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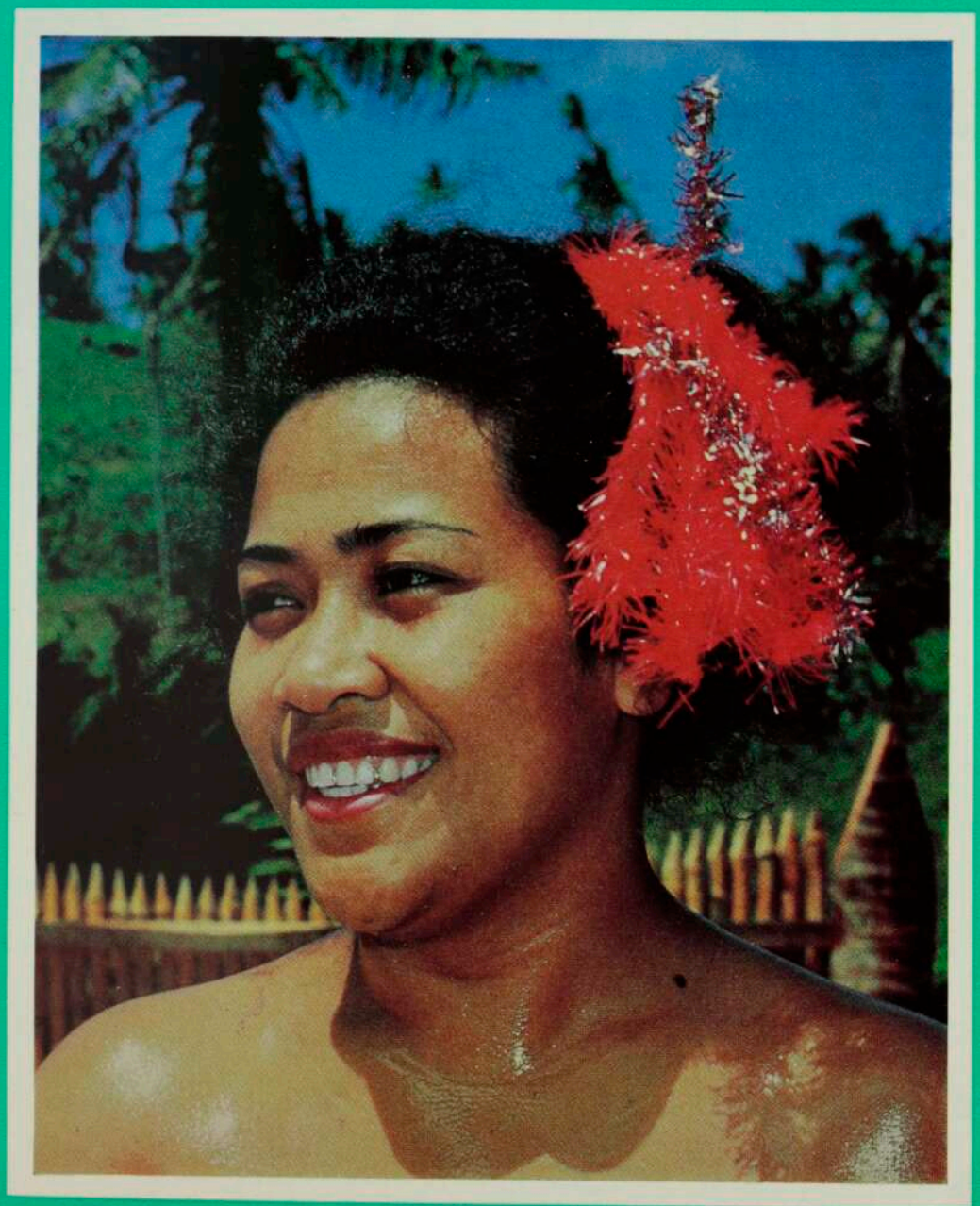
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Pacific Islands Monthly

NEWS MAGAZINE OF THE SOUTH PACIFIC



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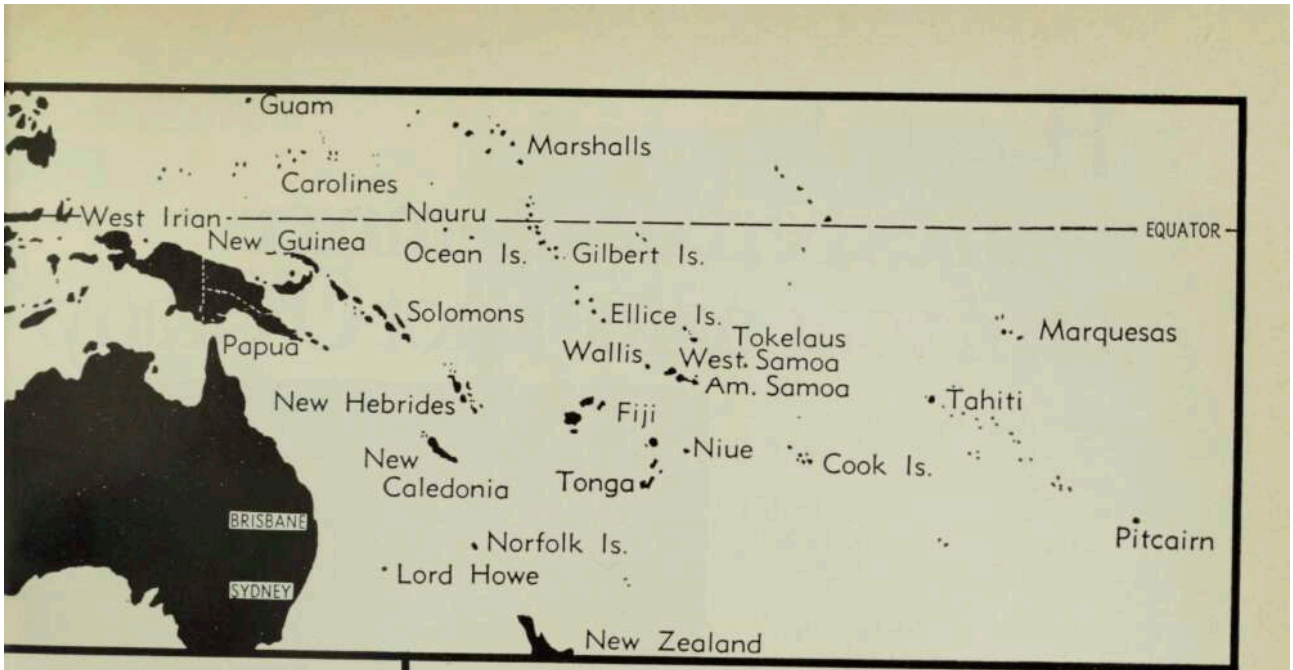
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OUR COVER

Vavau, Tonga is coming to the fore lately. Following the opening of the Port of Refuge Hotel, featured in PIM last month, we present long-time Vavau resident Patricia Matheson's reflections on the winds of change there (inside, p 53). Qantas photographer Warren Clarke captured this shot of an un-named Tongan dancer during the festivities which marked the hotel's debut.

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How to be an expert drink-mixer (even if your name's not O'Grady)

Just a few Australians who go overseas each year return with tales of a great drink-mixer.

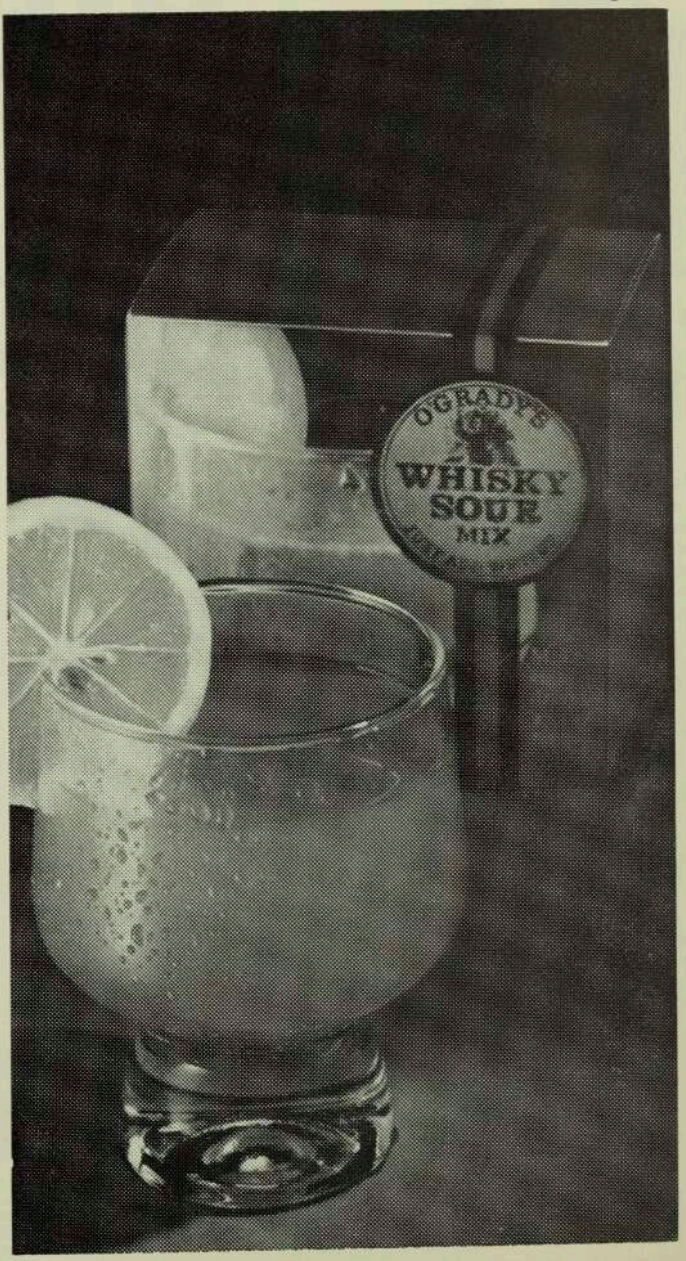
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Up Front with the Editor

hen, in 1970, British Solomon ders decided to introduce a mittee system" of government, ook a step away from the West- er system, some well-wishers long experience of constitutions didn't give it much hope of ing.

theory the scheme was okay. It ed reasonable to adopt a type of nment that was related to the nesian way of doing things — tting down and talking it over a solution emerges. As old and Dr Charles Fox says, "Melane- do things in groups".

ere were a number of critics. I mber one was Honiara business- Eric Lawson, who had served a er of terms on the old Legisla- Council, and who said the new iment would make a wonderful ng ground, but it wasn't a step ds self-government. Members l learn by being on the commit- but they wouldn't get any closer verning than they had before, he

IP Financial Secretary at the Tom Russell, told a Port sby seminar in May, 1970, that ew system was what the Mela- is themselves wanted as an ative to "the expensive trappings ministerial system, the prestige offices and houses".

the committee experiment, he ht, the traditional patterns of nesian authority were being syn- ed, and it was worth trying out. iting the Solomons on the eve e new council's launching I everywhere hope, but not over- lence, that the experiment would

ll, it now seems that the system 't work. Not well enough to ere with. After many noises off- over the last 12 months, it is ormally acknowledged by mem- of the Governing Council them- that a cabinet system, under a minister, would be more prac-

report of the BSIP constitu- select committee, released in November (see p 7) proposes that the Solomons establish such a system as the next constitutional step in 1973, and it's a safe bet that this will now be done.

What went wrong with the committee system?

Ideally, said a constitutional report in the Solomons as far back as 1968, what the Solomons needed in its legislature was a system that would make the best use of available leaders; aim at unifying the diverse geographical and cultural elements of the protectorate; be in a form readily understandable by the electorate; and as far as possible be in accord with Melanesian custom, and allow for leaders with initiative to emerge with the support of the majority.

The committee system simply has not measured up to that criteria. It has got bogged down in trivialities, and has been unable to keep up with the fast pace needed by governments today. It has stifled leadership rather than promoted it, and Eric Lawson's doubts were justified. It hasn't been a big step towards self-government.

Yet it was a brave and necessary attempt, and not completely abandoned. The islanders have indicated in their report that there is still need to find a recipe which will involve traditional leaders in national decision-making, and that everybody should go on looking.

Perhaps there *is* a pot of gold at the end of the constitutional rainbow.

JULIUS CHAN, Papua New Guinea's new Minister for Finance (he was, until a sudden name change a few weeks ago, the Minister for *Internal* Finance), had something interesting to say in Sydney in November about Island attitudes to the well-established Western practice of collective cabinet responsibility and solidarity.

It was at a general news conference I attended (and at which I was impressed by Mr Chan's skill and integrity in handling a great number of direct and pressing questions from financial journalists). Mr Chan had been in Australia making an effort to drum up some loan funds, and the response hadn't been too good.

Some of his questioners indicated that there wasn't exactly confidence in PNG investment opportunities at the moment, as ministers (including PNG's chief minister), had been uttering all sorts of noises to the effect that projects already signed might be renegotiated (such as Bougainville Copper). Why would anybody want to invest in that climate of uncertainty?

Mr Chan replied that there was no uncertainty; it might sound like it because in New Guinea cabinet ministers were able to give their own opinions publicly, or the opinions of their electorates. New Guinean people understood that what they had to say wasn't necessarily supported by the cabinet.

This was a fact of New Guinea life, and needed to be understood by people outside.

He agreed, though, that by expressing their personal opinions publicly, ministers could help lose the confidence of overseas investment, and that there could be an argument for collective responsibility in the PNG cabinet. He personally thought it would come.

I can hardly wait till it comes. Investment in PNG has had a bad knocking in recent months. Although it's natural there should be trade uncertainty with an untried government shortly taking full control, the knocking is overdone. There are and will continue to be good, safe investment opportunities in Papua New Guinea —more, not less. In the long term, PNG must be a major economic force in this area of the world.

When the smoke clears and that fact becomes obvious to all the faint hearts, many Australian investors will realise they have missed the boat.

But in the meantime, Chief Minister Somare could be getting a better share of investment capital now by keeping a rein on some of his talkative cabinet ministers who are undermining confidence with word pictures of things that may never happen.

—Stuart Inder

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SOLOMONS WANT A CHIEF MINISTER AND CABINET (LIKE OTHER PEOPLE!)

From a Honiara correspondent

The Solomons' experiment in government by committee has proved unsuccessful, and the protectorate should move on to the more familiar system of legislature with a Chief Minister and cabinet. That's the essence of a report by a special select committee on constitutional development, which is to be debated in the Governing Council in November.

The comittee was appointed by the Governing Council last November to propose the next steps in the constitutional development of the British Solomons, with its population of 191,000 (density of 13 per square mile), and its 74 separate languages and diverse cultural conditions.

The committee in fact comprised members of the Governing Council, under the Chief Secretary, Mr Tom Russell, as chairman, so the forthcoming debate is unlikely to change the basic proposals. The next move is to give wide publicity to the committee's suggestions before the next general elections, to be held between April and May, 1973. The incoming council, in July, would then be invited to draft a new constitution based on its final decisions.

The committee visited all parts of the Solomons, and took oral and written submissions. Some members visited South Pacific territories, and Malaysia, the Seychelles and Mauritius.

The present committee system of government has been in operation since 1970. Under it the old Legislative Council was renamed the Governing Council, and comprises 17 elected members and three ex officio. The council is divided into five committees — Social Services, Internal Affairs, Natural Resources, Communications and Works, and Commerce and Industry — and every council member has a place on a committee. The chairman of each committee also has a place on the Finance Committee, chaired by the Financial Secretary.

The Governing Council has both public and private meetings; in private the various committees are expected to act like ministries, as there is no cabinet system. The method was proposed by the last council as a way of making practical use of the Islanders' tradition of "talking towards a decision", with everybody involved.

In its report, the select committee says the committee system has not turned out to be particularly cheap or simple. The appointment of chairmen of committees has given invaluable experience in government, but the system is defective because it doesn't provide for individual leadership, or co-ordination. Neither the Governing Council sitting in private, nor the Finance Committee, have been "effective substitutes for a cabinet".

The working of the system has not proved politically easy to explain or to be understood. Private meetings are regarded by the public with "some suspicion".

The committee comments: "Although three political parties are in existence it is still uncertain whether the 1973 elections will be conducted on a party basis. There is some feeling that lack of political parties is an advantage in local circumstances and the opinion is sometimes voiced that they should not be allowed to develop. Whether or not parties do evolve in the next few years, the next constitution should be such that it is workable with or without a party system."

The committee still likes the idea of finding some system that will involve traditional leaders in government—something like Fiji's Great Council of Chiefs—but it is not certain how this can be done. As there is soon to be an expert investigation into local government in the BSIP, the committee suggests there is little use in discussing central and local government relationships meanwhile.

These are the main points of the committee's report:

- The Western Pacific High Commissioner (who is based in Honiara) should become the Governor of the British Solomon Islands—but also High Commissioner for the New Hebrides.
- The Chief Secretary should become Deputy Governor.
- The Governing Council should become the Legislative Assembly, with 24 elected members and three ex officio, and its term of office be increased from the present three years to four.
- The Leader of Government Business should become Chief Minister and select his own cabinet (of not less than four or more than six), who would accept the principle of collective responsibility.
- The Governor would appoint as Chief Minister the man who, in the opinion of the assembly, was most likely to have the support of the majority of the assembly.
- In the first instance the Governor should preside over the cabinet, but at a time to be announced the Chief Minister should take responsibility.
- The present committee system would be replaced by one Standing Advisory Committee of all members except the ministers. This committee would have access to all papers, and would meet before each assembly session and in between times by a rotating quorum of one-third of its members. It would be able to advise cabinet on any government business.
- A Speaker should be appointed by the Governor from outside the assembly.
- There should be a National Day decided on, and after the new constitution is introduced there should be competition for a national flag and anthem.

The committee commented that the options open to the BSIP after the life of the next legislature "appeared to be full independence, associated status or federation", but it said it had no wish to bind any successive constitutional committees as to the future.

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SHOCK DEATH IN THE COOKS

Former police chief, and strong man of the Cook Islands opposition Democratic Party Tangata Nekeare, was found dead in his bed on the morning of November 6, in Rarotonga, presumably of a heart attack, although no post mortem was held. He had been out all the previous day talking with people and showed no sign of illness (Obituary p 123). He was aged only 32.

Leader of the Democratic Party, Dr Tom Davis arrived in Rarotonga midnight Nov. 14, having sailed his yacht Torea from California. In his absence, the date of resumption of the Cook Islands Legislative Assembly had been brought forward from November to October 20, with the result that Dr Davis was liable to forfeit his seat for being more than two weeks late for the session.

An engine breakdown contributed to delay in Dr Davis' arrival, and a special dispensation was obtained for him by Premier Albert Henry, enabling him to keep his seat. Dr Davis was given a warm welcome by a crowd of some hundreds.

During Dr Davis' absence, Cook Islanders had gone to the polls on October 17 for the second time in six months. Voting this time was to elect representatives to the Island and District Councils. In Rarotonga, all 10 seats were won by Premier Albert Henry's Cook Islands Party. According to provisional results, out of 13,105 people who voted, 7,162 voted CIP, the remainder supporting the opposition Democratic Party.

It's still war (on several fronts) in Micronesia

From a Saipan correspondent

Associate High Court Justice D. Kelly Turner, of the US Trust Territory, was alive and apparently well, in Majuro, in November, although Micronesians have, for some time, been hoping he would be elsewhere.

Judge Turner has grown into one of the most controversial current issues among Micronesians, especially those from Palau and the Marshalls, where he has been dispensing the law since 1967.

In a word, the judge is unpopular, and Micronesians say, among a great many other things, that he is prejudiced against anyone with a brown skin.

In 1969, after the Palau District Legislature brought pressure to bear, Judge Turner was transferred to the Marshalls, but by April, 1972 the Marshalls District legislature had passed a resolution asking for the judge's removal. Nothing happened because by now, said the cynics, the Administration had run out of Districts to which Judge Turner could be sent.

In August, Senator Amata Kabua, President of the Senate of Micronesia, wrote to the Chief Justice of the Trust Territory, the Hon Harold Burnett, expressing local grievances resulting from the judge's continued presence; and at the end of that month, the Congress of Micronesia, sitting at Ponape, unanimously passed a Senate resolution also demanding the removal of Judge Turner.

However, the judge is not without his supporters. Chief Justice Burnett, in a long, public letter to Senator Kabua, said that the Senate acted on the basis of charges not supported fully by facts; and that although he personally tried to follow up the Marshall Is legislature resolution of April, he received no co-operation. At the same time, another group of Marshallese had sent him a petition which represented support for Judge Turner.

The Turner battle was still joined in November. Perhaps the best comment on it comes from the local weekly Micronitor, which published the latest letters of the Chief Justice and Senator Kabua and appended this note:

"The letters reprinted . . . represented a further investigation into some of the fantastic charges and counter-charges that have been levelled at the function of the judiciary in the Marshall Is District. Read at your own risk. Education can be a painful process."

Among the statements made by Senator Kabua was that Judge Turner's conduct "could no longer be tolerated in Micronesia", and that Judge Turner was "insensitive to Micronesian cultures and customs, unprofessional and unethical to an extreme".

Meantime, other events in the TT are proving that it is a hell of a long road that has no turning—21 years long, in fact.

Recently, a TT government lawyer flew into each district heralding the Micronesian Claims Commission.

The MCC was created by the Micronesian Claims Act of 1971, and is a US governmental agency. The commission operates under the control and direction of the Chairman of the Foreign Claims Settlement Commission of the United States. The scope of the MCC appears to be broad and comprehensive.

Included are all claims of Micronesian inhabitants resulting from loss of life, physical injury and property damage, caused by hostilities between the governments of Japan and the United States, from December 7, 1941, and the dates of "securing the various islands" in Micronesia by the US military. Also recoverable are payments arising from damage to, or use of, all kinds of property; and death or personal injury, occurring between the dates of "securing the various islands of Micronesia" and July 1, 1951.

The establishment of such a programme is laudable, if late.

[It is interesting to note that war damage claims of indigenes of the New Guinea Trust Territory were settled by Australia within a few years of the end of hostilities, and getting down to cases with these was hard enough. Now, with a generation gap, claims of Micronesians will be just that more difficult to assess.]

In the light of the complex and technical nature of the task, care should be taken in fully advising the Micronesians of their rights and this responsibility was given to Mr Robert Boles, a former TT Attorney General.

There is already local criticism of his procedures in that prior notice of meetings with Micronesian groups was short, and that they were conducted in English, which few outer islanders speak.

Continued over page

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All claims for compensation have to be filed before October 15, 1973.

Eniwetok's problems, which also have something to do with war, are still in the news.

PIM reported then that the United States had agreed that the military would return Eniwetok to its people by the end of 1973, after the people had for years pleaded to be allowed to return and had finally, in 1971, made a public proclamation that they would return no matter what within one year. The Eniwetokese were exiled in 1946, when the atoll was used for US nuclear bomb testing.

But the Eniwetokese found that although the nuclear bombing was now long over, the US Air Force has been continuing to bomb the atoll under a Pacific Cratering Experiment (PACE), blasting what is left of Eniwetok with quantities of TNT so enormous that they simulate the effects of nuclear explosion.

On September 19, four months after a return visit to their former islands, Eniwetok leaders filed for an injunction in the US Federal Court in Honolulu to stop the cratering experiment. The case has been set for February, 1973, but meanwhile bombing has been stopped.

Prior to the injunction being filed, the official TT administration policy was that the Micronesians were in accord with the way the Eniwetok situation was being handled. However, this has changed since a severely critical appraisal of the effect of the Air Force's cratering experiments have had on the atoll was made in Washington by Deputy Secretary of the Interior, W. W. Lyon.

Deputy High Commissioner Peter T. Coleman said in Saipan, in early November that Lyon's appraisal had become the TT administration's official position concerning the project.

"We assumed that the Air Force would comply with Federal environmental laws," he said.

The Air Force did not and it was on these grounds that the Eniwetokese in early October, pleaded their ca in Honolulu, calling expert witness including radio-ecologists, geologist anthropologists, and others.

"The Air Force readily admitt that they failed to comply wi National Environmental Protecti Agency laws in virtually every r spect," said Micronesian legal servic director Therodore R. Mitchell.

"Judge Samuel P. King taught important lesson to the military wh he ordered the Eniwetok project e tirely cancelled," said Mitchell. "H order means the US or anybody el does not have the right of the people

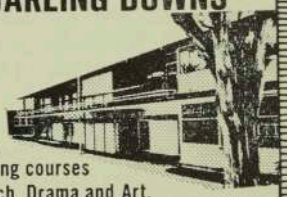
Congressman Ataji Balos, w attended the hearing at the request the Eniwetok leadership said:

"This is the first time any Micr nesian has been able to obtain t protection of the United States cour Everyone has been telling these peo for years that there is no way to st the US military. Many people ha told me and the Eniwetok peo that we are crazy to even try. No they are stopped."

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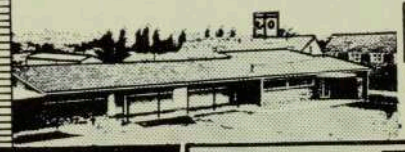
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What New Guinea needs 'is a constructive political opposition'

From Percy Chatterton, in Port Moresby

An assessment of the proceedings of the November meeting of Papua New Guinea's House of Assembly will have to wait, because the meeting has not progressed far enough, as this issue of PIM goes to press, for the final pattern to emerge. But, looking into the crystal ball, I expect that the United Party opposition will make an all-out effort to discredit and destroy the National Coalition.

Since the September meeting it has become almost hysterical in its criticism of the government, and the absence of several ministers overseas may encourage it to hope that it could win a snap division, possibly on a vote of censure.

Some of the criticism, particularly that relating to loss of confidence among overseas investors, has been intelligible and intelligent. Criticism of the public behaviour of individual ministers, and of an alleged "jobs for the boys" approach by the government to certain senior appointments, is also fair enough, and calls for convincing refutation by the government.

But criticism by the United Party of the government's handling of highlands famine relief is unwarranted, and discredits only the critics. It may be true that the government was a bit slow off the mark at the start, failing at first to realise the seriousness of the catastrophe. But once it moved, it moved massively and effectively.

The United Party's claim that the situation has been exploited politically by the National Coalition will hardly bear examination. The Chief Electoral Officer, about as neutral a person politically as one could find, has headed the fund raising committee, while the Civil Defence chief, a public servant, has headed the actual relief operations. It is difficult to see how the exercise could have been made more unpolitical.

Father John Momis' motion on future mining activities has already touched off a major debate. Father Momis wants a PNG share-holding of at least 50 per cent in any future large-scale mining ventures, and he also wants agreements for such ventures to allow for re-negotiation in the light of changing circumstances and the acquisition of new knowledge".

It should be noted that Father Momis' proposal refers only to future agreements. Mines Minister Paul Lapun's hot potato—re-negotiation of the Bougainville Copper agreement, is unlikely to be seriously debated at this juncture.

A commentator has pointed out that the Bougainville agreement "has only been recently negotiated in good faith, and approved by many of the same people now in power".

This is verbally correct. But as one who took part in that "approval" I cannot but remember that the agreement was presented in a cut-and-dried, take-it-or-leave-it form by official members still confident of the support of an unsophisticated Highlands bloc.

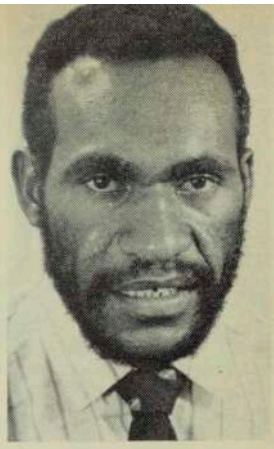
We were told that it had been thrashed out between the experts on both sides, and that our experts had secured a good bargain for us for which we should be duly grateful. Some of the more irreverent of us wondered privately whether perhaps CRA's experts were more expert, as they were no doubt more expensive, than our experts. Anyway, the agreement was bulldozed through.

Whether we like it or not, it is inevitable that decisions taken and agreements made by the Administration-dominated first and second Houses will be called into question by a genuinely autonomous legislature. But not, perhaps, just yet.

Those of us who would like to see Westminster-style democracy succeed in Papua New Guinea cannot but be dismayed by the performance of the present United Party opposition. Disappointed, disheartened and disarrayed, its only thought seems to be, as one of its own officials put it, to "destroy" the National coalition, without, apparently, a thought as to what happens if it were destroyed.

Matthias To Liman, who performed so well in the Education portfolio in the second House, seems to have become more and more emotional in his outlook as leader of the opposition, and is currently awaiting the outcome of his appeal against a sentence of two months' imprisonment imposed on him for "riotous behaviour" on a occasion on which it was alleged he let his feelings run away with him.

What Papua New Guinea needs more than anything else at this juncture is an intelligent, urbane and constructive opposition.



Under fire . . . Agricultural Minister Iambakey Okuk.

From an AAP correspondent in Port Moresby

During the debate in the November House of Assembly, Father John Momis watered down his motion to lay down radical new policy guidelines for foreign mining companies in PNG.

Father Momis removed from his motion a call for worker participation in management, deleted the controversial provision for re-negotiation to be written into all mining agreements and removed a phrase which would have allowed equity to be bought "in other no-interest ways".

However, call for a majority shareholding paid for from future earnings remained.

Despite the changes the opposition United Party still attacked the guidelines, describing them as "an impossible imposition".

In other developments in the House, an opposition censure motion against the Minister for Agriculture, Iambakey Okuk—the first the government had faced—was surrendered without a fight. Mr Anton Parao (Western Highlands) claimed the minister had used foul language and had broken furniture in a Port Moresby restaurant, and that Chief Minister Michael Somare had been "weak and feeble" in the way he had handled the incident.

Mr Parao said the Police Commissioner should be told that ministers and members of the House had to be treated the same as ordinary members of the public, and he called on Mr Somare to consider appointing teetotallers to three new ministries just announced, "because some of our present ministers appear unable to control themselves while under the influence".

Okuk replied that he had not been violent, had already apologised to the restaurant manageress for his bad language and was not going to apologise to the House.

The motion was lost without a division.

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Highlands famine gives unity where politics could not

From a Port Moresby correspondent

The combination of drought and frost which brought a large area of the PNG Highlands to a crisis of famine (PIM, Nov, p 121) has had the further result of bringing the whole country together in a massive rescue operation. By mid-November a total of nearly 130,000 people were being fed on relief rations and Famine Appeal Committee Chairman Mr Simon Kaumi announced that a total of $826,382 had been given or promised to the appeal.

Special air charters carried rice and other foodstuffs and vitamins to the Highlands and helicopters have been kept busy making deliveries to remote hard-hit villages. Rice was a preferred commodity because of its concentrated food value (more people could be fed per plane-load), but a secondary appeal had to be made for donations of cooking vessels because the Highlanders generally had nothing in which to cook rice.

Chief Minister Michael Somare made an inspection of the famine area and was shown sweet potato crops which had been the hope of not-too-distant relief, completely blackened and dead from frost. Replacement plants were flown in, but some of these were also threatened by further frosts.

A problem arose in communicating the gravity of the situation to people in other areas. Representatives from the less-affected Western Highlands were taken on an inspection of the worse hit districts and immediately they reported back showing pictures of what they had seen, donations began to come from people who saw them.

This was part of a pattern of an unprecedented response from all round Papua New Guinea. Villages, schools, clubs and organisations of all kinds began raising money by a multitude of means. One group of school pupils went on a voluntary diet so the savings could be given. Dances, concerts and door-to-door collections raised thousands of dollars from small contributors, and it appeared likely that Mr Kaumi's appeal for a united effort was bearing fruit.

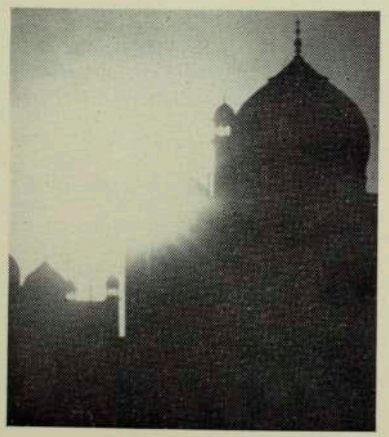
Nevertheless there was need of substantial help from external sources, and donations came from the New Zealand Government ($50,000), Nauru ($10,000), Japan ($5,000) and a host of commercial donations were led by Bougainville Copper's $100,000 gift, with Burns Philp and Carpenters ($25,000 each) reflecting their very substantial commitment to the welfare of Papua New Guinea itself.

The Australian Government weighed in with the RAAF's Caribou aircraft for the airlift, and voluntary groups have contributed substantially, notably Australia's Jaycees, who followed up a $1,000 gift with a campaign in support of the appeal. In Geneva the World Council of Churches asked its member churches around the world for $100,000 for PNG food relief, and churches in PNG were early supporters of the national fund.

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Polynesians learn realities of political power



FROM JAMES BOYACK

TERRITORIAL Assembly antics kept French Polynesia's newly elected legislative body in the headlines during the month of November. The new pro-Paris majority gave several demonstrations of how the glove of power, when it changes hands, fits as tightly for one political tendency as for another. The autonomist minority had less success adapting itself to the requirements of its new role. Techniques of opposition to an irreversible assembly majority (at least for the present), worked out during the past five years by those who now dictate assembly policy, did not serve the autonomists in the first legislative meetings. In fact, inept opposition tactics cost the autonomists one more assembly seat.

Take the copra subsidy debate early in the month. The Gaullist-oriented majority had decided to free 76 million CFP (roughly $A800,000) from the 1972 equipment budget to support the price of copra. Their logic was that infrastructural projects in the outer islands could be postponed until next year. It was more important to pay the islanders for their copra output to December 31 (copra, in most cases, being their sole source of income).

Perhaps because the majority blamed the previous assembly for part of the existing deficit (the remainder of the deficit will result from an estimated 3,000 ton over-production this year—18,000 tons in '72 compared to 15,000 last year), the autonomists chose to argue against renewed subsidy. Which they did for almost two hours, in contradiction of precedents they themselves set. The opposition demanded that the Gaullists fulfil their campaign pledge to completely restructure the copra oil refinery accords with the government (the way in which this dying export product receives artificial respiration here is perhaps the most controversial political hot-potato outside the debate on self-government).

When sarcasm and other manner of verbal assault failed to upset the majority resolve to vote the subsidy, the autonomists decided to walk out of the assembly session, thereby postponing it for lack of a quorum. To accomplish this they needed the counsellor from Bora Bora, "Toro" Teriirere, on their withdrawing team. "Toro", a sometimes autonomist (he voted with the previous assembly's autonomist majority), refused to budge. The session continued, without the minority, and a subsidy vote passed.

Madame Tara Lenoir, elected on the Austral Islands autonomist "Pupu Here Ai'a" ticket with Pierre Hunter, left the chamber reluctantly. That she was not being allowed to follow her political conscience on this occasion may have been the straw which broke her camel's back.

AT the beginning of the session, her autonomist colleagues were aghast to find that she had been nominated to one of the assembly's commissions. During the very first assembly session in October, the minority en masse decided to refuse interior assembly posts unless these were attributed in proportion to the number of assembly seats they held. John Teariki, Madame Lenoir's party leader, demanded a suspension of the session to interview Madame Lenoir on her apparent defection from minority policy. This closed door meeting was reportedly very stormy. The lady counsellor, who two weeks before publicly declared that she might vote with the majority on questions directly related to the welfare of the Austral Islanders, was not happy with the disrespectful manner in which she was called to order by her political boss, Teariki. All the same, when she returned to the assembly hall, she announced that she was withdrawing her candidacy for the commission post. She said, "I admit I had accepted this nomination, but now I must decline it. But . . . there is a but . . ." A woman's but, it turned out, is no small thing.

She butted right into counsellor Hunter moments later with a resolution calling for an investigation of the Austral Island Transport Company. She recalled that Hunter, during the previous legislature, was not only responsible for the company's creation, he obtained a 15 million CFP subsidy from the assembly to purchase the company's sole asset, the inter-island schooner Tuhaa Pae. Madame Lenoir charged that the company had failed to fulfil its moral obligation to the Austral Islands. She demanded an investigation of the company's books, and a State take-over in case of shinanigans.

When the assemblymen returned from their lunch break (the minority having decided to cease its ineffective boycott), Madame Lenoir had made up her mind. She submitted her letter of resignation to the "Here Ai'a" and announced that she was becoming the sixth member of Charles Taufa's group of independents.

Which means the assembly majority picked up another vote for a total of 17. The autonomists hold 12 sure seats. "Toro" persists in abstaining on almost every vote that does not directly concern the islands he represents. I have the feeling his neutral position will change, however. He shares with Madame Lenoir the opinion that he was elected "to work", as he says. I talked to him on Bora Bora a couple of weeks ago (in his non-assembly hours, he is the Air Polynesie agent on that island) and he seemed to tell me that

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within six months or a year he would be "working" effectively with the majority. I wonder to what extent it is a coincidence, for example, that the circle island road on Bora Bora is pot-holed, that it has not had a resurfacing in five years, and that major repairs on the road began last week.

ALTHOUGH more than two months have passed since the pro-Paris parties unseated the autonomists in the Territorial Assembly, people are still talking about why. Every single analysis I have heard includes the simple reason of French money. The stuff is abundant and it is the cornerstone of the economy. Tourism, the only viable industry, is a peanut in comparison to the walnut of direct and indirect French government and military subsidies. The new majority immediately needs 300 million CFP to overcome what Governor Pierre Angeli, in his inaugural message to the assembly, predicted would be the 1973 budget deficit. The majority wasted no time in its search for these extra funds. A special delegation, headed by Assembly President Gaston Flosse (UT-UDR), flew to Paris a few weeks ago to ferret out the supplementary monies. It met with many top French officials, not the least of whom was Prime Minister Pierre Messmer.

Upon return to Papeete, Frantz Vanizette, delegation spokesman, was happy to announce the money had been found. About 172 million would be subtracted from territorial budgetary obligations toward civil service employees. Paris will pay these people, most of whom are Polynesians, directly. Another 150 million, very significantly, will come out of the French military pocket. It happens that the CEP, the atomic test group, pays a custom forfeit to the territorial government. This forfeit, which eliminates tons of paper work, is negotiated every three years based on estimated military imports for the following three.

The current agreement expires at the end of this month. It is a badly kept secret that France would like to conduct underground tests in French Polynesia within the next three years. To do so, a lot of new equipment would have to be imported. This, together with rising world prices of goods and freight, conveniently will oblige the CEP to increase its forfeit by just about the amount the territory needs to cover the expected deficit.

The mechanics of the CEP's determinant role in the local economy are no mystery. The military gives jobs to Polynesians and pays high salaries to the thousands of Metropolitan military and civilian people who work for it. Everyone spends military money.

It is therefore quite realistic to conclude that the recent election was a vote of confidence for a continued CEP presence here (although it could not be said it was a vote specifically in favour of nuclear tests). Both of the majority parties, in fact, made clear in the campaign that they favoured a continuation of this presence, which, at least until a natural economy is created, is absolutely indispensable to the standard of living the French Polynesians now enjoy.

I REPORTED last month that France may conduct underground nuclear tests on the Marquesan island of Eiao. French Defence Minister Michel Debre recently announced that France intended to go underground with her tests at the soonest possible moment. Officially, French Polynesia is not concerned by the minister's pronouncement.

Unofficially, glaring evidence is piling up in Papeete that France would like to conduct those tests somewhere in these parts.

It is common knowledge now in Tahiti's capital that hundreds of workers are doing something on Eiao. According to unconfirmed rumours as numerous as flowers around here, there is a 200 yard tunnel which leads from the ocean toward the core of the island. Foreign legionaires are digging the horizontal shaft as fast as they can.

France has already conducted underground tests in the Sahara, so the technology of such experiments is no secret to her. How underground tests work, according to someone who apparently knows, involves two tunnels. One, like that which is allegedly abuilding, drives straight under the mountain. Another branches out in narrowing circles like a snail's shell, curving towards a central cavern where the nuclear device is exploded. The horizontal tunnel contains instruments which measure the strength and quality of the explosion.

I emphasise that this information is only part of the incredibly loquacious local coconut radio/rumour mill, which contains as many contradictions as affirmations. For example, one trend of speculation indicates that Eiao will be used as a nuclear submarine base. The two theories are that this will happen immediately, or that the island will be transformed, after tests, into a submarine base.

What appears certain is that a final decision on Eiao's eventual use has not yet been made. It is a CEP confirmed fact, however, that government geologists are studying the island for some reason or another.

The Eiao test theory seems credible when linked with other speculation that work has begun, or shortly will begin, on the construction of an international airport on the island closest to Eiao, Nuku Hiva, which is 60 miles to the south-east.

It could be that underground tests will be conducted elsewhere in French Polynesia, either on one of the isolated Gambier Islands or on the Mururoa atmospheric test atoll.

The most incredible thing I have heard, from sources that might be in a position to know, is that France next year will explode her biggest H-bomb *underground* on Mururoa. The thermonuclear device would be in the two to five megaton range (France has already tested slightly more than two megatons in the atmosphere over Mururoa). These theorists recall that the CEP has officially announced that work on underground caverns on Mururoa has been under way at least since the beginning of the year. The official reason for these caverns was that men and material will remain on the island at blast-time, instead of going to sea in the large fleet which gathers at Mururoa during each test period.

My Mururoa underground opinionators told me that most atolls are V-shaped, coming to a conical point tens of thousands of feet below the lagoon. They said that Mururoa has the opposite shape, widening at the base. They said caverns 5,000 to 6,000 feet deep would house the exploding devices.

I personally believe neither the Eiao nor the Mururoa theories completely, yet, in view of Minister Debre's promise of underground tests, in view of extreme French sensitivity to Pacific basin protests against atmospheric tests (yes, that's right, the French are very concerned about these protests), in view of the fact the CEP and French Atomic Energy Commission (CEA) are comfortably and expensively installed in French Polynesia, in view of the absence of alternative test sites in the French Republic, and in view of the many-shaped rumours abundant here, I will not be surprised by whatever happens.

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THE GEIC – ONE COLONY OR TWO?

By a special correspondent

One of the major problems posed for metropolitan countries by the decolonisation process has been to ensure political stability during the early years of self-government and independence. Without stability, attempts to achieve or maintain economic viability and to improve living standards are jeopardised. The result is instability, and so the circle continues.

