nadi on Fri. Return service from Apia to Nadi, leaves Apia on Thurs.

PAPUA NEW GUINEA - SINGAPORE

Qantas, using 707s, operates from Port Moresby to Singapore via Darwin on Thursdays; and returns from Singapore to Port Moresby via Darwin on Thursdays.

WESTERN SAMOA - TONGA

Polynesian Airlines, with 748s, operates three

services weekly from Apia to Tonga on Mon., Wed., Fri. Return service from Tonga on Tues., Thurs. and Sat.

FIJI - N. HEBRIDES - BSIP - P. MORESBY

Air Pacific, with BAC 1-11s, operates from Suva on Sun., Wed. and Fri., via Nadi to Vila. BAC 1-11s operate from Suva to Honiara via Nadi and Vila on Wed. and Sun., the Sunday service extending to Port Moresby. Planes leave Honiara on Mon. and Wed. for Suva and return from Port Moresby on Mon. only.

FIJI - TONGA

Air Pacific with 748s operates from Suva to Nukualofa five times a week.

FIJI - WALLIS/FUTUNA

Fiji Air Services operates weekly services to Wallis and Futuna Is.

Details: Fiji Air Services. P.O. Box 1259, Suva (22-666).

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FIJI W. R. Carpenter & Co. (Fiji) Ltd. P. O. Box 299, Suva Telephone: 23801 Cables: Camohe	SAMOA Kneubuhl Maritime Services Corp. Pago Pago, American Samoa Telephone: 32617 Cables: Kneubuhlinc	TAHITI Maison Morgan-Vernex Boite Postale 449, Papeete Telephone: 309 Cables: Morex	INTEROCEAN NEW ZEALAND P. O. Box 3637 Wellington Telephone: 71-233
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FIJI - AM. SAMOA - COOK IS.

Air Pacific (chartered by Air-NZ) with HS748s, operates a weekly service from Nadi to Rarotonga, via Pago Pago (technical stop), returning via Aitutaki and Pago Pago. Service leave Nadi on Thurs. and returns on Fri. This flight crosses the International dateline.

HAWAII - AM. SAMOA

PanAm, with 707s, operates from Honolulu to Pago Pago on Wed., Thurs., Fri. and Sat.

HAWAII - AM. SAMOA - TAHITI

PanAm, with 707s, operates to Tahiti, via Pago Pago on Thurs. and Sat. and to Tahiti on Tues. and Sat.

HAWAII - MICRONESIA - OKINAWA

Continental-Air Micronesia with 727s operates from Honolulu, Wed. and Sun. via Midway (fuel stop only), Kwajalein, Majuro, Ponape, Truk, Guam and Saipan; Tues. to Okinawa from Guam and Saipan. Return to Honolulu Wed. and Sat.

NEW CALEDONIA - NEW HEBRIDES

UTA, with Caravelles, operates five return

services a week, out of Noumea on Mon., Wed., Thurs., Fri. and Sat. to Vila. Returning Mon., Wed., Fri. (2 flights) and Sat.

NEW CAL. - WALLIS IS. - NEW CAL.

UTA, with Caravelles, operates a twice-monthly service, leaving Noumea on the second and third Tues. of the month.

NEW GUINEA - WEST IRIAN

TAA operates DC3s Madang to Djayapura and return alt. Tues.

PNG - SOLOMONS

TAA operates DC9 and DC3 aircraft three times weekly. Tuesday aircraft leaves Port Moresby for Honiara returning same day for Port Moresby and continues to Cairns, Townsville, Mackay, Brisbane and Sydney. Tuesday and Saturday aircraft leave Rabaul for Honiara via Buka, Kieta and Yandina, returning Wednesday and Saturday.

F27 Fokker Friendship also leaves Port Moresby direct to Kieta on Mon., Wed., Fri. and Sat. returning Mon. Kieta to Port Moresby. Tues. Kieta, Buka, Rabaul, Port Moresby. Wed. Kieta, Port Moresby. Thurs. Kieta, Buka, Rabaul,

Port Moresby. Fri. Kieta, Port Moresby. Sat. Kieta, Buka, Rabaul, Port Moresby. Sun. Kieta, Rabaul, Port Moresby.

TAHITI - US

UTA, with DC8s, operates on Sun., Tues., Wed., Thurs., Fri., Sat. (non-stop from Papeete to Los Angeles), and returns the same day.

PanAm with 707s, operates to San Francisco, via Los Angeles on Mon., Tues. and Fri.; to San Francisco, via Honolulu on Tues. and Sat.; and to San Francisco, via Pago Pago and Honolulu, on Sun. and Thurs.; from San Francisco via Honolulu and Pago Pago, to Tahiti on Sat., and from San Francisco, via Los Angeles, to Tahiti on Mon., Wed. and Sat.

W. SAMOA - AM. SAMOA

Polynesian Airlines, with HS748 and DC3, operates between Apia and Pago Pago (six services, Fri.; three Mon., Tues., Wed., Thurs., Sat., Sun.).

TONGA - NIUE - W. SAMOA

Polynesian Airlines, with 748s, operates weekly service from Tonga to Niue, leaving Tues., arriving Niue Mon., leave Niue Mon., arrive Apia same day.

TAHITI - COOK IS.

Air Tahiti with Piper Aztec, operates charter service from Papeete to Rarotonga.

Details from Air Polynesie, P.O. Box 314, Quai Bir Hakeim, Papeete, and UTA offices.

INTERNAL SERVICES

FIJI

Air Pacific, with HS748s, BAC 1-11s and Herons operates regular services to Labasa, Matei, Nadi, Nausori and Savusavu.

Fiji Air Services, with Beech Baron and Norman Islander aircraft, operates to Ovalau Is., Korolevu, Natadola, Deuba and Castaway Island resort.

Details: Fiji Air Services, P.O. Box 1259, Suva (telephone 22-666).

FRENCH POLYNESIA

Air Polynesie, with Fokker F27 Friendship, DC4s, Twin Otters and Islanders, operates to Bora Bora, Huahine, Moorea, Rangiroa, Raiatea, Manihi, Marquesas, Maupiti and Tubuai, Austral Islands.

Details from Air Polynesie, P.O. Box 314, Quai Bir Hakeim, Papeete, and UTA offices.

Air Tahiti, with light aircraft operates shuttle service from Papeete to Moorea and charter service to Raiatea, Bora Bora, Huahine, Rangiroa and Manihi.

GILBERT AND ELLICE ISLANDS

Air Pacific, with Herons, operates regular services between Tarawa, Butaritari, North Tabiteuea and Abemama.

GUAM - US TRUST TERRITORY

Continental-Air Micronesia with 727s and DC6s operates regular service connecting Honolulu, Okinawa and Guam with Saipan, Rota, Yap, Palau, Truk, Ponape, Kwajalein and Majuro.

Details from Air Micronesia, Saipan. Air Pacific Inc. (not connected with the Fiji-based Air Pacific) with Piper Navajos and a deHavilland Heron, operates regular services linking Guam, Saipan, Tinian, and Rota, and charter services are available to other Trust Territory islands.

Details, Air Pacific Inc., c/- Microl Corp., (P.O. Box 267, Saipan, Mariana Islands 96950 (telephone 6462).

Lagoon Aviation Inc. with Grumman Widgsons, operates charter services for the Marshalls district, based on Majuro.

PAPUA NEW GUINEA

TAA operates scheduled services throughout the territory, and has Fokker, DC3 and Twin Otter aircraft available for charter.

Ansett operates throughout the territory. Aerial Tours operates in Central, Western, Gulf and Sepik districts.

Territory Airlines, a third level airline and charter operator, operates Twin Otter, Beechcraft Barons, twin and single engine Cessna aircraft from Goroka, Kundiawa, Madang, Mt. Hagen, Wewak, Vanimo and Port Moresby to Highland or coastal centres.

Details from Territory Airlines Pty. Limited,

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NOUMEA—Etablissements Ballande.

SYDNEY—Trans-Austral Shipping Pty. Ltd.
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LAE/RABAUL—Burns Philp (New Guinea) Ltd.

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P.O. Box 108, Goroka, Papua New Guinea or Talco Territory Travel Service of Papua New Guinea.

Macair operates throughout the territory.

Bougainville Air Services operates charter and fare services daily throughout Bougainville, in Cessna and Britten-Norman Islander aircraft. Details: Arawa, Phone 956-159; Buka, Phone 16. Box 298, P.O. Kieta.

NEW CALEDONIA

Air Caledonie, with Twin Otters, and Islanders operates regular services to Houailou, Isle of Pines, Isle Owen, Kone, Koumac, Lifou, Mare, Noumea, Ouvea Touho, Mueo, Belep, Tiga.