The problem has been complicated in many dependencies and former dependencies by the fact that colonial boundaries were drawn with scant regard for cultural or ethnic considerations. The outcome, seen in its extreme form in Nigeria, can be an intensification of racial rivalries during the final stages of decolonisation and the early years of autonomy. Where they have emerged, tensions have arisen less from purely racial antagonism than from regional deprivation and from what are seen as inequalities of economic opportunity especially with regard to education and employment.

In the Pacific the potential for such divisive forces is seen most clearly in Papua New Guinea, in the Trust Territory of the Pacific Islands (Micronesia) and the Gilbert and Ellice Islands Colony.

The GEIC now has a "member system" of government and could be expected to progress to a ministerial system and then self-government within a very few years. Whereas, in the past, the future problems of the GEIC have been seen almost exclusively in terms of the expected loss of revenue from Ocean Island phosphates, the British administration has recently been forced to consider the more immediate problem of whether the colony can, in fact, survive even to self-government with its present boundaries.

The Ellice Islanders fear future domination by the Gilbertese numbering some 48,000 to the Ellice Islanders' 8,000), and a low level of development in the Ellice once the Gilbertese control the purse-strings, and a consequent reduction in educational and employment opportunities. Thus they have, through their elected representatives, begun to request separation from the Gilberts (PIM, Nov., p. 9).

The GEIC separation movement is not new; its potential dates back to the last years of the 19th century when the Gilbert and Ellice Islands Protectorates were lumped together under a single administration for reasons of cost and convenience. With the limited scope of administration—dominated in any case by expatriate personnel—there was little strife until the late 1950s when the introduction of Colonial Development and Welfare Fund schemes, and changed attitudes towards localisation and political development, led to a rapid rise in the numbers of Gilbertese and Ellice Islanders in the civil service.

With their more flexible attitude towards social change, and their higher educational levels (schools in the Gilberts had suffered from wartime occupation of the islands by the Japanese) Ellice Islanders were generally quicker to take advantage of the changed situation and the chances it offered. The result: a high proportion of Ellice Islanders in government schools and in the civil service, and resentment on the part of Gilbertese who also complained of racial arrogance on the part of Ellice Islanders then arriving in Tarawa in large numbers.

There were no demands for separation at this stage but racial feelings intensified in the early 1960s, especially on Tarawa, and led to the formation of the colony's first political parties. The initiative was with the Gilbertese at this time and was expressed in terms of resentment where the races were in a competitive situation.

With more rapid constitutional development in the late 1960s, and the transfer of increased responsibility to elected representatives, the Ellice Islanders began to seek guarantees to protect minority interests. Some concessions were made in the 1966 constitution and then, in 1971, all islands of the Gilbert and Ellice groups were given at least one member in the Legislative Council, resulting in average electorates in the Ellice having less than half the voters of those in the Gilberts.

With these concessions, together with assurances that the reserved powers allowed for the protection of minority groups, the administration was able to persuade the Ellice Islanders to withdraw their objections, but they continued to insist that they would seek separate dependent (on Britain) status when internal self-government was granted to the colony.

In 1971 the issue nearly came to a head in the Legislative Council until the Ellice members were persuaded to withdraw a separation motion by the government's promise that it would investigate the implications of separation. This was done, and Sir John Field, the Governor visited the Ellice to discuss the situation without, so far as can be seen, effecting any change in the attitudes of the Ellice Islanders.

The problem has gained some urgency over the past few months; not so much because the demands for separation have been more widely and loudly expressed but because, if precedents are adhered to, a further constitutional "step" should be taken around the time of the next elections due early in 1974. This means that in the course of the next 12 months some agreement on the longer term constitutional status of the colony must be reached.

The Ellice position is fairly clear. Their representatives will probably ask for separate colonial status.

The Gilbertese are in a somewhat ambivalent position. Many of their representatives favour separation or, at least, would not oppose it. At the same time they want to progress to a ministerial system of government but, they fear, any agitation for separation will slow down the transfer of responsibility.

Recent developments have forced the British administration to take a rather more positive approach to the situation. In the past it has vacillated between ignoring the problems and attempting to quiet any stirrings in the hope that they represented only transitory discontent. Seldom in the past has there been any serious attempt to examine the implications of separation for the Gilbertese, the Ellice Islanders, and Britain. Any

THE WHAT'S-IN-A-NAME DEPARTMENT

The Political Education Section of the PNG government has a new name. The assistant secretary, Mr Terry White announced recently that the Section was now called the *Government Liaison Branch of the Division of Political Development of the Office of the Chief Minister.*

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negotiations towards this end in the future would have to focus around the division of the colony's reserve funds (built out of phosphate royalties); phosphate revenues, while they last; overseas employment opportunities; and the ability or otherwise of each group to provide for and staff its own government and services—all potentially contentious issues.

Policies of centralisation on Tarawa followed since World War II could cause future problems. The Gilberts would have the infrastructure but would become even more heavily dependent on expatriate personnel. The Ellice would lack the infrastructure. Both would lack the ability to pay for government and services (at present levels) without substantial amounts of aid.

Britain is left with a dilemma—to sustain one non-viable government, or two? The outcome will depend on whether a compromise can be reached between the maximum that each party will allow, and the minimum that it will accept. Perhaps there are now second thoughts about past promises that dependent peoples could have the constitution of their choice?

Christianising a Hindu goddess

Lights flickered in small earthenware dishes all over Fiji on Sunday, November 5 to celebrate the Hindu festival of Diwali, or Deepawali—there are several ways of spelling it—which is akin, in some respects to the Christian Christmas, with feasting, the giving of presents and prayers.

The same lights flickered on the steps of the Roman Catholic Cathedral in Suva and on the high altar itself. It was the Roman Catholic Church adjusting itself to the customs of a section of its congregation. But, unlike the Hindus, Archbishop George Pearce and his congregation at the *Missa Punja* were not worshipping Laxmi, the goddess of wealth, but Christ, the light of the World.

The mass, in Hindustani, was said by Archbishop Pearce whose pronunciation of the language was said by some Indian members of the congregation to be "very good".

The archbishop has been studying Hindustani for about a year and has said mass in the language several times but never, until now, in public. Some of the Hindu ritual was introduced including the offering of flowers and the burning of incense and camphor.

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From "AWA", Noumea, after "Hara-Kiri", Paris.

Christmas high jinks but no rejoicing over nickel

NEW CALEDONIA DIARY with HELEN ROUSSEAU in Noumea

"Joyeux Noel" and "Bonne Annee" are the greeting phrases the French exchange as Christmas and New Year festivities approach.

Papa Noel sent his display wares well in advance to Noumea stores this year, so that from the end of October Caledonian mothers had an increasingly embarrassing time each occasion they escorted their infants through the doors of Maison Barrau, Ets. Ballande, Prisunic etc.

As the stocks of champagne expanded on supermarket shelves, adults also thought of the good time ahead, that is, if they could momentarily forget the fact that prices kept rising while incomes were falling with the nickel tide.

To prepare folk for more competitive times, one local political newssheet carried some handy advice for its readers in the form of real festive spirit, imported straight from the Paris press. With a series of graphic explanations, the paper introduced its readers to a system of "wrangling, for our drunkard friends."

The Paris advice began: 1. Put on a tie. 2. Stick a dry sponge behind the front of it. 3. While drinking with a friend, talk in such a way that he has to move back a step. By leaning over his glass, you get the tip of your tie to dip in his drink. 4. His glass will be emptied by your sponge. 5. turn your back to your friend and squeeze the tie into your glass . . . and you will drink two glasses instead of one.

Of course, island drinkers would hardly be tempted by such practices. After all, wearing a tie in this climate would make one immediately suspect.

Noumea restaurant owners were certainly counting on clients bring thick wallets rather than padded ties to their end-of-year meals. There has been a record proliferation of new eating houses this year, each one trying to outdo the others in gastronomy, not forgetting to add the astronomic prices.

This meant that the South Pacific Commission was not alone in watching the budget at this end of year. For their New Year ball the SPC staff had to consider whether they would hire a band at almost $A1,000 for the evening or appoint a musical programme officer and invest in their own amplifying equipment. (They finally found a less expensive band.)

Some glitter had nevertheless gone off the Christmas glamour with the retreat of the Japanese buyers from the Caledonian nickel ore market. After playing Papa Noel to the territory for some twenty years, the Japanese recalled their dollar-bearing reindeer ships in October. Noumea price talks over future shipments broke down when the Japanese firmly opposed granting even half the price increase the Caledonians had expected to result from the recent price rise for nickel metal. While about 1.3 million tons of ore thus waits by Caledonian mines and seashore, ready for shipment, it is feared that Japanese buyers may not show much further interest until next April.

In the six months to the end of September, the Japanese had taken out 1.3 million tons of Caledonian ore, while their purchases were earlier expected to reach 2.7 million tons in the current Japanese financial year.

The New Caledonian Territorial Assembly raised plenty of protest over the nickel situation, calling for missions to Paris and even to China, to seek ways out of the recession. The Assembly also called once again on the Paris government to hasten the entry of Canadian INCO to have a second nickel factory on the island. In addition, the politicians repeated their opposition to the "Billotte" laws, and called for the repeal of these regulations by which Paris governs the exports of Caledonian nickel operators and deals with big companies such as the SLN which come to operate on Caledonian soil.

From one side of the House to the other, members for once fell in agreement in blaming Paris government policy for upsetting the Caledonian ore exporters' traditional trade with Japan, and for hampering the entry to the territory of a second nickel company, which would be a competitor for the French SLN.

To one side of the Caledonian press, this solid questioning of the French Administration and fiery defence of Caledonian interests was a welcome sign of a new sense of purposeful combat in the Territorial Assembly. From the pro-Administration and nickel company press, however, came sharp reprimands and warnings that those political boys had better improve their behaviour. Otherwise, came

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the stern warning, Paris intentions to allow greater decentralisation might be changed, if such irresponsible, inquisitive debates continued.

For their part, the Administration had to remind the Assembly, on another matter, that they had no right to intervene on an executive matter such as the premature recall to Paris of a public service chief, whom Assembly members considered was giving satisfaction.

Back on the nickel front, by this time the SLN was also raising the alarm, crying poor in the current recession and insisting it would not be able to continue operating if the territory's nickel export tax laws remained unchanged. The company flew its managing director, Mr Bernard de Villemejane, out to Noumea to denounce the Caledonian tax system, which hits the SLN shipments of nickel, regardless of whether the company's balance sheet shows a profit or loss.

Meanwhile, as the Japanese smiled and flew back to Tokyo, teams of prospecting geologists from various overseas mining companies were also closing their dossiers and flying home. Their parting comments indicated that they could look at the situation again in 1974-76, but now extensive world discoveries have made the nickel market more competitive.

New Caledonia, with half the world's known nickel reserves, had a good start in the contest, but intervening factors such as rising local costs and government controls are making the Caledonians wonder how they can keep in the race.

Ironically enough, as one Franco-American mining group has moved out of its choice site on Noumea's bayside promenade, the vacated building has been converted into a waterfront restaurant. For in the moment of crisis, the magic wand of tourism is being waved over the dormant nickel mines.

Undoubtedly, Noumea, its outer islands and coastal hinterland could provide immense fascination for overseas visitors. But scenic spots, as much as local inhabitants, must become accessible if they really want to welcome travellers.

The French craving for individual *liberte* restrains them from "bothering" even their suburban neighbours with excessive doses of friendliness. So visitors must not be daunted by this seeming indifference. Rather, newcomers could indulge the whims of their own *personalite* and just enjoy being themselves, imbibing a changed atmosphere. There is certainly plenty to imbibe, through more than the purely oral senses.

The major problem for the visitor, of course, is to do this without devouring his travellers' cheques too fast. This may mean abandoning the popular idea that a holiday must be a bargain-hunting spree, and instead deciding that a holiday can also include collecting fresh views of people, as seen on a 20 cent bus ride or over a 50 cent cup of coffee on a pavement terrace.

French tour promoters are certainly concerned at the territory's dwindling tourist traffic, but one of the major problems here still remains the fact that most visitors are not millionaires, and if they are, they demand service when they pay.

So far the unhappy fact remains that in the first three-quarters of this year, New Caledonia has received only 8,085 visitors staying on the island, a drop of over one-third from the peak year of 1968.

As the Chateau Royal hotel extensions progress towards the opening scheduled for next July, its French promoters were planning to spend up to $A150,000 to advertise it on the Australian market. In addition, UTA French airlines were announcing a special bid to improve service on their flights.

While a Noumea barrister advertised in the local press for dissatisfied passengers to contact him with a view to forming an Association for the Protection of Clients, the French airline informed Caledonians that extra (free) smiles and courtesy would be dispensed by the company from December 1.

There certainly should be more smiles all around, since the new passenger terminal has been opened at Tontouta, the island's international airport. The new restaurants, bars and duty-free facilities give visitors an impressive welcome to the French island. Various Noumea tour and car operators have offices in the new terminal, while the decor is enhanced by mural pieces, from locally-established French artists.

Not to be left behind, the Port of Noumea is still planning to build a Welcome Hall for cruise visitors. The building is now planned also to handle bus passengers from Tontouta. Credits of about $A200,000 have been allocated for an imaginative design to feature New Hebridean timber. It is hoped these new tourist facilities can be completed before the end of 1973.

Meanwhile, since visitors usually face a language handicap, they have to be prepared to ask lots of questions if they are going to know all the interesting things that could be going on in Noumea —the location of the current art shows, the programme of star singers who now fly in regularly from France, and the venue of Melanesian women's cricket.

Among some of these recent "spectacles" have been the shows of singers Rika Zarai then Jacques Dutronc, flown in from Paris; an exhibition of Indonesian art work, sponsored by the Indonesian Consul and Mrs Paul Samadiono; Jamaican, Japanese, Australian and New Zealand boxers, patronised by the SLN nickel company sports club. Caledonian boxing fans pay from $A14 to $28 to watch what have now become regular monthly boxing evenings organised by the ASLN.

While the nickel company is diverting local aggressive instincts to this rowdy sport, figures from the French Administration indicated a need to cut territorial expenses, as revenue was to be $A13 million below estimates on a planned 1972 budget of some $80 million.

For 1973, the Administration has proposed a budget reduced to $69 million. At the same time, Governor Verger continues to emphasise the need for Caledonians to seek more loan money from Europe to keep up the territory's development programmes at a time when nickel earnings are not meeting earlier expectations.

Among the first loan items mentioned by the Administration were over a million dollars required for a rugby field and new indoor sports hall in Noumea. Obviously, serious thoughts are already turning to the next South Pacific Games in Guam, 1975.

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Tropicalities

Vunivalu will be First in the Land again



Ratu George Cakobau and Adi Lelea with three of their four children.

Six days before his 60th birthday on November 6, Ratu George Kadavulevu Cakobau, OBE, JP, the Vunivalu (war leader) of Bau and paramount chief of Fiji was named by the Queen as the next Governor General of Fiji. It was no surprise. It was an open secret.

His appointment to succeed Sir Robert Foster, who will leave Fiji in January, has been pending for some time. After the last election, when he became Minister without Portfolio, he was told he was being "groomed for other things". Everyone knew what those were—an abode in the conventionally colonial pile known as Government House, front seat at all the big shows and royal honours.

The Fijians will see him as the paramount chief as well as the Queen's First Man in the Land, and history will have come full circle—once more a Cakobau will be first in the land with little chance of being ousted as his great-grandfather Ratu Seru, King Cakobau, feared would happen to him before Victoria could be persuaded to accept Fiji as a gift and a liability.

Perhaps, to complete the circle, Ratu George, who's sure to become Ratu Sir George, will be ceremonially installed in Levuka, the old capital, on the very spot on which King Cakobau handed over Fiji to Queen Victoria on October 10, 1874.

Such a ceremony, in such a place, would register full marks with the Fijians and bridge the gap in history. Ratu George's appointment is a logical one from any angle but expert observers of the Fiji scene see a little more in it.

It all began half-way through the last century when King Cakobau's throne was in peril. One of his enemies was Ratu Kamisese Mara, grandson of Tui Nayau, half-brother to Cakobau and great-great-grandfather of Ratu Sir Kamisese Mara, Fiji's first and present prime minister.

In 1853 Mara joined other chiefs in a rebellion against Cakobau. The war dragged on for two years before peace was made between them. Then, in 1859, Mara rebelled again but Mara was captured and hanged.

Although no one has spelled it out, the Bauans in recent years have watched the ascent of Ratu Sir Kamisese Mara with mixed feelings, particularly when, on October 10, 1970, Fiji became independent and King Cakobau's gift of his country to the British Crown was returned. At such a time, some Bauans thought, should not a Cakobau be first in the land. But the historic position was reversed. A Mara was prime minister. A Cakobau, great-great-grandson of the king, was a minister.

John Carter in Suva says: "There have been rumours, denied as soon as they were current, of a split between Ratu Sir Kamisese and Ratu George. I don't think there was even the suspicion of one, but so long as the thought remained in some minds it was a menace to the solidarity of Ratu Mara's government."

Today, with Ratu George about to become first man in the land and history repeats itself, there can be no such danger.

Who'll buy the drinks?

When the Germans, and then the New Zealanders first came to Western Samoa, a basic aims of their administrations was to make all forms of alcoholic beverages unavailable to the Samoans. No doubt, they felt the Samoans were incapable of controlling their passions after they had taken a few beers. This attitude, of course, led to sole government control of all importation and sale of alcoholic beverages.

The government decided how much liquor should be imported and processed these orders through the local agents of the liquor manufacturers. When these arrived, the government was the sole distributor and only those who were given a number of points could obtain any beer or other liquor.

After independence, the rules were relaxed. The public could buy both beer and spirits from the local taverns and only very recently, the public was given full right to buy from the government bond store without the

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need for any points from the Police Department.

So far so good for the public. But some months ago, the government reportedly tried to take away the agencies from the local firms.

A local member of the Chamber of Commerce complained that the government had written direct to the manufacturers requesting that the agencies for liquor coming to Samoa should be transferred to the government. This would have the effect of transferring the commissions now being earned by the local agencies to the government—so that the government would not only get the revenue from the duty and sales of alcoholic drinks, but also the commissions!

The member, who did not want to be identified for fear of government reprisal, said the government was engaging in unethical practices. It was trying to take over what should properly be left in the hands of private enterprise. In fact, the government should get out of the business and leave all the importing and distributing to the local firms.

Basically, this is the Chamber of Commerce position. It wants the government to get out of the business of importing and distributing alcoholic drinks, and to leave this to private enterprise, which probably could do it much more efficiently and at much less cost to the public. The chamber claims the government will gain more revenue by leaving the business to private enterprise.

In spite of this, the Minister of Customs, Tofa Siaosi, rejected the chamber proposal. He instead asked that a proper written submission be made, but the chamber fears the result would be the same, that the minister is merely trying to gain time.

The chamber's outcry has become more persistent as a result of more frequent shortages of certain brands of liquor, especially of beer.

Hang them!

No noose would have been good news for some people in Fiji at November's beginning when parliament decided to end the five-year moratorium on hanging for murder. There was a free vote which produced some strange bedfellows, many of the Alliance side of the house, including ministers like Deputy Prime Minister Ratu Sir Edward Cakobau and Finance Minister Charles Stinson, voting alongside the majority of National Federation Party members to restore the death penalty. The motion to extend the present suspension of the death penalty for another five years lost by 23 votes to 18 with one abstention.

But that doesn't necessarily mean that the rope will come back to Suva Gaol. There is time before the moratorium period ends in January for both the House of Representatives and the Senate to push a bill through to abolish hanging completely.

Emotion played a big part in the debate. The waverers, were pushed over the edge by a recent murder which horrified the whole country. The fact that murders have not increased during the last five years weighed little with those who believed in something more than deterrence. They were out for punitive punishment.

Some reverted to the Middle Ages and called for castration for sex murderers—which they've got in Sweden today—and for torture before execution. They won the day, though it's safe to say there'll be no castration in Fiji—or torture.

"Coral chain" islands hopeful

Work has recently started on the production of a film on Melanesia. Filming is being done by the Papua New Guinea Tourist Board's film unit and the film is sponsored by the Melanesian Tourist Federation.

In September Chris Fryman, film director for Pangtour made a survey trip through the British Solomon Islands, New Hebrides and New Caledonia and returned to Port Moresby enthusiastic about the prospects for the Melanesia film. A survey for the Papua New Guinea content was made some time ago.

The object of the film is to show the world where Melanesia is and the variety of attractions it has to offer. Viewers will also see modern air transport and modern hotels.

Original plans were for the film—which will be in full colour—to have its premiere at next year's Pacific Area Travel Association conference in Tokyo, late February. It is now doubtful if it will be ready by then and the federation may have to find some other suitable opportunity to launch the production.

Also planned is a comprehensive tour guide on the four countries—the first-ever combined information production from Melanesia. However to fill the need for information the federation is pressing ahead with the immediate production of cyclostyled sheets to assist agents and airlines to sell Melanesia.

Improved air services to and through the Melanesian countries offer a golden opportunity for the build up of tourism, but, says federation chairman Don Barrett of Papua New Guinea, accommodation is still a problem in some places.

In Port Moresby in particular there has been an excess of demand for hotel rooms over those available. Prospects of relief have faded somewhat with the suspension by Ansett of proposed extensions to the Gateway Hotel following the announcement of plans fo a national airline in PNG.

There is to be a year's delay in the site becoming available for the Travelodge consortium multi-million dollar project in Port Moresby, and



Father William Ross, aged 77, who recently celebrated the golden anniversary (50 years) of his ordination to the Roman Catholic priesthood with a group of Papua New Guinean nuns. Father Ross was born in New Jersey, USA, and has been in Papua New Guinea for 46 years, 40 of these in the Western Highlands. Father Ross was one of the first Europeans to enter what is known as the Western Highlands District and is one of the few Europeans who can speak and understand the Medlpa language spoken by the people of Mt Hagen.

Davara Motel is to remodel its "old wing" before proceeding with a planned extension.

The situation is brighter in other PNG towns. Rabaul's Ascot Hotel has just completed remodelling that includes a new air-conditioned lounge bar and dining room; further plans include the converting of the present bar into a function room. Smugglers' Motel in Madang is constructing a new block and several hotels in the Highlands have added rooms in the past six months.

Honiara has a doubled capacity. The Air Pacific jet service from Suva to Port Moresby cut out a night stop over at the BSI capital and this has affected business this year. However in the long run Honiara should benefit since travellers can conveniently stop over for two days and go on to Port Vila, Noumea or Fiji.

BSI tourist interests are less happy with the service in the other direction since the Air Pacific jet and TAA's jet are on Sunday and Tuesday respectively. A wider spacing would suit them they claim, but TAA has explained that operational requirements make it impossible, at least for the present, to fly the route with a DC9 on any other day.

With the nickel building boom over in New Caledonia that country is really seeking tourists. New hotels, new restaurants and other attractions such as boat cruises are available—and prices are *not* "out of this world".

Qantas and UTA are selling cheap packages to both New Caledonia and the New Hebrides. With really depressed copra prices and not much other source of income (save offshore companies) the condominium has a large welcome sign out for tourists—and the number is increasing steadily, although New Caledonia is still the best customer.

The Melanesian Tourist Federation hopes to encourage more travel by individuals and family groups which do not pose such a strain on accommodation in places like Port Moresby. It hopes to get more Australian and New Zealand people going through the "coral chain".

The counter attraction of cheap fares to UK, Europe and Singapore is a big hurdle to overcome but the federation is hopeful that there could be excursion fares through Melanesia in the not too distant future.

She's consumed with zeal

Anaseini Qionibaravi, Fiji's only woman senator, is softly-spoken, eminently feminine. Wife of a highly successful Fijian businessman and mother of four children, hers is far from the image of aggressive campaigner, waver of banners, upholder of the rights of the underprivileged. As first chairman of Fiji's Consumer Council however, she's all of those.

The job, for which she isn't paid and to which she devotes almost all the normal working day, is one of the most important in inflation (and now hurricane) hit Fiji. It's also one of the most frustrating.

Because the council still hasn't any real power, she told PIM in November, shopkeepers won't recognise the existence of a pressure group protecting consumer interests. A Consumer Council staff member, writing down prices recently in a certain store, was told to leave. "We don't want any of that sort of thing here," said the shopkeeper.

Mrs Qionibaravi says: "People say the council is doing a marvellous job

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A tin of fish, a major consumer item in Fiji, is examined by Senator Anaseini Qionibaravi, right, during a discussion with women of Naibalebale village, Savusavu.

in publicising over-priced items and instances of consumers being at the mercy of unscrupulous shopkeepers—but we're not satisfied with that. There is *much* more to be done.

"The only weapon we have is publicity, but at present we can't name the guilty offenders or take them to court. We need these powers. We need some real teeth."

A former teacher of home economics and then full-time radio announcer (she still has a daily women's programme), Mrs Qionibaravi says: "When it comes to complaints, those two big octopuses are named again and again.

"It's useless to point out that a particular brand of face cream is selling for one price in an unidentified shop and for a much lower price somewhere else. The lower-priced one is marked up immediately!

"We need to be able to name the offenders publicly."

With 11 members, all of them volunteers, the Consumer Council is part of Fiji's Ministry of Commerce and Industry. Set up in November last year, as part of the government's efforts to combat inflation, it now has branches in Suva and Ba. More are planned and two publications—simply presented, in English, Hindi and Fijian—are to be circulated.

Getting the message across to rural dwellers is the biggest challenge facing the Consumer Council. Villagers know nothing of budgeting. They don't earn a regular income. And they certainly can't shop around looking for the best buy.

Mrs Qionibaravi wasn't in favour of price control on local produce—until the hurricane. "We've seen such astronomical increases since the hurricane that some sort of control is essential," she said. "Shopkeepers all over the country are taking advantage of the situation. Our council is going to have to become more aggressive."

Royal visitor?

The coconut radio says there are plans for Queen Elizabeth to visit some of the Islands, notably the New Hebrides, next year. Prince Philip has visited the condominium, and so has a French President, but no British monarch.

Samoan novelist

Mr Albert Wendt, Samoan writer, poet and schoolteacher, has recently announced the acceptance of his latest novel, Sons for the Return Home. Mr Wendt (principal of Samoa College, Apia) claims his novel is the first by a Samoan writer to be published, and also perhaps the first published novel by a Polynesian.

Mr Wendt says of his novel: "It is about 250 pages long and is divided into three parts. The first two parts are set in New Zealand, the last part set in Western Samoa. The novel concerns a Western Samoan family who migrate to New Zealand in the early 1950s. It deals with their life there and their eventual return to Western Samoa 20 years later."

The book is woven around the two main characters—the youngest son of the family and a pakeha girl, and it examines different kinds of love, racial conflict, the conflict between two very different cultures and the conflict between different generations.

"In one way, the book is my small contribution towards racial understanding," said Mr Wendt. Sons for the Return Home is being published by Longmans by next March.

Mr Wendt has two other books to be published by the same publishers, a collection of poetry and a collection of short stories, and he is currently trying to finish off an 800 page novel. Mr Wendt is an MA in history from Victoria University. He has already had many poems and stories published in New Zealand and other Pacific countries.

Hurrying up the PNG Anglicans

A hard-hitting report on localisation in the Papua New Guinea Anglican church says that as things are going the church won't be able to meet its 1980 target date for completing localisation. The report was made by Dr Robin Gill, an English priest and sociologist.

He claims that in responsibility and decision-making, the Anglican church is still basically an expatriate church.

Dr Gill says the Anglicans compare favourably with the Roman Catholics, but poorly with the Lutheran and United churches. He concludes that ". . . the Anglican church is in urgent need of a programme of localisation."

Far more responsibility should be given to local priests, and expatriate priests should be willing to act as assistants to their indigenous colleagues, he believes. More top jobs in the church should be given to Papua New Guineans and all diocesan planning and decision-making committees (at present dominated by expatriates) should have "a clear majority of local members, and, preferably, local chairmen," says Dr Gill.

He also calls for the appointment of a special commission to look into the pay and conditions of local clergy, many of whom, he says, are very poor. Local clergy are beginning to resent the better salaries and housing of the expatriate priests, a feeling which he thinks the white clergy are mostly unaware of.

Dr Gill's report was presented to the last meeting of the Diocesan Council, which appointed a special committee to consider it. The committee is made up largely of local people and is headed by Papuan Bishop George Ambo.

A tour to remember

Guest houses mean many things in the Fiji capital of Suva—a lot of them not nice. Noise, cheap women and black market beer are among them.

Which may explain the reaction of the management of the Australian Capital Territory soccer team when it arrived in Suva and found its booked into one.

The Australians announced, firmly, that they were having nothing of it. "If you don't find us somewhere

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Flying Dutchman

Copies of "Sail Magazine", published in Boston, USA, keep arriving at Honiara Post Office, Guadalcanal, for Admiral "Bull" Halsey, the wartime US commander. The post office has sent some back, with the note that the Admiral no longer is attached to Task Force 64, Guadalcanal, as the address states. It has no effect. Is the navy paying the subscription?

better to stay we are not playing," they said.

The ultimatum led to much running around by the Fiji soccer officials. Eventually the Australians were found alternative accommodation.

It was all very much a storm in a tea cup—the guest house in question was one of Suva's respectable ones—but typical of this hot-tempered tour.

The Australian side was the first overseas team to meet Fiji in Fiji in seven years. It's going to take Fiji soccer fans about as long to forget these games.

In the first game of the two-match series, the Australians beat Fiji 2-0 and were hooted by the big crowd for their rough play. The Fiji players came off the field bitter at the mauling they took at the hands of the Australians.

The second game looked like developing into open warfare. It did.

Police came on to the field to break up a wild brawl between the teams shortly before halftime. At least one prominent Fiji official had to be led off the field and referee S. A. Hussain was pushed and sworn at by the Australian players.

Fighting continued through the second half. Linesman Humphery Chang got into a shouting match with the Australian players and referee Hussain had to step in and restore order. (The match, by the way, was a 2-2 draw).

Trying out the common roll

Common roll voting, with all the races thrown together into one ballot —after land, Fiji's most contentious subject—came to Suva and Lautoka on November 5 with the municipal elections fought on party lines.

People voted for party and not the man. The Alliance took over the Suva City Council with 14 seats against the National Federation Party's six, and the NFP, in an area where the Indian community predominates, won control of the Lautoka Town Council 8-4.

Suva's Alliance group chose for mayor, Cr Peter Allan, a long-serving member, who was deputy mayor a few years ago, thereby dashing the hopes of Cr C. P. Bidesi of the NFP, who plaintively complained that a year ago there was a promise that he would be the next mayor.

Last year's mayor, Dr Macu Salato, who didn't exactly cover himself with glory in the post, did not stand for the council this year. There are rumours that he will be Fiji's Number One man in London.

The NFP at Lautoka also steamrollered their man in but they fell out doing it. The caucus was split, one faction wanting popular, moderate Cr Hari Punja, the other Cr Wilfred Sugrim. It was alleged that at the party meeting one member had struck another.

Cr Punja got the nomination and all 12 councillors, both Federation and Alliance voted unanimously in the council meeting for Cr Punja.

Chickens may come home to roost with the election to the council of Cecil Bradnam, who a few months ago was sacked by the council from his job as City Engineer. Cecil would be more than human if, at some time or another, he doesn't weigh heavily on those who encompassed his dismissal, both councillors and officials.

Crisis in the Cooks

In the interests of nature and human respect, the authorities at Rarotonga are going to have to streamline their Customs and immigration procedures for seaborne visitors.

At any rate that's what the crew and passengers of the charter yacht Winston Churchill think after dropping anchor at Rarotonga in September. They were met by officials who told them that, in the interests of the campaign against pollution of lagoons, a brand new modern toilet facility had been established on shore and must be used in preference to yachts' toilets which were not allowed to operate while in port.

So the crew and passengers waited patiently for clearance before going ashore. That took six hours at the end of which a crowd of uncomfortable people dashed for Rarotonga's newest attraction. They found it locked. But it could be operated by the insertion of a New Zealand 5c piece. They hadn't one between them.

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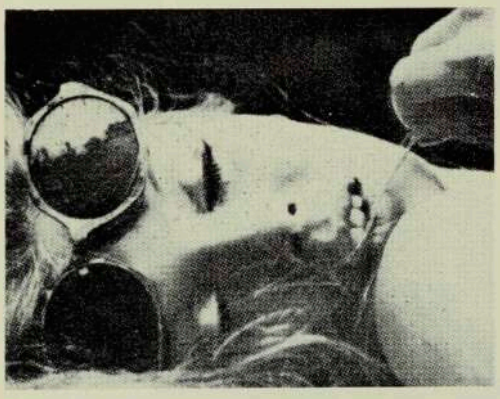
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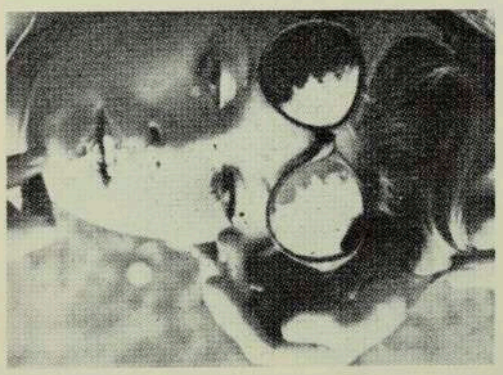
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Devastation comes to mid-Pacific

From JOHN CARTER in Suva

Around 10 a.m. on Tuesday, October 24, a youngster, in Suva for only a year or two, said to me, "It's great; I've wanted to experience a hurricane." He was talking about hurricane Bebe which was then about 12 hours away from the Fiji capital. He'd changed his tune the next morning, full of relief that it was a chastened but still dangerous Bebe which had hit Suva after devastating a large area in north-west Viti Levu.

He was even more relieved when details of the carnage caused by the 150-knot hurricane began to filter through. Once again, for the third time in eight years, Suva had been lucky, comparatively lucky that is. Damage in the city was slight—more of an inconvenience than anything else. For the third time in eight years, the lovely islands lying to the north of Lautoka, the Yasawas, had been smashed, the people left homeless and their crops gone.

North-west Viti Levu, particularly Lautoka and Ba, also suffered severely. Thousands were made homeless and without food or clothing and the death rate was the heaviest since the 1932 hurricane when more than 200 were drowned in the valley at Ba.

Bebe killed 19 people in Fiji, six of them at Ba and three at Rakiraki and Tavua, and badly injured 25. There were 113 "moderately" injured and 791 had minor injuries.

Total damage has been assessed at between $10 million and $20 million; it will cost much more to feed and house the victims. Probably 50,000 were made homeless.

Aid has poured in from overseas.

Suva took the preliminary warning calmly and began battening down. The news reached Suva on the Sunday that Funafuti had been blasted. Hardly a house stood. A tidal wave had swept three people away. One, later officially confirmed as dead, was Surendra Ariyan (29), a Fiji radio technician on duty at the Funafuti meteorological station when the tidal wave swept away the building.



A ship on its beam ends, roofs off houses, trees uprooted, building materials scattered everywhere were part of the scene of desolation captured in this RNZAF picture of Funafuti immediately after the hurricane. The plane couldn't have landed—that's the airstrip at the foot of the picture.

Altogether six people died, 90 per cent of the buildings on Funafuti were destroyed and 700 were made homeless. Two deep sea fishing boats were sunk and their mother ship, Van Camp I was aground.

It was one of the big hurricanes all right, all of 150 knots, but would it hit Fiji? Then Rotuma got it; houses down, crops destroyed but no fatalities. It had been raining hard since the Sunday and the wind began to freshen until by Monday night, October 23, it was blowing a gale.

The following morning the Yasawas caught Bebe's full blast and her future path was sure—some part of Viti Levu would get it. The capital was like a dead city. Only a couple of milk bars were open; the big stores had sent their staffs home to look after their houses.

A few people roamed around, one, a tourist, complaining to me that he wasn't staying any longer in Fiji and wanted to buy some duty-free goods and the shops were shut. Well, he needn't have worried. He wouldn't get out of Fiji for a few days.

By late afternoon gusts of around 80 knots were howling around the buildings. Darkness came ahead of time. Mopping up operations were going on at The Fiji Times printing works and in the newsroom Bebe's depredations were being recorded.

(More pictures pages 30 and 31, text continues on page 32.)

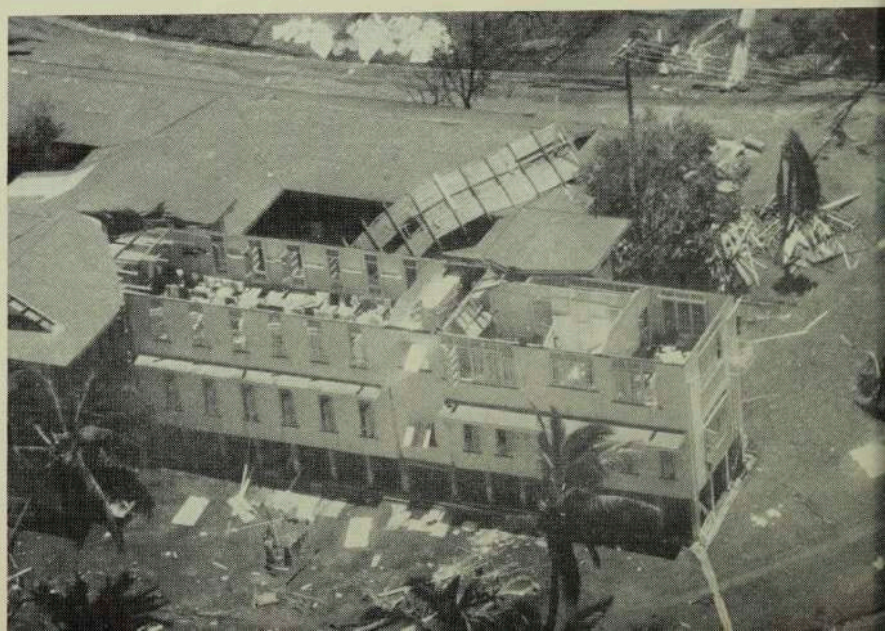
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FIJI'S HURRICAN TRAIL C







The hurricane which struck Fiji October 23/24 caused damage running into millions. Stan Ritova captured the shot at top 12 hours before the storm centre reached Suva. It shows one of the old buildings at the university, a portion of its roof already torn and flung upside down over the ridge. A street scene (above) in flooded Nausori compares with one (above right) from the other side of Viti Levu at Lautoka where the 180 mph wind ripped this new house almost to pieces. Right, Lautoka Hospital, from which 200 patients were safely evacuated.

—Photos: Fiji Public Relations Office and Fiji Times.

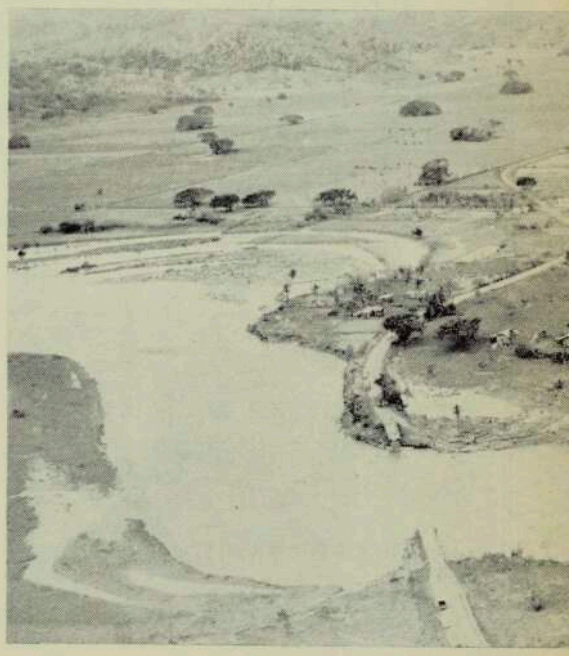
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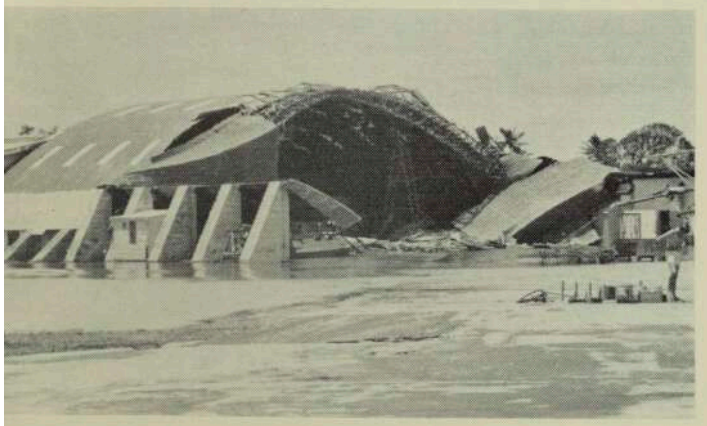
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WORST LEAVES CHAOS



The path of hurricane Bebe can be charted from the pattern of scattered debris wrenched from the damaged school buildings pictured above between Tavua and Ba. Right across Viti Levu again the trouble was more water than wind, and a 270 ft section of the Navua River bridge was swept away by the raging torrent. At right, the scene as the water began to subside. The steel span is still below the water.







Well-known landmark to air travellers, the old RNZAF hangar at Nausori fell before the fury of the storm. At right, floodwaters cover the countryside in the Koronivia area near Nausori. Prime Minister Ratu Sir Kamisese Mara described the hurricane as "the most intensive and extensive in Fiji's history". The death toll would have been much greater if there had not been forewarning.

—Photos: A. G. Shearer.

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FIJI HURRICANE

Continued from p .29

The Navua River had broken its banks. The big bridge had been swept away. The Rewa River was rising dangerously—it drowned 12 in 1965. Lautoka, Ba and Nadi were getting it badly. Then it would be Suva's turn, around 10 p.m. Why are the worst hours always at night?

As the hour neared people began wondering. There were 100 mph gusts but at Lautoka they were reckoned at 180 mph. What had happened to Bebe? She came over the mountains and the land of Viti Levu had sapped her energy. For a couple of hours a chastened Bebe blew through the city. Power and telephone lines went in some places. A few roofs were damaged but Bebe was now more noisy than murderous. Suva had escaped.

Lautoka reporter Vijendra Kumar had a different story to tell. He saw, heard and felt Bebe at her worst. Below is his story.

Night of fear

From Vijendra Kumar in Lautoka

At Lautoka and Ba winds of up to 180 mph roared and howled during a terrifying two-hour spell of carnage. The winds ripped off entire roofs and flattened *bures* (grass-thatched houses). Stout *baka* trees and even the strong coconut palms danced crazily before being uprooted.

It was a little after 4.30 p.m. and yet in our newspaper office in Lautoka it seemed as if night had fallen. Vitogo Parade was a watery channel and Namoli Avenue was a roaring torrent with water two to four feet deep in places. As I watched, a length of roofing iron from a stack in the shop-yard across the road, flew up and smashed against a signpost a chain away. Coconut fronds broke off the tree-tops and were carried chains away. Flying debris that hit electric wires which were still live sent sparks flying like dozens of tiny stars falling in the sky.

Frightened and wet, an elderly man tottered to our door and said: "Please tell me where the temple is. I must shelter somewhere."

I gave them directions to the Sikh temple which has a dormitory for poor guests. The two said they were ordinary farmers from Ba and had not heard the hurricane notice broadcast half-hourly by Radio Fiji. They were in Lautoka to sell their market produce but had lost everything and were trapped by the storm.

As they waded in the flooded street towards the temple, I decided to walk home five chains away. Falling and slipping in the muddy water, I ducked and weaved to avoid being hit by flying debris. Reaching Nacula Street —the road to my home—I watched out for broken electric wires which would have put a sudden end to my journey. Nacula Street was a mess of broken branches and tree trunks, tins, timber and a maze of wires. How I got through it all is something I wonder about still.

With the help of a flashlight, I saw strange objects floating all around my house. Discarded boxes, car parts, fruit and vegetables, coconuts, clothing and even a woman's brassiere floated past.

My wife had improvised a kerosene lamp from an empty milk can—the only light in the house after our power cut off. Windows and doors shut, we waited while the entire world seemed to be in a mad frenzy outside. At about six, we felt a sudden silence. Opening the window, we found the rain had stopped and the wind had abated.

Bebe had passed over Lautoka.

The next morning, the sun came out shining bright.

On an inspection tour, I saw roads washed away, sugar cane fields under water, hundreds of trees uprooted, dead birds and animals scattered about, and the entire countryside littered with debris from damaged houses. There was despair on almost every face.

At Karavi, an old Land-Rover was carrying a coffin. The driver told us of the tragic deaths of a mother and son who were buried under the roof of their house as it fell. Their bodies were found by neighbours.

At the Ba Methodist Mission Hospital, I met Mr Bal Krishna, a farmer from Koronubu. His wife lay critically ill in the hospital as he waited outside. He could hardly speak. I pieced together a story of the family's terror as their little house was lifted up by the wind while they were still inside.

"My little nephew, my sister's one-year-old boy, was carried five chains away in the wind. My father and sister were thrown out somewhere and we found them dead. My wife suffered deep cuts on her head," Mr Krishna said. Incredibly, the little boy was picked up from a bush uninjured.

Amid the destruction, men and women went about picking up pieces of their homes, burying the dead, repairing damage and with painful slowness resuming normal life. Said a Ba farmer who lost his cane crop and home: "Life must go on. We have to start again. It's all God's will."

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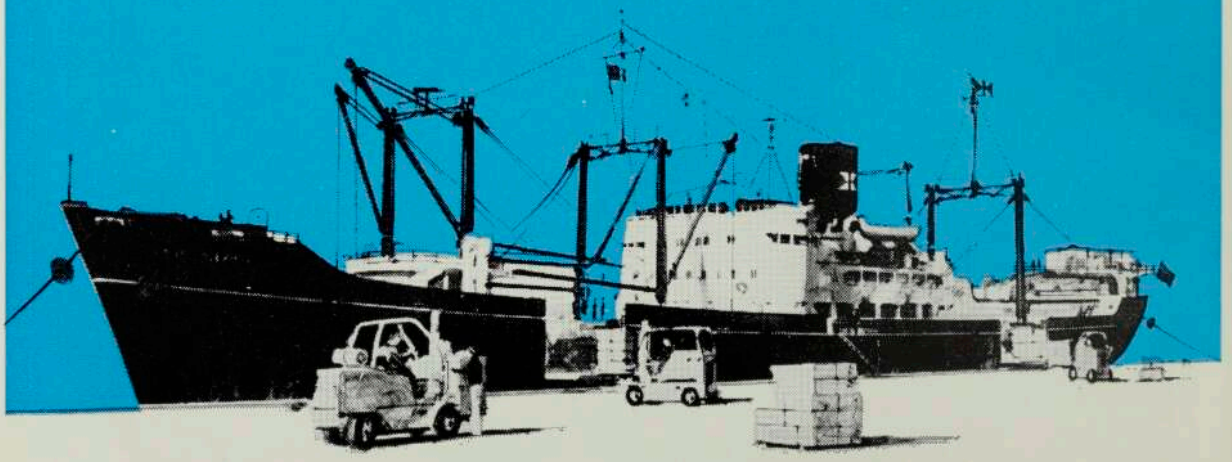
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Marianas rub with the Congress of Micronesia

From a Saipan correspondent

It appears that part of the strategically-located US Trust Territory of the Pacific Islands will soon become a permanent part of the American defence system in the northern Pacific.

Senator Edward Dlg. Pangelinan, chairman of the newly-formed Mariana Islands Political Status Committee, has confirmed reports here that the first round of negotiations between local leaders and top-level US officials will begin on Saipan early in December. Pangelinan, also of the Congress of Micronesia's Joint Committee on Future Status, met Ambassador Franklin Haydn Williams, President Nixon's personal representative to the Micronesian status talks, along with other Marianas leaders, at the conclusion of the sixth round of Micronesian talks that ended on October 6 at Barbers Point Naval Air Station at Oahu, Hawaii.

Marianas leaders here received permission from Williams last April to negotiate with the US for a separate status different from the rest of the territory ". . . leading to full political union with the United States . . ." according to a Marianas position paper. Until then, the official US position was to deal with the territory as a single political entity until the trusteeship over Micronesia was terminated.

The Congress of Micronesia is currently negotiating for a semi-independent status with the US delegation.

However, the Marianas move has caused some disagreement within the Micronesian congress. Official transcripts just released by the US State Department quoted Micronesian Status Committee chairman Sen. Lazarus Salii on the final day of the talks: "We have asked, and ask again, that the United States provide to our subcommittee on land the details of its requirements in the Marianas. As you are aware, the mandate received by this committee from the Congress of Micronesia requires that our consideration and negotiations encompass the entire present Trust Territory and not only five out of the six districts. The unilateral action of the United States in accepting separate negotiations with the Marianas does not, obviously, relieve this committee from the obligations with which the congress has entrusted us."

Ambassador Williams replied: "The position of the Marianas District with respect to its desire for a future political status is a matter of record, as is the response of my government to their request for separate talks leading to permanent political union of the Marianas to my country."

Exactly what kind of political relationship Marianas leaders want is still unclear. Until two years ago unofficial plebiscites favoured reunification with Guam, an unincorporated and fortified American territory at the southern end of the Mariana Islands chain. But that movement is dying out today. Leaders here generally favour by-passing Guam for more direct ties with the United States, or Commonwealth status, similar to Puerto Rico.

People here, as in nearby Guam, want military bases for economic reasons.



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A DIGNIFIED SILENCE FROM THE COOKS

From JOHN CARTER, in Suva

So the Cook Islands, the South Pacific and posterity will never read Premier Albert Henry's reply to the allegations of dictatorship, nepotism and misgovernment levelled at him by Opposition Democratic Party leader Dr Tom Davis in the September PIM.

After a neat piece of feinting, shadow boxing and side-stepping in an interview in Suva in September, Mr Henry was seen by PIM's man during the South Pacific Conference in Apia. Yes, he would write a reply to Dr Davis, promised Premier Henry, but he never got round to it. After several days pursuit, and on the eve of his departure for a more important engagement than the conference—celebrations on Nauru of President Hammer DeRoburt's birthday—Mr Henry withdrew his promise.

After all, he said, there wasn't much to reply to. It wasn't important and anyway, Dr Davis wasn't there any more. Dr Davis had left for the United States to sail his cutter back to Rarotonga.

Well, that was that. There would be no reply through PIM though it's pretty sure the Premier will have something to say when he's playing on his own home ground in parliament.

In his interview in Suva Mr Henry was voluble over a few things in Tom Davis's article, but he was silent on much more—nepotism, for instance, the sacking of Democratic Party supporters from the government service, the driving of a wedge between people and traditional leaders, changing the constitution to allow political appointments to department top jobs and control of radio and the newspaper for political purposes.

Asked to comment on the allegation that he abused his power, Mr Henry replied with a lengthy and clear explanation of how his government had responded to advice given by United Nations teams and New Zealand—on finance, harbour development, pineapples and outdated financial methods left over from colonial days.

He was a little more to the point over the allegation that he was a dictator.

"In what way do we dictate?" asked the Premier. "He (Davis) says that but the voters are not impressed because they know what a dictator is and the result of the election doesn't support the view that I was a dictator. The people know the difference between colonial days and now. The little man can now say the government is no good and he gets away with it, which he couldn't do before. The press and radio are open to both parties and they are given equal time free. The Democratic Party made more use of the radio than we did. We don't dictate to the broadcasting station because it is semi-autonomous."

After stressing that the people had more rights today than before and that they had village councils which made known the people's needs to the government, Mr Henry admitted some of the islands were opposed to the government, but, he said, those islands had always opposed the government.

"Mangaia is the strongest in opposition," he said. "They still believe they are under Queen Victoria. They will not recognise Queen Elizabeth and their post office sign is still VR

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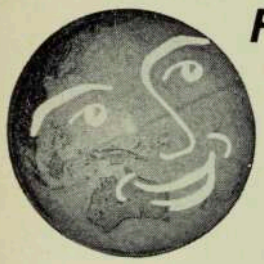
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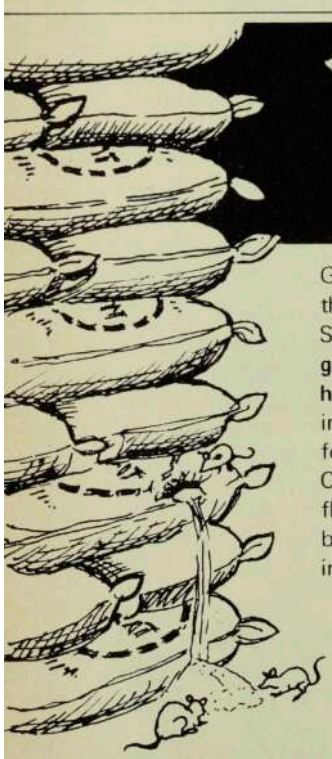
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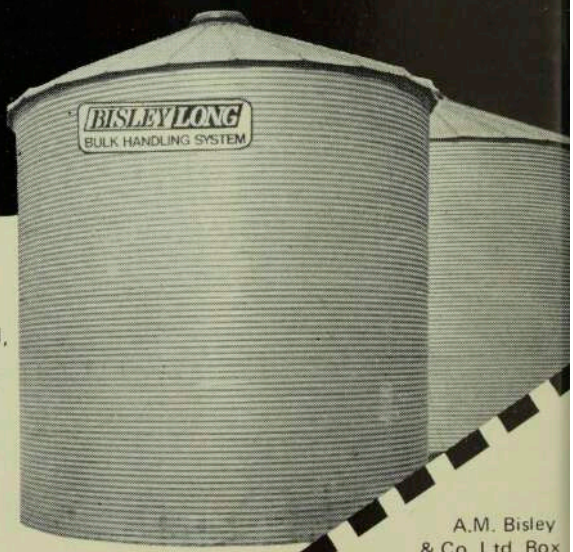
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and not ER. They are that kind of people."

But, the Premier pointed out, they still helped Mangaia. They had extended their junior high school, built two new primary schools and built their harbour and Mangaia had had a fair share of loan money in comparison with the people of Rarotonga. Atiu was also in opposition but the government aimed to build a harbour there because of the extension of the pineapple project.

Premier Henry discoursed at length over his request for more financial aid from New Zealand and how he had supported his case for an extra $1.2 million. To get the money, he said, he would have to make constitutional changes and also to increase taxes which had been stationary for many years. He intended to increase revenue by $250,000 as a result of expert advice and the increase would date from next January 1.

Then Premier Henry referred to dictation by New Zealand, a statement published in the Fiji Times and then refuted later by Mr Henry speaking at the South Pacific Conference.

"For more than 70 years," said Mr Henry at the conference, "the Cook Islands have relied on some charity from New Zealand and without any dictatorial methods. I am reported in the press as saying that New Zealand dictated to us, which is a bit unfair. I didn't say that. New Zealand is so far advanced in knowledge and understanding not to accept such statements."

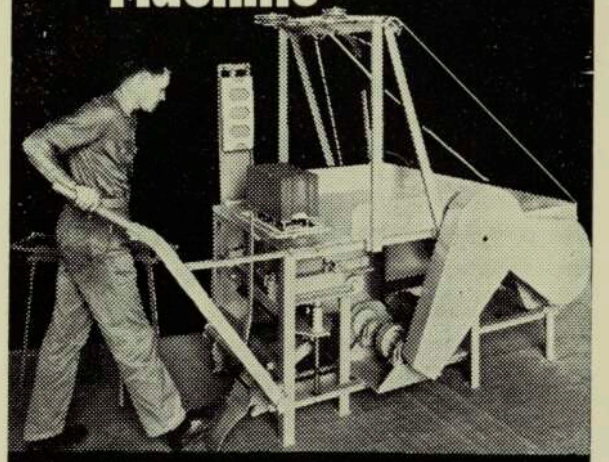
Which contrasts with what the Premier did say in the presence of three reporters including PIM's man.

"We are being dictated to by Wellington," he said, "but there are certain matters we must accept because they are reasonable. There are certain commitments and certain of our rights are being taken away but we need this help to make us more self-sufficient. We are not actually losing our rights. They are dictating this in matters of finance but I have made it clear that it must be a free system and better operated than what was inherited from the colonial government.

"Not being an accountant I don't know what the flaws were but I accept it and, though there is a flavour of dictation, we accept it as being for our help."

Maybe, after all, Mr Henry would like to reply through PIM to the allegations made by Dr Davis and also set the record straight on what he really thinks he said over New Zealand's dictation.

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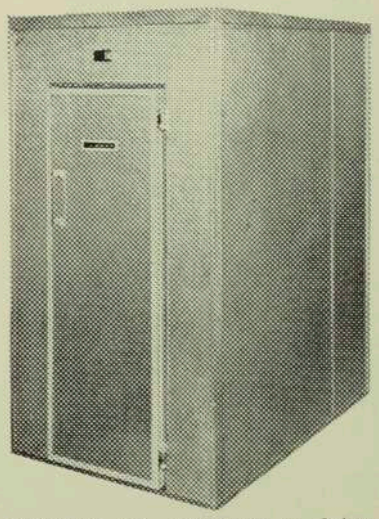
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* Footnotes

LET'S BRING THE SPELLING DILEMMA TO A HED



WITH PERCY CHATTERTON in Port Moresby

I HAVE referred before in this column to my interest in the Indonesian language and my efforts, at an age when learning a new language is no longer easy, to learn it.

Having this interest, my attention was attracted a few months ago by an announcement that Indonesia and Malaysia had come to an agreement to use a common orthography for writing their virtually identical national languages. Their previously variant orthographies had grown out of their different colonial backgrounds—Dutch in one case and British in the other.

Now a friend who shares my interest in Bahasa Indonesia and greatly outdistances me in his knowledge of it has given me a copy of an Indonesian magazine in which the new agreed orthography is used.

This set me thinking about the perennial argument on the spelling of English. Everybody agrees about the need for reforming the spelling of English, but most of us boggle over the practical problems of changing over from one system of spelling to another, even if we could agree as to what system we want. Yet what a boon a reformed English spelling would be to the peoples of Melanesia and Polynesia, whose multiplicity of vernaculars make the adoption of English as a Pacific *lingua franca* an unavoidable necessity.

An ingenious Australian, Harry Lindgren of Canberra, has proposed attacking the problem piecemeal and invites us to begin with what he calls SR 1 (SR for Spelling Reform, of course). SR 1 simply spells the short "e" sound with an "e", whatever the conventional spelling may be. Thus "ready" becomes "redy" and "friend" becomes "frend".

Harry Lindgren is most insistent that no further step should be taken till SR 1 is well established, and once reprimanded me for offering a tentative suggestion as to what SR 2 might be.

Enyway, let's use SR 1 from this point onward and see how it goes. And woe betide PIM's printers if they try to "correct" my spelling.

But back to the Indonesians. They have grasped the nettle with a vengence. Not content with an SR 1, they have introduced their SRs 1 to 4 in one fell swoop. So "j" becomes "y"; "dj" becomes "j"; "tj" becomes "c"; and "ch" becomes "kh".

Although a mere beginner in the language I found no difficulty in adjusting myself to the new spelling, or in switching back to the old spelling when reading some of the advertisements which had not been re-written in the new. Nor do the printers seem to have had eny trouble.

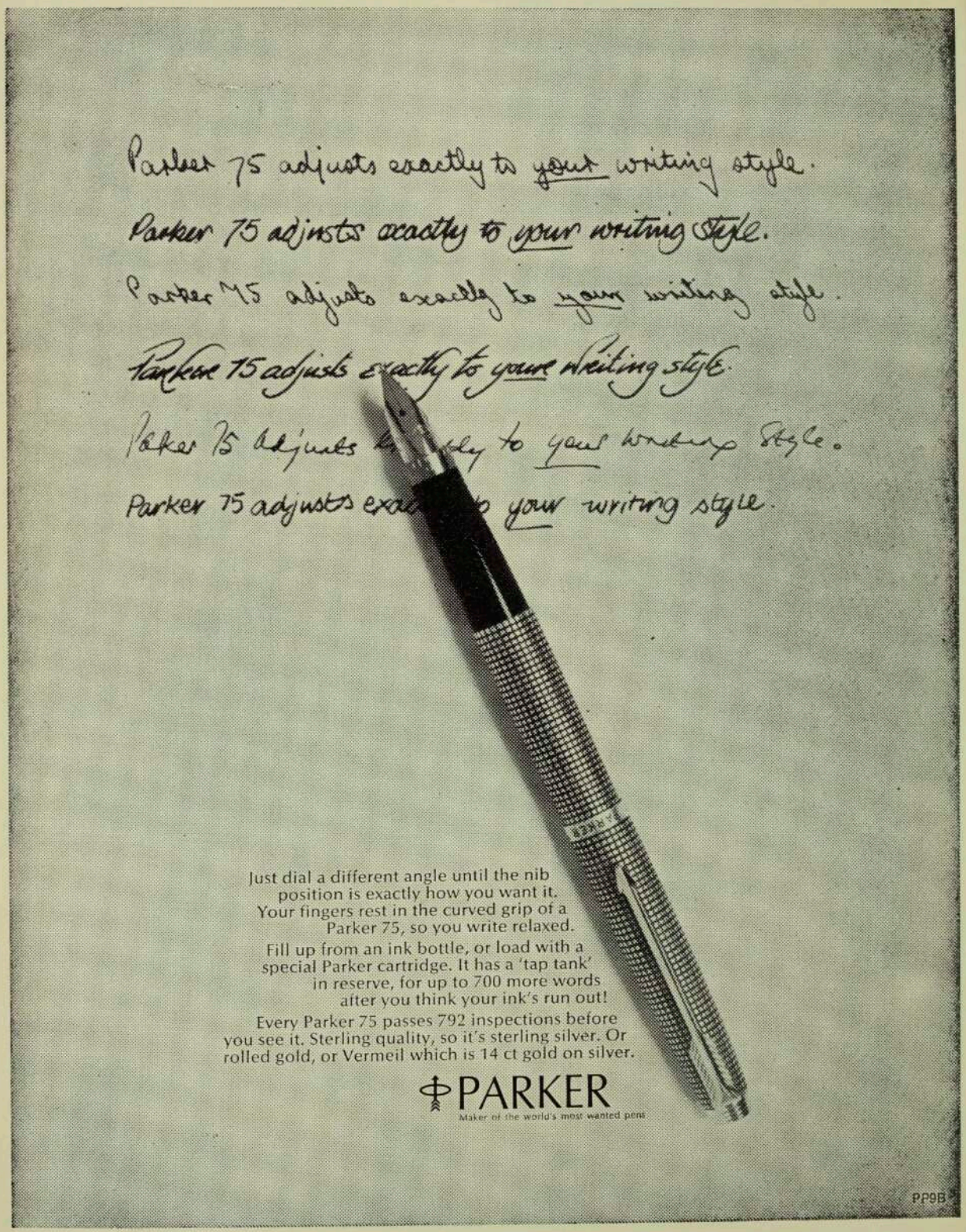
One of the arguments agenst reforming English spelling has been that it would throw the printing trade, and particularly the printing of daily newspapers, into dire confusion. I don't know how the Indonesian dailies are getting on, but the publication my frend has given me is a "Time" style of 50 pages, and its printers don't seem to have cracked under the strain.

Someone will no doubt point out that the two cases are not on a par. Bahasa Indonesia has always been spelled as spoken, and all that has happened now is that some of the symbols have been changed; whereas English spelling is in a state of utter confusion. This is true enough. However, the Indonesian experience does seem to suggest that the advocates of reformed English spelling may have been a bit too pessimistic about some of the difficulties.

One of the meny interesting things which I have learned from my frend's magazine is the Indonesian expression for "drop out". There's no doubt about it, as the writer has obligingly put the English words "drop out" in brackets after it.

(Over)

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In Indonesian it is "gagal sekolah", that is, "school failure".

Oh dear, how crude!

Here in Papua New Guinea we have abolished failure. We have substituted for it the E Pass. And as 1972 draws to a close there will be a fresh crop of E Pass holders wondering why their pieces of paper are not getting them enywhere.

The Standard 6 (primary tops) examination, which created the E Pass (in addition, of course, to A-D passes), is on the way out. It will pass away, I think, unwept, unhonoured and unsung.

Whatever its merits may have been when it was started, it has latterly reminded me more and more of pre-war Papua's bob-a-nob system.

Through two decades, from 1921 to 1941, Papua harboured a system of payment by results schooling invented in Victorian England. Once a year, every pupil (not merely in the top standard but in all the standards) in mission schools registered as schools teaching English was examined by an external examiner—generally a retired Queensland school inspector.

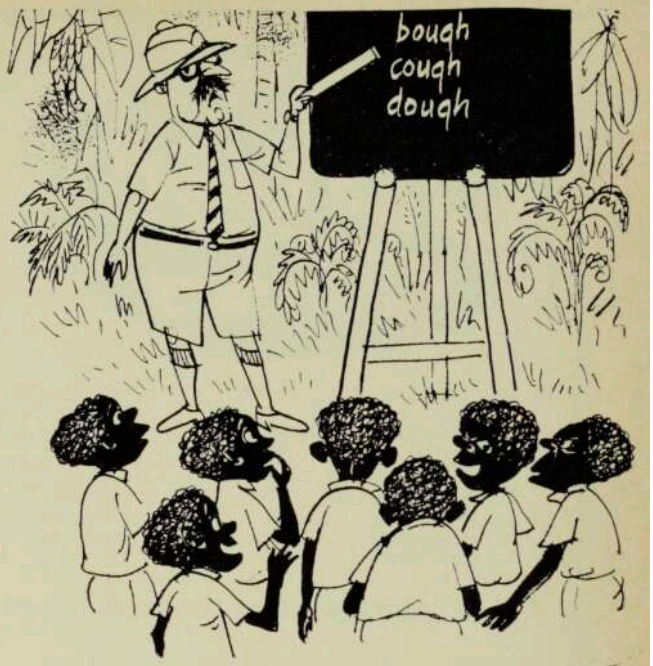
Those pupils who scored 50 per cent or over had the letter "P" entered agenst their names and earned a grant for their mission, ranging from 5/- a hed for Standard 1 passes to 25/- a hed for Standard 5 passes. How we cherished those potential twenty-five bobsworths in Standard 5 during the weeks preceding the examination.

Those who scored less than 50 per cent. had (I hate to confess it) the letter "F" entered agenst their names and earned nothing but opprobrium.

The chief difference between our pre-war bob-a-nob and the post-war Standard 6 examination appears to be that in the latter case the prize has gone to the pupil insted of to the school, and has taken the form of a place in high school insted of a cash grant.

The other main difference is that in pre-war Papua the examiners were kindly, if not very well clued, old gentlemen from Queensland who administered the dosage in person, whereas in post-war Papua New Guinea they were faceless gentlemen in Konedobu who administered it by proxy. I doubt whether this was really an improvement.

As to the certificates, a certificate—eny certificate—should be a certificate of competency, and, hard as the saying may seem to be, a primary school leaver in PNG is not really competent in enything. He is not effectively literate in eny language. He has been deprived of the opportunity of becoming literate in his own language, and his ability to read English with understanding is confined to simple straightforward narrative or



Learning white man's magic

Illustration reproduced from cover of "Spelling Reform—a new approach" by Harry Lindgren. Alpha Books, Sydney. $2.30, paper back $1.20.

specially prepared texts in limited-vocabulary English.

In saying this I am not criticising the meny dedicated teachers who are doing their best, within the system, to provide their pupils with a happy, stimulating and relevant schooling. But the system itself is ripe for a long, hard look.

One thing which is becoming clear is that it's easier to get rid of the Standard 6 examination than it is to find a satisfactory substitute for it. The current idea seems to be that selection for high school and other forms of post-primary education will be made by school "boards of management", chosen by the community served, on the basis of the teachers' assessments.

In theory this is excellent. But how will it work out in a society in which kinship loyalties are very strong and accusations of favouritism inevitable?

By the way, SR 1 is pretty painless, isn't it?

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From the Islands Press

From an editorial in The Fiji Times on parliamentarians who talk too much and without preparation:

But when motions become merely a means of making wearisome political propaganda speeches, in the full knowledge that no practical result will emerge, they very rightly are resented by the taxpayers who have to foot the bill. They not only lower the reputation of Parliament to that of an expensive "talking-shop", but they actively hamper the machinery for the good government of Fiji. They keep ministers away from their desks, clog the processes of administration, and weary Parliament itself.

Public Notice in the Cook Islands News:

Notice is hereby given to all those who have made default in the payment of their outstanding fines to make final payments of your outstanding fines by October 31, 1972, otherwise action will be taken against you which may result in your imprisonment. Christmas vacation in the Arorangi Prison is not advisable.

Panelled story in The Tonga Chronicle:

Dog bites are one of the major causes of injury to volunteers in Tonga, says the Peace Corps Dr Richard Robinson. He told the Chronicle he had found it necessary to carry protection against dog attacks after being bitten by three different dogs in (a) month. Dr Robinson lifted his trousers to show a nasty wound on his leg. He said that all three attacks had occurred while he was making professional visits to Tongan families.

From a report in the Papua New Guinea Post-Courier:

The Pomio Kivung cargo cult will give $4,000 to the Highlands Famine Relief Appeal. The member of Pomio Open, Mr Koriam Irikit, said it would give all the interest accrued on the Kivung account at Rabaul. There is more than $120,000 in the account and the interest is believed to amount to about $3,400. Mr Irikit said that villagers in the Pomio district had also contributed another $500 to the appeal.

Warning to "foolish siratro pickers" in Tohi Tala Niue:

We are concerned that some people are picking siratro pods that are not properly ripe. If you are so desperate to race your neighbours and friends to every scattered siratro pod which is half ripe we are very sorry for you and think you are behaving in a very silly way. We think people who wander around picking a few half ripe pods in a paddock full of green pods are unwise.

Premier Albert Henry in the Cook Islands News allaying uncertainty whether Gospel Day should be regarded as a Sunday or as a public holiday:

It should be remembered that Gospel Day was introduced to commemorate a religious event. This was the coming of Christianity to these islands. . . . If it had been intended that Gospel Day was to be observed as though it was a Sunday, then it would have been arranged to fall on a Sunday each year.

A letter from Heini Forsyth in The Samoa Times, complaining that Western Samoa's delegates to the South Pacific Conference did not object to French nuclear tests in the Pacific:

But I for one am bitterly disappointed because the most important topic of all did not get enough discussion in the conference. But please, do not say that this is a political issue, because in my opinion, it is a humanitarian one. With one hand the richer nations are giving us all the benefits in life, and with the other hand a foreigner is trying to blow up the South Pacific, the most beautiful place God ever created.

From a letter by Francis Bugotu in England to the editor of BSI News Sheet:

I do not think the British Government will let us go unless we ask them to. It is true that they might wish to be rid of the responsibility of this small island dependency far away on the other side of the world and very little known to their taxpayers as soon as possible, but one thing I am certain of and that is the British people are not an unreasonable people. The steps they are taking now in handing over responsibility posts, decision making and control procedures to Melanesians are correct.

From an eyewitness account by Talafou Penaia of the 170 mph hurricane which devastated Funafuti, in the GEIC's Atoll Pioneer:

. . . our roof suddenly collapsed. We ran to the nearby council office, and just before we got there the building collapsed. With other people, we sheltered behind the office's remaining brick walls until daylight, without even noticing that we were lying in inches of water.

Editorial comment in The Fiji Times: on the suitability of hotpants as uniform for Fijian hotel receptionists:

Fiji naturally wants to attract tourists from as many countries as it can, but not at the expense of losing its identity. The hotpants issue is a microcosm of the major one—how far is Fiji prepared to go in submerging its own style and ways of living into some sort of pattern for overseas consumption?

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Letters

FREE SPEECH

I find it quite amusing that Mr Chatterton (PIM, September) is now so concerned about the future of free speech in PNG.

It seems he has forgotten that, just over three years ago, he was a most vocal supporter of the moves which led to the demise of "Black & White" magazine.

But, of course, censorship is only ever for opposing views and never for one's own.

JOHN R. HORNE.
Leadville, NSW.

ONE HUNDRED BASIC BOOKS

I am glad you reviewed my book, Pacific Islands Literature: One Hundred Basic Books (PIM, Oct., p. 77). So far, the volume has not lost me any literary friends.

I am sorry, however, that you repeated the snide remarks of my friend, History Professor James Davidson of the Australian National University. He sounds like the "this-will-never-do" school of nineteenth century Scottish reviewers.

Jim evidently did not read the part of my preface in which I pointed out that my chief criterion for selection of 100 basic books was "literary" merit. My main list, therefore, was chosen as contributions to *belles lettres* about Oceania.

If Professor Davidson would like to give me a better list of 100 Pacific literary classics, I'll give a list of 100 classics of Pacific historiography. And why not join the game yourself? Any number can play. Maybe we could get more people actually to read the books we "old Pacific hands" like to talk about!

A. GROVE DAY.
Senior Professor of English, Emeritus.
University of Hawaii, Honolulu.

ALL CLEAR IN THE COOKS

Why is such sinister emphasis always placed on happenings in the Cook Islands? Recently the Editor of Debates (Hansard Office) and Editor of the Press, exchanged jobs. Each having been 3 years in very demanding positions, and obviously "a change was as good as a rest".

At the same time during necessary repairs to the radio transmitter, there was staff pruning and reorganisation of the whole Broadcasting and Newspaper Corporation for economy reasons. Shortly afterwards gales severely damaged the transmitting mast at Matavera, and the high winds made it impossible for anyone to climb the rigging for repairs until the wind abated some days later.

Meanwhile, while on vacation in Fiji I heard alarming rumours about riots and revolutions in the Cooks! Fortunately I know Polynesia well enough to refute these, but they seem to have spread to your offices.

Don't believe all you hear on the Coconut Radio, even if it is the only transmitter available!

MARY GENTLE.
Rarotonga, Cook Islands.

MINERVANS v TONGANS

I am a philatelist and have collected the stamps of the Pacific Islands for many years. At the same time, I have made an in-depth study of the history of the Islands and its peoples. I have come to know several of the Minervans and am impressed with their sincerity and honesty.

It is time that the situation involving the Republic of Minerva and the Kingdom of Tonga is brought into proper perspective.

The Minervans are an international group organised for the purpose of establishing a free society—greater personal liberty, freedom from taxation, promotion of tourism, and establishment of tax-free business enterprises.

They searched the world for a place to settle and, having found it, formally announced the Republic of Minerva in a Declaration of Sovereignty on January 19, 1972.

In the declaration, the Minervans laid claim to the North and South Minerva Reefs, which lay in a remote part of the Pacific Ocean, about halfway between New Zealand and the Fiji Islands. They noted that the reefs had remained unoccupied and unclaimed by any nation.

To further support their claim, the Minervans raised portions of the two reefs so they would protrude above sea level at high tide. These "islands" were marked with plaques set in concrete.

In addition, navigation warning lights and radar equipment were erected to warn off-course shipping of the treacherous reefs. All this was done prior to the declaration of sovereignty in accordance with international law.

Perhaps the Minervans were unwise in not further consolidating their position on the reefs before the declaration was made, but they wanted to be straight-forward about their intentions. Be that as it may, certain forces were afoot to destroy what the Minervans were attempting to build.

Whether at the instigation of outsiders or simply for selfish reasons, the king of Tonga objected to the Minervan presence. Under the guise of investigation, King Taufa'ahau Tupou IV sent a fleet of ships to the reefs the latter part of May, 1972. In supposed secrecy, "islands" were built on North and South Minerva by Tongan prison labour.

When the king returned to Nukualofa, he carried on the subterfuge for a time, only stating that Tonga did not want unknowns in the area and declaring that Tonga had the right to choose its neighbours.

Then, in an announcement that was not in the least surprising, the king disclosed what had taken place at the Minerva Reefs and declared that the reefs were to be annexed to the kingdom. He added that the reefs were vital to the Tonga shipping lanes to Australia and New Zealand, and that fishing in the Minerva waters was very important to the Tonga economy.

The king's statements were rubber-stamped by the Tonga Legislative Assembly which met in special session on June 15.

In the annexation proclamation, it was noted that the Minerva Reefs had long been regarded as belonging to the Kingdom of Tonga. North Minerva was renamed Teleki Tokelau and South Minerva became Teleki Tonga.

Acting rapidly after the legislative action, annexation ceremonies were staged at the reefs on June 26, 1972.

Despite the Tonga king's ruthless tactics and apparent victory over the Minervans, the international aspects of the situation must be considered.

The Minervans followed international law in laying claim to the Minerva Reefs. The chronological order of events and the facts show that the Minervans were FIRST.

Merely because it was stated that the reefs had long been regarded as belonging to Tonga does not make it so. The Tonga Government never had made a claim previously and only did so after the Minerva Republic's declaration. Thus, the Tonga king flagrantly violated international law by proceeding with his invasion of other people's rights.

Many of the king's statements have been refuted in the book, Minerva Reef, by Olaf Ruhen. Contrary to what the king has said, Minerva is not vital to Tonga's sea lanes. Ruhen said the sea route between Tonga and New Zealand lays to the east of Minerva, while the Tonga-Australia route is to the north. Inter-island shipping also is north and no air routes go anywhere near Minerva.

About 10 years after the tragic shipwreck described in Minerva Reef,

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MINERVA COULD BE "GOOD" NEIGHBOUR

the Tonga Government set up a tubular relief station on South Minerva. If it took 10 years to do this, certainly Minerva was not of too great an interest to Tonga.

Although Captain Tevita Fifita, of the ill-fated Tuaikaepau, stopped at the reefs in 1966 and declared them annexed to Tonga, this was a private venture and there is no record that the Tonga Government approved this annexation. In fact, the Tonga Government redefined its territorial waters and the Minerva Reefs were not included!

That the Minerva fishing grounds are very important to the Tongan economy is a falsehood also. Excellent fishing abounds around the uninhabited Tonga island of 'Ata, according to Ruhen, and it is unnecessary for fishermen to travel the additional 180 miles to Minerva. It would seem much more sensible for the Tonga king to exert his country's energies and money on redeveloping the resource-studded island of 'Ata, particularly when there is a land shortage on other islands of the kingdom.

The king's statement that Tonga has the right to choose its neigbours is quite ridiculous and a very foolish remark for a king, no less, to make. Who in today's world determines who his neighbours might be?

Rather than being "possibly undesirable" neighbours, the Minervans could be of great benefit to the Island nations in the area. Construction at the reefs would provide employment for many and would help solve the present serious unemployment problem. This influx of money, plus the need for transportation of supplies and people, would boost the economy of the area considerably, particularly in Tonga where even the unemployed must pay taxes.

While the king of the Not-so-Friendly Islands of Tonga sits contentedly on his throne, smug in his hollow victory over the Minervans, there are those who are not content to see a "banana and coconut kingdom" destroy their dreams. Some Minervans are willing to fight for their rights, if need be.

However, the Minervans would much prefer an amicable settlement. Recently, the Minervan president went to Tonga and sought an audience with King Taufa'ahau, in an effort to reach a compromise, but was unable to see the king. The president was told to submit his proposals in writing if he wanted any consideration. This procedure had been followed some months before, but there was no response from the Tonga Government.

It can only be concluded that the king and his government do not want to negotiate, considering themselves in control of the situation.

While naked aggression is rampant in various parts of the world, that which the king of Tonga has initiated is no different. While it may be a small matter in comparison with other world situations, the pattern is the same and, therefore, the wrong is just as large.

Apparently, the Minervans are not too perturbed over the Tonga king's actions, for they expect to proceed with the development of their reefs as planned.

They say that they did not search for a place to settle without the resolve and the means to protect themselves.

"The king of Tonga is free to try to dispossess us," they say, "but neither he nor his advisers are free to evade the consequences of their action."

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PERHAPS VAVAUANS MAY CHANGE THE REST OF THE WORLD

From PATRICIA MATHESON in Vavau

One night soon after I came to live in the Vavau village of Utulei, my husband, the late Dr Farquhar Matheson, had to go across the harbour to the hospital in Neiafu to perform an emergency operation. I went along, too, as I liked to watch him and he thought I might be useful to hold the torch while he was operating.

As it happened, I did not have to do so that night as the driver of the truck that gave us a lift up to the hospital offered to park outside and shine his headlights into the theatre for as long as the operation lasted. He must have had new batteries. His lights illumined the whole of the cottage that was the hospital and shone like twin spots on the operating table where the patient, an elderly man suffering from a massive tumor that was causing obstructions, was lying.

The patient was already "out". He had been anaesthetised by the old "rag and bottle" method and the theatre, as we entered it, was heavy with the sick sweet smell of ether. It was crowded, too, for in addition to my husband who was operating, there was his assistant, Dr Lutu'i Fonua.

Nurses were a luxury the Vavau hospital did not have, but Isaleli Falemahafu, the male attendant, ably replaced them while the dispenser, Peni Latu, ran about with a cloth with which he sometimes swatted the flies and other insects that swarmed in through the unscreened windows and sometimes wiped off the sweat that poured from the working doctors.

● **Vavau schoolgirls decorate and enjoy a festive occasion such as the Port of Refuge Hotel opening with typical Islands warmth.**

I sat perched on a high stool in the corner where I could watch without getting in the way, while lining the walls all around the room, sat the patient's family, friends and neighbours. They said nothing, but with every cut of the scalpel, leaned forward breathing heavily with suppressed excitement.

Only when the operation had been completed and Peni paraded triumphantly in front of them holding the excised tumor aloft in a kidney dish for all to see, did they relax and break into murmurs of satisfaction.

But that was almost 25 years ago. The old hospital building has long since been moved and converted into a comfortable nurses home—in which the theatre with its single skylight serves as a most elegant dining room. In its place is the Ngu Hospital, a modern 70-bed concrete building which contains in addition

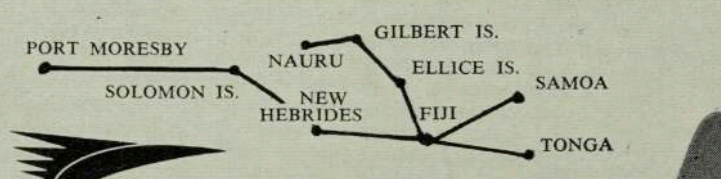
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to spacious wards, a dental clinic, outpatient's department, pharmacy, X-ray and laboratory. It is lit by electricity and the theatre, equipped with a modern anaesthesia machine, is air-conditioned.

Its large grounds are kept in order by a gardener and wards maids keep the interior clean. The professional staff includes not only doctors, but also a dentist, a pharmacist, laboratory and X-ray technicians and a group of well-trained nurses. There are Land Rovers to transport patients and doctors and a Child Welfare bus which services all the main island.

Faced with such progress, it is perhaps ungracious to bemoan the fact that the theatre no longer puts on shows for the patient's family, friends and neighbours—nor for doctors' wives!

The changes that have taken place in the Medical Department have counterparts in every government department and in churches and private enterprises as well.

Nowadays, opposite the Neiafu post office there is an open grassy field where once stood the governor's residence—a wide verandahed old house, Veitatalo. The scene of many great feasts and dances given in honor of Queen Salote, it is gone now, like our beloved queen, but half a mile away, high on the brow of a hill overlooking Vavau harbor is a new residence for the governor. It has big airy rooms, includes a royal suite, and the large playing field at its rear provides space not only for athletic contests, but for royal and national events.

The Copra Board, when first I came to Vavau conducted all its business in a one-room office in the Government Rest House. Now it dominates the Neiafu waterfront with its bright green building containing offices and an apartment for the manager, its storage sheds, stores, auto repair area and wide concrete yard that adjoins the main wharf.

A short way from the business centre is the new Wesleyan church, designed by a well-known Australian architect. It is famous for its stained glass window which depicts Jesus, John Wesley, and Queen Salote.

Indeed, Neiafu is full of new buildings. To name only a few of the others, there are the police station, the Catholic Boys Club and Peter Chanel High School.

In Utulei where I live, and in many of the other outer villages, there are new schools. Now the beautiful old Tongan *fales* with their woven reed sides and thick thatched roofs that used to blend into the landscape, have disappeared. In their place are timber houses which all too often are built in the "box with lean-to" style of architecture.



Vavau's airstrip, usable but not quite completed when this photograph was taken, opens the island's door to the world.