Details from Air Caledonie, Noumea.

NEW HEBRIDES

Air Melanesiae with Britten-Norman Islanders operates to Santo, Malekula (Norsup and Lamap), Aoba (Walaha and Longana), Pentecost (Londore), Erromanga, Tonga, Anietyum, Tanna and Vila. Direct connections are available to and from Santo for all international flights arriving in Vila.

Details from Air Melanesiae, P.O. Box 72, Vila.

SOLOMON ISLANDS

Solair, with Beech Barons and Islanders operates to Auki, Avu Avu, Barakoma, Bellona Is., Fera Is., Gizo Honiara, Kira Kira, Marau, Munda, Parasi, Sege, Yandina, Santa Cruz, Mono, Rennell Is., Choiseul Bay and Ballalae.

Details from Solomon Islands Airways Ltd., Box 23, Honiara, BSIP.

New Hebrideans speaking with their feet

The New Hebrideans were on the march in July, staking two marches—and for separate reasons.

The first, on July 13, was organised by the National Party. Two hundred supporters marched through Santo armed with banners in support of the bans imposed by New Zealand and Australian trade unions on French shipping as a protest against the bomb tests at Mururoa atoll. There was one short, sharp scuffle but no one was arrested.

The demonstration followed the appearance on the walls of the British District Agency, the Post Office and Burns Philp's store of anti-NZ and Australian slogans.

No one knows who was responsible for the slogans but the finger of suspicion pointed to seamen from a French ship, which was in Santo at the time.

The second demonstration came the following day and it was also in Santo. Na Griamel supporters, numbering about 300, decided to celebrate French National Day, the anniversary of the taking of the Bastille, with a march. But they weren't demonstrating in France's favour. They wanted independence for the New Hebrides. Several Frenchmen were in the marchers' ranks but, said an observer, they probably had their tongues in their cheeks.



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"PALAU MARU" 6,494T	"BIAK MARU" 6,430T
"TACOMA MARU" 30,952T	"HIEI MARU" 25,228T

AGENTS:

GUAM: Atkins, Kroll (Guam) Ltd.
TARAWA: G. & E. I. Development Authority.
APIA: Burns Philp (South Sea) Co., Ltd.
PAGO PAGO: Kneubuhl Maritime Services Corp.
NUKUALOFA: Tonga Shipping Agency.
SUVA: Burns Philp (South Sea) Co., Ltd.
LAUTOKA: Burns Philp (South Sea) Co., Ltd.
NOUMEA: Agence Maritime et Aerienne Caledonienne.
SANTO: Burns Philp (New Hebrides) Ltd.
VILA: Burns Philp (New Hebrides) Ltd.
HONIARA: British Solomons Trading Company Ltd.
PAPEETE: Etablissements Baldwin.
HONG KONG: Ike Maritime Co., Ltd.
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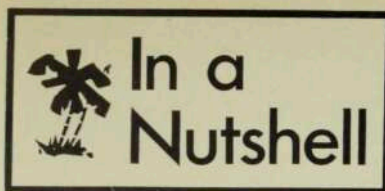
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OLYMPICS BID.—The Western Samoa Sports Federation has applied for membership in the Olympic and Commonwealth Games committees. If accepted, Western Samoa is expected to send as representative to the Munich Games, Mr Paul Wallwork, who has won three gold medals at the South Pacific Games for weight-lifting. Mr Wallwork, now at an Australian university, was offered a place in the Australian Olympic team, but had to withdraw because officials objected that he was not an Australian citizen.

NO FIJIAN LABOUR.—New Zealand's Minister of Agriculture recently rejected a request by the North Canterbury Nasella Tussock Board to allow it to bring 38 workers from Fiji. The board was unable to recruit sufficient locals, but there were men unemployed in the region, and despite many of them being unsuited to the type of work, permission could not be granted while they remained.

CONVAIR FOR SAMOA.—According to some sources, Pan American may not use a jet in their inter-Samoa service. They may instead use a Convair 640 turbo jet capable of carrying about 60 passengers as compared with 40 passengers for Polyneesian Airlines' HS 748 turbo jet. Pan American is expected to apply to the government soon for landing rights.

PITCAIRN'S POPULATION.—Pitcairn Island is short of people in the 21 to 50 age bracket, according to the census figures compiled last December which give the total population as 92.