If they leave something to be desired aesthetically speaking, it must be admitted that they are more healthy than the old *fales* which, picturesque though they were, were often in the rainy season so damp that they became breeding places for rheumatic fever, respiratory diseases and a host of other ills.

The new houses offer the people who live in them more privacy than the old ones ever did—and what is equally important, they provide space for books and papers, for dishes and tools and for all the other things of the modern world which are becoming as important to Tongans as they are to people elsewhere.

I have been writing of the obvious changes that meet the eye of the most casual tourist, but there have been others that are vastly more important and more far-reaching.

Undoubtedly the greatest political change that has taken place since I have been here is a fairly recent one—the proclamation by King Taufa'ahau Tupou IV in 1970 of the independence of Tonga. Previously the country had been bound to Great Britain by a Treaty of Friendship which made it virtually a British protectorate. The ties with Great Britain have been maintained as Tonga has become a member of the Commonwealth.

Perhaps because of that and because the changeover was a thoroughly peaceable one, some people have said it makes no real difference. They could not be more wrong. The difference is the same as that in the life of an individual when, leaving behind the dependency of childhood, he "comes of age" and accepts the full responsibility of adulthood.

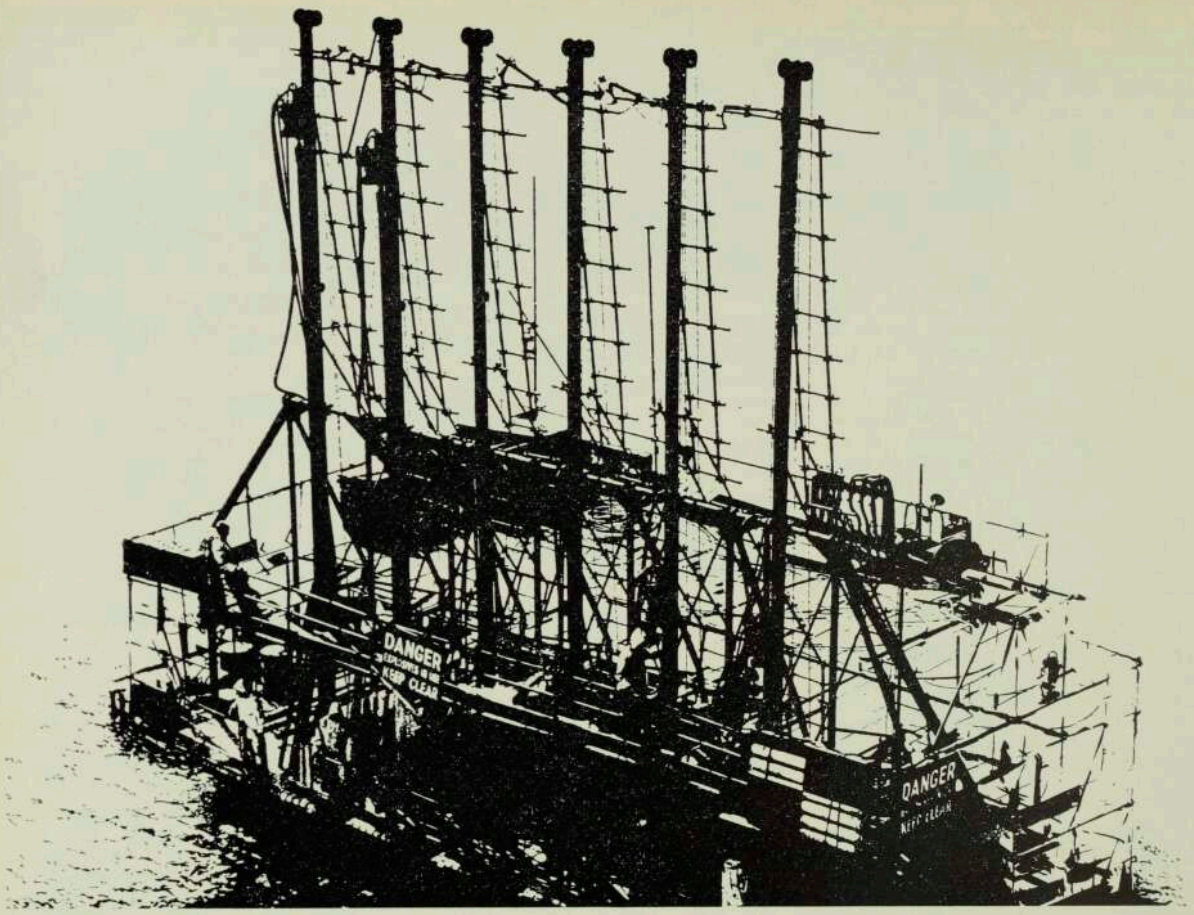
It would be both false and futile to pretend that Tonga has moved into the wider world with unfailing grace. Like every other young country, it suffers growing pains. Even in Vavau, traditionally one of the most conservative parts of the country, the old people claim the young are forgetting their Tongan customs. The generation gap widens, crime increases and we are occupied, along with the rest of the world, by worries about the exploding population and about the pollution of natural resources.

Both the Tongan government and the Tongan people recognise the problems and are working hard at their solutions. In this task they have the help of many dedicated *papalangis* — and I must say that not all the changes that have come, have been Tongan ones.

Twenty five years ago, there were still a good number of "Empire builders" about—people who spoke of the "white man's burden" and who, however useful, however kind, nevertheless felt that they were members not only of a different, but of a superior race. Happily such people are now as extinct as the dodo—and as little missed.

In their place have come skilled consultants and advisers—not to tell the Tongans what to do, but to think with them, about what should be

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PEACE OF VAVAU

done. Both work and play have ceased to be purely Tongan or purely *papalangi* as people of both races have come to recognise that neither brains nor personality depend on skin colour.

Perhaps the greatest force toward increased friendliness and understanding between peoples has been the presence in the country of the US Peace Corps and the New Zealand VSAs. These young people have both given and received much from their stay here. Coming as they do from more industrially advanced countries, they bring new skills, new concepts, new methods which they are anxious to share with their island friends.

Because they live *with* the people—not above them or apart from them, they are able to share. From their Tongan hosts, they learn that the materialistic values of modern society are meaningless, that better "things" are useless unless they are put to work for the common good and that love is the relationship that should bind all peoples together.

Many good people have come to help Tonga, but Tongans have, in recent years, also grown more able to help themselves. When I came to the country, only two Tongans held university degrees—the present King and Dr Amanaki Havea, the President of the Free Wesleyan Church. Now hundreds of young men and women have been graduated from universities all over the world, and other hundreds have been overseas for technical training. Some of them have stayed to work in foreign places, but the majority have returned to help lead their homeland into the modern world.

I was asked to write this article about some of the changes I have seen in Vavau on a day that was itself one of great importance, October 2, when the Port of Refuge Hotel was opened and the new airfield was put into operation. The people who view it all with alarm were out in force that day, convinced that tourists would overrun us, that the quiet simple life we enjoy here would disappear, that our skies would be filled with noise, that the cost of living would soon soar so high that none of us could go on living.

I don't belong with those people. Admittedly every change brings fresh problems, but I rely on the Vavau people—both Tongan and *papalangi*, to be able to solve them. I like to think that the airport will bring us closer to the good things of the world and will enable more young Tongans to go forth to learn and adventure in distant lands. And I like to think that the tourists who come will explore these beautiful islands of Vavau, meet the friendly people and take away some of the peace and the joy of life that abounds here.

Many things have changed in the years I have been here, but some very important ones have not. *Malo*, "thank you" and *ofa*, "love", are still the most frequently used Tongan words and the best indication of Tongan character.

The people are open, friendly, happy. They speak of love easily and express it in every smile they flash at strangers, in every song they sing, in every dance they perform. They have, too, a reverent attitude toward all life which makes them say "thank you" not merely for presents offered them, but for the health they enjoy, for the copra they cut, for the floors they sweep, the flowers they string into leis and for each new day that dawns.

Of course I miss the old days, mainly because so many people I loved, both Tongans and *papalangis*, have gone with them, but both the changes that have come and the things that have not changed, make the future challenging and Vavau the best of all places in which to meet it.



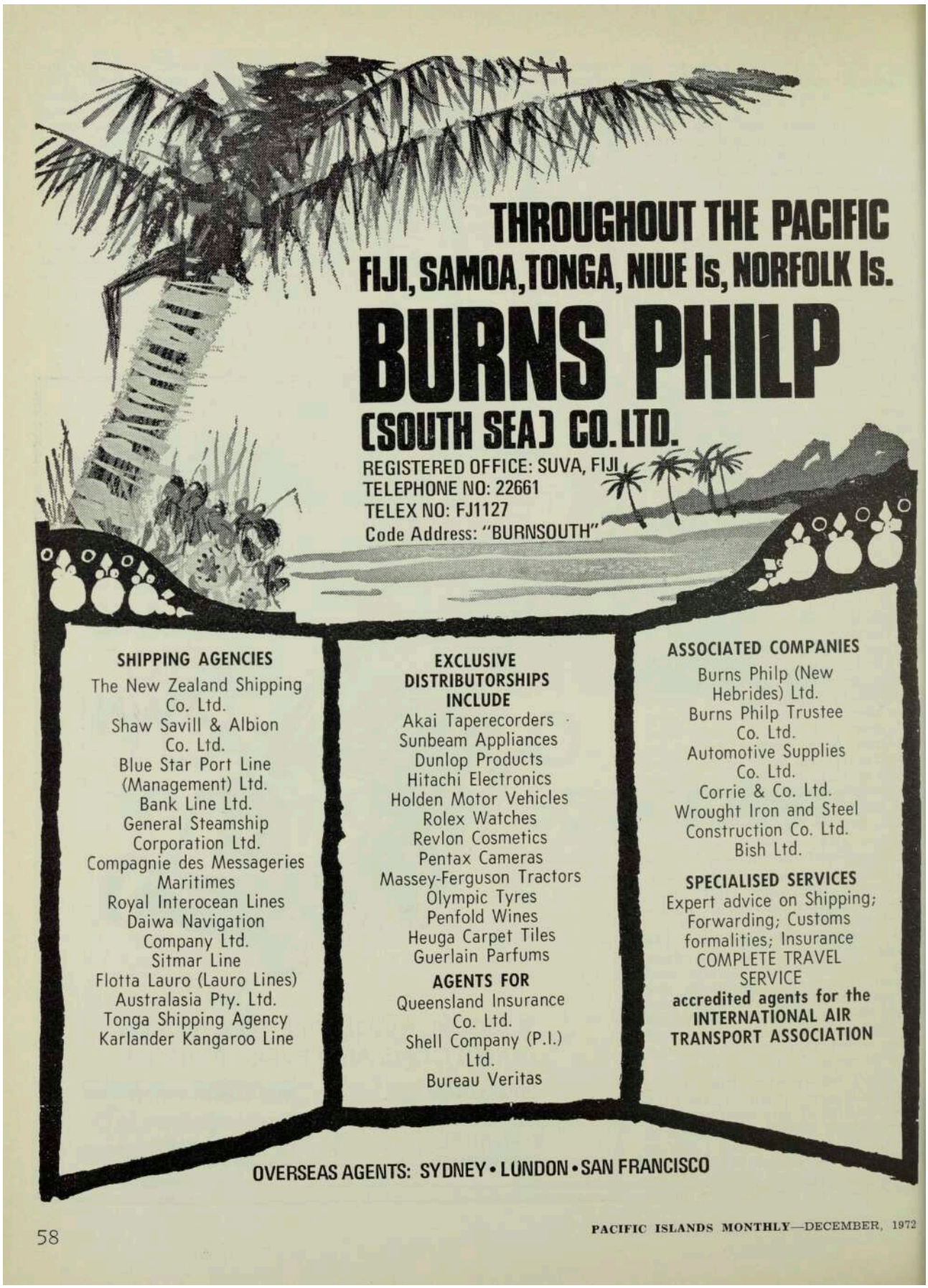
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FRANCE EXPLAINS ITS ATTITUDE TO SPC

By HENRI NETTRE, Senior French Commissioner, South Pacific Commission, especially written for PIM.

I would first of all like to say that, having participated in the South Pacific Commission for 15 years, I have seen great progress in the standing of the conference and in the ability of the delegates, and I have noticed that there is a more reasonable and thoughtful atmosphere. It is now less emotional and reflects the subjective ideas of the majority of the delegates who have become aware of what is reasonable to expect of the commission and of its limitations, although, like every assembly, there will always be some who favour sensational declarations, especially if these are to be publicised.

I have also found, with pleasure, the greatest desire among most of the delegates to seek common ground with the representatives of the Western metropolitans; to listen to their advice and consider that advice even at times when they do not share the metropolitans' opinions, at least at the beginning.

Several times I have found that constructive remarks I have made, suggestions of changes, propositions to ameliorate some situation which I have formulated, have been criticised by the delegates. Then they have considered them and returned to the discussions holding the same views as I have advanced. This shows the greatest maturity of thought on their part.

As has been pointed out, the commission is celebrating its 25th birthday. She is getting older and the economic and social conditions have changed in the territories like everywhere else, but the administrative services and even the techniques of the secretariat-general tend, like everywhere else, to change more slowly. They are crystallised in their methods of action and activities so as to be unable to renew and adapt their programme to the changed conditions. Instead, they make their routine a kind of lazy rule, a "perpetuation of errors" as we say in France, a passive acceptance of things. This is a situation we must try to break.

This explains why certain criticisms, which have been heard some times, are unduly magnified and rejected by those to whom the criticism is addressed; criticism of some of the projects in the work programme that are not entirely adapted to the new situation, of certain administrative habits which achieve few results beyond establishing a kind of Parkinson's Law as far as work and personnel are concerned, the non-stop proliferation of documents and the excessive use of dilatory procedures.

This does not mean that nothing useful is being done by the SPC. By next year, it will have achieved some profitable results.

This criticism is not directed at the secretary-general the directors of the work programme or personnel officers even if some of them have ceased to be as important as they used to be, but, in any organisation in which the financial means are always restricted, even though they are increased from time to time, it is a good thing after travelling a long way to shake the dust from our shoes or even to change them.

It is my personal opinion that recognition of these facts will make for a valuable future for the commission which must now concentrate its efforts on technical assistance in a limited number of sectors common to the needs of all the region which are not satisfied through any other means.

This brings us to the point where we must define the limits of the sectors of activities between the commission and the other international organisations which are working for the economic, social, cultural and hygienic development of the region.

These organisations, which have greater means, have collaborated with the SPC in the past but they are now tending to deny the commission its rightful position and want to take over despite the fact that they do not cover all the needs of the area, especially when those needs are regional or sub-regional and not confined to a territory or government.

Their system of centralising everything is not always suitable for the practical needs of the countries or territories having only a few thousand or even a few hundred inhabitants.

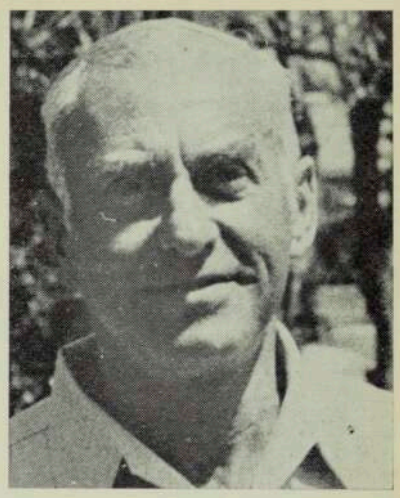
On the other hand, generous offers of financial or technical aid received by the commission from national organisations or from governments which are not participants in the commission can help very much to increase the SPC's efficiency.

The future of the commission depends very much on the happy solution of all these problems.

Now a final word to explain as I did at the conference, but was not always understood or reported, the very reasonable decision by France not to increase its 1973 contribution by more than five per cent. She had three excellent reasons.

(1) She had every reason to be surprised to see that the recommendation of the 1971 South Pacific Conference and the resolution of the 34th session had not been entirely respected, and that some parts of the work programme in which she was particularly interested, and which concerned mainly French territories, had not been executed or had been delayed sometimes by the unilateral decision of the PNUD (programme directors) despite the agreement signed by the collaborators in the common projects.

(2) She noted that, in the projects planned for 1973 and discussed at the conference, there were still very few practical activities of high value



Mr Henri Nettre

DIFFERENT AUSTRALIAN VIEW

A PIM Canberra correspondent reported in November that there should be no surprise if Australia, as the largest contributor to the SPC, puts its foot down next year to insist on a change of rules to prevent a repetition of the French tactic in vetoing the budget for its own purposes. Australian officials regard such tactics as blackmail.

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and long duration, but a great number, even for the secretariat, of meetings, conferences, seminars and travel which were of questionable value, and which have been questioned for several years by most of the territories and the member-governments. The inclusion of these limited the number of worthwhile projects.

(3) Finally, and above all, the budget showed that at the end of 1972 the sum of $A104,000 will still be unspent. Of this, $65,000 comes from uncompleted projects and $39,000 from incidental income, which is equal to 10 per cent of the total income.

Also, with a five per cent increase in contributions, the 1973 budget will already have resources of $A1,342,611 instead of the $A1,217,000 originally budgeted for in 1972, which means an increase of 10.4 per cent covering the cost of all useful planning projects, and representing a 37 per cent increase on the 1972 work programme ($A1,199,379 instead of $A875,101).

In addition, the commission has requested the secretary-general to make certain savings on personnel and administrative expenses during 1973. This should increase the amount available for the execution of the work programme.

ELECTED GOVERNOR FOR AMERICAN SAMOA

From a Pago Pago correspondent

It is virtually certain that the people of American Samoa will be electing their own governor within a minimum of two years and a maximum of four. This political advancement was pledged by the administration of President Nixon at the time of the appointment of Governor John M. Haydon over three years ago.

Haydon has said repeatedly that it was his hope that he would be the last appointed governor to serve in American Samoa. In the past both the governor and lieutenant governor have been appointed by the Secretary of the Department of Interior. Peter Coleman, who is now deputy high commissioner of the Trust Territory, is the only Samoan who has held the number one spot.

The most recent development was the appointment by Interior Secretary Rogers C. B. Morton of a gubernatorial study commission which began functioning in September when the territory was visited by the commission chairman, Stanley S. Carpenter, Deputy Assistant Secretary of Interior for Territorial Affairs.

Carpenter was accompanied to Pago Pago by John de Young who served for years in the Trust Territory government and with the South Pacific Commission and who is now territorial officer in the Interior Department in Washington. Also on the commission are Governor Haydon, members of his staff, the leadership of the Legislature and the public representatives, who are the district governors of the territory.

The commission held four exploratory meetings during Carpenter's visit. Carpenter stressed that the changeover will be made in an orderly manner.

Haydon said that the first meetings revealed about 50 fiscal areas in the government where changes and improvements are going to have to be made. He verbally instructed all of his department heads that every decision or policy made in the future months should be made with the consideration of the change in mind.

Appointment of the commission was timed to coincide with Haydon's appointment of a constitutional revision committee. This committee is formed every five years to study and make necessary revisions to the constitution and subcommittees already are at work. The impending election of the governor is certain to figure in their studies and actions.

Whether the necessary changes can be made early enough to conduct the election in 1974 has not been determined. Both Carpenter and Haydon emphasised that the reorganisation of certain governmental functions must be developed completely and in an orderly manner and that the move could be delayed until 1976.

"I have told my staff people that they face the busiest period of their lives in the coming months," Haydon said. "We are going to push every programme to improve our infrastructure and every phase of the government so that the Samoan people have a more efficient operation when they take this important step to self-government."



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Magazine Section

PORT MORESBY'S FIRST MISSIONARIES WERE PACIFIC ISLANDERS

By Marjorie Tuainekore Crocombe

● The United Church in Papua New Guinea is celebrating the centenary of Christian mission work in Papua. The first missionaries were Pacific Islanders, and the doyen of them was the Rarotongan, Ruatoka. In the first of a two-part story last month, PIM told how Ruatoka's party had had a disastrous beginning on the Papua coast. They now move to the embryo Port Moresby under instructions from the missionary A. W. Murray, on Cape York.

On their arrival at Port Moresby on November 26, 1873, Murray wrote:

As we drew near the beach the place seemed deserted. We saw only empty houses. At length a few individuals appeared, the teachers were recognised by some who had seen them at Manumanu, and all at once the place was in motion. Men, women and children flocked to the landing place to give us an enthusiastic reception. . . .[38]

Rau, who had learnt the Motu language at Manumanu, explained to the people why they had come. They agreed that Ruatoka and Heneri should live at Elevala, and Rau and Anederea at Hanuabada. Although the transfer to Port Moresby was probably more the result of Moresby's recommendation than of the invitation to the Cook Islanders by Lakani Toi, the Motu tradition sees the latter as the sole reason.

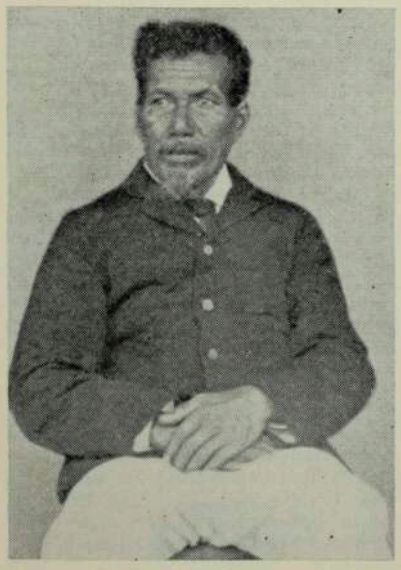
Whereas Murray reported a friendly welcome, the Motu tradition records some hostility:

. . . As soon as the messenger from the village told Lakani Toi about the visitors he returned home quickly to get into the war canoe to meet the landing party. The war canoe (Rikugai) was accompanied by another war canoe (Manugai) belonging to the Tubumaga clans. These two canoes acted as protectors for the strangers. The boat and her passengers were escorted ashore by the canoes. . . . Lakani Toi was heard repeatedly to say, "You will have to kill me first before killing these people." They were kept in the house of Kwaradubuna until the people became friendly towards the strangers. Although the village was quiet, the people from Kwaradubuna clan posted guards every night to protect these strangers.

Whatever the historical facts, the tradition determines behaviour in Hanuabada today, and Lakani Toi's descendants enjoy the status of the inviters and protectors of the first missionaries.

The mission party found many differences between their way of life and the Motu, who lived in houses built on stilts over the water. It was embarrassing to the newcomers to urinate and defaecate over the water and to "see their own faeces". This was one reason given in the Motu oral tradition for their early move to a temporary house on shore.

They soon moved to a second site at a higher level, and moved again after Ruatoka's son died. Ruatoka was also given planting land by Dagu-Lohia on a block called Taora, in return for some axes, red calico and some handkerchiefs.[39]



Ruatoka.

The Samoans named the Europeans "papalangi" or "cloud-bursters", and the Mangaians thought Captain Cook's men were the spirits of the great god, Motoro.[40] The Motu similarly told the missionaries that when they first saw a foreign ship they thought they were spirits, for the men in them seemed to emerge from the sky. They knew of no country except their own.[41]

Sunday church services introduced by the missionaries were well attended at first, but the novelty soon wore off, particularly when the people asked for food for attending the services, but were not given any. When the missionaries preached that, "Jehovah made the earth, and caused the rain to fall," the Motu asked them to tell God to send some rain: in Port Moresby's dry climate it was a natural request! When rain did not fall, many people told the missionaries that their god was useless, and they stayed away from the services.

The missionaries persisted in their teachings but were unsuccessful in getting anyone to learn the alphabet. They wanted to be paid. The LMS considered it essential for everyone to read the Bible for himself, and that meant beginning with the alphabet. It became something of an obsession with some teachers, and a ritual act for some students who wanted only to learn the letters, but not how to put them into words.[42]

Murray returned to Port Moresby in March, 1874, and was pleasantly surprised to find Ruatoka and his companions well. Malaria had not yet taken its toll. On his previous trip he had weighed the disadvantages of Port Moresby's lack of timber, infertile soil and probable shortage of vegetable foods, against a plentiful supply of fish and wallabies, and a sheltered harbour which gave the all-season anchorage which was es-

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sential for a site for the main LMS station in Papua.[43]

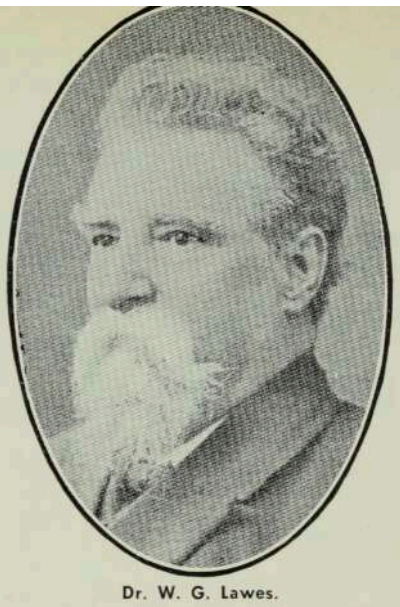
On November 22, 1874, the Rev. W. G. Lawes arrived to take charge of all LMS operations in central Papua, from a base to be set up at Port Moresby. Within three days of his arrival, the mission party negotiated successfully for a permanent site on a ridge overlooking Hanuabada. A tent was erected for Lawes as a temporary shelter while the crews of the two mission ships started building what was to become the mission headquarters for the region for the next century. Ruatoka became Lawe's closest associate, and interpreted for him until the latter mastered the Motu language.[44]

The healthy condition of Ruatoka's companions during their first year at Port Moresby did not last. In 1875 two of the new recruits died from malaria and McFarlane had to remove three others to Cape York to save their lives.[45] McFarlane wanted to shift all the missionaries from Port Moresby to a healthier climate, possibly Yule Island. On his return in June he reported that all the islands missionaries had "lost heart and wish to return to their homes," because of the severity of malaria and the relative drop in status and influence that they had suffered as a result of Mr Lawes' arrival.[46]

Lawes and his European colleagues had more status and power, and more goods to distribute, so the people would crowd around him and neglect the Islands missionaries. For these reasons McFarlane became convinced that European missionaries should not live among the people but should be located in central stations from which they could visit the Islands missionaries regularly.[47]

The LMS Board of Directors in London left it to Lawes to decide whether to remain in Port Moresby or go elsewhere. In fact, it would have been difficult to find a healthier climate or a better harbour anywhere on the Papuan coast, and Chalmers gave strong support of Lawes' decision to stay in Port Moresby. In reply to McFarlane's statement that European missionaries should not live among the people, Chalmers retorted, "If white missionaries cannot face the dangers of the climate and savages, should we ask native teachers to do so?"[48]

While the controversy continued, those at Port Moresby carried on. Ruatoka acted as supervisor while Lawes was away on sick leave in 1875, and when Lawes was able to visit Port Moresby during 1875-76 he found Ruatoka "faithful and vigilant", the best member of the staff. A good number of children attended school regularly and the



Dr. W. G. Lawes.

problem of thieving was decreasing.[49]

The only disapproval of Ruatoka was shown by Lawes in 1877 when the Cook Islands missionaries demanded a rise in pay. Led by Ruatoka and Piri, they demanded that their allowance of £15 be raised to £100. Lawes regarded their attitude as "angry and insolent."[50] They threatened to resign, but were eventually persuaded to stay.

However, a letter by Chalmers to the LMS directors showed that there was cause for resentment. He considered the £15 annual allowance sufficient if paid in full, but noted that they received only £10 worth, for it was spent on goods supplied by the mission, which charged 50 per cent. for freight, expenses and profit.

Chalmers felt "sore, very sore indeed" about this charge, even though the income was used for the upkeep of the mission vessel. He asked the directors to allow them to take the money either in cash or goods; if the latter, Chalmers felt that the LMS should pay the freight, as it did for English missionaries.[51]

I have been unable to find out whether the LMS modified its arrangements, but no more difficulties over mission pay are recorded. Chalmers was always an outspoken supporter of the Cook Islands missionaries, just as Lawes was favourably biased towards the Niueans, McFarlane to the Loyalty Islanders and Murray to the Samoans—the places where each had previously lived and worked, and the people whose language they understood.

Ruatoka was a good carpenter. He and Lawes, with the help of eight Motu labourers and the other missionaries who could be spared, built the first Training Institution in Port Moresby in 1882. He was also responsible for making the coffins for the dead, for preparing the graves and performing the burial services. Although I was unable to find written evidence, Ruatoka probably helped Lawes to build Vatorata Training Institution at Rigo and Ela Church for Europeans at Port Moresby.

The mission wanted to expand as quickly as possible but it was a slow process because of the shortage of staff. Frequent trading contacts between the Motu villages helped to spread the news about the presence of Ruatoka's party at Port Moresby, so that when they had a missionary available, he was usually welcomed into a new village. One such example was Piri's introduction to Boera in 1874.[52]

Cheerful, good-natured Rau, who excelled in the Motu language, became the most popular member of the party. Being such an effective "contact man", Murray asked Rau to accompany Piri and his wife to Boera on the coast about half-way between Hanuabada and Manumanu) to set up a new station there. The people of Hanuabada objected, but a compromise enabled Rau to go to Boera for a month.

One of the Hanuabada leaders accompanied Rau to ensure that he returned at the agreed time. The mission party was well received and four years later Ruatoka attended the opening by Piri, at Boera, of the first stone church in New Guinea.

Ruatoka guided many exploration trips by Lawes and Chalmers. The first was in 1876 when they travelled ten miles inland, and Lawes became the first white man to cross the Laloki River. In 1877 Ruatoka took Chalmers, McFarlane and Mr Goldie (a gold prospector and trader in Port Moresby) on a three day expedition inland for about 70 miles. [53]

The longest trip Chalmers and Ruatoka made was in June-July, 1880, when they travelled for six weeks mostly behind the Owen Stanley Range, discovered the headwaters of the Kemp Welch River and followed it down to emerge at Hood Bay. The aim of the expedition was to find out who lived inland and to seek suitable locations for mission stations.

Though they travelled for more than 500 miles and climbed very rugged mountains, they were accompanied for the whole distance by Granny, an old Papuan widow who insisted on being Lawes' servant at all times. An invaluable cook and interpreter, she always carried her pots in a swag.[54]

Ruatoka was also active in placing new recruits, sometimes with Chalmers and sometimes alone, and their names became (and remain) widely known among both coastal

and inland people. On such expeditions he inspected the various stations en route, travelling mainly by mission ship when one was available, or by whale-boat for the short runs to coastal stations near Port Moresby.

As a classroom teacher Ruatoka was not an outstanding success, but with very little schooling of his own, he could hardly be expected to be so. One missionary characterised his classroom teaching as 'vigorous ineffectiveness," observing that he "commanded that school of small children at Port Moresby in a stentorian tone." Consequently, by the young people, he was "more feared than loved."[55] It is not surprising that the mission school took a long time to achieve much educationally.

There were also cultural difficulties. Motu children were previously free to do what they liked, whereas at school they were expected to sit still and learn to write foreign letters. Papuans felt that they were doing the missionaries a favour by participating in church activity, and felt entitled to be paid for learning letters and attending services.

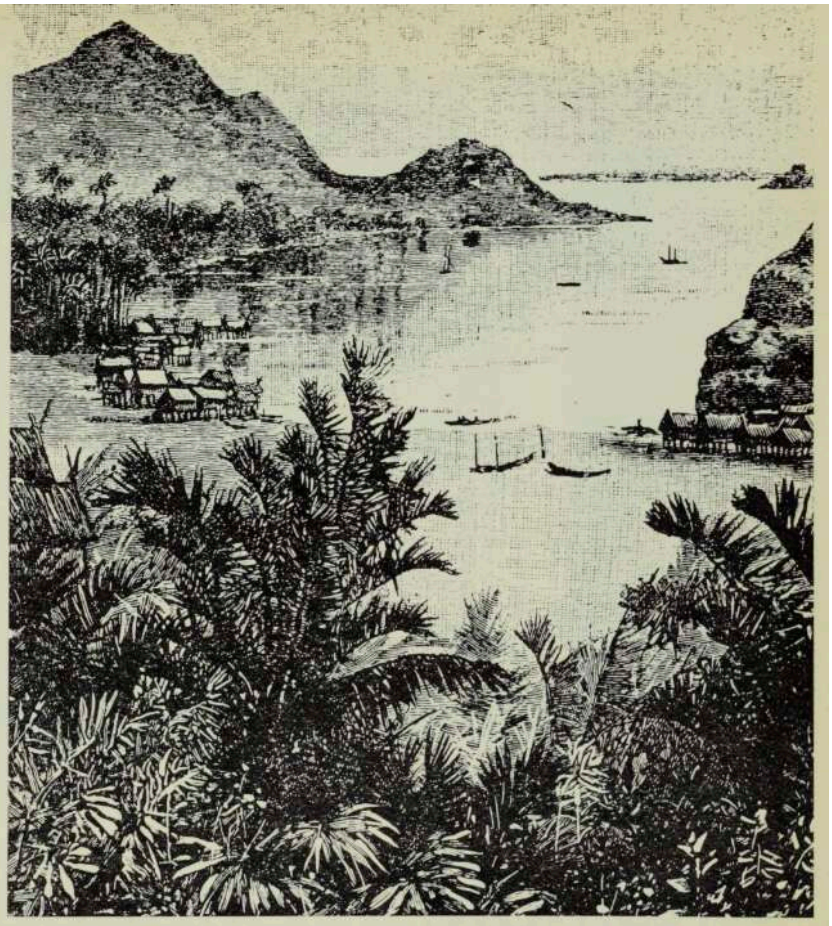
Ruatoka's stern discipline, and the pointless effort of learning strange letters, could not have had much lasting appeal. Nevertheless, dedicated and faithful, he gave of his utmost with simple earnestness to teach the children and adults of Hanuabada.

Ruatoka's first wife, Tungane, seems to have been more successful at teaching. She was New Guinea's first domestic science teacher, for she successfully taught Motu girls sewing, ironing and other domestic tasks as well as reading and writing.

When Ruatoka was away on his many visits to other stations, Tungane replaced him as far as possible, and conducted the schools and the services alone. It was one of her sermons, delivered one Sunday during Ruatoka's absence, that won over New Guinea's first baptised convert, Aruadaera, who became a faithful deacon of the church and Ruatoka's assistant.[56] Tungane died in 1885 after a short illness.

Ruatoka as an evangelist

Ruatoka's second wife, a Papuan woman from Hula village and the widow of a New Guinean teacher, was particularly skilled in music, and helped Ruatoka in "rendering the service of song lively and efficient."[57] Ruatoka and his colleagues introduced the distinctive style of singing "prophet" songs among the Motu which are still popular today. Some of these songs of worship still retain the original Rarotongan words.



Port Moresby showing the villages of Hanuabada and Elevara (about 1880).

He was more successful as a preacher than as a teacher, and had considerable influence among Papuans as well as Europeans. One example of his personal influence is frequently quoted in the mission records. A Scotsman was building a store on a Sunday while Ruatoka was conducting a service. He endured the noise for a while, then he ended the service, walked over to confront the trader and ordered him down from the roof. Flourishing an English Bible before him and pointing to the passage "Remember the Sabbath Day, to keep it holy," he berated the man for working on Sunday and making Ruatoka look a fool before the Motu people. In the eyes of the Papuans, Ruatoka's teachings seemed to apply only to them, for the Europeans did what they liked. The humiliated trader put away his tools, though one writer attributed this to Ruatoka's being not only a Christian, but "a very muscular Christian."[58]

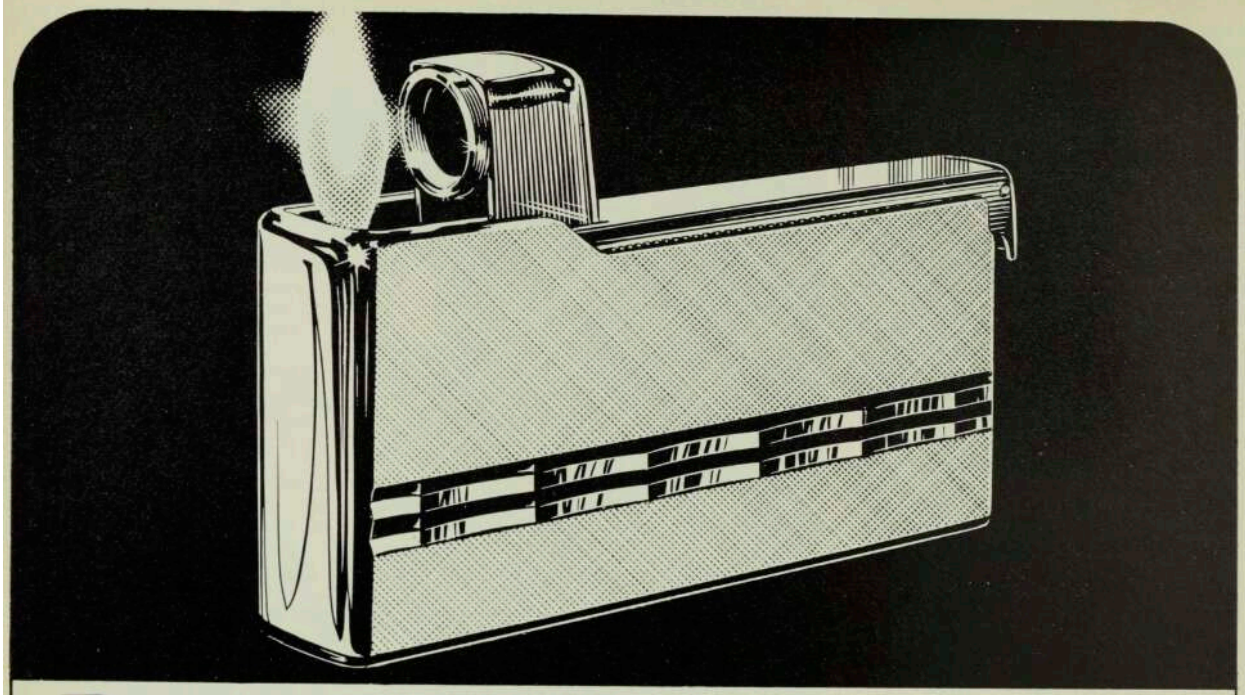
One of Ruatoka's fervent sermons against Sunday work so affected a Hanuabada elder that after the service he stood guard at the main water supply, armed with a bar of iron and some rope to tie up any woman who tried to fetch water. Other followers waylaid women to stop them from going to the village waterholes.[59]

On another occasion an old man named Gheita murdered a sorceress and her sons because she claimed to have withheld rain. Timely rain after the murder caused Gheita to brag to converts about his provident removal of the sorceress and her sons. Ruatoka paid Gheita a visit—and the old murderer promised never to kill again.[60]

When the missionary A. E. Hunt was absent for 18 months during 1898-99, Ruatoka again supervised the Port Moresby district. On Hunt's return he found that Ruatoka's oversight had been careful. There was a large congregation and fund-raising at the May meetings was so lucrative that the contributions had trebled. The largest amount of money ever given was contributed during this period.

Hunt said Ruatoka performed best on his own, and Lawes had made a

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similar statement the previous year, when, disappointed with the large turnover of English missionaries at Port Moresby, he was consoled by the fact that Ruatoka was "discharging all the duties of a bishop effectively" and that he was at his best when in sole charge of the mission.[61]

Involvements with government

Missionaries were supposed to keep out of politics, but as Koskinen has observed, it was often not possible for them to do so.[62] They preached against warfare which was one of the important means for settling disputes, and were therefore obliged to help bring peace by negotiation. Many local people consulted missionaries about political problems that beset them. Missionaries often, and understandably, negotiated with chiefs or headmen.

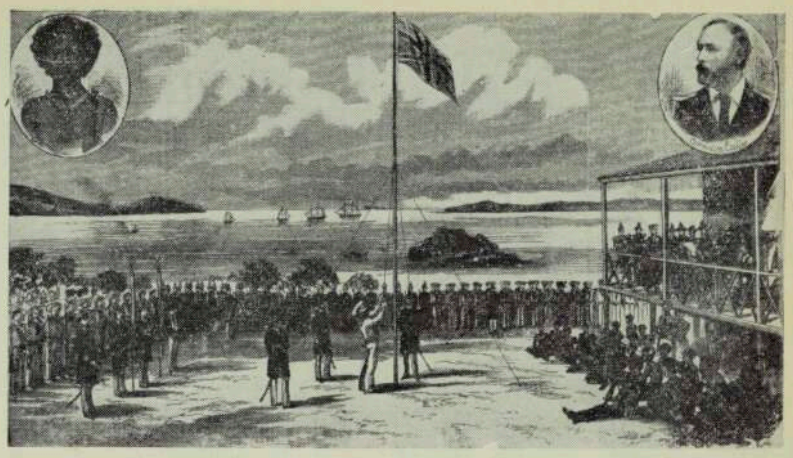
The following Motu oral tradition may illustrate the kind of punishment meted out by missionaries to wrongdoers before formal government was established. Warfare and physical aggression were denied to them, but "peaceful" substitutes were effective. No references to this incident appear in the written sources, and it probably happened while Ruatoka was supervisor of the Port Moresby Station when Lawes was away in 1875.

Ruatoka and his companions put up a store. They placed all their rice, sugar, clothing, beads, axes and different things in it. After that a man of Hohodae called Tauoa Konena went many times, each time taking whatever he wanted from the store. He did so frequently. They didn't discover him.

When they took stock they knew that some of their goods had been lost. The great Ruatoka assembled the people of the village and said, "I called you because I have discovered how our food and goods were lost. Those things were stolen by Tauoa of Hohodae. I have found them. We should punish him."

He told them not to get their weapons, but to bring vines only. . . . "Take your vines and fasten them to the posts, cross pieces, and timbers of Tauoa Konena's house . . ." He, with the people of Elevala, took their vines and canes and fixed them firmly. Then sadly, they pulled at the house until it tumbled down. They took the thatch and burned it at Konedobu.

Then they bound the hands and feet of Tauoa Konena and took him to a green ants' nest and bound him, and there he stayed. The ants bit him all over. They raised weals on his eyebrows, mouth, face and whole body. He suffered thus until nearly sundown, when they released him. Then he bathed in the sea. Thus they punished him because at that time there was no prison.[63]



Raising of the British flag in Port Moresby, November 6, 1884, by the naval contingent led by Commodore Erskine (inset right).