There are only 24 (nine males and 15 females) between 21 and 50 years of age, but there are 25 (16 men and 9 women between 61 and 90. Youngsters up to 10 years number five boys and seven girls, and between 11 and 20 years there are 11 males and eight females.

THE RHINO?—The BSI "News Sheet" reports that Western District copra plantations are being attacked by the Scapanes beetle which causes "curved frond disease" and destroys coconut palms. The beetle has also been found on Malaita. A picture of

the beetle was included with the report. The beetle looks suspiciously like the rhinoceros beetle, which is posing such a great threat to the Fiji copra industry, having been reported recently to have invaded Vanua Levu, until now the last beetle-free bastion of the Fiji copra industry.

TONGA'S MAN IN LONDON.—Mr Inoke Faletau, Secretary to the Tonga Government but for the last 12 months external relations officer at the University of the South Pacific, has been appointed the kingdom's High Commissioner in London. He succeeds Baron Vaea.

HOME FROM HOME.—Ex-Fiji residents living in Adelaide, South Australia have formed the Adelaide Fiji Association. It aims are to foster an interest in everything affecting the mutual welfare of Fiji and Australia; to offer hospitality and friendship to visitors from Fiji and to interest prospective visitors to Fiji in Fiji's people. The secretary is Mrs J. B. Rankine, of 62 Sussex Terrace, Westbourne Park, SA. Quarterly meetings will be held and annual subscription is \$1.

CHAIN LETTER BAN.—The New Hebrides joint administration has banned the promotion of chain letter schemes with a regulation issued on July 7, which imposes penalties of up to \$1,000 fine and 12 months imprisonment for scheme promoters. Chain letters, sponsored mainly in Australia, have caused serious trouble in Island territories. According to the administration chain letter promoters have been visiting the condominium. In one Western Pacific territory about \$8,000 a day had been going to promoters in Australia. The law also makes it an offence to pass on such letters and the Post Office has been authorised to refuse to transmit them.

BEETLE WINS.—The rhinoceros beetle has won the battle for a foothold in Fiji's main crop producing centre of Vanua Levu. Ever since the beetle was first discovered in Fiji in 1953, a stern fight has gone on to prevent it from invading Vanua Levu. That the fight had gone against the defenders was suspected in April when a beetle was discovered on the Buca Bay property of Mr Laurie Simpson, chairman of the Copra Producers Association. It might have been a lone invader, the producers hoped. Now a dead male beetle and 72 larvae have been found in two different areas of Buca Bay. The beetle attacks the coconut palm, eventually destroying the tree.

MISSING AT SEA.—After a week at sea in a tiny open boat, without water, food, fishing gear, or even a sail,

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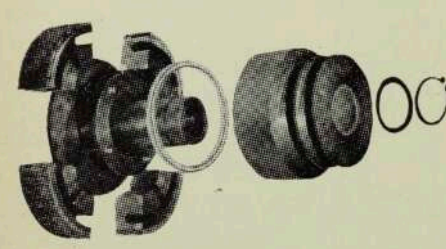


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little hope remained for the survival of four young Cook Islanders who were lost at sea in July. The men, Teina Kavae, Ua Rimamotu, Paulo Koiatu and Poatu Siku, Manuae Atoll copra workers, it is alleged, on July 5, stole a 15 ft boat equipped with an outboard motor and five gallons of petrol. It was thought they planned a landfall at Aitutaki 60 miles to the north-west, but since then despite air and sea searches, nothing has been seen of them. Their reasons for making the voyage were not known.

NORFOLK'S NEW MEN.—Norfolk Islanders elected their new council in July, putting Mr W. M. Randall at the top of the list of 16 candidates, all men, with 663 votes. A Christian, Mr S. E. Christian, was only one removed from the bottom of the poll. Winners of seats were W. M. Randall, R. G. Weslake 609 votes, G. E. Anderson 528, J. H. Ryves 515, B. C. Mackenzie, 507, G. G. F. Quintal 498 C. L. Evans 491, R. A. Smith 488. No doubt they'll all be gratified with the assurance given the islanders by the Minister for External Territories, Mr Andrew Peacock, when making his first visit in June. "You may rest assured," he said, "that I would never take any action affecting Norfolk Island without first taking into account the views of the council and through it the wishes of the people of Norfolk Island and the views of the Administration."

TAX HAVENS CLOSED.—Norfolk Island's career as a tax haven is over. The Australian Government will introduce legislation plugging holes in its tax laws through which companies have been able to use special tax exemptions operating on the island to avoid paying income tax.