The year 1884 was politically important. There had been much talk about annexation, though Chalmers and Lawes both opposed it. On April 4, 1883, the Police Magistrate at Thursday Island, Mr H. M. Chester, hoisted the British flag at Port Moresby on behalf of the Queensland Government.

The missionaries at Port Moresby were asked to participate. Lawes translated into Motu what the proclamation meant; Ruatoka distributed £50 worth of trade goods to all the heads of families at Hanuabada village. In the afternoon the villagers bore gifts to the mission house, then Lawes and Chalmers entertained all the Europeans, the missionaries and their wives, and Boe Vagi, one of the leaders of Port Moresby.

All the festivity was for nothing because the British Government refused to recognise the Queensland Government's proclamation. The second attempt came in November, 1884, when H. H. Romilly misunderstood his instructions and proclaimed New Guinea a protectorate.

Later in November, Commodore Erskine, Commander-in-Chief of the Australian Station arrived, accompanied by four ships of the Australian squadron. He disregarded Romilly's action, and in order to ensure that the Papuans really understood the significance of the flag hoisting, Erskine despatched Chalmers on HMS Espiegle to pick up important leaders in the villages between Port Moresby and Round Head and bring them to Port Moresby to see the ceremony.

Ruatoka went on HMS Raven as far west as Redscar Bay. Lawes was responsible for attracting those within the Port Moresby area. The third attempt at the proclamation was successful. Ruatoka and all the other missionaries being given places of honour at the ceremony. Ruatoka was also present at the annexation of New Guinea by Britain in 1888.

Relations with the miners

Ruatoka's dedication in helping others was fully demonstrated during the gold rush to the Laloki River, 30 miles from Port Moresby, in 1878. After the discovery of gold at Laloki in 1878 Lawes feared an influx of Australian miners who would be unsympathetic to the mission and who could not be adequately controlled in the absence of civil government.[64] Actually relatively few miners came and though there were some problems with local people, their worst enemies were malaria and other diseases which killed many of them.

Though its facilities and medical supplies were limited, the LMS bore the brunt of providing hospital services to sick miners. Both Lawes and Chalmers paid tribute to Ruatoka as the "hero of this humanitarian service." He and his wife fed and nursed sick miners at their own expense.

On an annual pay of £15 it was indeed a sacrifice.[65] At least twice Ruatoka carried to his home on his back, and over considerable distances at night, sick miners who had been left to die in the bush because Papuans who found them were afraid to touch dying men in case their spirits haunted them.[66]

Ruatoka was also an effective



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mediator between the miners and the local landowners. In one instance he heard of an imminent attack upon a prospector's camp and warned the miners. He offered to pacify the villagers but refused the offer of an armed escort. He went among the armed warriors of Moumiri and "reasoned with them, preached to them [and] prayed for them."[67] The attack was averted and the Moumiri warriors dispersed to their homes.

Ruatoka's courage and zeal earned him the respect of all the miners, who joined together to present him with a testimonial thanking him for his kindness and services since their arrival. They mentioned in particular his help in mediating between the Papuan landowners and themselves.

Chester's suggestion that Ruatoka's work need only be made known "to ensure some recognition from the people of New South Wales and Queensland" was acted upon in October, 1878. Recognition came in the form of a gun, inscribed with the words:

Presented by the Government of Queensland to Ruatoka, a teacher in the employ of the London Missionary Society, in token of their appreciation of his kindness and attention to the sick gold-diggers from Queensland at Port Moresby, October, 1878.[68]

Chalmers noted that the present was a "splendid breechloading fowling piece," but was silent about its connotations. Chalmers always insisted that missionaries went unarmed. Soon after his arrival in New Guinea in 1877 he had been disappointed to find each island missionary the owner of two or three guns.

After seeing some examples of these being used to coerce villagers he reminded everyone in the mission that these "guns were for shooting birds, wild pigs and kangaroos and not to frighten the natives."[69]



Memorial stone at Boera, commemorating the church opened by Piri in 1876.

Chalmers never carried arms, and he expected others working with him to follow his example.

A life remembered

This description of Ruatoka's work from 1872 to 1903 probably gives the impression of a vigorous, healthy man, but in fact, he often suffered from illness. When Chalmers suggested in 1893 that Ruatoka should go for a visit home to Mangaia, he refused, saying that Papua was now his home.[70] Only once did he travel overseas, to spend a few days at Cooktown.

Lieutenant-Governor McGregor's prediction in his 1888-89 report that Ruatoka "has done so much that his name should never be forgotten" has indeed come true.[71] He is the most written about of all the Pacific Islands missionaries to New Guinea and there are many oral as well as physical testimonies to his memory to this day.

The people of Boera village for instance, value today an armshell which they say was brought to their village when Piri opened their first church in 1876. The armshell, particularly prized for exchange in marriage ceremonies, is named Ruatoka.[72] There is a Ruatoka Road in Port Moresby, and 30 miles from that town, at Kwikila, there was until recently Ruatoka College, where the United Church trained teachers for its mission schools.

His name lives on beyond Papua. The United Church college at Gaulim in New Britain has called one of its main buildings "Ruatoka Home", and the Pacific Theological College in Suva on December 5, 1969, dedicated a new block of student flats as Ruatoka House.

For over 20 years Chalmers and Ruatoka, whom the former called his "own son in the faith," worked as close friends and colleagues. When Chalmers and the Rev. Oliver Tompkins were murdered at Dopima village in April, 1901, Ruatoka offered to work among the Dopima people, but the offer was declined, as Ruatoka himself was nearing the end of the road. He died on September 12, 1903, having spent 31 years in New Guinea, thus amply absolving Chalmers for allowing the ailing Ruatoka to go from Rarotonga with that pioneer group of missionaries in 1872.

In the Port Moresby cemetery Ruatoka has a permanent memorial in an honoured place. As the Pacific islands seek out indigenous heroes to supplement or replace the foreign heroes who have been given disproportionate emphasis in the past, Ruatoka is likely to become much more widely known.

FOOTNOTES

38. King, **W. G. Lawes . . .**, 64-5.
39. **Native Lands Commission,** Land claim 'Central No. 61' decision of April 11, 1958, Port Moresby.
40. John Williams. **A narrative of missionary enterprises in the South Sea Islands,** (London, 1837), 327-8; Gill, 87.
41. A. W. Murray, 'Voyage to Port Moresby in the Retrieve' March 3—April 3, 1874, SSJ.
42. King, **W. G. Lawes . . .**, 71.
43. Murray, 265.
44. Lawes was a scholar-missionary who studied Motu thoroughly and translated a number of books, hymns, scriptures, marriage and burial services, prayers, geography and arithmetic books, etc., for use by the mission. His major works included a Motu dictionary, the New Testament and part of the Old Testament. See King, **W. G. Lawes . . .**, 292.
45. S. M. McFarlane, 'Fifth voyage of Ellengowan,' March 20-April 1, 1875, SSJ.
46. S. M. McFarlane, 'Seventh voyage of Ellengowan,' June 12-July 13, 1875.
47. McFarlane, 'Fifth voyage . . .'
48. Chalmers, 'Rarotonga to Stacey Island (South Cape)' May 21-Dec. 21, 1877, SSJ.
49. W. G. Lawes 'Voyage of Mayri to Hood Point,' 1875, SSJ.
50. W. G. Lawes, Journal, October 29, 1877, 281 (kindly lent by Dr A. Prendergast).
51. Chalmers, 'Rarotonga to Stacey Island . . .,' 100-101.
52. Gill, 265. Since leaving Manumanu, Piri and his wife had been convalescing at Cape York. They were not well enough to accompany the first group to Port Moresby but went there with Murray in April, 1874. Piri worked and died at Boera.
53. James Chalmers, 'Rarotonga to Stacey Island'; 'Report of the voyage of Bertha . . .' May 21-Dec. 21, 1877, SSJ.
54. Lovett, **James Chalmers . . .**, 269-77.
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Continued next page

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FORGOTTEN GRAVE ON LONELY PENRHYN

By NIHI VINI



The village is Omoka, the island is Penrhyn and the group is the Cook Islands. Behind the church is a cemetery. A hundred yards to the left of this, facing the ocean is another cemetery—the chiefly burial ground which is marked by white stones protruding about six inches from the sand around each grave.

Ten yards left again and closer to the ocean beach is one grave by itself, built in the European style, about four feet high by three feet wide and seven or eight feet long. It bears no name, except some initials and a date from early last century. But the lettering is ruined now and only the letters "GL" and something like an "F" or "S" remain legible. The grave belongs to a white woman, *vahine popa*.

The story began with a New Zealand trader. His name is not given, both because the grave itself wanted it that way and to avoid embarrassment to those concerned. He had a trading vessel and he himself was the captain.

He was a good man, came from a good family in Auckland and had good family connections. He liked the wild moving life of the Pacific and had a number of good acquaintances in Tahiti, Auckland and Rarotonga. He had a lovely young wife and she, like her husband, had many friends in these places as well.

It was his custom to come from Auckland to the Cooks, Tahiti and then back to New Zealand via the Cooks, bringing and taking trading goods. On one of his visits to the Cooks he went north to Penrhyn.

Soon after arrival at Penrhyn the captain suddenly became sick and within a very short time he died, leaving his wife alone on the schooner under the care of his first mate. He was given a fine burial by the crew and the people of the island. Bewildered by the loss of her husband she decided to live on the island for a while, resisting the mate's pleas to return to New Zealand to her own people.

A short while after the schooner left the island she deeply fell in love with one of the Penrhyn natives, a good looking and attractive man but three quarters savage, and soon after they were married and lived together. This news travelled fast and horrified all the whites of her kind in Tahiti, the Cooks and New Zealand.

They seemed very happy and she managed to put up with him despite the native's complicated and uncivilised customs and traditions. They had many children and these were cared for and adopted by her husband's family. However, at long last, the savage took up another wife and deserted the still young and very beautiful white woman.

With a shocked and painful heart, eyes red and swollen and full of tears the white woman once more longed for the warmth and comfort of her own people in New Zealand. Very much determined, she finally left Penrhyn for Auckland.

Much to her surprise and sorrow her own people even her own father, mother, brothers and sisters, had closed the doors of their society to her.

Perhaps Tahiti, that island of love would be the ideal place for her, she thought to herself, because there, white men and brown women love and live temporarily or permanently and nobody frowns upon it. With this in mind she went on to Tahiti hoping to be received and welcomed as in her former days. But even here in Papeete, "the sink of the Pacific", no one would have any of the white woman because she cheaply sold herself to the brown man, perhaps the first to have done so among these islands.

With her head bowed, her heart deeply grieved and her eyes once again wet with tears of sadness and shame, the despised white woman once more went back to lonely Penrhyn. She had nothing more to wish but only to die at poor Penrhyn, a world far from that of her own, far from the eyes of her very own people, the people who refused to open their arms and the doors of their society to her, the lost prodigal child, even for forgiveness of what has been done in the past.

There was a schooner captain, who, like her white husband called at Penrhyn every now and again. He fell in love with the white woman, who was still young and retained much of her beauty. He understood her problem and asked her to marry him and by becoming his wife, be restored in some degree to her previous status. Unfortunately she had neither heart nor wish to live any longer and politely refused. No doubt she did not want him to share her misfortune and become a victim of her sin.

Finally, however, her dream and wish came true for a few months later she closed her eyes forever, never to see the blue sky and Pacific sea, never to hear the voices of those she dearly loved but to take with her the memory of the burning sands, the white lover who brought her there, the brown lover who betrayed and deserted her, and the next white lover who came too late. And above all, perhaps, the closed doors of her own society, family and friends.

The trader was on the island at the time and with the aid of the natives found the spot, buried her there and very kindly left her grave nameless except for the initials which she had borne in her first marriage and the date she died. So quiet, and forgotten at long last, the grave of the white woman who sinned but found no pardon in the eyes of her race, lies alone in lonely Penrhyn.

RUATOKA: (Continued from p. 75)

61. A. E. Hunt, Port Moresby District Annual Report, 1899, SSJ.
62. Aarne Koskinen, **Missionary influence as a political factor in the Pacific Islands**, (Helsinki, 1953) 48-9.
63. Extract from Kori Taboro's story.
64. The Queensland Government sent Mr W. B. Ingham, a Justice of the Peace, to "secure as far as possible the welfare of both parties." King, **W. G. Lawes** . . . , 163.
65. King, **W. G. Lawes** . . . , 162; Lovett; **James Chalmers** . . . , 134, Chester to Colonial Secretary of Queensland, July 20, 1878.
66. Lovett, **James Chalmers** . . . , 134-5; King, **W. G. Lawes** . . . , 162-3.
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69. Chalmers, 'Rarotonga to Stacey Island . . . ,' 99-100; Chalmers, **Work** . . . , 45.
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71. William MacGregor to Governor of Queensland, 1888-89, **British New Guinea Annual Reports**, Port Moresby.
72. Moi Higo (assisted by Kaira, Eno, Daure and Pastor Miria Tamarua) 'History of the early missionaries to Boera', 1967. Translated by Tamasi Boko, Recorded by Marjorie Crocombe and Dr Ako Toua.

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Yesterday

PIM staff writer Manoa Rasigatale was a four-year-old Fijian boy in Nabuli village in the Rewa area when PIM came out in December, 1952. So the "Yesterday" page this month is not just a matter of recollection, for what we present is Manoa's selection of the significant and the interesting from the twenty-year-old issue. History is really seen as history!

Mr R. W. Robson, the founder of PIM was right about Ratu Sir Kamisese Mara, the Prime Minister of Fiji when he said in the December, 1952, issue that Fiji was watching, with interest and pleasure the way Ratu Mara (before he was knighted) was coming to the fore as a leader of the Fijians and the Fiji Government too. He said that Ratu Sir Kamisese had great natural ability; he had been very well educated and was held in high favour by the Great Council of Chiefs.

Twenty years ago the occupants of No 2 Administration Hostel, Rabaul, were surprised to find their habitat a matter of interest to groups of natives who would walk slowly past, staring at the verandah. Then one evening the houseboy inquired whether Missus would like sell "sampela samting" to the visitors who stated they came from Misima. The desired object was a shell, faded and chipped and though the boys offered £2 for it they were happy enough to accept it as a present.

Mr and Mrs Ronald Berndt, anthropologists of Sydney University visited Kainantu, New Guinea in early November where they spent six months among natives who ate their dead. The natives were located about two days walk from Kainantu and were already known to the Berndts who had suspended a study of them in May the same year.

There was a warning to Solomons copra planters by Dr J. S. Phillips, the entomologist appointed to conduct research into coconut pests in the BSIP, who was concerned about the possibility of the Rhinoceros Beetle being introduced from Rabaul into the British Solomons. Dr Phillips asked the planters to keep a close watch for palm leaves which may have triangular sections bitten out of them, and to forward any doubtful-looking Rhinoceros beetles to him for examinations. The beetle had been introduced to Samoa 40 years before as a stowaway in a bundle of rubber plants from Ceylon. "In New Britain it was introduced by the Japanese during the war years," Dr Phillips said.

A small single column item said, "The most succesfull military unit in Malaya in November was the Suffolk regiment, which skittled 12 terrorists. Next was the Fiji Battalion, with a bag of 7".

Talking about love, PIM reported that Mrs Kazuko Higa, a woman who spent five years alone on Anahatan, 70 miles north of Saipan, with 31 obviously woman-crazy Japanese, lived tell the tale—and was going to be paid for it at one of Tokyo's largest theatres. It was said that six men were killed because of her while they were on the island—but she denied it. She said there were only two. When her husband disappeared at sea she went to live with No 1. This lasted three years—until someone shot him. She then lived with No 2 but this lasted only 20 days—then he was drowned while out fishing. Then she lived with No 3 for two years but did not love him. No 4 entered her life, and as No 3 was an embarrassment, No 4 stabbed him to death. She lived with No 4 for nine months until she surrendered to the Americans. For about six years after the end of the war the handful of Japs who defended it refused to believe that the fighting was over. They just sat around picking one another off, for love of Mrs Higa.

Cook Islands residents were asking why, since the suspension of the NAC air service, mail to islands of the Cook Group other than Aitutaki was not being accepted for air delivery by TEAL (old name of Air New Zealand) as far as Aitutaki. An Auckland post office spokesman said there was no regular sea connection between Aitutaki and Rarotonga, therefore it was just as reliable to send by direct surface mail. This, they said, was ridiculous. There was a more frequent service between Rarotonga and Aitutaki than between Auckland and Rarotonga.

In December 1952, PIM's correspondent in Suva reported that dry conditions which had existed in parts of Viti Levu and other islands of Fiji since the January hurricane were becoming a full scale drought in some areas. This was the second consecutive dry year. The report continued, "Suva's water shortage, which threatened to become acute early in October was recently relieved by a series of the short but very heavy thunderstorms. In other districts, however, the driest October on record has created a serious situation. Fijian villages in the coastal regions of eastern Viti Levu report that in some places coconuts, which had been reserved for copra production, are being used as drinking nuts."

Looking back a further 20 years PIM said that in 1932 popular brands of cigarettes in sealed tins of 50 were 23/- a 1,000 for Army Club, 29/6 per 1,000 for De Reszke and 15/- a 1,000 for Gold Flake. But if you ask them again today you will be surprised at the prices. They are double or three times up—its a change of time!

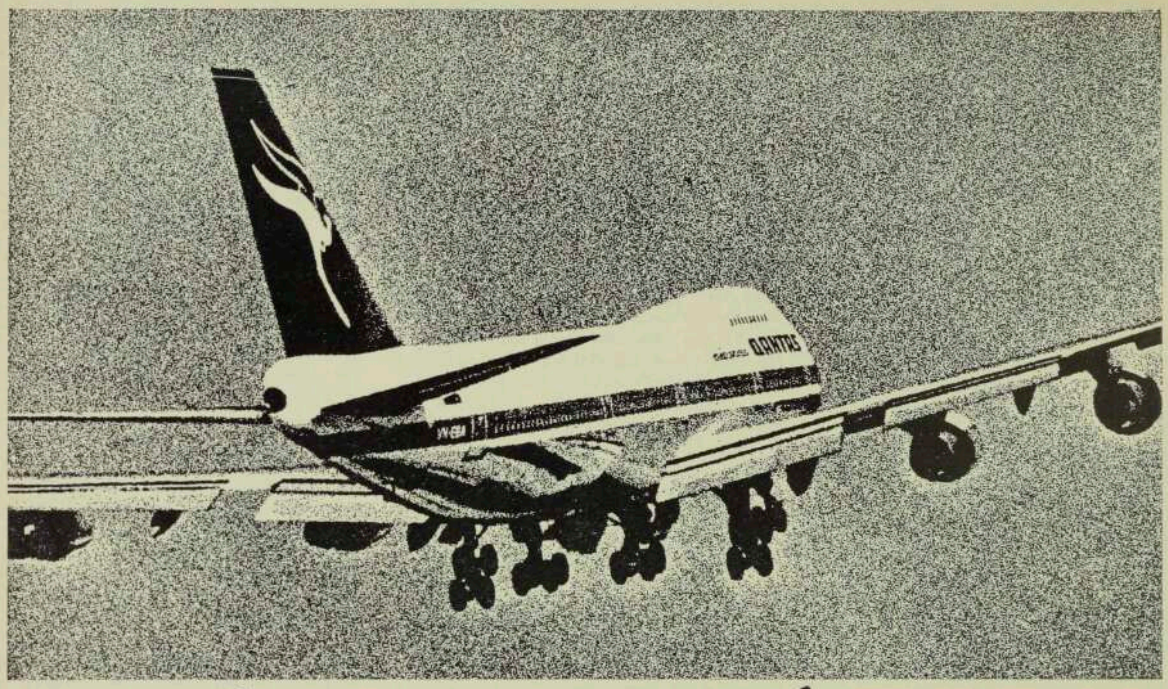
It is good to remember that the first shipment of Fiji bananas to Australia under the reciprocal clause of the Ottawa Agreement was expected at the end of December, 1932. Melbourne fruit agents had already threatened to boycott them and the Federal Government was taking a "serious view" of the matter. It was feared also that some local bananas would be offered as "full-flavoured-Fiji". The then Director of Agriculture, Fiji, was coming to Sydney with the first shipment.

Considered on a stowaways-per-ton basis, the record of A. B. Donald & Co's Cook Islands trader Charlotte Donald must never have been equalled. A day after the vessel left Aitutaki, on November 12, 13 stowaways were discovered on board. The ship took them to Manihiki, where it was some days later announced that they had been released from custody. As Manihiki had one policeman and one goal "custody" seemed rather an exaggeration.



The Grand Hotel in Papeete was so new that it was incomplete on the arrival of a TEAL sponsored press party 20 years ago. R. W. Robson brought home this photo of the then new hostelry.

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Book Reviews

MICRONESIA'S PROBLEM OF UNITY

Among the things in common shared by the people of Papua New Guinea, the Gilbert and Ellice Islands Colony and the United States Trust Territory of the Pacific Islands are breakaway movements.

In PNG some of the people of New Ireland, New Britain and Bougainville have threatened at various times to break their islands away from the central government and run things their own way; in the GEIC the Ellice Islanders are seriously talking the same talk now; and in the Trust Territory (of Micronesian islands), the northern Marianas group is negotiating with the United States for a separate identity now.

It's relevant that all these three territories also have in common widely scattered islands, and a central government and political boundaries imposed from the outside.

It's hardly surprising that after generations of running their various remote islands their own way, those islanders who happen to be farthest away from the "centre" of this artificial universe are not overly impressed at some sudden insistence that they become "united" for the purpose of becoming independent. Who are those people they are supposed to share their independence with, and what the hell do they mean by independence anyhow?

In Micronesia: The Breadfruit Revolution, photographer Robert Wenkam and writer Byron Baker combine to tell the story to date of the scattered islands of the United States Trust Territory of the Pacific Islands, and along the way show clearly the extent of the unity problems faced by the 100,000 Micronesians.

Writes Baker in his good, clear reporting style: "Unlike other dependent areas of the world, Micronesia has not had among its peoples until very recently even a glimmer of a sense of nationhood, nor an awareness of a common cultural heritage.

"When the US Peace Corps went to the islands in 1966, for instance, it found it convenient to think of Micronesia in terms of 13 major languages and nine significant cultural groupings. The people of these varied ethnic groupings did and do regard one another with a jaundiced eye: Chamorros are dubious about Carolinians, consider Yapese primitive and have a hard time imagining the Marshallese; Yapese are condescending to everyone; almost everyone dislikes Palauans. High islanders consider themselves better endowed than low islanders, and people at population centres look down on country cousins from outlying islands.

"Until very recently there was little in the American administration of the islands to discourage this separatism and ethnic individuality. English is only just becoming a common language. Islanders have never had enough money to travel from one region to another.

"American policy has tended strongly to encourage the existence of cultural diversity. Only the government itself, poorly understood by most islanders, bridged all the separate groups in Micronesia. The result is that Micronesians have acquired a patina of American usage over the alloy of earlier governments and their individual societies. It is a wonderfully diverse amalgam, distinctive in every place."

Although some will take issue with Baker's contention that Micronesia's lack of a sense of nationhood is unlike that of other dependent areas of the world, those few paragraphs just about sum up the situation in Micronesia. Since, as he says, "to the people of the Marianas other Micronesians are for the most part naked savages", one can understand the anxiety of the Marianas Chamorros to get with the strength that is Uncle Sam, the friendly uncle who has brought material benefits to those islands that happen to be closest to "Guam USA", and for the rest of the "outer" islanders to say good riddance to the Marianas.

Or do the outer islanders really say good riddance, or is it merely the expression of the educated elite—the people who are aware of wider issues. The truth is that nobody knows, and the pictures and text of this 192-page large format volume underline the difficulties of being certain of anything in emerging Micronesia because of the distances and the diversity.

As the authors say in a joint preface, "Micronesian societies are not stone-age; nor are they in the ordinary sense Western or modern. This is not the first time they have lurched from one era into another, but the alterations that confront them are as complete as they have undergone, and the prospect is of greater change yet.

"There is about it that poignance



Some of the stone money of Yap, very much valued by the local people, but the target of many overseas collectors. It is no longer possible to take them out of the territory.

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known to any who have read of the vanishing of the red man, or of pearl traders, palm trees and lagoons; a poignance the more special because islanders do still wear loin-cloths and lavalavas and sail outrigger canoes—and ride jet planes and send their children to college in the United States."

Between them Wenkam and Baker have produced more than a picture book and more than another reporter's view of Micronesia. They have needed each other.

The black and white pictures illustrate better than words the diversity of history—Spanish, German, Japanese, American occupation—and the diversity of cultures and scenery such as the bare-breasted Yapese with their giant stone cartwheel money, the Banzai cliffs of Saipan, the Palau rock islands, the barrier reef of Truk, the Nan Madol ruins of Ponape. But above all they illustrate the type of people who inhabit these places, and it is the people who will decide whether 2,000 islands stretching 3,000 miles across the Western Pacific can, or should, share a common destiny.—EW.

(MICRONESIA: THE BREADFRUIT REVOLUTION. By Robert Wenkam with text by Byron Baker. University of Hawaii Press. $US15).

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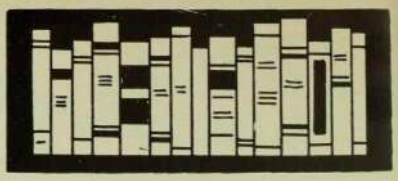
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Arthur Mailey, for instance, was a famous bowler but no batting genius. In a match against the Callan Park Mental Asylum side in Sydney, his bowling was hit around by an inmate who imagined he was Mailey; the real Mailey's reaction was "Thank God the feller doesn't fancy he's Trumper".

And there's Trumper, whose batting was the epitome of style: minimum effort for maximum effect. A photograph of his classic straight drive adorns the cover of the book. Trumper, who in 1891 as a schoolboy of 13 could score a century in every match of the season, and at whose funeral in 1915, 20,000 people lined Sydney's streets while London's newspapers interrupted the wartime news to announce the "death of a great cricketer".

Interspersed among the stories are 190 black and white illustrations. The selection of photographs, some of them very rare, as much as the photographs themselves, conveys the spirit of Australian cricket, so that the reader gradually and subconsciously feels, for instance, why Sir Neville Cardus wrote of those two giants of different eras: "Trumper was the bird in flight, Bradman was the aeroplane".

Perhaps the reader should be warned that this reviewer is a helpless, hopeless cricket addict who has even umpired cricket in Port Moresby. He has not admired some of Dick Whitington's previous books, but he feels that the author and publisher are to be congratulated for this venture.—*Tony Shannon.*

(AN ILLUSTRATED HISTORY OF AUSTRALIAN CRICKET. By R. S. Whitington, forewords by Sir Robert Menzies and Lindsay Hassett. Lansdowne Press. $8.50.)

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AUSTRALIAN SEABIRDS

"Birds in Bass Strait" is written by Ken Simpson, one of Australia's leading seabird ornithologists, who has spent a number of years working with the CSIRO, and from 1964-66 spent 20 months at Macquarie Island, and, during his two visits, assisted in long-term research on the Wandering Albatross and Royal Penguins.

The book's 112 pages are profusely illustrated in both black and white and colour. Numerous diagrams explain and amplify the text, particularly on bird migration and ocean currents in the Bass Strait area. These currents play a major part in the breeding and feeding biology of sea birds of this area. The photographs have been chosen for both quality and presentation of diagnostic features of each species.

The valuable part that bird banding has played in discovering movement of sea birds is covered. Much of this banding has been done by amateurs working under the Australian Bird Banding Scheme, operated by the CSIRO Division of Wildlife Research.

Conservation has not been neglected with a description and history of the commercial harvesting of the Tasmanian Muttonbird, and the desecration of Cat Island as a major Australian Gannet rookery. "The rookery on Cat island in 1936 had 800-1,000 birds nesting, but in 1966-7 only twelve pairs were present and breeding". Perhaps the most interesting and one of the most controversial of the Bass Strait breeding birds is the Cape Barren Goose, "today considered to be the second rarest goose species in the world, after the Ne Ne (Hawaian Goose). The maximum number of Cape Barren goose in the wild and in captivity probably does not exceed 6,000 birds" yet, "In 1965 a two day open season was permitted for shooting the species in the Furneaux Group. In an effort to restore the goose population in Western Victoria to its former level, the Fisheries & Wildlife Department established a feral flock at the Serendip Field Station, Lara, Victoria".

Ornithologists and students of natural history will find this book a complete study of the avian fauna of the Bass Strait area. A large number of the birds described occur over large areas of the Eastern coast of Australian and Pacific Ocean, giving this book a much wider relevance then the title implies. — *Alan Leishman.*

(BIRDS IN BASS STRAIT. By Ken Simpson. A. H. & A. W. Reed, Sydney, for the Oil and Gas Division of BHP Co Ltd. $4.95.)

Colourful birds of Fiji

Another recent bird book comes from Collins in New Zealand and is called Birds of Fiji In Colour. The paintings were done by W. J. Belcher between 1924 and 1935, and the text is contributed by the Auckland ornithologist R. B. Sibson.

The birds of Fiji are varied, beautiful and sometimes very shy. It was thus a great service by Belcher to produce, as a result of long and patient study, a superb collection of paintings covering most of the dominant species. Those included in this book are 24 of a collection of 90 bird paintings, reproduced by permission of the Trustees of the Fiji Museum. They are not available for regular viewing, and so this volume will be appreciated by both visitors to Fiji and bird lovers everywhere.

(BIRDS IN FIJI IN COLOUR. W. J. Belcher/R. B. Sibson. Collins, $NZ3.60).

BONANZA YEAR FOR WALLIS ISLAND

Wallis Island, lying north of Fiji and north-east of New Caledonia, is a little-known French territory of 95 square kilometres.

It was first made known to Europeans after Captain Samuel Wallis of HMS Dolphin chanced to discover it in 1767 and named it after himself.

Most of the 205 years since Wallis' discovery have managed to pass without the publication of any books devoted to that island.

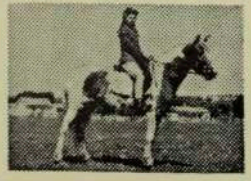
This year, however, there have already been at least two. One is a coloured picture book of 64 pages entitled Iles Wallis; the other is volume 2 of a Histoire de l'Ile Wallis by Bishop Alexandre Poncet, who was bishop of Wallis and Futuna from 1936 to 1962.

Because of the paucity of literature on Wallis Island, both books should be welcomed by Pacific libraries and collectors.

Both suggest that Wallis is an island where nothing much ever happens, and where much of what does happen is associated with the Roman Catholic Church, which first gained a foothold there in 1837.

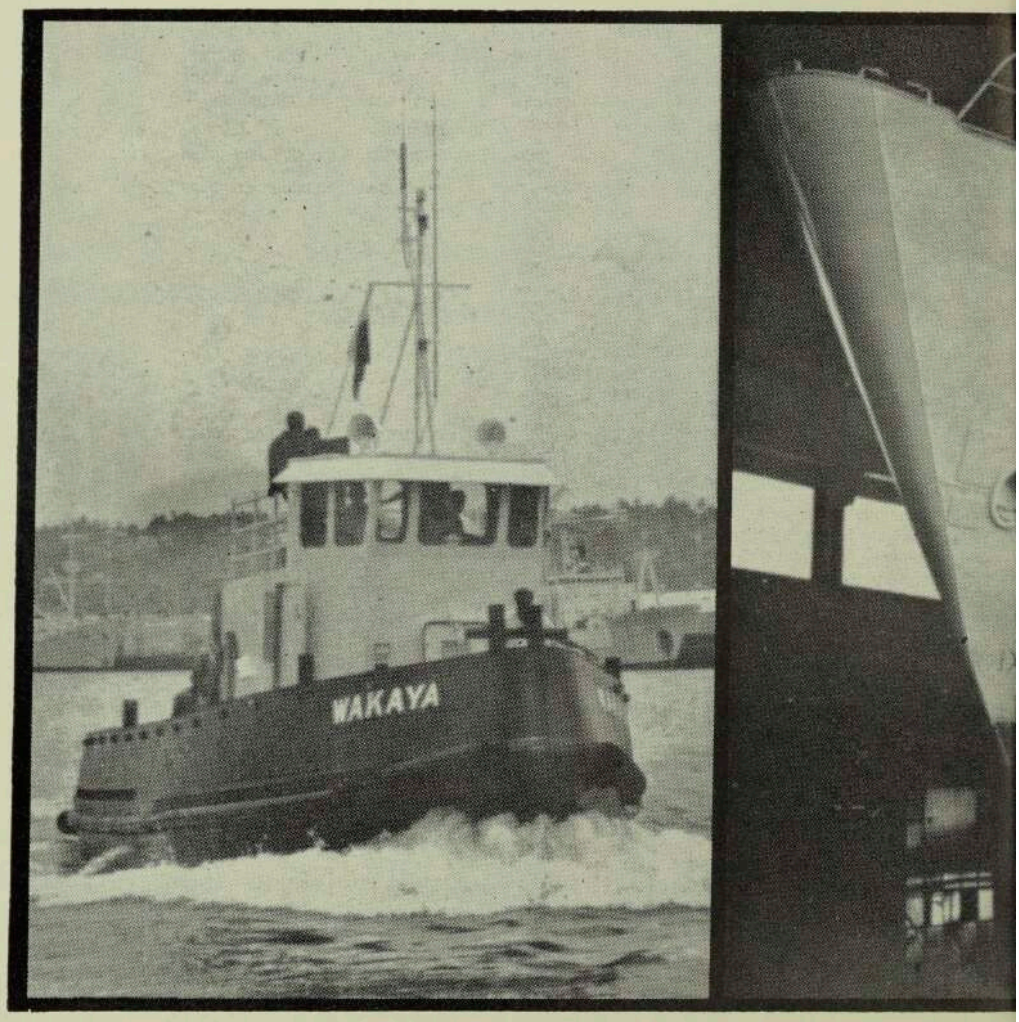
Iles Wallis, published by Editions Delroisse, 113 Rue de Paris, Boulogne 92, France, is available from Mlle Pise, of the South Pacific Commission, Noumea for 400 Pacific francs.

Bishop Poncet's history, which covers the period of the French protectorate over Wallis Island from 1886 to 1959, is published by the Societe des Oceanistes, Paris, at 45 French francs. The first volume of the history, which will no doubt cover the period from the earliest times to 1886, has not yet been published. Its appearance has been considerably delayed by the exigencies of archival research.—*Robert Langdon.*

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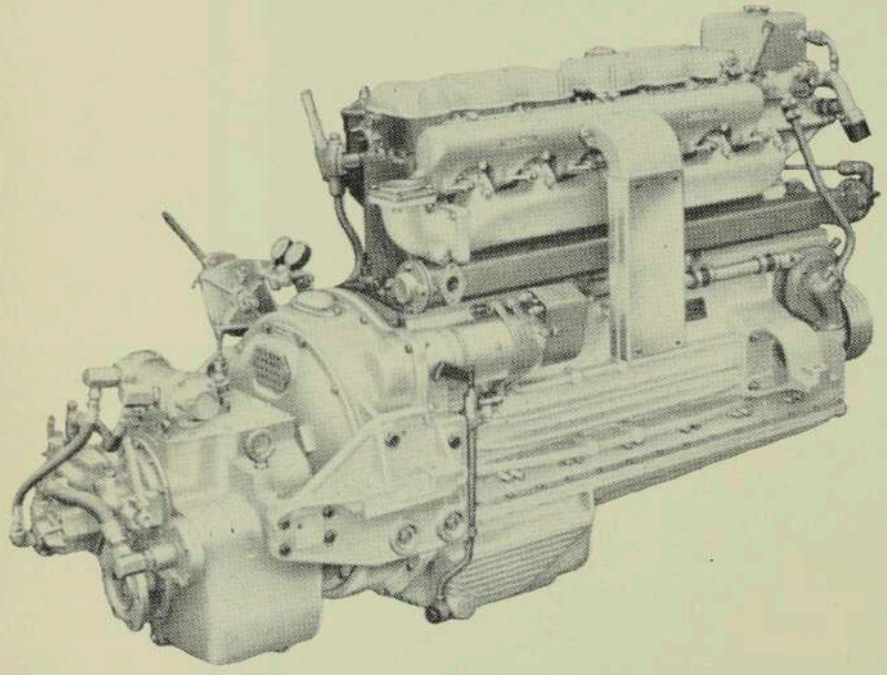
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Pacific Shipping

Another move for Islands line

Powerful shipping interests are wooing at least three Pacific Islands governments. Two companies have now offered to set up a new regional service covering Fiji, Samoa and Tonga, and presumably Niue Island, from New Zealand and/or New Zealand and Australia. Waiting in the wings is the NZ Seamen's Union, which has the capacity to cause trouble. There is one common factor in the latest moves—Tarros class container ships will be used.

The Union Steam Ship Co started the ball rolling three months ago (PIM, Oct., p. 83) with an offer to set up a new company, in which Islands governments would be offered a 50 per cent interest, to operate a service to the islands from NZ.

The USS Co would charter two Tarros class ships from Interocean New Zealand Ltd to run the service. The Islands governments had reservations, one of which was over manning the ships. They were keen to have them manned by Pacific Islanders, but the NZ Seamen's Union president, Mr W. Martin, said his union would provide the crews.

While the Islands governments were pondering the USS Co suggestion, a San Francisco company entered the lists. It made an approach to the Western Samoa Government, offering a majority of shares in a new shipping line to serve the area. This company, Marine Chartering Co Inc, like Interocean New Zealand Ltd, is a subsidiary of the British Furness Whitting group, which also owns the Shaw Savill Line.

The offer was announced by Mr T. Hallaraker, general manager of Interocean New Zealand Ltd, on behalf of the San Francisco-based company. He added it was also available to any other Island government which wanted to join in a common shipping venture.

Marine Chartering suggests a service to take in Australia, as well as New Zealand and the three Pacific Island groups. It also suggests a service from the Islands to the US west coast.

Marine Chartering would provide 49 per cent of the estimated start-up capital of $250,000. It would be happy with as little as 1 per cent of the equity. Pacific Islanders would man the ships under the Marine Chartering plan. This would immediately lead to a confrontation with the NZ Seamen's Union. This union wants ships on runs traditionally NZ-manned to be NZ-owned and operated.

To some extent they are reinforced in their attitude by a recent statement by the NZ Prime Minister, Mr John Marshall. Mr Marshall said he considered private enterprise shipping in Australia and New Zealand, in partnership with Islands governments, should operate a South Pacific shipping line. That was the "most practical and immediate way" to improve shipping services in the region.

Ironically it was Mr Marshall, when he was NZ Labour Minister, who deregistered the NZ Seamen's Union late in 1971, following a series of irresponsible union acts over a number of years.

INS AND OUTS ON THE FIJI CRUISE SCENE

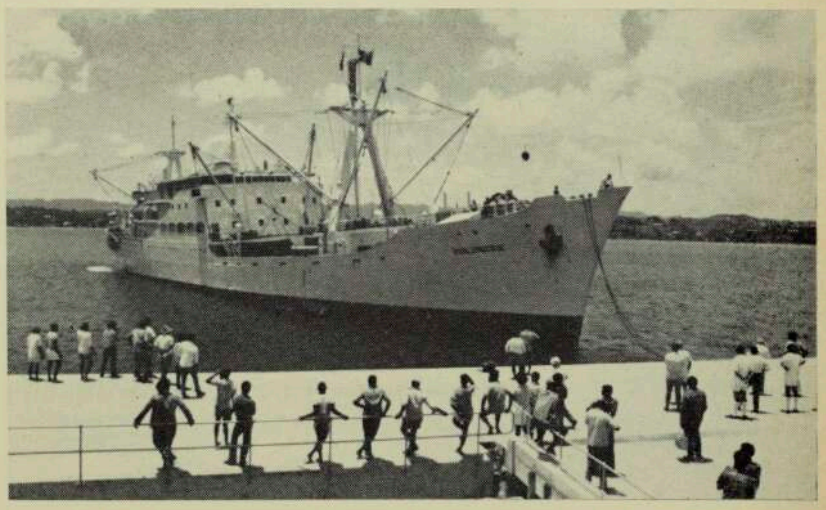
When it comes to calling a spade a spade—or a boat by its proper name—Fiji's steadily expanding cruise industry contains some confusing anomalies.

The 83 ft topsail schooner Fiteach-ban, which once featured in a television series called "The Adventures of the Seaspray" and has been known as Seaspray ever since, has recently been renamed.

She's now the Vusa Ni Ua—Fijian for "foam of the sea"—which is likely to be as confusing to visitors as the Welsh name Fiteach-ban.

The operating company, South Seas Island Cruises Ltd, couldn't use Seaspray, which it would prefer, because that name has been registered by another Fiji company, which runs a cruise vessel called the Stardust.

South Seas Island Cruises Ltd has



It was fitting that the dependable inter-island ship Polynesie should have the honour of being first to berth at Vila's new $2-million overseas wharf on November 3. Polynesie was actually officially unofficial, as the wharf has not been officially opened. The 700 ft wharf was constructed by G. Dew and Co Pty Ltd, with detailed engineering design and supervision by Wilton and Bell, Dobbie and Partners, consulting engineers to the government—the partner in charge of the project throughout being John Taylor, whose smiling face has been a regular feature of Vila in the three years it has taken to complete the wharf. It is Vila's first overseas wharf—ships until now have had to anchor in the stream and discharge into lighters.

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renamed another of its cruise vessels, the 90 ft J. B. Walker, recently brought from Singapore for day trips to the newly-opened Mana Island resort. The cruiser is now the South Sea, which is appropriate enough.

The 72 ft sea defence motor launch Maroro—which has a long association with Fiji—has been acquired by Beachcomber Cruises Ltd and brought from New Zealand for day cruises out of Lautoka.

Once the only vessel of the now defunct Fiji Royal Naval Volunteer Reserve, the Maroro (the same name as Captain Stan Brown's well-known working ketch) has been renamed Viti. She goes into service, carrying day trippers to the Tai Island resort, in December.

The name-game doesn't end there. Beachcomber Cruises operator Dan Costello has been having trouble because of confusion over the name of his company and the name of Fiji's newest hotel, Flagship Beachcomber.