Announcing details of the new laws, Treasurer Mr Billy Snedden said the measures would become operative from July 19. Existing provisions of the tax law applied to the island would be replaced by measures operating as if the island were part of Australia. There would be some exemptions which would only apply to genuine residents of the island.

Island residents will not pay tax on income earned on the island or from anywhere outside Australia. The same exemption will apply to companies incorporated on the island if the company is wholly owned and controlled by island residents, who do not also live in other parts of Australia.

The measures will also apply to Christmas and Cocos Islands. Tax gaps will also be plugged in Papua New Guinea, Mr Snedden said.

NEW SAMOA HOTEL.—The Western Samoa Trust Estates Cor-

poration, the country's biggest plantation and land owner will build a hotel near Faleolo Airport. WSTEC will own about 50 per cent. of the shares of the hotel company, and a Japanese group the other 50 per cent. Construction is expected to start in two month's time.

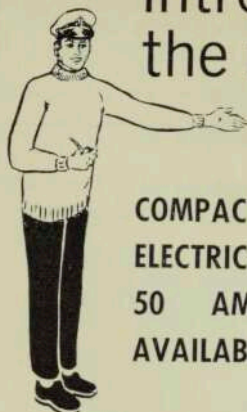
A GAUGUIN SALE.—A unique set of the painter Gauguin's cyclostyled magazine "La Sourire", attacking officials and social behaviour in Tahiti in the late 1800's was sold for \$18,500 at Sotheby's auctions in London, early July. Text of the first six numbers of the set were written out in Gauguin's hand. The set was prepared for Georges-Daniel de Monfried by Gauguin, who had apparently forgotten to keep copies of the first six issues for him. In writing out the text Gauguin made many alterations, such as substituting adjectives, or using stronger language in his attacks on the officials and social behaviour of Tahiti. Buyer of the set was Erasmus.

TOLAIS FOR COUNCIL.— PNG's Chief Minister Michael Somare appeared to achieve some successes on the Gazelle Peninsula last month when 10,000 Tolais gathered for a meeting and called upon him to reinstate the suspended Gazelle Local Government Council. Condemnation of the splitting of the Tolais by Mataungan Association patron Mr Oscar Tammur was voiced by Mr Oscar Tovalue to tumultuous applause. The previous day a meeting half the size called by the Mataungans had pressed Mr Somare to abolish the council. He told them this could be done if they wished, but they would miss out on government assistance with local amenities if there was no authority to take its place.

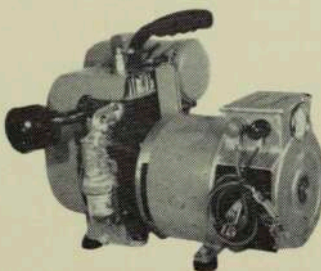
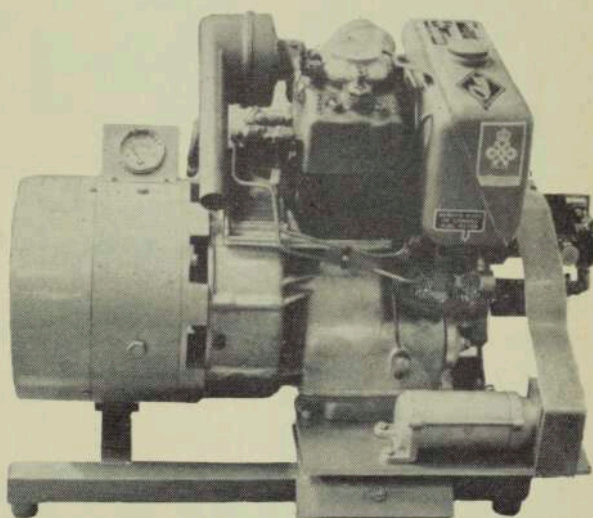
TAMMUR HURT IN RIOT.— Mataungan Association patron Oscar Tammur, with two other Mataungan leaders, John Kaputin and Melchior Tomot, was taken to hospital following a riot in which all three were hurt last month in a village near Rabaul. PNG Lands Minister Albert Maori Kiki was meeting with local people to discuss land matters when argument flared into blows, the first of which is alleged to have been between MHA Matthias Toliman and his brother Michael who were on opposite sides in the dispute.

TURTLE FOR DINNER.—While spear-fishing outside Manihiki's reef in the Cook Islands at the end of June, Ioane Kaitara found a school of turtles resting on the surface. Disturbed, they sounded. Ioane swam down after them and after a deter-

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mined, two-hour chase single-handedly brought three of them to the surface. This operation, where the swimmer seizes a flipper and steers the creature upwards demands skill and is more dangerous than it might appear, for although the turtle has no teeth it does have a sharp and bony edge to its jaws capable of severing a

finger. The turtles Ioane brought up weighed 200 lb, 175 lb and 28 lb. With the help of 14 year-old Fred Arahua, Ioane managed to reach the reef before his light outrigger canoe was swamped, and that night the islanders dined on more than 400 lb of turtle meat.

Ioane Kaitara won a bronze medal

in the fishing competitions at Tahiti in the last South Pacific Games.

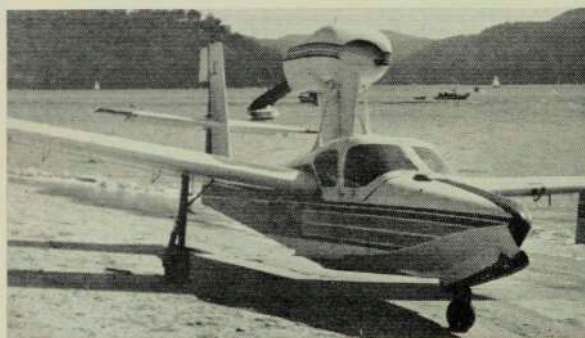
FREAK ACCIDENT.—Rarotonga's drivers do not have to worry about fog or smog, but in late June thick dust clouds from Black Rock quarry, where metal is crushed for the construction of the new airport, caused three vehicles to collide. Mrs Freeth was driving a utility and had her two children with her. As she approached the quarry she slowed down as thick dust almost blinded her. A new car, being driven in the same direction by Miss Jill Johnson struck the utility in the rear. Then a bus ran into the rear of the car. Miss Johnson was cut on the leg. The worst casualty was the new car which was extensively damaged.

BIG CATCH.—Using a piglet as bait, islanders of Uripiv in the New Hebrides caught a tiger shark. Twelve feet in length, the shark was believed to be one which has pestered the islanders for some time. Three men had to fight hard to drag their catch ashore. When they cut it up, they found their catch was bigger than they expected. There were 40 unborn tiger sharks inside her.

POLITICIANS DEFECT.—A jubilant Michael Somare, PNG's Chief Minister, said in Goroka in mid-July that five United Party members of the House of Assembly were expected to cross the floor to join the National Coalition Government. Mr Yano Belo joined the National Party at the beginning of July, and four more expected to follow were Mr Turi Wari (Ialibu-Pangia), Mr Waitea Mognolias (Laigap), Mr Ninkama Bomai (Gumine) and Mr Pena Ou (Hagen). Mr Belo is the first Southern Highlander to join the coalition. A people's Progress Party candidate, Mr Kuk Byang, won the by-election for the Middle Ramu constituency held at the beginning of July. He beat five other candidates in the election postponed when a candidate died during the general election. His party, which is in the coalition, now has 13 members in the House of Assembly.

PRESSURE OFF GILBERTESE.—Gilbertese seamen, whose livelihood has been threatened by the Australian maritime union's ban on ships employing crew at wages below those fixed by the International Transport Federation, have been given a breathing spell. ITF men met British Foreign and Commonwealth Office representatives in London on July 15 and agreed to negotiate a special contract for the Gilbertese. ITF and Australian Waterside Workers' Federation representatives will meet the GEIC Government in Tarawa early in December. See page 87.

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Deaths of Islands People

Captain M. Whippy

One of Fiji's best known sea captains, and one of the last of the "old school", Captain Moses Whippy, master of the pleasure cruise ship "Casa Mia" belonging to Bounty Cruises, died suddenly in Lautoka on July 13. He was 70.

An hour after the "Casa Mia" had sailed from Lautoka with a party of tourists on a trip to Malolo Lailai Island, Captain Whippy was taken ill and was brought ashore at Vuda in a collapsed condition. He died in Lautoka Hospital shortly after admission.

His first command, at the age of 28, was the "John Forrest", which plied between Suva, Levuka and the Macuata ports. He captained many of Fiji's well-known inter-island ships including the "Tui Labasa", the "Helena", "Yanawai", "Altair", "Ratanui" and the "Ai Sokula". He lived for many years on Yanuca Lailai Island off Moturiki.