Bookings and even bills for the hotel have been arriving at Mr Costello's Lautoka cruise office and he's been very disturbed about it. He has asked the hotel management to stress the word Flagship and not Beachcomber in promotion material, but the confusion persists.

Never one to miss an opportunity, the quick-witted Mr Costello is getting his own back. His company was due to take delivery in November of a new 33 ft deep-V Hartley design express cruiser, built by Millers Ltd in Suva.

He is naming the new cruiser Beachcomber's Flagship!

With bunk accommodation for four people and space for 20 day passengers, the Flagship is to be available for fishing charters at around $100 per day.

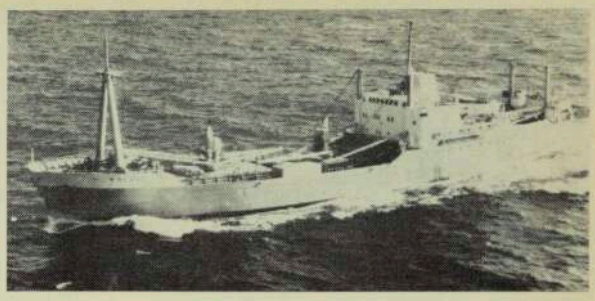
Meanwhile, completion of the $100,000 cruise vessel being built at Millers' shipyard for Stinsons Ltd has been delayed until January.

The 78 ft cruiser, which will have air-conditioned accommodation for 10 people, will be named Mollie Dean, after the wife of Fiji's Minister of Finance, Mr Charles Stinson.

The charter tariff for Mollie Dean hasn't been finally decided yet, but the word is that it will be expensive —somewhere between $400-$500 per day, with everything thrown in.

And just one more name oddity. The cruise vessel generally known in the tourist industry as "Bounty" is actually called the Casa Mia. The operating company, Bounty Cruise Ltd, wanted to rename her Bounty—since she cruises the waters sailed by Captain Bligh—but found it was registered elsewhere.

Fiji now has around 25 vessels operating on regular half-day, full-day and three-day cruises out of Lautoka and Suva, largest is the 124 ft Talei-Anda, which was built at the Fiji Government shipyard and put into service by Blue Lagoon Cruises Ltd in October, two months earlier than expected.



The newly named Sofrana vessel MV Capitaine Bougainville, formerly Balzac, 4,200 tons, soon to operate out of Auckland to the Pacific Islands.

SOFRANA'S NEW SHIP AND NEW SERVICE

Sofrana will introduce a new ship, the Capitaine Bougainville, to the Auckland-Pacific Islands service in January. The Capitaine Bougainville will replace the Capitaine Cook, which will be transferred to a new service—Melbourne-Sydney-Vila-Santo, operating every 28 days from Melbourne.

The Capitaine Cook did not have enough reefer space to meet the demand from Papua New Guinea for frozen produce from New Zealand. The Capitaine Bougainville, 4,200 tons dw, has 900 cubic metres of refrigerated space. She is equipped with two six-ton cranes, one one-ton crane, two 12-ton derricks and four 6-ton derricks. Her speed is 15 knots. Like the Capitaine Cook she will have French officers and a predominantly Fijian crew.

The Capitaine Bougainville was previously the Balzac, and operated in northern Europe. She was built in Norway in the late 1950's.

The service she will take over from the Capitaine Cook is Auckland-New Caledonia-Papua New Guinea-BSIP-New Hebrides-Auckland.

"BEBE" DIDN'T SPARE THE SMALL SHIPS

Hurricane Bebe did not spare the small ships when she cut a swathe through Fiji on October 23 and 24. Even traditionally "safe" hurricane anchorages like the Bay of Islands, near Suva, did not escape the fury of the storm. And when it was all over it was the small ships which were pressed into service to carry urgently needed relief supplies to stricken islands off the north-west and south coasts of Viti Levu, the main island.

Owners of small ships were quick to volunteer their services. Even before the last traces of Bebe disap-

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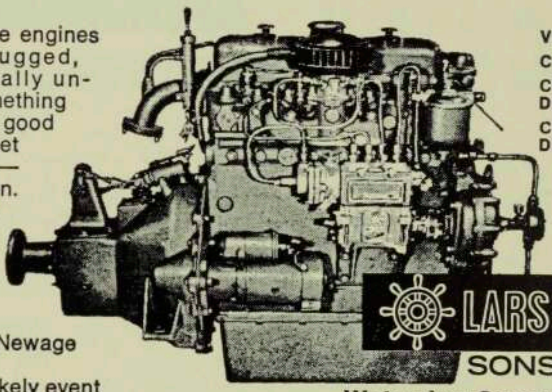
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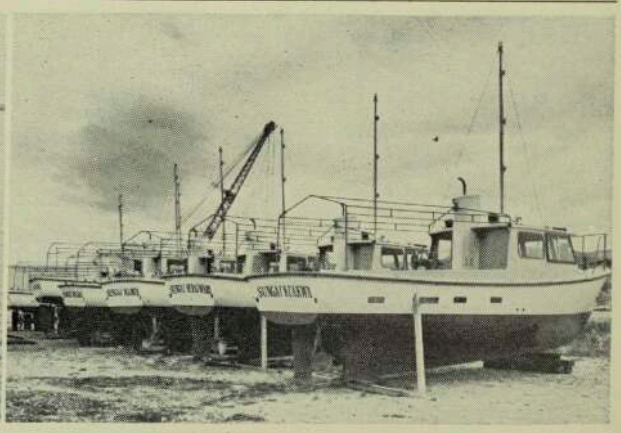
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peared, members of the Royal Suva Yacht Club were plying their craft up the flooded Rewa River, and in the Rewa delta, offering whatever help might be needed.

The adventures of four small shrimping vessels, on their way from Mexico to southern India, were hard to beat. They lost sight of each other in Fiji waters, scraped over reefs, two of them going aground, before the other two groped their way to Suva.

These ships were the Tata Siddhi and Tata Jyoti, both owned by Tata Oil Mills, a subsidiary of the vast Tata complex of India, and Ave Maria I and Ave Maria II, owned by Esmeralda Fernando of Quilton, Cochin.

The Tata Siddhi, after narrowly missing a manned lighthouse at Wailagilala, in the north of Fiji, drove ashore on a reef. The Tata Jyoti hit Nasilai Reef, about 20 miles north-east of Suva. The Fiji Government's Degei picked up the crew of the Tata Siddhi. The ship itself was a wreck. The crew of the Tata Jyoti took to the lifeboats and rowed out to a passing ship, the Canterbury Star, which took them to Levuka.

The Ave Maria I and Ave Maria II drifted for two days in the storm before making Suva.

The Nam Hae 278, a Korean fishing vessel, was driven aground at Biunika, about three miles south of Levuka. At Levuka, the heavy seas tore away parts of the decking of the small ships' wharf.

In Suva, four ships at the Kings Wharf, rode out the storm the hard way, doubling their anchors.

In the Bay of Islands, Captain Stan Brown's auxiliary ketch, Maroro, was driven aground, but not holed.

The tourist cruise boat Sayandra, also sheltering in the Bay of Islands, was driven ashore, and was refloated later.

Offers of ships to help alleviate distress were made immediately Bebe passed. The Carpenter group put two ships at the disposal of the government. These were the Ai Sokula, which made a run to Rotuma, and the Komaiwai, which took supplies to Kadavu. Carpenters met the cost of the voyages.

Blue Lagoon Cruises, operating from Lautoka, offered the use of the Lycianda and the Taleianda. Both these ships took supplies to the Yasawas. Also taking supplies and water out from Lautoka were three government ships, Rogovoka, Gonedau and Agnes. Lautoka businessman, Mr Dan Costello, was another to offer the use of a cruise vessel, the Ratu Bulumakau.

In the Ellice Islands at Funafuti, which was first hit by Bebe, two fishing boats were sunk, and the mother ship, Van Camp 1, was washed onto a reef and heavily damaged. The three ships were on a skipjack tuna research mission. The crews were Koreans and Okinawans.

SHIPPING BRIEFS

● Admiralty charts of Fairway Reef, west of New Caledonia, were strongly criticised, following the recent rescue of 17 survivors of a Nationalist Chinese fishing boat off the reef. Captain H. C. Walker, master of the P & O freighter Zaida, who rescued the men, said "soundings in the area bear no relation to the ones of the Admiralty chart and were alarming".

● The Levuka-based Neptune 1. which went aground on a reef near Noumea on October 15, may be abandoned. She is in such a position that a salvage vessel would find it difficult to get near. The steel-hulled Neptune 1 is owned by the Pacific Fishing Co. She arrived in Fiji about three years ago.

● The harbour entrance at Taunganui Landing, Mauke, Cook Islands, is finished. The inner harbour is now being deepened. Work on the landing and the approach to the harbour, including construction of retaining walls and the wharf, is in progress.

● Next move to establish a regular shipping service from Sydney to Norfolk and Lord Howe Islands rests with the promoters in Norfolk Island. Their Sydney agent Hetherington Kingsbury Pty Ltd, is watching the market for a suitable vessel, and if anything offers, it will investigate and report to the promoters. But, before a ship can be bought, a company will have to be formed, and the necessary capital raised.

● The people of Labasa, Fiji, are unhappy about the state of the local wharf. Supported by their local council, they say it is inadequate the volume of traffic which passes over it. They complain that approaches to the government have been abortive. Conditions would improve if Labasa were declared a port of entry. The wharf caters only for local ships. Overseas vessels calling at Labasa for timber and sugar load by lighter at Malau near the mouth of the Labasa River.

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Cruising Yachts

Dozens of overseas yachts were in Suva in November, resting up after the rigours of Hurricane Bebe's October onslaught. Local cargo boats and visiting yachts received a battering during the 180 mph storm and many vessels ended up in difficulties.

The salvage vessel *Salmar* went to the rescue of several craft, including the yachts *Whistler* and *Optiki,* both of which were swept by current and wind to the mouth of Suva Harbour.

Owner-skipper Bob Ogilvie and his son Robert, plus two others, were on board the 36 ft ketch *Optiki* when she was dragged across the harbour to the entrance of the reef. Mr Ogilvie, an American, said he and his crew experienced "an extremely harrowing couple of hours. I thought we were done for".

As the eye of the hurricane hit Suva late on the night of October 24, *Optiki's* crew managed to drop anchor —just 75 yards from surf-pounded reef.

Salmar, with partners Neville Garrett and Ian Lockley directing operations, threw *Optiki* a line and hauled her back to the Bay of Islands. She was not badly damaged.

Whistler, 42 ft yacht with American owner Pat O'Leary aboard, became fast on the reef, on her side, at the height of the hurricane.

At first light, *Salmar* came as close as she could—about 100 yards away —and Neville Garrett half-swam, half-clawed his way across the reef with a line to reach the bowsprit chain.

Mr Garrett was eventually hauled aboard *Whistler* and using power and the tide surge, *Salmar* pulled her off the reef. *Whistler* was slightly damaged.

Salmar also helped prevent the 55 ft ketch *Valhalla,* owned by Ann Schmidt, from going on the reef. *Valhalla* dragged anchor at the height of the storm and *Salmar* helped refloat her when she went aground the second time.

Sad fatality of the hurricane was the magnificent 150-ton topsail schooner *Fletcher Christian,* which broke up and sank in 180 mph winds at Lautoka.

Built at Hobro, Denmark, in 1909, she was believed to be one of only seven vessels of her type left in the world. At one time named *Charlotte,* the 60-year-old schooner was brought to Fiji early this year by Holiday Yachts Ltd, for cruising out of Lautoka.

● *ECLIPSE,* 42 ft steel yawl arrived in her home port Sydney after a two-year circumnavigation. She sailed via the Barrier Reef, Darwin, Cocos, Mauritius, Reunion, Durban, Capetown and then took part in the first race to Rio across the South Atlantic. She then cruised up the east coast of Brazil to Trinidad, spent six months cruising all the islands of the Caribbean before crossing to Panama.

From Panama she visited the Galapagos and then Marquesas, Tuamotus and on to Tahiti. From Papeete she sailed to Moorea and other Polynesian islands as far as Bora Bora before heading west to Niue, Tonga and Suva. From Fiji she made the final leg to the Isle of Pines in New Caledonia and then on to Sydney.

● *KARIE,* 31 ft Blyth Spirit design sloop from Sydney, arrived at Port Moresby from Cairns, Cooktown and the Coral Sea in September. When the south-east trades ease, Wayne Smith plans to sail east to Samarai and beyond and eventually on to New Zealand and back to Australia.



Fletcher Christian aground at Lautoka. — Photo: A. G. Shearer.

● *TUA-TUA,* 28 ft Laurin design Koster L 28, fibreglass yacht from Stockholm, Sweden, arrived in Port Moresby direct from Fiji in late September. After a short stay, Goran Cederstrom sailed for the Torres Strait and Indian Ocean.

● *GAYNA-DARI* is a 36 ft Nicol design Cavalier trimaran from Gladstone. After quite a rough trip from Thursday Island, she arrived in Port Moresby in late September. On board are Hugh and Meralon Huntir and their two children Nattolie and Alex.

● *FOUR WINDS,* the 60 ft Los Angeles schooner with film-making crew aboard, was a recent visitor to Port Moresby. As reported in August PIM, the crew are making an adventure film called Cutting Loose. Unfortunately their trip into the New Guinea Highlands was unsuccessful from the movie-making point of view, but the sailor-actors enjoyed their stay in Papua New Guinea anyway, They left mid-October for Indonesia and Singapore.

● *SOLITAIRE II,* an extended H 28 from Sydney, arrived in Port Moresby in early October. Keith Thompson and his crew Valerie Shine had a pleasant sail from Thursday Island via Daru to Port Moresby. After a short stay, they left to sail for Samarai.

● *REBEL,* Marvin and Ann Glenn's 35 ft Piver design Lodestar trimaran, was at Rodrigues Island on October 5. After they left Port Moresby, *Rebel* stopped at Thursday Island, Darwin, Bali, Christmas and Cocos (Keeling) Islands and then spent what the Glenn's described as 13 miserable days sailing the 2,000 miles from Cocos to Rodrigues Island.

● *DENE BOLA,* 57 ft ketch registered at Cannes, arrived at Rarotonga on September 28 with five on board, owner-captain Bernard Catu, his wife Christiane, their two children and crewman Rimi Desforges. All are from France. *Dene Bola* was built in Spain seven years ago and left France on a world cruise in October, 1970. Calls were made in the West Indies, Panama, Easter Island, Pitcairn and Tahiti. Plans are to visit the Cook Islands of Palmerston, Suwarrow and Penrhyn before proceeding to Australia. Next year Mr Catu intends to sail to Fiji, Tonga and Western Samoa and will return to France two years later.

● *HANII,* a small New Zealand sloop, left Rarotonga for Tonga, Fiji

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and New Zealand on October 2 with owner-captain Brian Owen and his wife on board. Mr Owen, who built *Hanii*, had been an earthworks foreman with Gammon-Milne, the joint contractors who built Rarotonga Airport, for about 15 months. He plans to build a larger yacht and sail round the world in her.

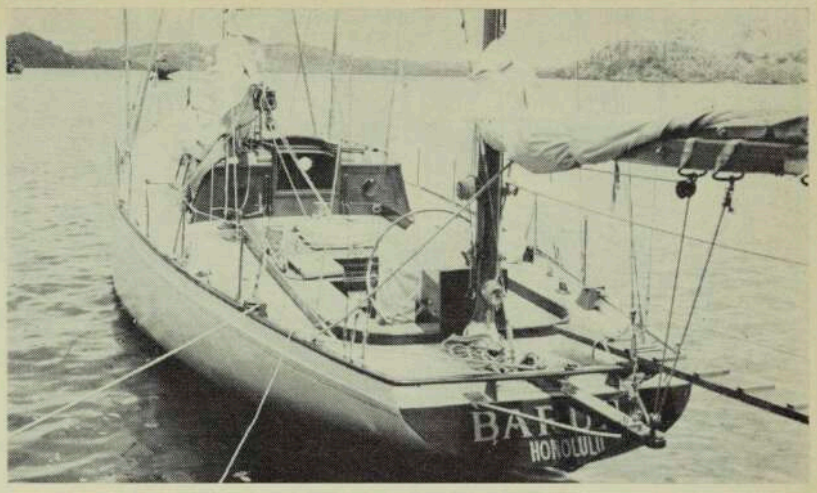
● *PAULMARKSON*, a 60 ft ketch-rigged motor sailer powered with a 175 hp Gardener diesel, arrived at Rarotonga on October 11 with owner-captain Reginald A. E. Mossman and crew Oscar Jorgensen, Jiko Railala and Talaiasi Lomani. The owner is a New Zealander, Jorgensen is a Dane, and the other crew members are Fijians.

Reg Mossman started his cruise from Auckland last April with seven crew, all New Zealanders. They called at various Fijian islands, then the crew returned home for business reasons. With a new crew, Mr Mossman then called at Nukualofa and Niue before arriving at Rarotonga. Plans are to visit Tahiti, Honolulu, and possibly, the US. If the US call does not eventuate he hopes to sail to the Caribbean and the Mediterranean with calls at the Greek islands.

● *HADAR*, 36 ft 6 in. steel sloop with skipper Arthur Franklin, Daryl Lindholm and Catherine Hardesty on board arrived at Rarotonga from Honolulu and Penrhyn on October 18. Mr Franklin was delivering the yacht to Auckland for its owner, Mr den Hollander and he was planning to leave Rarotonga at the end of October and arrive in Auckland about November 14. He is a New Zealander and his crew are both from the US.

● *WHITEWAKE*, 15 ton gaff-rigged ketch which arrived at Rarotonga on April 4, 1970, with owner-captain Barry White, his wife Elizabeth, and their three children, left Rarotonga for Palmerston Island in late October. During his 2½ years in Rarotonga Barry White was Fisheries Officer for the Cook Islands Government. His plans were to visit American Samoa, Fiji and the Solomon Islands.

● *EVVIVA*, 45 ft Canadian ketch, arrived at Rarotonga on October 23 from the Society Islands. On board were owner-captain Frank Lane and Bernard Comett from Canada and Mr and Mrs Stein and son, Billy, from the US. Mr Lane built the ketch himself in Victoria, Canada. Pacific ports of call included the Marquesas Islands and plans are to visit Tonga, Fiji and New Zealand, weather permitting.



Baruna at her moorings in Fiji. — Photo: Chris Moorhouse.

After 12 months in Fiji waters, the 70 ft ocean racing yawl Baruna has been presented by millionaire owner John McIntyre to the California Maritime Academy, for use as a training ship. As well as meaning a substantial tax saving for Mr McIntyre, his unconditional gift of Baruna to the academy will save him paying out about $54,000 in Fiji customs duty. Vessels of Baruna's size and origin attract a 40 per cent duty if they remain in the dominion for more than a year. The Fiji Customs Department valued Baruna at $135,000—but her new owner, the maritime academy, estimates her worth at about $175,000. Mr McIntyre, chairman of the big US land engineering company, McIntyre and Quiros Incorporated, had Baruna up for sale for some time, but was unable to find a buyer. He has been using her for personal ferry work in Fiji, where he owns Soqulu Estate in Taveuni, but is now planning to acquire a more suitable yacht.

● *UTAHNA*, 35 ft ketch-rigged trimaran registered at San Diego, arrived at Rarotonga on October 22 with Donald and Joan Reynolds on board. The tri had arrived from Bora Bora and plans were to sail to Tonga.

● *TUFFIE*, 34 ft 5 in. American ketch from Palm Beach, Florida, arrived at Rarotonga on October 25 from Bora Bora with R. J. Brooks and his wife on board. Plans were to call at Pago Pago, American Samoa.

● *KINTAN*, 33 ft steel sloop, with owner Max Morton, wife Dorothy and son Stuart, 16, was at Kira Kira, BSIP, in September. Now three years old, *Kintan* was built by Mr Morton over a period of three years at Ferntree Gully in Victoria where he runs a small battery factory.

They left Melbourne at Christmas, 1970, spending a summer in Tasmania, winter in Queensland, summer in Wellington, then Fiji, New Hebrides, Santa Cruz and Tikopia. They were rushing off back to the Australian coast circuitously via Malaita, the Floridas, Guadalcanal, Rennel, and then direct to Cairns by early November they hoped. They aimed to return to Melbourne for daughter Joy's wedding on November 18, before sailing off again into the Pacific.

● *BEBINKA*, US ketch, arrived in Suva on September 17 from Vavau with Scott Kuhner and wife Kathleen on board. The Kuhners weren't sure how long they'd be staying in Fiji but planned to make Auckland the next port of call.

Other yachts in Suva in early October included *ZOROYA IV*, Canadian ketchrigged tri, with Ernie and Lee Crampton on board; *WHISTLER*, US schooner with Patrick and Polly O'Leary on board and *TOROA II*, Auckland sloop, with Mr and Mrs C. W. Brash on board. *Zoroya IV* had been in Fiji since August 28 and *Whistler* and *Toroa II* since June.

● *GALADRIEL*, Canadian-registered sloop, arrived in Suva on October 2 from Nukualofa, skippered by Peter Paget. His crew of three were aiming to stay in Fiji for about a month but the yacht and Mr Paget will stay until the hurricane season is over, departing for Noumea around March, with a new crew.

● *WHITE SQUALL II*, which arrived in Fiji on April 14, was still there in October, cruising around

the group. Ross and Minine Norgrove had no definite date for departure.

● *BLACK ROSE*, 28 ft Auckland ketch, arrived in Suva on September 17 from Tonga and was due to leave for Auckland during October. On board were Bruce and Anne Goodhue and son David.

● *TAU*, 90 ft steel-hulled yacht, arrived in Sydney on November 1, from Suva, via Noumea, carrying owner-skipper Colin Philp, navigator John Hope, and crewmen Ian Stinson, John Woodman, Nacanieli Vakatalai, Sefo Fiu and Hari Lal. Another member of the crew, Rob Hart, left the yacht at Noumea and flew back to Suva. *Tau* was in Noumea from October 21 to 26. She travelled most of the way in a rough sou-easter. She did not run into calm seas till she was off the NSW coast. Mr Philp said in Sydney that *Tau* averaged nine knots from Suva to Noumea and eight knots from Noumea to Sydney. The men are all on a working holiday, and expect to leave on the return journey in January. Mr Philp's wife and their three sons will be on board for the return trip. Meantime in Sydney *Tau* is having new spars fitted.

● *ANWYL*, 27 ft Welsh-named sloop, registered at Bristol, was due to leave Fiji for New Zealand before the end of October. She arrived in Suva on September 18 after an eventful 28-day voyage from Papeete. Owner-skipper Mr Arthur E. Thomas, sailing Anwyl single-handed, said he'd planned to make the Tahiti-Fiji stretch in 21 days but "foul weather" forced him to heave to off the Tongas for five days. Since leaving England in November last year, his wanderings have taken him to Madeira, Antigua, Panama, the Galapagos Islands, Honolulu and Canada, where he worked for the winter. The trip from Victoria to Tahiti took 60 days.

● *EURYDICE*, American ketch, was due to leave Suva for Auckland in November, sailed single-handed by Bud Kilberg. Last port was Niue.

● *PEREGRIN TOOK* a ketch, left Suva for New Zealand in early November with a crew of three.

● *FIA*, Swedish cutter, was due to leave Suva in November with owner Carl Seipel and crew Hans Bernwall. *Fia* arrived in Fiji from Western Samoa on October 20.

● *CHI SQUARED*, 24 ft fibreglass sloop, was due to leave Suva in November for Auckland. Aboard were young Australian Clive O'Connor, of Gardenvale, Victoria, his wife Nancy and their baby daughter Carol. The family set out from Lake Ontario about a year ago and arrived in Fiji from Vavau on October 19.

● *CLEAR SKIES*, a ketch, arrived in Fiji from Vavau on October 18 and was still there in early November. Aboard were Mr and Mrs G. Murray.

● *MORIAH*, a yawl, with C. Nunnery, his wife Joyce and small son Matt on board, were due to leave Fiji for Auckland on November 15. Stop before Fiji was Pago.

● Other yachts in Suva in early November included *CLOETTA*, sloop, with J. E. Mayo and S. Doyle aboard; *ROULETTE*, a tri, with roving yachtsman Lawson Burrows: *THALASSA*, sloop, with German couple F. Schenk and wife Karla; *FREJA*, a ketch, with American couple Peter and Sandy Oehmen and *SHEBESSA*, a ketch, with N. J. Martin, wife Sheila and Frank Roedel.

● *CALYPSO III*, Australian ketch, with Australians Ron and Florence Mitchell and son Ronald, left Fiji on November 3 for Noumea, on the last leg of their journey home to Sydney. The yacht has been on an extended round-world cruise. Vavau was the last port before Fiji.

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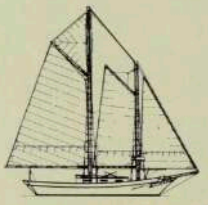


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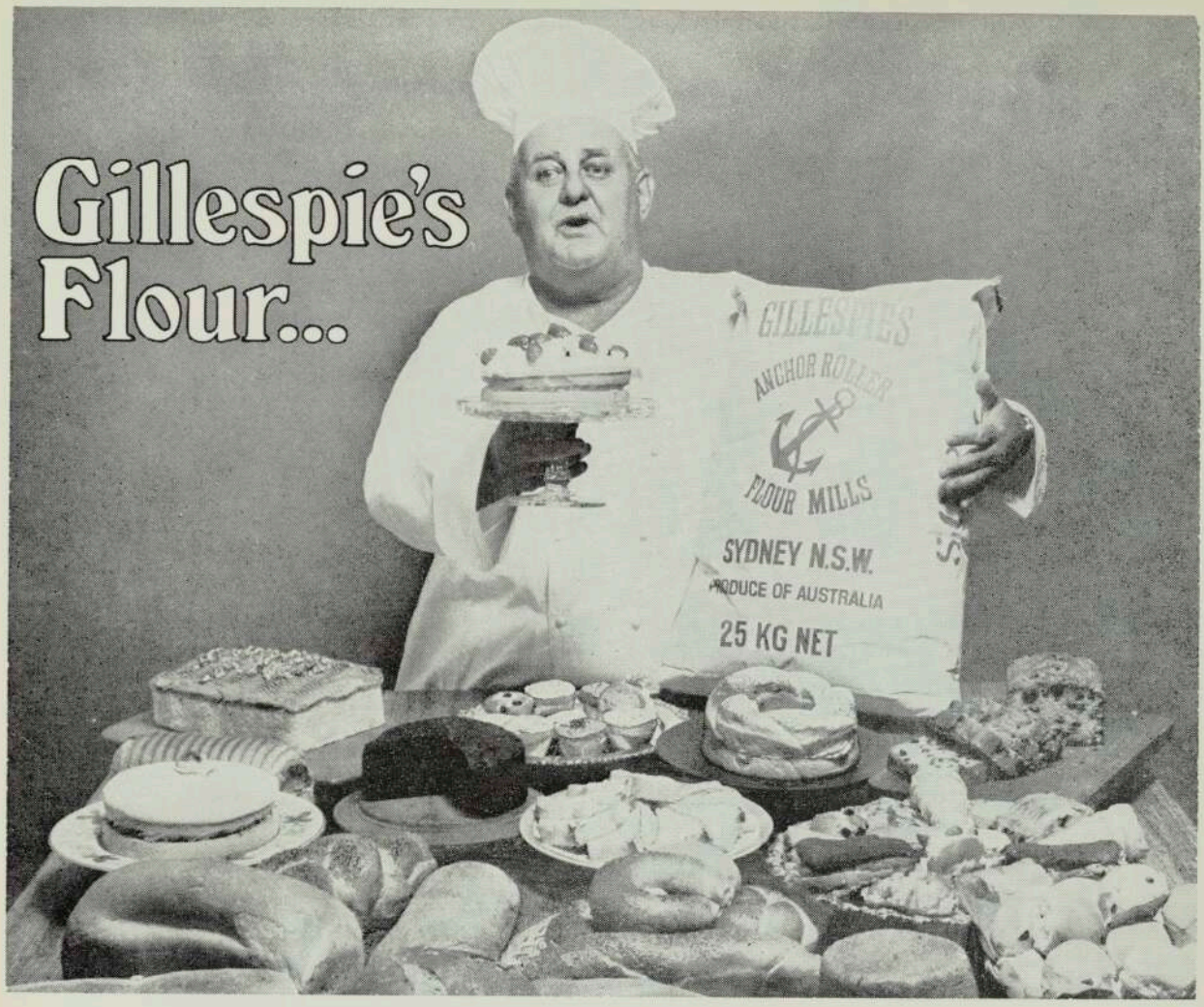
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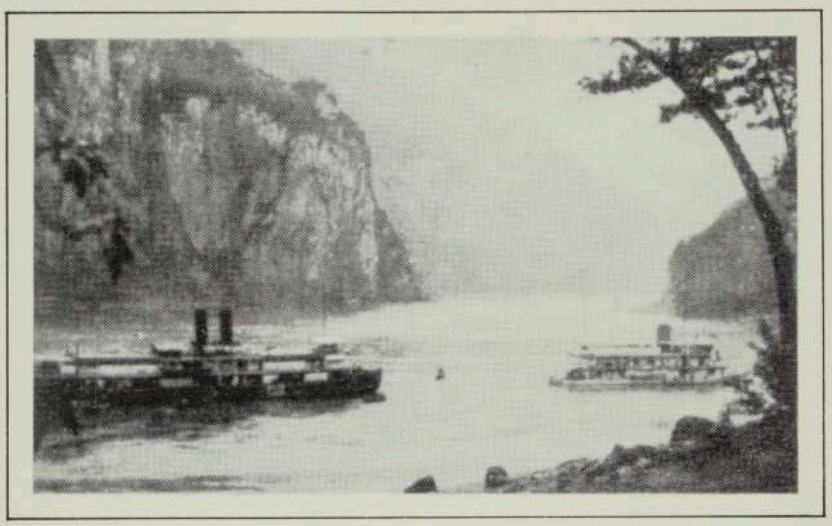
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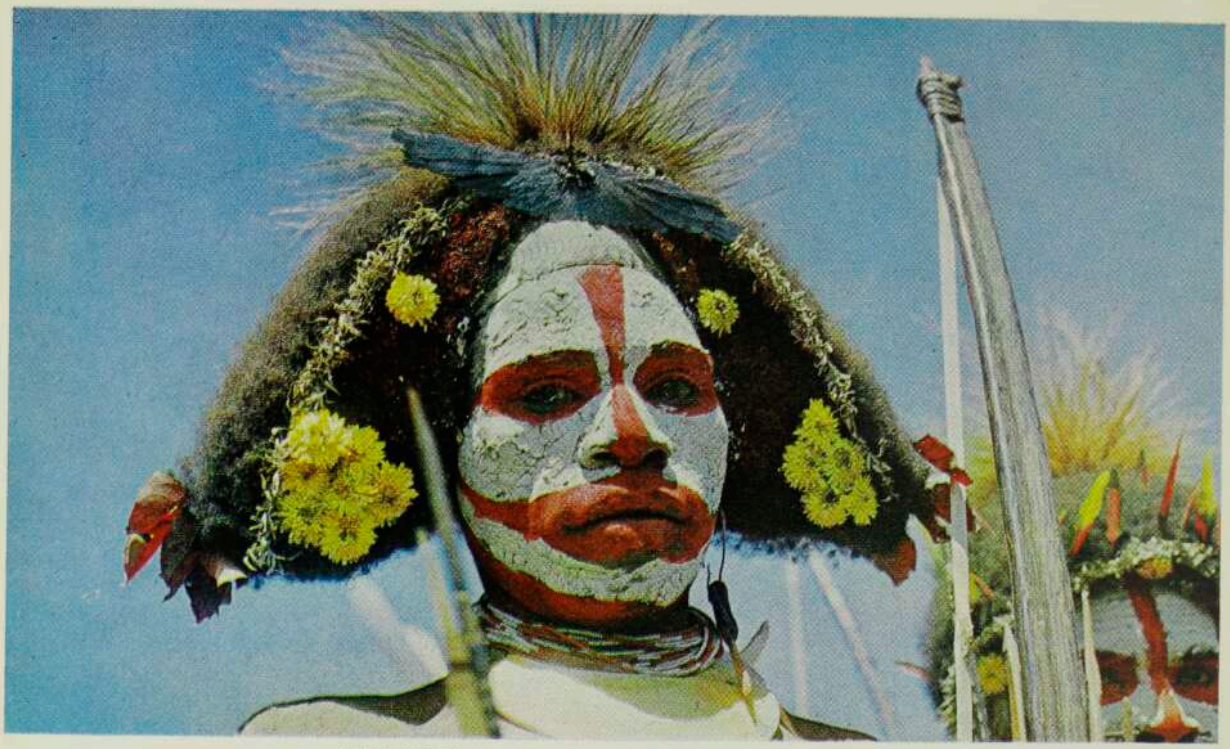
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BOAC PACIFIC JET NEWS

KENYA—VAST, RUGGED, PROGRESSIVE AND PRIMITIVE

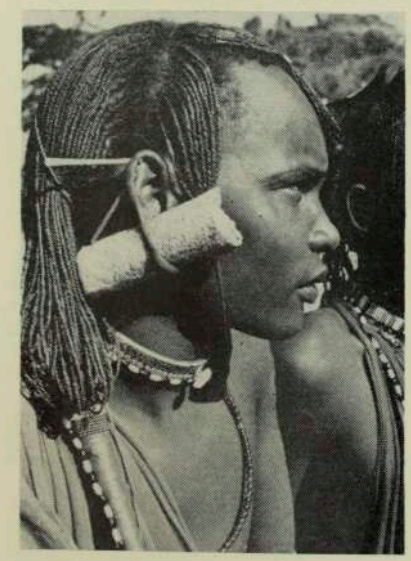
By SUE WENDT

Each to his own, but how would *you* like to live on a diet of cows' milk —and more cows' milk—with a little cows' blood and meat thrown in for variety?

Sampling national dishes is one of the fun things to do on a holiday—but in the case of the Masai people of East Africa, hearing about rather than experiencing the local "dish of the day" was perfectly satisfactory, thank you. I'm just not *that* adventurous!

Among the Masai, goats' milk is considered fit only for women. Honey beer and tobacco, I learned, are luxuries for the elders. But the young Masai warrior lives solely on the milk, blood and meat of the cow. Judging by his splendid, supple physique it's a diet that serves him very well indeed.

Kenya is a vast, rugged land of lifestyles both progressive and primitive; a country of visual and human contrasts where one doesn't have to leave the skyscrapers and luxury hotels far behind before coming face-to-face with the "real Africa". Bustling Nairobi (a Masai word meaning 'place of cool waters') is the only city in the world where you can drive from the doors of a first-class hotel, along broad tree-lined streets, past modern buildings and large suburban homes and find yourself, in less than fifteen minutes, in country literally teeming with wild game.

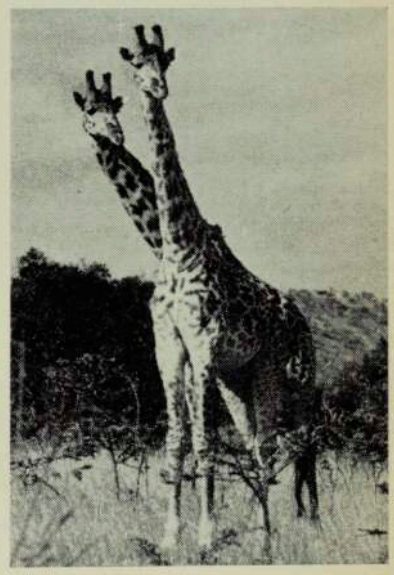


The Masai are a spectacular people, fiercely proud of their ancient traditions. You can meet them during a day tour out of Nairobi, Kenya's busy capital city.

But Africa is people too. Kenya alone is the home of nearly a hundred different tribes of varied ethnic origins, zealously loyal to the old ways though adopting some of the new.

You see them by the roadside and in the remoter townships: lithe young warriors with spear and shield, women with elegant Nefertiti-carved features, suckling babes, colourfully-garbed pastoral folk tending great herds of cattle. They are people fiercely proud of their cultural traditions and almost indifferent, it seems, to the passing parade that tourism brings. But all is not always what it seems. Often enough a tall impassive "warrior" may well be a much-travelled university graduate, or businessman or civil servant, on temporary leave of absence from his urban role.

For the casual visitor, it isn't easy to make close personal contact with East Africa's rural people and to get the most out of a trip, visitors are best advised to travel in small organised parties with an experienced guide. It saves time and trouble and the guide is on hand to explain the cultural differences of his fellow-countrymen. During a brief stay, you probably won't learn much more of the language than "jambo", which means "hello"—and the guide is useful when it comes to asking permission to take photographs. You must never "steal" a photograph of passing tribesmen without asking first, since many believe that their souls are being captured by the camera, and are naturally suspicious of such fearsome devices.

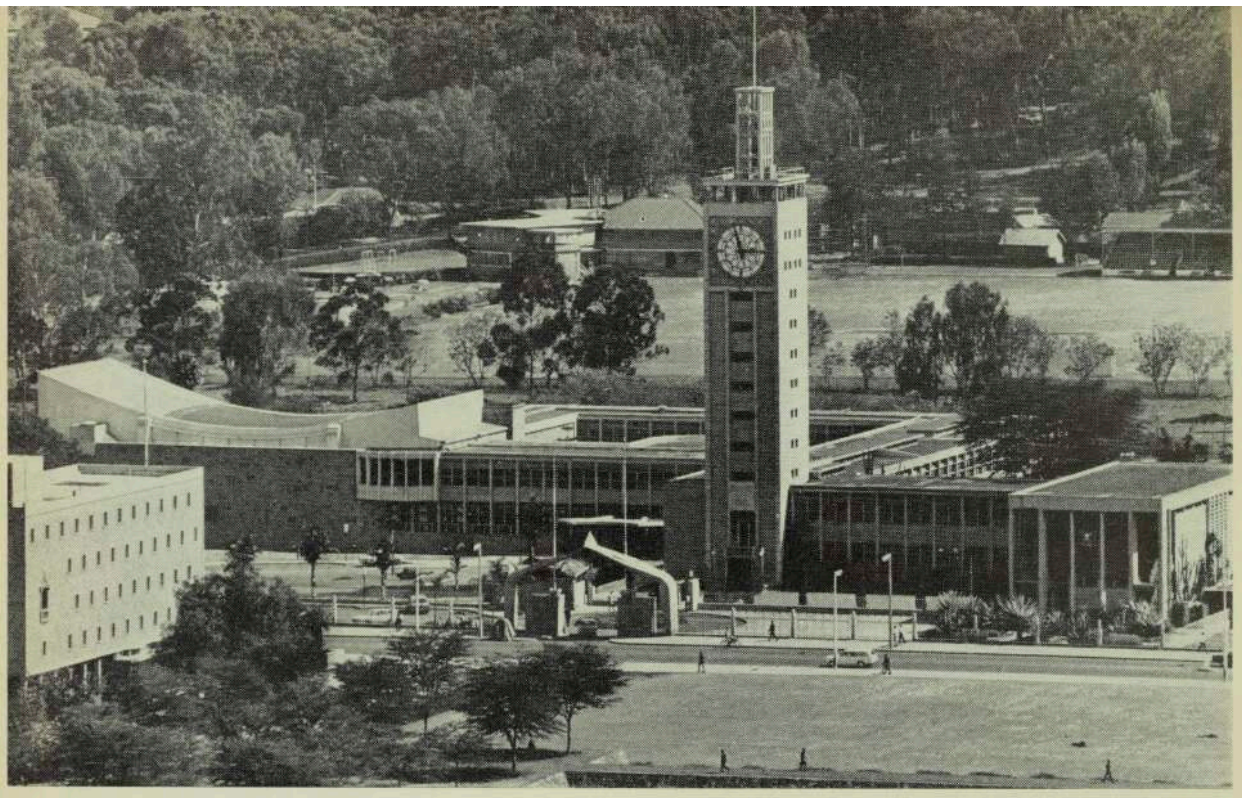


Pink elephants and two-headed giraffe? East Africa's game parks are full of surprises. The elephants are pink because they douse themselves with red dust. And the giraffe? Well, the camera doesn't lie —does it?

Safari tours into the Kenyan countryside provide visitors with ample opportunity for seeing and photographing African dance and ceremony, not the least impressive being the performances of the exuberant Chuka drummers from the slopes of Mount Kenya. Wearing headdresses of wild Colobus monkey skins, they perform with orderly abandon against the background of their mountain and at ceremonies throughout the country.

Even visitors with just a day to spare in Nairobi can meet the warriors of one of the Masai tribes. A five-hour tour takes you out through 30 miles of scenic surprises to the Mayers' Ranch, established in the 19th century on the lower slopes of the Great Rift Valley. The valley stretches away in a breathtaking vista as the safari vehicle wends its way down

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Nairobi, capital of Kenya, is a modern, orderly city with sophisticated nightspots and luxurious hotels. Just 15 minutes drive away is yesterday's Africa . . .

the escarpment and suddenly you're in yesterday's Africa.

The indigenous Masai remain on the ranch by special arrangement with the owners, but they've preserved their ancient life-style almost intact. They are reluctant to adapt to modern ways, since one apparently small change will affect the whole fabric of their tightly-woven society. The Masai are wonderfully spectacular people, proud and independent, believing firmly that all Masai are equal—and all Masai better than anyone else.

Even on the Mayers' Ranch, the "moran", as the young warriors are called, live apart from the rest of the tribe for eight years, learning tribal traditions and dances and being schooled in the ancient techniques of war and defence of their cattle herds.

The women are shaven of head and adorned during their waking hours with every article of beaded finery they own. Not for them the proverbial women's crowning glory—a shaved head is essential for beauty. But the warriors cultivate shoulder-length locks, twisted with wild-sisal fibres or sheeps' wool, and consider such coiffure both attractive and useful for protecting the back of the neck during a fight.

All Masai use a mixture of pulverized red earth and animal fat as a cosmetic, with the morans taking special pains to decorate themselves with curious designs—in times of war to intimidate the enemy; in peace-time to impress the girls.

These young Masai men have never heard of musicians' unions! They dance for more than an hour with nary a pause for breath, enacting elaborate preparation for war or hunting, leaping high into the air with effortless grace.