Mrs Annetta Maria (Ria) McGrath

Mrs Ria McGrath died in Suva recently after a short illness. She was 66. Mrs McGrath was the granddaughter of Jacob Storck, famed German naturalist who settled in Fiji in the 1850s.

Mrs McGrath was known throughout Fiji for her dedication to charitable causes. She was at one

time director of the Junior Red Cross in Fiji.

She spent her whole life in Fiji, apart from a few years in Christchurch, New Zealand, and a spell in England.

She is survived by her husband, former Deputy Director of Education Maurice McGrath, of Suva; two daughters, Mrs Doon Woods of Galway, Ireland and Mrs Mary Murranka of Nevada, USA; three sisters, Betty and Doon Davis, and Mrs Jess Bradley, all of Suva; and a brother, James C. Davis of Lakes Entrance, Victoria.

Mr G. J. Platten

An old New Guinea identity, Mr Gil Platten, died at his home in Adelaide on May 18. He was 72. South Australia was his birthplace, and he went to Rabaul, newly married to his wife Isabel, in 1927 as a Methodist missionary.

He spent over 12 years in New Ireland as a supervisor of schools in the area, returning to Sydney and working in the Methodist Church there for three years from 1942. He was back in PNG in 1945 and three years later joined the administration Department of Education. He spent some time with the South Pacific Commission studying methods of teaching in the vernacular.

He became well known for a study he made of the traditional shark-



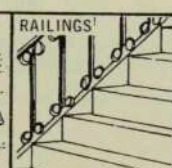
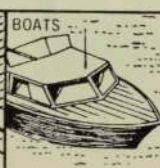
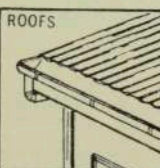
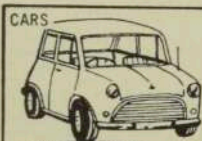
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snaring ritual of the Tabar Islands, off New Britain.

Mr Platten suffered a stroke during 1971, from which he had not fully recovered. He is survived by his wife, and a son and daughter.

Pastor S. W. Carr

Pastor Septimus Walfred Carr, former Seventh-day Adventist missionary in the South Pacific has died in Adelaide aged 93 years.

Born in Sweden, Pastor Carr migrated to Australia at an early age. He graduated from Avondale College, New South Wales in 1903. His first mission appointment was to Fiji in 1904, and he retired from mission service in 1948.

Most of his service was to Fiji but he also served in Papua from 1908 to 1914 on Niue Island from 1916 to 1919.

Pastor Carr's wife, Edith Mary died three years ago in Brisbane. He was also buried in Brisbane.

He leaves a son, Arthur, an Adelaide engineer and daughter Murial, Mrs Sydney James.

Mr J. W. Christian

A member of the well-known Christian family of Pitcairn and Norfolk Islands has died. He was Mr. John Walter Christian, Norfolk Island-born who died in the island's hospital in June in his 75th year.

The son of Austen and Elizabeth Christian, he was known to the islanders as Wally Ott. A bachelor, he worked as a farmer and labourer.

Mr A. R. Paul

Mr Anthony Robert Paul, eldest son of New Hebrides businessman and plantation owner Mr R. U. Paul, was killed in a plane crash in New South Wales on July 9. He was 23.

Seconds after taking off from an airstrip near Holsworthy Army Camp

at Moorebank, near Liverpool, his two-seater Cessna 150 Aerobat plane nose-dived into the ground after a wing had touched a tree-top at the end of the runway. Mr Paul is believed to have died instantly.

Dr Bridget Webber

Returning to England on holiday in June, Dr Bridget Webber, wife of Dr Roger Webber, resident doctor at the Malaita District Hospital in the Solomon Islands, was killed with 82

other people when their Japan Airlines DC8 crashed in flames at New Delhi in India on June 15.

Her two children, Lucy, aged four, and Sophie, aged 2½, were among the six survivors. Though badly shocked and with some bones broken, the children were flown to England several days later to be reunited with their father.

A Requiem Mass for Dr Webber was said at the RC Church at Auki in the Solomons on June 28.

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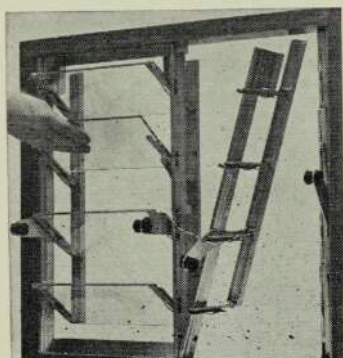
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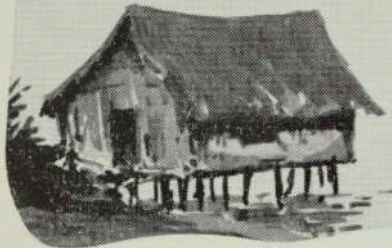


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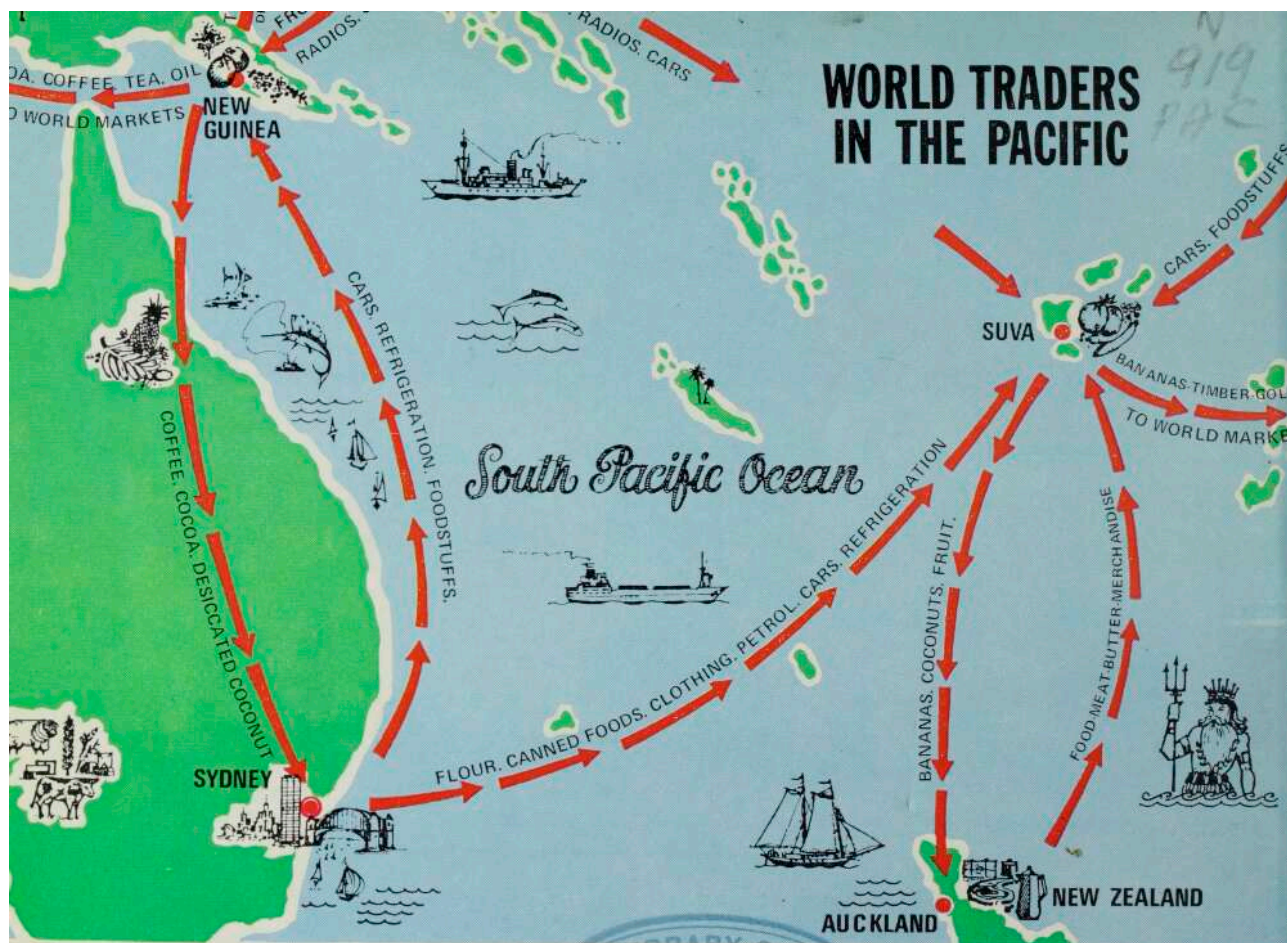


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