Back in Nairobi, we wine and dine in the high plush nightclub of the city's Hotel Intercontinental, enjoying lobster bisque and other international offerings, looking down on a neon-patterned carpet that might be anywhere in the world. The music is mellow and moody, the African band playing a well-known Neapolitan love-song for a voluble Italian tour group.

This is the familiar, comfortable, contemporary world of the experienced traveller. Out there—just beyond the sophisticated trappings of a modern, growing city—is the world of yesterday, one that few modern-day explorers have even begun to really discover.

MILES AHEAD—ON SCHEDULED ROUTES

In terms of scheduled route networks, BOAC now leads the world. Its routes cover more unduplicated route miles than any other airline. Figures published by IATA for 1971 in World Air Transport Statistics show BOAC flying 320,700 unduplicated route miles while PanAm, our closest rivals, cover 320,046 miles.

Previous figures gave PanAm a lead over BOAC. Both airlines subsequently cut out certain less profitable services.

PanAm's network reduced sufficiently to allow BOAC to edge into first place. Before the pruning, Pan Am flew 406,707 route miles against BOAC's 338,645 route miles.

In terms of production, BOAC's 2,230 capacity ton-miles was the biggest of the non-US carriers and eighth out of the world's scheduled airlines.

BOAC ranked 25th in terms of passengers carried on scheduled services. Our total passengers numbered 1.9 million.

Last year we sold 72 of the average 141 seats available per flight, an increase of nearly eight per cent over the previous year.

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BOAC PACIFIC JET NEWS

THIS JET SET IS STRICTLY FOR JUNIORS



Captain A. R. F. Thompson chats with a member of the BOAC Junior Jet Club.

The first two members of the BOAC Junior Jet Club, June and Sydney Pearson, were enrolled aboard a prop-jet Britannia in March, 1957, when they flew from London to Salisbury. Now, more than 15 years later, the Pearson children have become full-fare passengers and the JJC has a membership of 600,000 which makes it one of the biggest clubs in the world.

Started originally to develop line loyalty at an early age, the club now awards mileage certificates, holds parties, runs competitions and produces its own magazine, Fleetwings.

The club's first president was Captain O. P. Jones, that father-figure who took such an interest in its activities until he retired in 1967 and handed over to Captain Norman Bristow, VC10 Flight Training Manager. Captain Bristow, retired in the spring of 1972 and his successor is Captain A. R. F. Thompson of VC10 Flight.

But behind the scenes, Mr Alan Woolston and Mr David Wine of BOAC's Sales Promotion Department, are responsible for the detailed hard work involved in publishing Fleetwings and keeping membership lists up to date, distributing certificates and other material, as well as answering letters.

Although the club's membership and administration is organised in London, each region deals with its own local request and activities. India and Malaysia for instance, run highly successful parties, while other areas have film shows.

Responsible for the lion's share of the membership—in Britain—is Miss Mary Marshall of Marketing UK who with her colleagues in Sales Promotion, answers about 300 letters from youngsters every week.

The routine is that cabin staff hand out envelopes containing an enrolment card, log book, JJC badge and an information sheet to all young passengers. The flight mileage is entered in the logs, which are then treasured by the children so that they can claim certificates. These are issued with a blue background seal for 25,000 miles, red for 50,000, silver for 75,000 and the coveted gold for 100,000. At present the members with the highest mileage records have flown more than 300,000.

Despite the enormity of the task, great consideration is given throughout BOAC to all young travellers and their interest is encouraged on every occasion. This policy pays, too, as Mr Woolston points out recalling the time when a father arrived with his JJC son to book a flight when no BOAC service was available. Dad wanted to switch to another airline but the boy insisted they flew BOAC and they did.

Many big firms have sponsored competitions in Fleetwings for the youngsters. Raleigh, for instance, donated three bicycles, and Rank about £150 worth of cameras.

Strange things happen to the children's log books at times. Not that the little angels would ever stoop to fiddling the mileages. But children's possessions, naturally enough, face hazards. One youngster wrote for a replacement as his had got wet and soggy in the bath, while another boy actually sent back what was left of his log after the family dog decided he liked the taste.

While this may sound good fun to you, it is business for BOAC, and it is served with a smile.

FIND YOUR WAY—IN LONDON, NEW YORK OR TOKYO

A new stock of "miniplan" guides to London, New York and Tokyo, produced for BOAC, has just arrived in Fiji.

The maps, though small, show considerable detail and, on the reverse, is in printed a directory by which major city streets can be pin-pointed.

If you would like to receive a copy of either map, please let us know at BOAC, Box 1361, Suva, Fiji.

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BOAC PACIFIC JET NEWS

WHAT A CHRISTMAS FEAST

BOAC passengers flying around the world on Christmas Day and Boxing Day will eat their way through well over two tons of traditional fare.

The airline's chefs are already totting up their shopping list and it looks like this: 1,000 lb of smoked salmon (for the hors d'oeuvres), 80 turkeys each weighing about 20 lb, 200 lb of ham, 200 lb of chestnut stuffing, 100 lb of cranberry sauce, 3,000 portions of brandy butter (containing about eight bottles of brandy), 6,000 mince pies holding about 450 lb of mincemeat and 500 lb of Christmas pudding.

Aircraft Catering Superintendent Kurt Hafner, reveals the secret of the BOAC Christmas pudding, scaled down for a family of six:

Ingredients—4 ozs chopped suet, 2 ozs flour, 4 ozs stoned raisins, 4 ozs sultanas, 2 ozs mixed peel, 2 ozs currants, 2 ozs grated raw carrot, 2 ozs grated raw apple, ¼ oz nutmeg, ¼ oz mixed spice, 4 ozs Barbados sugar, ¼ gill milk, 4 ozs breadcrumbs, 1 oz ground almonds, pinch of salt, wine glass of stout, ½ wine glass of brandy, ½ wine glass of rum, 2 eggs, zest and juice of half lemon, zest and juice of half orange.

"Mix all the dry ingredients together, add the liquid and mix well," says Kurt. "Leave in a cool place for three to four days to mature. Place into greased basins, cover with grease-proof paper and steam for six to eight hours. Allow to mature for two or three weeks before use. Reheat by steaming for about two hours, and serve with rum or brandy butter, or fresh cream."

COMING EVENTS IN BRITAIN

Some highlights of 1973

February

3 **Rugby Football: Scotland v. Wales.** Murrayfield, Edinburgh.
9 **Cruft's Dog Show** (and 10). Olympia, London.
16 **English Folk Dance & Song Society Festival** (and 17). Royal Albert Hall, London.
24 **Rugby Football: Scotland v. Ireland.** Murrayfield, Edinburgh.
24 **Rugby Football: England v. France,** Twickenham, Middlesex.
25 **World Cyclo-Cross Championships.** Crystal Palace, London.

March

6 **"Daily Mail" Ideal Home Exhibition** (to 31). Olympia, London.
10 **Rugby Football: Wales v. Ireland.** Cardiff.
17 **Rugby Football: England v. Scotland.** Twickenham, Middlesex.
31 **Horse Racing: Grand National** (to 31). Liverpool, Lancashire.

April

7 **Oxford/Cambridge Boat Race.** Putney to Mortlake, River Thames.
14 **Royal Scottish Academy Annual Exhibition** (to August 5). Royal Scottish Academy, Edinburgh.
15 **BOAC 1000 kms World Championship Sports Car Race.** Brands Hatch, Kent.
27 **Pitlochry Festival** (to September 29, provisionally). Pitlochry, Perthshire.

May

Monarchy 1000 Celebrations (to September). Bath, Somerset.
5 **Football Association Cup Final.** Wembley, London.
9 **Brighton Festival** (to 20). Brighton, Sussex.
12 **Rugby League Challenge Cup Final.** Wembley, London.
23 **Chelsea Flower Show** (to 25; private view 22). Royal Hospital, Chelsea, London.
25 **Bath Festival** (to June 3). Bath, Somerset.
27 **Celebrations for the 1300th Anniversary of the Birth of the Venerable Bede** (to June 29, 1974). Monkwearmouth, Sunderland, and Jarrow, County Durham.

June

2 **The Queen's Official Birthday: Trooping the Colour.** Horse Guards Parade, London.
5 **Son et Lumiere** (to end September, excluding Sundays and Mondays). St Paul's Cathedral, London.
6 **Horse Racing:** The Derby. Epsom, Surrey.
7 **Cricket: 1st Test Match: England v. New Zealand** (to 9, 11, 12, provisionally). Trent Bridge, Nottingham.
9 **Horse Racing:** The Oaks. Epsom, Surrey.
15 **York Festival and Mystery Plays** (to July 8, excluding Sundays).
16 **Aldeburgh Festival of Music and the Arts** (to July 3). Aldeburgh, Suffolk.
19 **Horse Racing: Royal Ascot** (to 22). Ascot, Berkshire.
21 **Cricket: 2nd Test Match: England v. New Zealand** (to 23, 25, 26, provisionally). Lord's, London.
23 **Chester Miracle Plays** (to July 8). Chester, Cheshire.
25 **Lawn Tennis Championships** (to July 7). Wimbledon, London.

July

4 **Henley Royal Regatta** (to 7). Henley-on-Thames, Oxfordshire.
5 **Cricket: 3rd Test Match: England v. New Zealand** (to 7, 9, 10, provisionally). Headingley, Leeds, Yorkshire.
6 **Cheltenham Music Festival** (to 15). Cheltenham, Gloucestershire.
11 **Golf: Open Championship** (to 14). Troon, Ayrshire.
14 **Motor Racing: British Grand Prix.** Silverstone, Northamptonshire.
26 **Cricket: 1st Test Match: England v. West Indies** (to 28, 30, 31, provisionally). The Oval, London.

August

9 **Cricket: 2nd Test Match: England v. West Indies** (to 11, 13, 14, provisionally). Edgbaston, Birmingham, Warwickshire.
17 **Edinburgh Military Tattoo** (to September 8). Castle Esplanade, Edinburgh.
18 **Royal Scottish Academy Festival Exhibition** (to September 16). Royal Scottish Academy, Edinburgh.
19 **Edinburgh International Festival** (to September 8). Edinburgh.
23 **Cricket: 3rd Test Match: England v. West Indies** (to 25, 27, 28, provisionally). Lord's, London.

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Business and Development

FIJI SPREADING THE WELCOME MAT TO OVERSEAS INDUSTRY

From a PIM staff correspondent in Suva

"Welcome" signs for industrialists in Australia, New Zealand and other developed countries are going up all over Fiji, with the government leading the campaign to provide jobs for its workforce, swollen each year by between 6,000 and 7,000 school-leavers.

A few years ago there was no industrial land to be had, especially around Suva where companies were competing for a few small plots in Walu Bay and the suburb of Lami. Now, the government, with private developers jogging alongside, is spending thousands of dollars acquiring and developing land for local and overseas firms and giving tax holidays and customs duty concessions to attract the foreign investors.

Not only that, but red tape is being cut to speed up the processing of applications for land and licences to build factories.

Since the drive began in earnest in 1970 about 200 acres have been carved out of Crown and Native land reserves and by the end of this year nearly three quarters of a million dollars will have been spent by the government on developing the land for industry. But Crown land is in short supply and the Native Land Trust Board, guardian of the Fijian-owned land, much of which is in "reserve" and doing nothing, is being persuaded to release land at Sigatoka, Tavua and Rakiraki.

Biggest areas of development are, naturally, near the capital and main port—43 acres at Nabua and 41 acres at Kalabu—but there is also important site development at Vatukoula, the gold town, Ba and Labasa. The Lautoka Town Council has also weighed in with a land-reclamation scheme of its own which will be used for factory sites. The government is anxious, however, to avoid large industrial concentrations in a few places to the detriment of many other smaller centres of population. Near the ports will go the manufacturers of goods for exports. The rest will be spread over as many areas as possible on the two main islands of Viti Levu and Vanua Levu.

The industrialist, looking from Australia or New Zealand, Japan or anywhere else for an opening for industrial investment can expect to get from the Fiji Government a piece of land already serviced for a factory, with electricity and water laid on, tax holidays, in some cases for as long as eight years, a lower import duty for his machinery—10 per cent from non-Commonwealth countries and half that from Commonwealth areas—for raw materials or semi-processed items and for accessories such as packaging materials.

If he opts for a site at Vatukoula, he'll get the maximum concessions. These are;

- A tax holiday for eight years, during which he won't pay any tax on profits; other areas will be up to five years;
- No import duty at all on manufacturing components, machinery and raw materials.

The government, with admirable foresight and, maybe a little trepidation, has classified Vatukoula as a "depressed area" although gold is still coming out of the ground. But for how long?

Bolstered up by government subsidies over the last few years, the gold mine provides jobs and a living for a township of 5,000 people, the largest concentration of workers outside the capital. But, its future is very much in doubt. Labour troubles—there was a brief strike in October and a longer one a few weeks before that—could force a closure any time.

So far there have only been hints that Emperor Mines Ltd is losing patience and money. Any more serious trouble and the doors might be shut. In any case, if more reserves of gold-bearing ore are not found soon, there'll be no mine.

This, perhaps more than anything else, has been the driving force behind the government's industrialisation policy, though maybe the thought that Fiji looks like being the manufacturer for the Islands has had something to do with it. At any rate, the

THE SMELL OF HOT CAKES

It's an ill wind that blows no one any good, even a hurricane. Bebe, which blasted Funafuti and half Fiji, was no exception. She got the Fiji National Marketing Authority off the hook over a deal in potatoes.

Fearing the Sigatoka potato crop, which is now Fiji's main supply, would be late this year, the authority bought 300 tons from New Zealand's South Island. But, the Sigatoka potatoes came along in time—at the controlled wholesale prices of 8½c a pound, 9½c to the retailer and 12c to the consumer.

The NZ potatoes came along as well and the authority, which bought them at around 5c offered them to the merchants at 8c but the merchants, who were used to paying much below that for the NZ potatoes—in the days when they were allowed to import them—refused to buy. There were plenty of potatoes, anyhow. The result was a large concentration of rejected potatoes on the Suva wharf. Three weeks after arriving, most of them were still there and rotting. The authority cut the price to 6c but there were no takers until Bebe blew along.

Said marketing authority chief Alf Hazelman: "We've no trouble selling them. We sold 150 tons in the last week and there's only about 10 tons left. They're going like hot cakes."

But the smell on the wharf, as the sorters picked out the rotten ones, wasn't the sort which comes with hot cakes.

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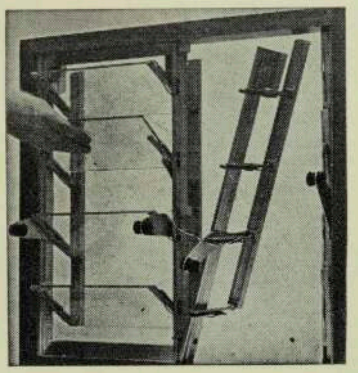
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accent is on Vatukoula. With the mining company's agreement, the government has earmarked 120 acres in the area for factories, and 43 acres are now being developed.

Vatukoula is an each-way bet for the government. If the mine continues, then other workers can be brought in to man the new factories. There's plenty of room in which to spread the town. If the mine closes, then incoming industrialists will find a ready-made work force, disciplined in working conditions.

"The whole idea of all these favourable concessions is to divert industry to Vatukoula in preference to anywhere else in the dominion," Mr Shardha Nand, Secretary to Fiji's Ministry of Commerce, Industry and Co-operatives, told PIM. "But we want new industries wherever we can get them and we think we have an attractive proposition for investors in Australia, New Zealand and elsewhere.

"We have a large labour force, and though much of it is unskilled it can be trained. Fiji is the Singapore of the Pacific and has much to offer. We would welcome especially offshore industries which can supply ready-made or partly-completed goods for use in more sophisticated industries in the developed countries such as car parts, including cable, and also components for heavy industry.

"Many Australian and New Zealand investors might find they can invest here and generate industrial growth for onward expansion of the market beyond Fiji into the South Pacific region including Latin America. What is more, there is no hit and miss about our planning. We see things clearly and should be able to supply answers to any queries. We have the machinery for processing applications quickly."

This machinery, a recent innovation, is the Industrial Review Committee on which sit Mr Shardha Nand as chairman, the Secretary for Finance, Commissioner of Inland Revenue, Director of Economic Planning, Comptroller of Customs and Commerce and Industry's economist. They're able to give an application the once-over in a week and, usually, never take more than a month to do the job. Any delays are usually outside their control, due maybe to protracted negotiations over machinery or partnerships or through inadequate information being given.

Already several new industries are being set up including a flour mill, now being built at Walu Bay, a steel rolling mill in the same area, a foam rubber factory which is coming from the United Kingdom and will be built at the Suva suburb of Vatuwaqa, a garment manufacturing firm from Taiwan, a laminated board factory and a ginger processing plant. There are others in the pipeline but proposals are confidential until the investors want to talk publicly.

The last word on any application to set up an industry comes from the Minister of Finance, Mr C. A. Stinson, and the Minister for Commerce, Industry and Co-operatives, Mr M. T. Khan.

Guarantee of local participation is almost an "open sesame" to any overseas applicant but some, especially those requiring high capital investment, "foreign" skill, technical know-how, marketing expertise and international marketing connections, have an easy passage without having to promise to allow a local finger in the pie. In others there must be guarantees of local participation. In the flour mill and steel rolling mill ventures the requirement is up to 49 per cent of the shares for locals.

There are restrictions however. There's little chance of an outsider getting a permit to set up a restaurant, or in tailoring, laundry, curry powder making, blacksmith shops or any



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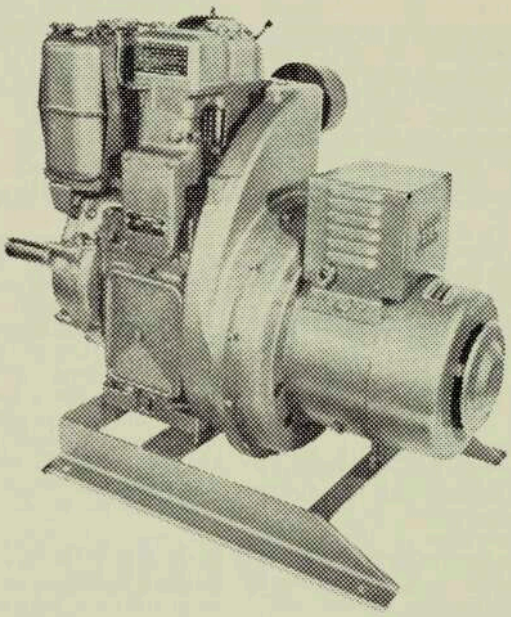
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business already "native" to the place. Some butchers' shops got in from overseas recently but this Minister Mr Khan put down to a "lack of co-ordination" and government machinery not being "geared to deal with this sort of thing." Those will be the last to break into the exclusive local circle.

Private enterprise is also taking a share of the operation, for profit of course. One such estate is being developed on 50 acres of reclaimed mangrove swamp at the side of the Queens Road three miles from Suva.

Named the Wailada Industrial Estate by the developers, Industrial Developers (South Pacific) Ltd, it will be completed by next August. Already 60 of the 100 lots have been sold, many to overseas companies in Australia, New Zealand and Hong Kong. Some of the sites, however, will be for warehouses rather than factories.

The same company has similar schemes, but smaller, at Vatuwaqa, Nausori and Kinoya on the Kings Road, and has also embarked on the construction of a four-acre shopping complex on the corner of Mead and Princes roads Suva. In the complex will be a department store, supermarket, speciality shops, a 12-storey, 60-bed hotel with a restaurant on top and a 14-floor apartments block—all for $1,800,000. Building will begin early next year with completion in two years.

The high cost of spreading the word

When the Islands get together in the South Pacific Forum and the South Pacific Conference around 1974 a lot of the talk will be about telecommunications and the Islanders' ambitions for improved togetherness. And they'll talk in millions of dollars.

The desire for closer links in the way of telecommunications was first pinpointed by Nauru's President Hammer DeRoburt at the Forum's first meeting, in Wellington in August, 1971.

Australia and New Zealand offered to do a preliminary study and this year they came up with the result. A communications network linking all Island territories is feasible—if you don't consider the cost.

President DeRoburt thought a submarine cable network stretching 8,000 miles at a capital cost of about $US50 million might provide a satisfactory link for regional communications. The experts in Australia and New Zealand doing the preliminary study came up with a much bigger figure—$A83.2 million for the submerged plant of a submarine cable

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system with major and minor terminals.

The system, the experts considered, would cost $A10,944,000 a year to run it. And their estimates do not include the cost of customs duty and sales tax on equipment, though that could be waived, the cost of land for stations and staff houses, the cost of housing and also landline transmission equipment.

The experts studied several systems as well as the submarine cable. They discarded two — the tropospheric scatter system, which is transmission at ultra-high frequencies with reflection from the troposphere, and the microwave system, with transmission at ultra-high frequencies from tower to tower mounted in the ground. They considered they were unsuitable.

The other systems which are available, are the submarine cable, satellite and the high frequency radio system.

The capital cost of a satellite earth station was estimated at $A4,220,000 and the annual running costs $1,017,000, plus an annual space segment rental for a half circuit of $A15,000. The experts estimated that 12 such stations would be needed, making a total capital cost of $A50,640,000 and annual running costs $A12,204,000 plus the space segment rentals.

Capital cost of HF radio with sufficient stations to cover the region was estimated at $A9,968,000 with annual bill at $A2,480,000.

The United Nations Development Programme (UNDP) has taken a hand in the project study and has appointed experts to make a complete study. They are expected to come up with the answers by 1974.

Fiji revaluation hits copra growers

With the pound sterling afloat, Fiji revalued its dollar in October by 5¼ per cent, and upset the despondent and struggling copra growers who stand to lose $3.90 a ton on top of the $80 a ton they are down on the 1970 price. The planters have been sore for a long time about what they feel is governmental neglect of them.

They were given a freight subsidy of $5 to $10 a ton, but this latest move, they say, robs them of the small advantage they got from the subsidy.

Minister of Finance Charles Stinson explained that as most copra exports went to the UK payments for the coconut oil and meal would now be less. This would also apply to sugar but there are other markets in which the sugar industry will benefit from revaluation.

Fiji's food bill, which is paid in Australia and New Zealand, was growing bigger. Since June it had increased by 9.7 per cent. To offset this the government decided on revaluation.

Why, ask some, must Fiji be still tied to sterling when the dominion is now independent? According to Mr Stinson, Fiji will be affected by an undulating pound until she gets her own central monetary authority. That would provide the machinery for real independence in the financial field.

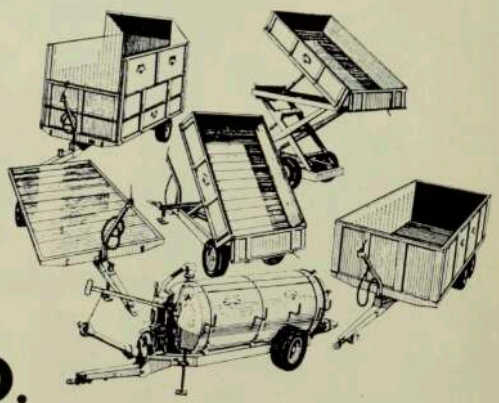
But the experts fear that, when Fiji gets this authority, it will be out of the frying pan into the fire. Little Fiji with no Fort Knox—although it's got a gold mine—and precious little to support its dollar, will be at the mercy of the world's financial bandits and the chill winds of economic recession.

● UTA French Airlines will take delivery of five new DC 10s, the Douglas Corporation's version of the jumbo, beginning in December. The airline has options on three more. The first will be seen in Fiji on June 1 next year.

● Air Micronesia, in association with Continental Airlines, is putting its Second Boeing 727 into service on December 15, greatly increasing TT services.

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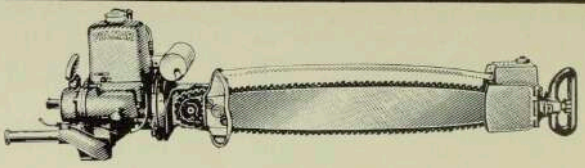
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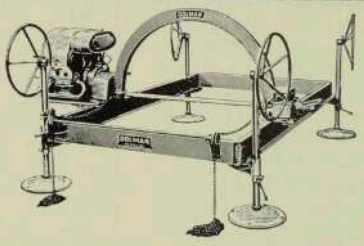
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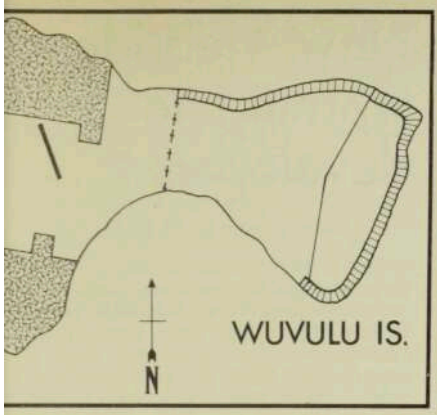
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Butterfly-shaped Wuvulu. Shaded areas show native land; the developers bought the freehold of all the rest and subdivided 181 blocks as marked. They didn't know of the encumbrance over the land on the east coast whose boundaries are shown. Now the island will be divided down the centre (dotted line) and the islanders retain the western half. Both islanders and company will have control of the airstrip.

KING SOLOMON'S DECISION

For developers in the South Seas nothing is certain these days, as Wuvulu Holdings Pty Ltd has found in its efforts to develop New Guinea's Wuvulu Island as a get-away-from-it-all retreat for an exclusive few. After nearly three years of planning and nine months of confusion, one of the company's directors, Mr Paul Stocker, said in Sydney in November that "the troubles are over".

Wuvulu is 3,420 acres of butterfly-shaped land about 90 miles off the north coast of New Guinea from Aitape. The development company bought 2,760 acres of it in 1970 and marked out 181 choice one-acre blocks which they proposed to sell at $30,000 each to people who would also have to belong to the "Bismarck Planters Society"—a sort of private club which would run a hotel on the island and assist the 550 native islanders in various ways, with schools, hospitals, electricity, roads, sewerage, etc.

The islanders lived on two native reserves—all the rest of the island was the development company's, purchased freehold and unencumbered. Or so it thought.

After the development deal was officially approved by the PNG Government at the end of last year (see PIM, Feb, p 36), a friend of the Wuvulu Islanders, old Rabaul identity Fred Archer, who has lived in New Guinea for 49 years, started asking questions that embarrassed the Administration and upset the plans of the developers. Archer was able to show that 628 acres of the developer's "freehold" was in fact encumbered by the old German Government for possible use by the islanders. It turned out that when titles that had been lost with other official records in World War II, were restored in the 1960's this encumbrance had been ignored by the Administration and a freehold title wrongly issued. Neither Wuvulu Holdings nor previous owners had been aware of this.

Archer also pressed for a better deal for the islanders, insisting that their traditional land was insufficient for their future needs; the fuss he made brought the new National Coalition Government, which began to take over the reins from Australian officialdom in April, into the picture on the side of the islanders.

The developer's plans were soon in disarray. They had thought they had been more than fair to everybody and they were a little bewildered that a government-approved plan had so quickly run into trouble. They pointed out that they had gone to great expense to employ environment specialist Jean-Michel Cousteau as adviser on the island's development, to tell them how to avoid destroying the ecology of Wuvulu.

(Cousteau has advised that there must be no vehicles on the island except one emergency one, there is to be no water-skiing, no spear fishing, no jet planes ever, no live sea shells are to be removed from the reef, there must be a special sewerage treatment system, and power if possible should be supplied by windmills.)

In November there was yet another round of talks between islanders, government officials and the developers, with the result that the island is to be divided in half, with the islanders getting title in trust to the extra land, and with both islanders and developers controlling the airstrip. In addition, the islanders are to be issued with 28 per cent of the shares in the hotel company.

The gift of the extra land will settle the "encumbrance" problem, and the company will now be issued with title for its subdivided blocks and be able to sell what it bought.

Said Cousteau in Sydney in November after another look at Wuvulu: "What we will be able to do in Wuvulu is almost unique. It is a model for other places. We have the chance of being able to control the environment from the beginning." Said Stocker, "We have to accept his proposals, naturally. And we're happy plans can go ahead. We'll start building the hotel in six months". Said Archer: "I'm happy that the islanders now have half the island—their own ancestral home—and they will now be first class citizens there. Instead of being confined to two small areas they will now be able to expand their villages, preserve their culture, retain their privacy and develop into what I consider will be a unique Micronesian community. I hope now the company and the islanders will work together for the mutual benefit of both. I will continue to take a close interest in their progress."

● **See next page for a New Hebrides view on developers.**

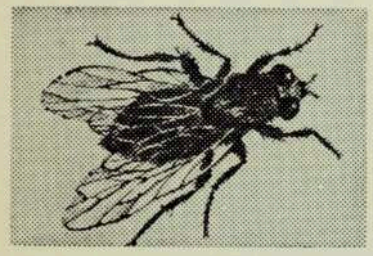
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New Hebrides warning to developers

From a Vila correspondent

The British Government in the New Hebrides sees the growing finance industry there as an important credit facility which will help boost local development. At the same time it warns that if financiers and developers neglect Melanesian aspirations, and fail to key their roles to them, the end will be disaster.

Britain's view was put clearly in Vila in November by the British Resident Commissioner, Mr Colin Allan, in officially opening Melitco House, headquarters of the Melanesia International Trust. It was plain speaking of a sort not often heard in public at this level. Financiers present reacted favourably; but there was some soreness in other quarters.

Mr Allan said the history of the Pacific Island territories showed that provision of irresponsible credit had been a curse, and the lack of correct evaluation of viable commercial enterprises had hampered development. Responsible credit for balanced development, in private and public sectors, was now in the process of being provided in the New Hebrides.

The spin-off from the recent expansion of the New Hebrides investment industry included an increase in the number of visitors who spent money there, and construction of office buildings and houses, and provision of new industries and services all of which meant more jobs. There were signs that the improved economy was penetrating the rural area.

First priority now was to reduce the quantities of processed and fresh foodstuffs being imported, and the investment industry could help in this and thus close the growing unfavourable balance of trade.

Mr Allan said the New Hebrides was today feeling the effects of an inflationary spiral of far-away countries of 1969 and 1970, and it was determined to control it. He added:

"The day has gone when a few individuals may hold the New Hebrides to ransom and pollute these islands and seas for their private exorbitant profits. I would like to make it clear that my Administration and I will not be even faintly deterred by the political pressurising of those few irresponsible property owners who simply seek their personal enrichment at the expense of the fair and reason-

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able expectations of the people of this territory.

"Already, thanks to the exaggerated and ill-conceived optimism which has developed in this field, we in Vila have 12½ years' supply of so-called residential plots in and around the town while, not very far afield on the environs, the euphoria for subdivision which exists is such that a splendid carpet of coconuts covers the grass of certain plantations and the quality of some of the cattle would scarcely qualify for the glue factory. On other plantations, however, correct husbandry is being practised and our beef is already establishing a reputation which justifies entry into international markets."

Mr Allan said that just as the forward-thinking banks of the world had to present a new image, so the investment industry "must re-think its image and re-define its role in the South Pacific."

The Melanesians of the New Hebrides had an insatiable zest for communication, understanding and participation, and would look to the investment industry to respond.

"The industry must come to terms with all the people of these islands," Mr Allan said. "We would be all well advised to forget anything we ever felt we knew about other places, start afresh and decide what is best in the circumstances of the New Hebrides and our neighbours in the Pacific. I am not here talking about social justice but political sensibility.

"I believe that new guidelines of lending and monetary expertise must be carefully thought out and that the long-term success and mutual benefits of the industry depend upon adequate and fruitful communication between yourselves and ordinary people.

"Put another way—the traditional principles of sound commercial monetary and financial practices will continue to hold good but variants are needed to suit the different circumstances here in the New Hebrides and in doing business with our neighbours. In other words the industry should see itself not as an isolated identity but rather as part of the overall New Hebrides and South Pacific scene in which sound interrelationship of all men and women of whatever race, creed, language and occupation is fundamental. In particular the system must keep in mind the need for renewal—it should not become stale and atrophied. Otherwise, I must tell you, the end will be disaster."

The disaster, Mr Allan appeared to be warning, would occur to the financiers and the developers, not to the Melanesians.

Carpenter success leads to expansion

W. R. Carpenter (South Pacific) Ltd, which has been undergoing a streamlining in its operations, plans to invest another $1,600,000 in capital works in Fiji next year. The new investment will include a 200-ton slipway, joinery and motor complex, all in the Walu Bay area. The figure does not include the bill for the rescue operation on Islands Transport Ltd.

The report for the year ending June 30 shows increased turnover and profits for the company's branches in Fiji, Tonga and Western Samoa. Merchandise sales rose by nearly 16 per cent, automotive sales by 31 per cent and the industrial group sales by 19 per cent.

Net profit for W. R. Carpenter (South Pacific) Ltd was $2,636,800, and this after paying local suppliers $13,149,000 for goods and services, $6,094,000 in taxes and duties and $4,449,000 in salaries and wages.

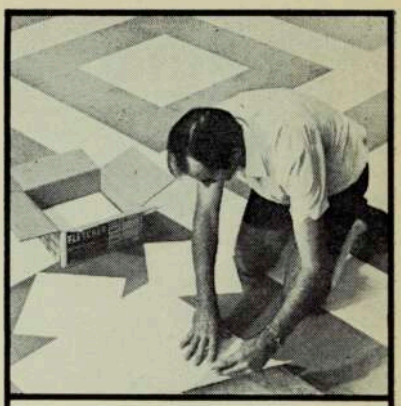
Net operating profit for W. R. Carpenter Holding Ltd increased from $A6,748,000 to $7,049,000.

NZ standardising Trade Documents

New Zealand business firms are gradually changing over to a standard Aligned Export Documentation scheme, launched by New Zealand's Customs Department. This, together with a standard invoice specially designed to be acceptable to Australian and Fiji importers, will relieve Islands businessmen who've moaned for many years over the incomplete or inaccurate documentation issuing from Kiwi business houses.

The New Zealand Customs, who've mounted a campaign to persuade business to use the new standard forms, are underlining the savings in time and money. They could have mentioned the improvement in public relations with overseas customers that will result from the use of uniform documents.

● Shortly after Fiji's latest resort hotel, the Flagship Beachcomber, at Deuba, was officially opened in November, Flagship Hotels announced that the chain had changed its name to Americana Hotels, and the Flagship Beachcomber would henceforth be known as the Beachcomber, "an Americana hotel". The hotel company's parent corporation, Flagship International Inc., which is involved in various activities, and is a wholly owned subsidiary of American Airlines, will continue to take the Flagship name.



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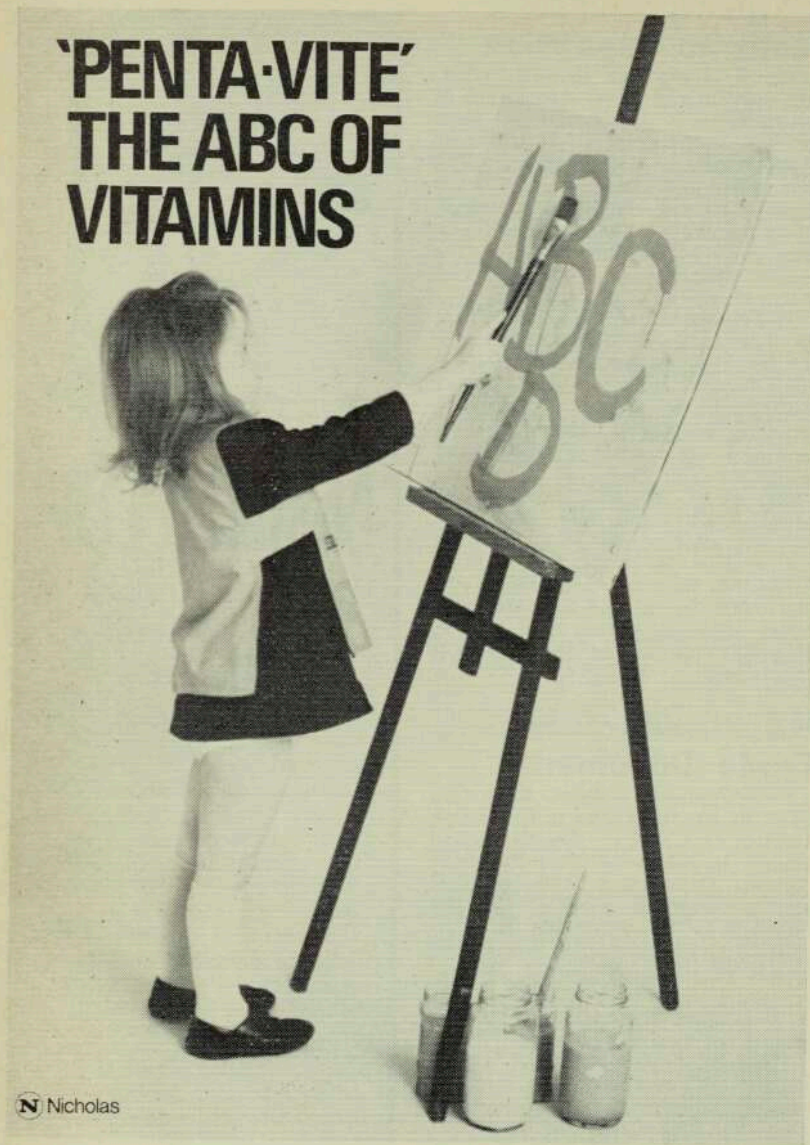
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NP114

FRIGHT FOR BSIP OIL PALM PROJECT

From a Honiara correspondent

The Solomon Islands' oil palm project—one of the hopes for the future — had an awful fright in September-October when a deadly type of fungus, *fusarium oxysporum*, was thought to have slipped into the country with oil palm seed from Africa. No one knew certainly, but it was possible. The disease, vascular wilt, kills 20-30 per cent of trees.

Towards the end of October there was no certainty that in fact the disease had not entered with Ivory Coast seed which had apparently not been properly treated in its country of origin. But the wholesale incineration of 32,000 seeds and seedlings—enough to plant roughly 800 acres of the Guadalcanal Plain—was thought by Solomon Islands Plantations Limited to have eradicated what prospects there were. They were ready to burn another 8,000 seedlings from Malaysia where the disease does not exist, if it was thought that the fungus might have been transferred in the open air nursery of 10 acres near Honiara.

The Governing Council met in private to amend legislation so that the nursery could be put into quarantine. Meanwhile, the company (an offshoot of the giant UK based Commonwealth Development Corporation) had unofficially imposed quarantine, and was spraying the nursery daily with fungicide.

A side effect of the scare in the Solomons was the alerting of Papua New Guinea to the same source of seed. Word in Honiara was that a shipment of seed from the Ivory Coast passed through Port Moresby without interference to Lae where it was stopped before reaching the New Britain oil palm development. There it sat while the Agriculture department waited for the seed to demonstrate whether it did present a danger to the country's bigger and longer established industry.

Solomon Islands Plantation in October had 1,500 acres planted with some 73,000 Malaysian seedlings, largely without a hitch, since planting began last year. The possible presence of the fungus will delay the planting programme by at least four months, according to acting manager of SIPL, Noel Hanson.

But it could be longer—eight to 12 months—depending on the availability of replacement seed. Another 9,000 seeds were being planted during

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MUCH EXPECTED OF THE OIL PALM INDUSTRY

The Solomons Sixth Development Plan has been relying on the oil palm becoming the Solomons' second biggest agricultural export industry, with oil and kernel production starting in late 1975-76, and total value of output reaching $2.3 million by 1980. This could be added to by a peasant outgrower scheme which could bring the value of export output to $3 million f.o.b. by roughly the same date.

In fact, the whole picture of future export priorities could change, depending on the price of copra which was to be easily the biggest export earner when the plan was written for 1971-73. With copra prices continuing to be low, and with poor prospects, oil palm could be competing with the proposed commercial fishing industry in partnership with Taiyo, for the position of top export earner. Final negotiations on the fishing agreement were going on between Taiyo, the Solomons government and its advisors late in October.

November, but that will not go near the planned planting of about 2,000 acres a year at 48 seeds to the acre.

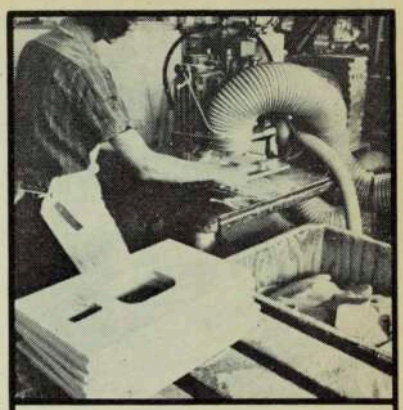
South East Asia and the Pacific are free from vascular wilt, which attacks the oil palm tree from the roots after it is well established and kills it. The preferred Malaysian seed has become scarce with the massive planting campaign going on in that country, so to keep to its own planting plan, SIPL resorted to the Ivory Coast seed.

From the first lot of 20,000 seeds only about 13,000 germinated, and this was what aroused suspicion. In mid-September, SIPL went to the Solomons Agriculture Department's principal research officer, Derek Taysam, to get his opinion on this poor result which was about twice as bad as could be expected. Taysam quickly suspected the deadly form of *fusarium oxysporum*, especially when the Agriculture Department's own Dala Research Station revealed there were fungi present in the badly affected seed kernels.

At the same time Taysam had sent samples to the Commonwealth Mycological Institute (specialising in fungi) at Kew in England. Less than three weeks after first seeing the fungus-affected seed, Taysam had confirmation that it was the type of fungus he feared. Dr Peter Turner, British authority on oil palm diseases and consultant to Commonwealth Development Corporation, had also visited and was coming to the same conclusion.

Where the doubt still lay was in the similarity of the fungi which caused the non-germination or suspended germination of the seed but which ceased being a problem at that stage, and their relatives which stayed around until they killed the developing tree.

With the burning of the African seed we may never be sure if the deadly relative was the sinister visitor.



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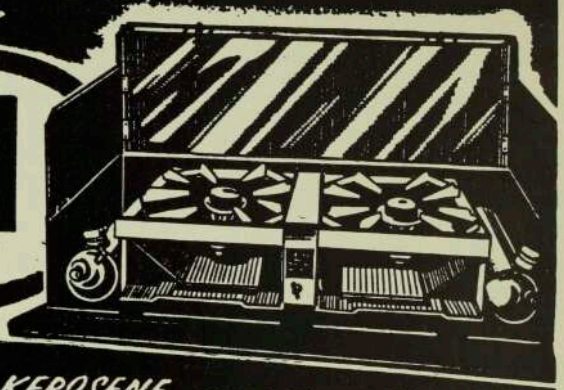
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Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Australian dollar (November 20) equals New Zealand, $1.0020 (buying), $0.9980 (selling): Fiji, $1.0164, 0.9989; Western Samoa, $0.8132, $0.8019, US, $1.1934, $1.1886, UK, 50.8388 np, 50.5305 np; French Pacific, 110 FP francs; Tonga $1.05.

COPRA

Copra industries are controlled through copra boards in PNG, 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, $108 per ton; FMS, $105 per ton; smoke-dried, $103 per ton.

FIJI:—The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. Prices recently were: 1st grade, $78.75, 2nd grade, $68.75, CAS, $47.75.

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.

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 October 3 was $30. Marseilles 65 French francs (per 100 kilos) November 10.

EXCHANGE RATES

FIJI.—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda, First National City Bank. Sterling £ on Fiji $, buying £1 = $F2.085; selling £1 = $2.11. Aust. $ on Fiji $, buying $A1.0117 = $F1, selling $A1.0288 = $F1.

WESTERN SAMOA.—Through Bank of Western Samoa, controlled from NZ, seller $A1.2470 to $WS Tala 1.

NORFOLK IS., PAPUA NEW GUINEA.—Australian currency used; no exchange payable in transactions with Australia.

FRENCH PACIFIC COLONIES.—Pacific francs (CFP) are used in New Caledonia, New Hebrides (Jointly with Australian dollars), Wallis and Futuna Is., and Fr. Polynesia. French Bank, Sydney, on November 20, quoted: Selling, Noumea and Papeete, Pac francs to the $Aust., 108.43 (commercial—export and import transactions), 108.43 (financial)—nearly all other transactions). Paris-London: Buying, 11.85 francs to the £ (commercial); 11.85 francs to the £ (financial). Also £ equals 218.2272 (buying), 214.6363 (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 operate NZ's copra crushing mill. Prices for October to December, packed, shipping weights f.o.b, were fixed at $NZ92.79 1st grade, hot-air dried, $NZ90.75 1st grade, sun-dried, and $NZ89.27 standard grade.

US TRUST TERRITORY: $US92.50 (grade 1), $US82.50 (grade 2), $US72.50 (grade 3), delivered district centres; $80 (grade 1), $70 (grade 2), $60 (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 November 20 (November/December shipment) was spot £stg310 ton, c.i.f.; UK, Continent.

November 17, Quote No. 1: In store Rabaul, export quality, $550 per ton, delivered ex wharf Sydney $610 Quote No. 2: Best quality in store NG ports, $542 (November/December shipment).

Solomons.—4 cents a lb delivered to a fermentary, 3 cents a lb at buying points.

COFFEE.—PNG: October 17, good quality, A grade, 48c per lb; B grade, 42½c, C grade, 41c, Y grade, 44c (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 inch.

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, 25 kilo bags, $113.50 per metric tonne. Vitamin enriched white, 25 kilo bags, $125.50 per metric tonne, 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 October 27 were: No. 1 RSS (Malayan cents a kilo f.o.b.), November, 106.75-114.00; December, 107.75-115.00; January/March, 109.75-117.00.

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), September 5, prompt shipment, 15.86 p. (c. and f.).

COPRA.—LONDON, September 19, Philippines, in bulk, $US141 (October reseller) per long ton, c.i.f., UK/North European ports; US Pacific coast, b $US113, s $US115.

COCONUT OIL (Ceylon)—LONDON, September 19 £stg.98 (September/October).

STOCK MARKET

SYDNEY SELLERS

	Oct. 18	Nov. 20
ANG Hold. 1.00	.90	.85
Bali Plantations .50	.30	.27
Burns Philp 1.00	4.65	5.02
Burns Philp (SS) 2.05	3.60	3.70
Carpenter .50	2.60	2.78
Choiseul Plntn. 1.00	3.00	3.20
C.S.R. 1.00	5.36	5.72
Dylup Plntn. .50	.50	.40
Fiji Industries 1.02	2.30	2.35
Kerema Rubber .50	.09	.09
Koitaki Rubber .50	.32	.32
Lolorua Rubber .50	.25	.20
Makurapau Plntn. .50	.48	.44
Mariboi Rubber .50	.15	.15
PNG Motors .50	.43	.38
Plantation Hldgs. .50	.70	.73
Queensland Ins. 1.00	4.40	4.80
Rubberlands, .50	.12	.12
Sogeri Rubber, .50	.42	.43
Sth. Pac. Ins., .50	1.95	2.05
Steamships Tdg., .50	.60	.56
Territory Brewery, .50	.20	.26

OIL AND MINING SHARES

Bougainville .50	2.30	2.32
Buka Min. .10	.04½	.04
C.R.A. .50	6.50	6.24
Cultus Pacific .25	.26	.20
Emperor .10	1.00	.85
Highland Gold .20	.12	.09
NG Gold Ltd. .35	.45	.40
Oil Search .50	.13	.13
Pacific Min .25	.03½	.04½
Placer Dev.*	35.50	32.00
Southland .25	.50	.49

* No par value

Sydney Stock Exchange share price index for ordinaries on Oct. 18 was 579.18. On Nov. 20 it was 608.94.

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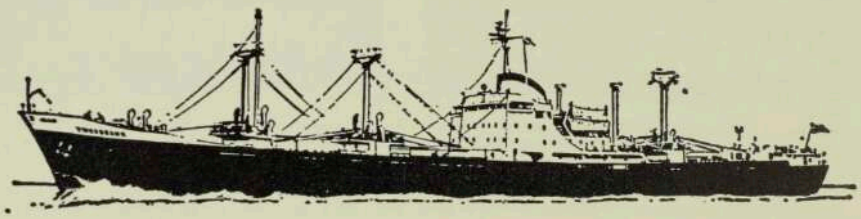
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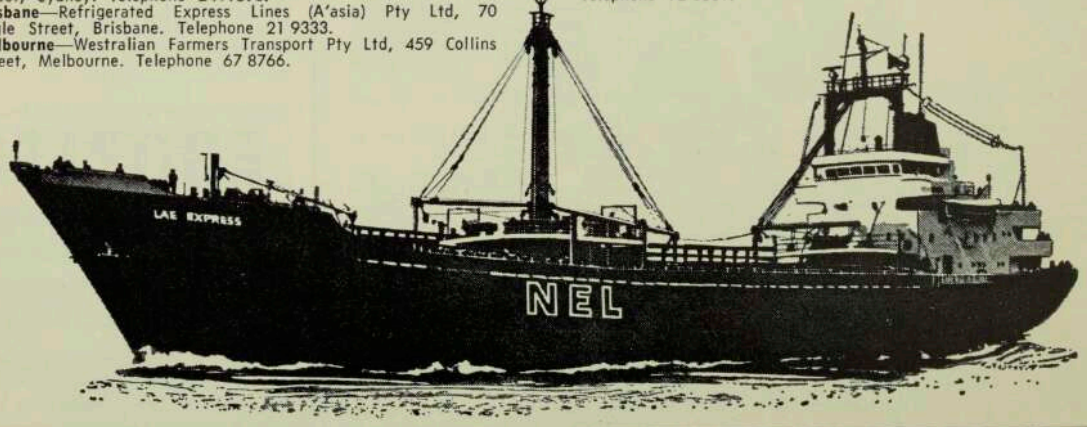
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Melbourne—Westralian Farmers Transport Pty Ltd, 459 Collins Street, Melbourne. Telephone 67 8766.

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.



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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). Patris operates a regular service, Singapore-Australia-Singapore combined with "Ship-Jet" service to London, Athens, Amsterdam and Brussels via Singapore.

Details from Chandris Lines, 135 King Street, Sydney (28-2451).

UK - EUROPE

Chandris Lines, with RHMS Patris, have commenced a shipjet service to the UK and Europe via Singapore. The itinerary of RHMS Patris is Sydney, Melbourne, Adelaide, Fremantle, Singapore, from where passengers proceed to various destinations by jet.

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 Sitmar Line (Australia) Pty. Ltd., 22-30 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. Passenger accommodation available.

Details from Karlander (Aust.) Pty. Ltd., 19-31 Pitt Street, Sydney (27-6301).

Charqeurs Caledoniens, with the Port de France operates two-weekly cargo service Sydney-Noumea.

Details: Hetherington Kingsbury Pty. Ltd., 4 Bridge Street, Sydney (27-1671).

SYDNEY - GEIC - HONOLULU

Columbus Lines operates monthly 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 - TONGA - VILA - NOUMEA - SAMOAS - TAHITI

Shaw Savill's Ocean Monarch and Northern Star cruise in the Pacific sailing from Australia and New Zealand calling at Suva, Lautoka, Tonga, Vila, Noumea, Pago Pago, Tahiti, Apia, Vavau.

Details: Shaw Savill Line, 8a Castlereagh St., Sydney (28-1481).

AUSTRALIA - FIJI - TAHITI - MEXICO - US - NZ

Karlander (Aust.) Pty. Ltd. operates three-weekly cargo services from Melbourne and Sydney for Suva, Lautoka, Tahiti, Los Angeles, San Francisco, Manzanilio and Auckland with side-port door ships, Woolgar, Good Mariner, Good Navigator, Belle Isle.

Details from Karlander (Aust.) Pty. 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 - FIJI - NEW HEBRIDES - NEW CALEDONIA

South Pacific United Lines with "Gange" operate a monthly cargo service from Melbourne, Sydney, Suva, Lautoka, Santo, Port Vila and Noumea.

Details from France-Australia, 261 George Street, Sydney (27-2654).

AUSTRALIA - NEW ZEALAND - TAHITI

South Pacific United Lines with "Wah Fung" operate a regular service from Melbourne, Sydney, Auckland and Papeete.

Details 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); Interocean 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); Interocean 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 Nimos, and from Melbourne and Sydney to Port Moresby and Lae with Tenos.

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 Little Collins St., Melbourne (67-8291), 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.

Details from Karlander (Aust.) Pty. Ltd., 19-31 Pitt Street, Sydney (27-6301).

AUSTRALIA - GUAM - PHILIPPINES VIA NEW GUINEA PORTS

Nauru Pacific Line operates regular six weekly cargo services from Tasmania, Melbourne, Sydney and Brisbane 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); Interocean Australia Services, 261 George Street, Sydney (2-0573); Carpenter Shipping Agencies, New Guinea ports.

AUSTRALIA - HONG KONG - TAIWAN

Karlander (Aust.) Pty. Ltd. have been appointed general agents for the Taiwan National Flag Carrier the Eddie Steamship Co. Four vessels will operate an independent non-conference service from Taiwan, Hong Kong to Brisbane, Sydney, Melbourne, Adelaide and Freemantle.

Details from Karlander (Aust.) Pty. Ltd., 19-31 Pitt Street, Sydney (27-6301).

AUSTRALIA - NAURU - MARSHALL ISLANDS - GEIC

Nauru Pacific Line operates regular monthly cargo/passenger liner service from Melbourne and Sydney to Nauru, Majuro and Tarawa.

Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); Interocean Australia Services, 261 George Street, Sydney (2-0573).

AUSTRALIA - PNG - FAR EAST

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, Yokohama (Tokyo), Guam 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 Interocean lines operates monthly passenger/cargo service with three ships from NZ to Djakarta (alt. months), Bangkok, Pt. Swett-

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enham, Singapore to Suva, Lautoka and NZ.
Details from Interocean Australia Services, 261 George Street, Sydney (2-0573); Burns Philp (SS) Co. Ltd., Suva and Lautoka.

FAR EAST - PNG - BSI

China Navigation operates 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 Interocean 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.
Jeane Philippe, on charter to Gammon-Milne, calls monthly at Whangarei and other NZ ports en route to Rarotonga.

NZ - FIJI - TONGA - SAMOAS - NIUE IS. - TAHITI

Union Steam Ship Co. of NZ Ltd. operates four 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 and Waikare leave Auckland/Tauranga at approximately five-weekly intervals for Lautoka, Suva, Niue Is., Apia, Nukualofa and Pago Pago. 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, Parera, 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 monthly service to Vila and Santo; five weekly to Honiara and New Guinea; every 10 days to Noumea.
Details from Sofrana-Unilines, 42 Customs Street, Auckland (73-279), P.O. Box 3614.

SYDNEY - NOUMEA

Capitaine Scott operates fortnightly.
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).

NOUMEA - VILA - SANTO

Compagnie Maritime Hebridaise operates a three-weekly cargo service from Sydney to Noumea, Vila and Santo with m.v. Erakor.
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, Kieta, Djayapura and Yandina. Each alternate month vessels sail via Panama and call direct at Papeete and Noumea before Pt. Moresby.
Details from Bank Line (A'asia) Pty. Ltd., 269 George St., Sydney (27-2041).

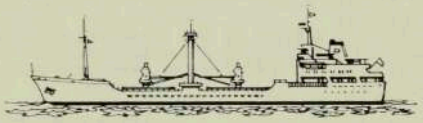
US/JAPAN - MICRONESIA

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.



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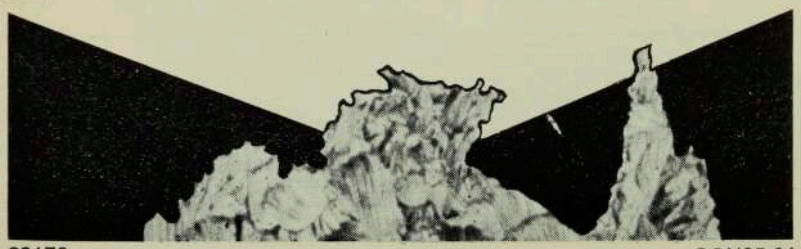
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Port Moresby, Musgrave Street, Phone 2369
Lae, Terminal, Phone 4 2269



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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 (27-204).

Pacific Far East Line cruise ships, Mariposa and Monterey operate regularly from San Francisco, Los Angeles, Honolulu, 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 a monthly cargo service 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, Manuvai and Manutea, 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 Sat. and Vancouver on Thurs.

SYDNEY - NZ - HAWAII - US

Air-NZ with DC8s, operates from Sydney to Los Angeles, via Auckland and Honolulu on Mon., Tue., Fri., and returns Mon., Tue., 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 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 (Thurs., Sat., Mon.), returning from Honolulu to Nadi and Sydney Tue., Thurs. 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 Tues., 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, Wed., Fri. and Sat. and Hawaii-Sydney non-stop Mon., Wed. and Thurs.

BRISBANE - FIJI

Qantas operates a 707 direct from Brisbane to Fiji on Sat. and Fiji to Brisbane on Sun.

MELBOURNE - FIJI - US

Qantas operates Melbourne/San Francisco via Fiji and Honolulu on Fri. with a 747B and on Thurs. with a 707.

MELBOURNE - FIJI - HAWAII

American Airlines, with 707s, operates daylight flights from Melbourne Tuesdays, leaving Honolulu on return Sundays.

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., Wed. and Fri. and via American Samoa on Thurs. and Sat. Out of American Samoa, PanAm operates to the States on Thurs., Sat. and Sun. and out of Tahiti to the States on Mon., Tue., Thurs., Fri., Sat., Sun.

AUCKLAND - FIJI - HAWAII

American Airlines, with 707s, operates out of Auckland to Honolulu, via Nadi on Wed., Fri. and Sun. and from Honolulu to Auckland, via Nadi on Mon., Wed. and Fri.

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 Sun. 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 via 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 via Manila on Fridays.

AUSTRALIA-PACIFIC ISLANDS

(For other schedules touching these islands see also trans-Pacific services.)

MELBOURNE - NOUMEA - HONIARA - NAURU - TARAWA AND MAJURO

Air Nauru operates a twice-weekly service, Melbourne-Brisbane-Noumea-Honiara-Nauru and return, using a Fokker F28 jet. Extra services are operated twice weekly to Majuro and fortnightly to Tarawa and return.

Details: Air Nauru, Nauru 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 Melborne 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.

Mon., TAA DC9 T Jet service operates Townsville via Cairns, for Port Moresby, returning on Tue. Port Moresby to Cairns, Townsville, Mackay, Brisbane, Sydney. Tue., TAA DC9 7.30 am Port Moresby to Honiara direct and returning same day to connect to Cairns, Townsville, Mackay, Brisbane and arriving in Sydney at 9.30 pm Tue. During December and January, this flight will connect with the Boeing Port Moresby to Sydney direct. On Thurs., TAA Fokkers fly Townsville, Cairns, Port Moresby and return same day 12.00 pm Port Moresby, Cairns, Townsville, Mackay, Rockhampton, arrive Brisbane 8.40 pm.

Ansett, with Fokkers, operates Wed. service Cairns-Port Moresby-Cairns-Townsville, and a Thursday service Port Moresby-Cairns.

TAA has Fokker, DC3 and Twin Otter aircraft available for charter.

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.

NZ - NORFOLK IS.

Air-NZ, with chartered Qantas DC4s, operates once weekly, leaving Norfolk Is. on Sat. and Auckland on Sun.

From December 21 Air-NZ, with chartered Qantas DC4, operates an additional service leaving Norfolk Island on Thurs. and returns same day.

AUCKLAND - SYDNEY - SINGAPORE

Air-NZ, with DC8s leaves Auckland via Sydney for Singapore on Mondays and Thursdays and returns same days. (Tuesdays and Saturdays from December 17.)

AUCKLAND - SYDNEY - HONG KONG

Air-NZ, with DC8s leaves Auckland via Sydney for Hong Kong on Sundays and Wednesdays and returns same days, via Brisbane.

NEW ZEALAND - NEW CALEDONIA

Air-NZ, with DC8s, operates from Auckland-Noumea on Sundays and returns the same day.

NADI - RAROTONGA

Air-NZ, with chartered HS748, operates from Nadi on Thurs. to Rarotonga and returns to Nadi Thurs. (Sun. from December 21.)

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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.

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 748s, operates Nadi-Apia Fri., Mon. and Apia-Nadi Wed., Sat. (from December 16).

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 four services weekly from Apia to Tonga on Sun., Mon., Wed., Fri. Return service from Tonga on Mon., Tues., Thurs. and Sat. (from December 16).

FIJI - N. HEBRIDES - BSIP - P. MORESBY
Air Pacific, with BAC 1-11s, operates from Suva on Sun., Wed. and Fri., via Nadi to Vila and Honiara, the Sunday service extending to Port Moresby. Flights depart Honiara on Mon., Wed. and Fri. for Suva via Vila and Nadi, 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 services to Wallis and Futuna Is.
Details: Fiji Air Services, P.O. Box 1259, Suva (22-666).

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 - TAHITI
PanAm, with 707s, operates from Honolulu to Pago Pago on Wed., Fri. and Sat., to Tahiti direct on Mon. and Fri. and to Pago Pago on Wed. and Fri. On Wed. and Sat. PanAm operates 707s from Honolulu, Pago Pago and Papeete. PanAm, with 707s, operates to San Francisco via Los Angeles on Mon., Tue. and Fri., to San Francisco from Papeete via Honolulu on Tue. and Sat., to San Francisco via Pago Pago and Honolulu on Sun. and Thurs. To Papeete flights operate from San Francisco via Honolulu and Pago Pago on Wed. and Sat. and to Papeete from San Francisco via Los Angeles on Mon., Wed. 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.
Merpati DC3 Djayapura-Lae alternate Tuesdays, returning Lae-Djayapura 10 am Wednesdays.

PNG - SOLOMONS
Air Pacific, with BAC 1-11, operates Sundays Honiara to Port Moresby and Mondays Port Moresby to Honiara.
TAA operates DC9 and DC3 aircraft three times weekly. Tuesday aircraft leaves Port Moresby 7.30 am 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, Munda and Yandina, returning Wednesday and Sunday.
TAA Fokker Friendship leaves Port Moresby direct for Kieta Mon., Wed., Fri. and Sat. returning Wed., Fri. and Sat. direct and via Buka, Rabaul and Lae on Tue. and Thurs. Kieta, Moresby via Rabaul and Lae Sunday.

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 748s, 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.

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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 12 services per week (twice daily Mon. to Sat.) to Ovalau Is., Korolevu, Natadola, Deuba and Castaway Island resort. There is also a new service once weekly every Fri. dep. Nausori 12.30 pm, arr. Lakeba 13.55, dep. Lakeba 14.15, arr. Nausori 15.40. Charter flights operate to anywhere in the South Pacific.

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 Navajo 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., P.O. Box 1689, Tamuning, Guam, 96911, U.S.A.

Lagoon Aviation Inc. with Grumman Widgeons, operates charter services for the Marshalls district, based on Majuro.

PAPUA NEW GUINEA

TAA and Ansett operate throughout the territory.

Aerial Tours operates in Central, Western, Gulf and Sepik districts.

Territory Airlines operates from Goroka, Kundiawa, Madang, Mt. Hagen, Wewak, Vanimo and Mendi to Highland or coastal centres.

Details from Territory Airlines Pty. Limited, P.O. Box 108, Goroka, Papua New Guinea or Talco Territory Travel Service of Papua New Guinea.

Macair throughout the territory.

Bougainville Air Services operates daily throughout Bougainville. Details: Arawa, Phone 956-159; Buka, Phone 16. Box 298, PO, Kieta.

NEW CALEDONIA

Air Caledonie, with Twin Otters, and Islanders operates regular services to Houailou, Isle of Pines, Isle Ouen, 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 (Lonorore), Erromanga, Tongoa, Aneityum, 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.

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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.
SINGAPORE: The Borneo Company (Singapore) Ltd.
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In a Nutshell

HURRICANE-BATTERED BUDGET.—Fiji's budget brought down on November 21 by Finance Minister Charles Stinson aims to raise nearly $96m, $20m more than the last budget. Tax rises were 2.5c a gallon on petrol (tax is now 19c, but port service tax of 0.75c a gallon) imported beer 24c a gallon, wines 50c a gallon, cigarettes 0.88c, tobacco 40c per lb, private vehicle traffic fees up 50 per cent, with an extra $5 for first vehicle licence application.

Dividend income will be taxed as personal income, plus a tax on bonus shares and other revenue profits. Private vehicle imports will be limited to 2,000 in 1973, with price control. Hurricane relief will receive $2million from reserves. Tourists are expected to yield $40m. Capital expenditure includes $7 million for SPSM shares and land.



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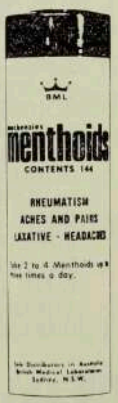
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VISITORS.—The Fiji Visitors Bureau office in Sydney was inundated with telephone calls offering assistance for the victims of Hurricane Bebe. Manager Russ Gribble said for several days telephone calls came every two minutes, many from far distances. Some calls were late at night. He was able to report that some Fiji tourist resorts were badly damaged, but they managed to survive. Several hotels on the north and western coasts of Viti Levu closed till repairs were made, and Mana Island resort was out of action. The Beachcomber at Tai Island closed its accommodation till early December.

FIJI WORKERS FOR NZ.—New Zealand will admit about 130 Fiji Islanders to cut scrub. Most of the labour is required in the middle of the North Island to develop farming in areas where suitable local workers are not available. The NZ gesture is, in part, a hurricane relief move and came after the NZ High Commissioner in Fiji reported that thousands of people, particularly small farmers, had been affected.

GENEROUS NAURU.—In addition to the gift of $10,000 to the New Guinea famine relief, the government of Nauru has recently made gifts to disaster-stricken countries all around the Pacific. The depredations of hurricane Bebe called forth a donation of $10,000 to Fiji and $5,000 to the GEIC for Funafuti. During the emergency the services of Air Nauru were offered to back up the interrupted flights of Air Pacific, and radio communications were routed via Nauru. A gift of $5,000 was made to the Philippines for food relief.

NAURU HIGH COMMISSION.—It has been announced from Canberra that Mr L. G. Sellars, 49, an Australian career diplomat, who earlier was named Australian representative in Nauru in succession to Mr R. K. Gates, will be Australia's first High Commissioner to Nauru. His responsibilities will also include Australian interests in Micronesia and the Gilbert and Ellice Islands. A reciprocal appointment by Nauru had not been announced at PIM's going to press.

FINGERNAIL CLUE.—Using blood samples, hair and finger-nail parings says, Dr Carlton Gadjusek of the United States Institute of Health, scientists from the Scripps Institute of Oceanography have established a relationship between the people of Tongariki in the New Hebrides, Australian aborigines and Samoans. Dr Gadjusek was in the New Hebrides arranging for a visit of the Scripps Institute's ship Alpha Helix. The

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ship will take scientists to the Banks and Torres Island where they will attempt to trace the genetic history of the islanders.

P & O WRANGLE CONTINUES.—Seven of the 16 directors of shipping giant P & O resigned on November 20 following the failure of a move to merge with the Bovis company. Mr Ford Geddes, the chairman of P & O was among those who resigned. The influence of Hong Kong shipping magnate Mr Y. K. Pao is hinted in the move to block Bovis. Meanwhile, although directors are fighting for independence for P & O, there is still a strong possibility of a merger with the Inchcape group (PIM Nov, p 86).

LORD HOWE AIRSTRIP.—Australia will soon have to decide whether to go ahead with its proposed airstrip on Lord Howe Island. Sir Reginald Ansett warned in November that unless a decision is made he will stop the flying-boat service from Sydney after next July, thus leaving the island without an air link. The flying-boats were old and uneconomic, he said, and the government subsidy paid for them over the years could have built an airstrip.

ROAD HORROR.—Western Samoa's worst traffic accident this year had been in late September when three people died after a truck failed to take a corner. But then in October eight people, six women and two men, died as a result of a collision involving a bus and a truck at a bend on the West Coast Road. The disaster could perhaps have been avoided. Speeding and drunken driving have been alleged as contributing to the accident.

M.A.—Mr Francis Bugotu, a senior education officer in the BSIP has been awarded the degree of Master of Arts in English language linguistics at the University of Lancaster in the UK. He is the first Solomon Islander to receive an MA. He has subsequently been doing a course in administration before returning to the Solomons at the end of this year.

QUARANTINE REJECTED.—At a referendum in November, Norfolk Island electors rejected a Commonwealth proposal that a high security animal quarantine station be built on the island. Voting was 452 for no, and 384 for yes, with nine informal. Australian Minister for Health, Senator Anderson had said earlier that agreement by the islanders was essential for the station.

MESSIAH.—A number of villagers from the Maprik area of the PNG's Sepik were charged with murder in November, after it was alleged that they took part, with a ringleader known as the Messiah, in the murder of two men, who had themselves volunteered to be stoned and clubbed to death after the Messiah assured them they would be resurrected.

WORKERS BAN.—PNG in November added to the list of occupations at which expatriates may not work. Forty-two occupations have been prohibited immediately, with another 53 to be restricted after two years, and five others after three years. On the two- and three-year restrictions, the employer must meanwhile provide training for one New Guinean for each expatriate employed. Immediate restrictions include shop assistants and seamen (other than on overseas vessels). Two-year restrictions include radio announcers, display artists and motor drivers. Three-year restrictions includes typists, general bookkeepers and bank tellers.

SAMOAN AIRLINES SQUEEZED.—Western Samoa intends to allow Polynesian Airlines to operate an internal flying service, in competition with Air Samoa Ltd and Samoa Aviation. Mr J. R. Best, Managing Director of Air Samoa said: "Should Polynesian Airlines introduce an aircraft internally, both present operators

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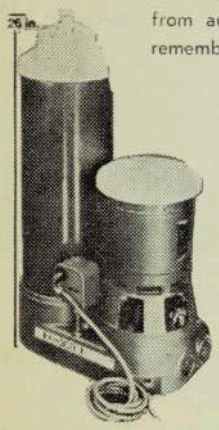
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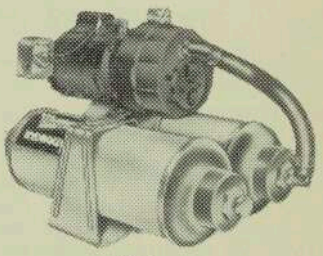
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would very soon be out of business."

The Minister of Civil Aviation, Tupuola Efi, said the government had tried everything possible to make the two present internal carriers co-operate for the sake of the public; that they had failed to do so; and that, therefore, the government was left with no alternative but to allow Polynesian Airlines to run an internal service in addition to its regional service.

Polynesian Airlines, which is about 71 per cent owned by the Western Samoan Government, plans to purchase soon a small aircraft to be used to fly spare parts for PAL's HS 748 turbo jets. When the aircraft is not being used in this manner, it will probably be lying idle, but if kept busy on an internal flying service it would help to pay for itself.

LABOR IN POWER.—In a surprising landslide in New Zealand, the Labor Party under Norman Kirk regained office on November 25, winning at least 56 seats to the National Party's 31. A Labor government in NZ means stepped up opposition to French nuclear testing in the Pacific. With growing likelihood of a Labor victory in Australia on December 2, the possibility emerged of closer co-operation between Australia and New Zealand on Pacific matters. ALP leader Gough Whitlam said he would seek an injunction against the French tests in the World Court, and even break off diplomatic relations with France if necessary. Pacific Islanders could expect more sympathetic treatment on migration under an Australian Labor government.

MICRONESIAN ELECTIONS. — Final results for most seats at the Congress of Micronesia elections in November were announced as PIM went to press. Of the 33 seats in Congress, 27 were at stake; the remaining six Senate seats were not up for election. For the House in the 6th district of the Marshalls, Ekpap Silk was leading Bilimon Amram; but firm results were: MARIANAS: Senate—Olympio T. Boria; House—Felipe Atalig, Pedro P. Tenorio, Herman O. Guerrero. MARSHALLS: Senate—Wilfred Kendall; House—Charles Domnick, John Heine, Ataji Balos. PALAU: Senate—Lazarus Salii; House—Timothy S. Olkeriil, Polycarp Basilius, Tarkona Pedro. PONAPE: Senate—Bailey Olter; House—Joab Sigrah, Bethwel Henry, Resio Moses, Singiwo Hadley. TRUK: Senate—Tosiwo Nakayama; House—Raymond Setik, Sasauo Harau, Endy Dois, Masauo Nakayama, Machime O'Sonis. YAP: Senate—John A. Mangefel; House—Luke M. Tman, John Regulimar. Nine were unopposed.

Deaths of Islands People

Mr. Tangata Nekeare

Mr Tangata Nekeare died suddenly at his home in Tupapa, Rarotonga on November 5. He was 32. He was highly successful as a police officer and earned the respect of thousands of Cook Islanders for his fairness, impartiality and dedication to the people.

His home island was Mitiaro and he joined the Police Force as a cadet in January, 1956. In 1960, he



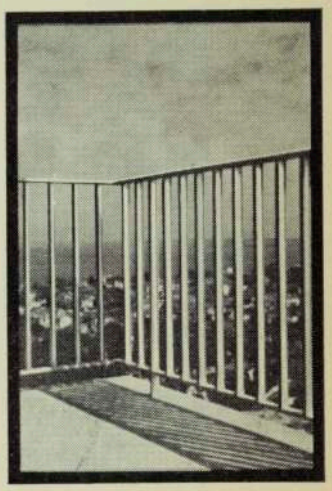
Mr Tangata Nekeare.

attended the Police Recruits Course at Trentham, near Wellington, New Zealand, the first Cook Islander to do so. In 1960 he passed the Detectives Qualification course and showed great aptitude for this work. In 1967, at the age of 27, he became the Superintendent of the Cook Islands Police Force and held that position until he resigned last January to enter politics. He joined the Democratic Party which opposes the ruling Cook Islands Party and is led by Dr Tom Davis.

His funeral was attended by an estimated 2,000 people among whom were the Premier of the Cook Islands, Mr A. R. Henry, cabinet ministers, leading businessmen and other notables. He was buried in the Catholic cemetery and leaves a widow and five children.

Continued on p 125

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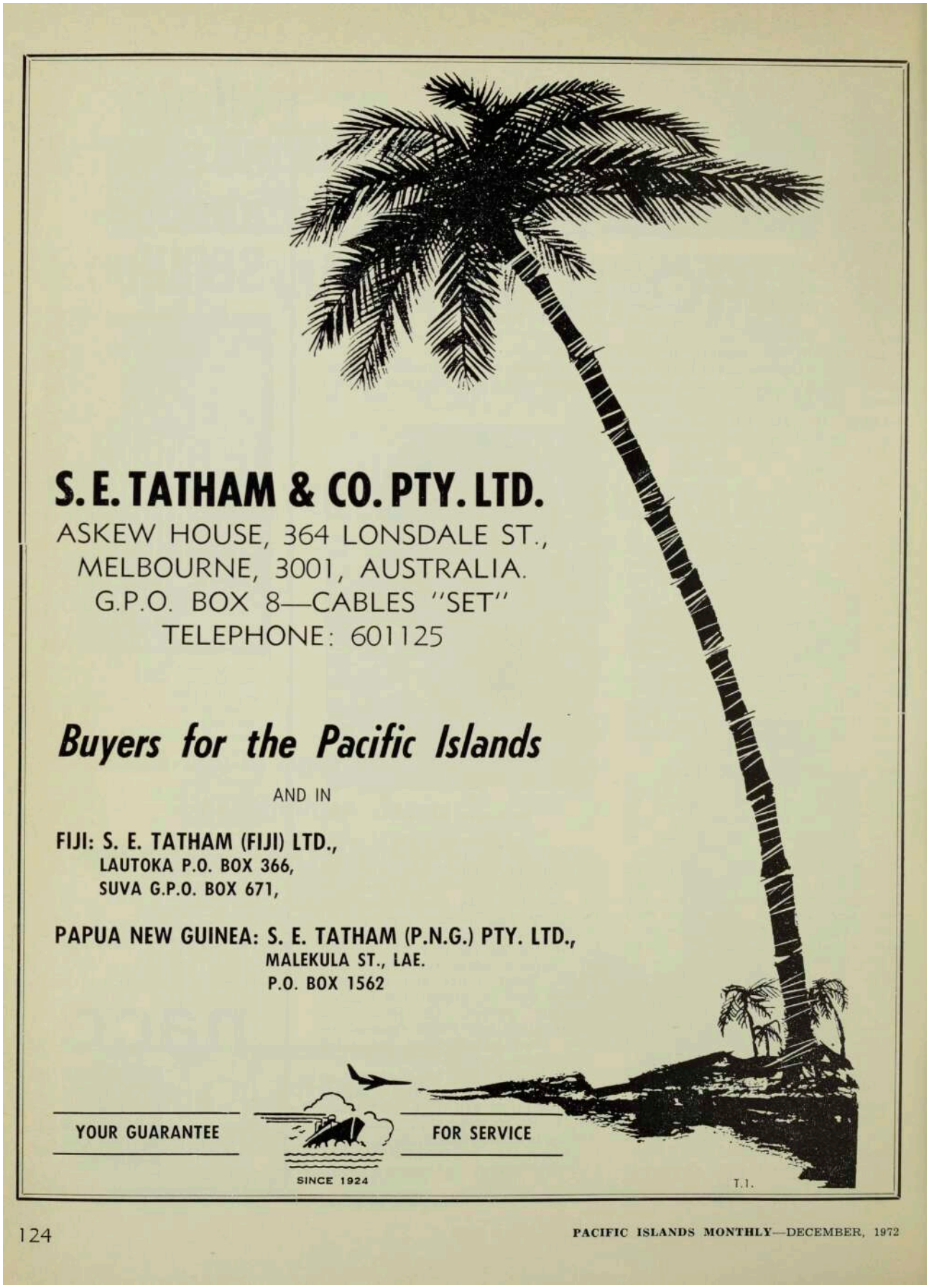
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Mr Silas Sitai

Mr Silas Sitai, MBE, BEM, died of a heart attack on October 31, aged 52. For only just over a year he had been chairman of the BSIP Governing Council's public meetings, the first Solomon Islander to fill the post. A member of the Solomons public service from 1939, Mr Sitai had a distinguished war record with the BSI Defence Force, and had been an administrative officer until his retirement in July, 1972.

He was a member of several boards and committees, on which he was valued by his colleagues for a wide knowledge and deep understanding of the Solomons people. He served as a magistrate, earning respect and admiration for his sense of justice. At the same time he was renowned for a warm sense of humour.

The funeral at Honiara's St Barnabas Cathedral was attended by the High Commissioner Sir Michael Gass and more than 1,000 mourners. Govco members Peter Salaka, George Pugeva and Mariano Kelesi were among the pallbearers.

Afamasaga Oliva Maiava

Afamasaga Oliva Maiava died suddenly in Apia on October 12, aged 31. He was a graduate of Massey University and was acting Senior Agricultural Officer with the Western Samoa Department of Agriculture at the time of his death. Oliva was a trustee of the Apia Protestant Church, keenly involved in youth work, and was a sportsman of note.

Mr Geoffrey Nevill

Mr Geoffrey Nevill, OBE, died on October 22 at the age of 72. He was resident Commissioner for the Chatham Islands from 1950 to 1952, and Resident Commissioner for the Cook Islands from 1952 to 1961. He was awarded the OBE for services in the Cook Islands.

Miss Taha Marsters

The death of Miss Taha Marsters, better known as Anna Joe Marsters, occurred in late October on board MV Manuvai, which was en route to New Zealand. As the vessel was only a day out from Rarotonga, she returned to port and an inquest was held to determine the cause of death. It is believed that Miss Marsters suffered a fatal attack of asthma, and after the inquest was held, the burial took place at the Roman Catholic cemetery at Panama.

Mr Eki Vaki

Mr Eki Vaki, who resigned from the PNG teaching service last year to contest the elections for the House of Assembly, has died. He taught in schools in eight districts over a period of 22 years, finally being a primary school headmaster in the Morobe District, in which area he nominated for parliament. He was unsuccessful and decided to work in private enterprise.

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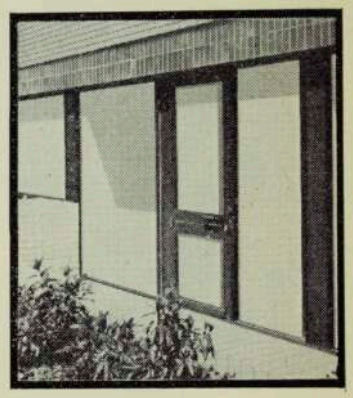
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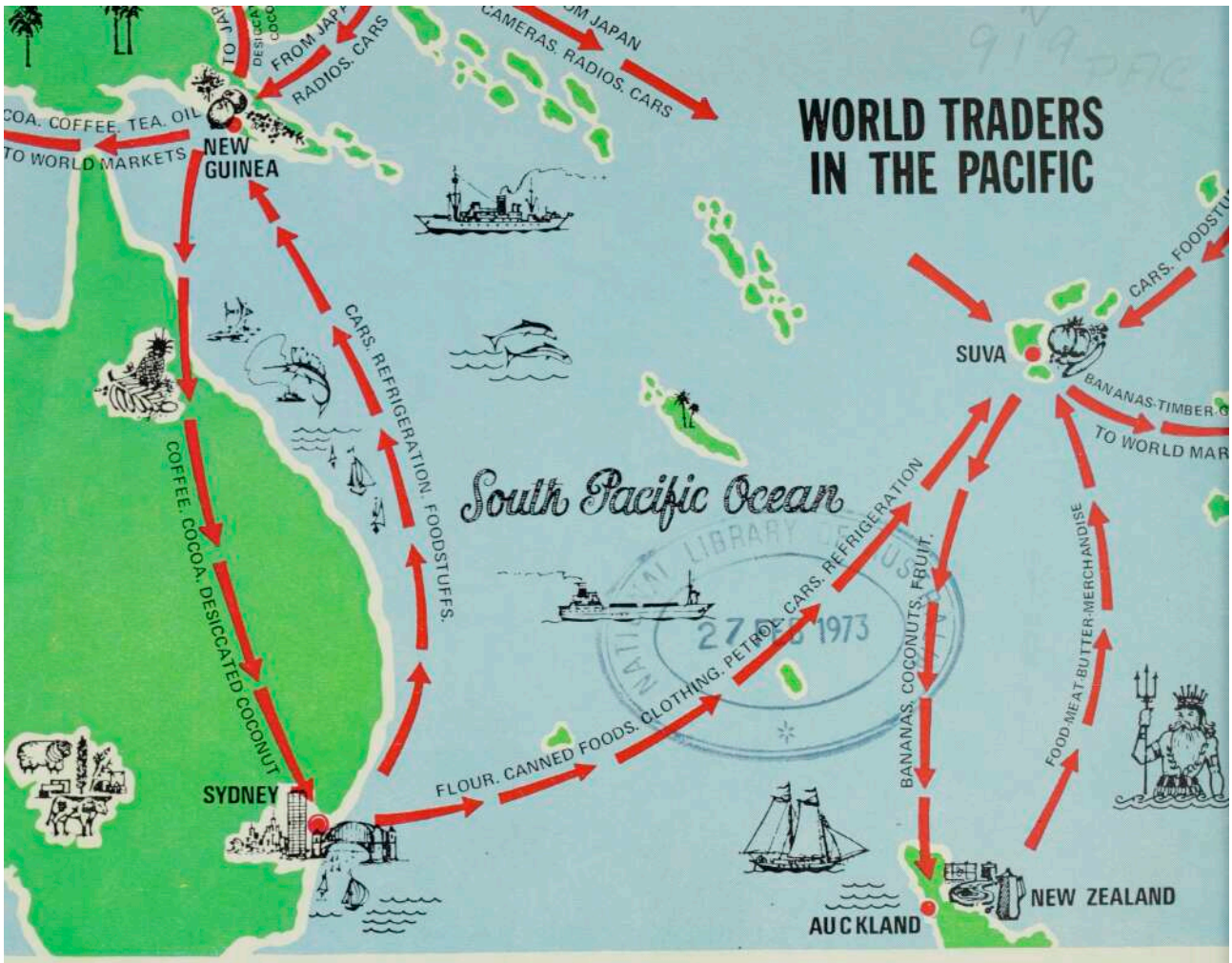
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